

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

There are no other public transport facilities apart from one school bus which provides transport to Hermanus from the corner of Kandelaar and Petrel Streets.

2.2.7 Onrusrivier

Onrusrivier is situated to the west of Sandbaai and is separated from Sandbaai by a small river estuary. Four taxis from the Zwelihle and Mount Pleasant neighbourhoods operate within Onrusrivier town, stopping in the Old Main Road. There are no public transport facilities in town except on the R43 at Onrusrivier where there are two taxi ranks with shelters. The taxis stop on different street corners in a random fashion.

2.2.8 Sandbaai

Sandbaai is situated on the ocean front to the west of Mount Pleasant. It forms part of Greater Hermanus. There is no official public transport in Sandbaai, but domestic and other workers are transported by an unregistered mini bus taxi from the R43 opposite the Engen Filling Station on a daily basis.

2.2.9 Mount Pleasant

Mount Pleasant is situated directly next to Hermanus on the western side. The R43 Main Road passes through the town. There are various taxi shelters in the area. They cater for services that pass Mount Pleasant to the surrounding areas. Taxis from the surrounding towns pass through the area and provide a transport service for the local people.

2.2.10 Hermanus

Cata is the only taxi union in Hermanus and has 40 legal taxis in operation. There is no long distance bus service. The private bus service of Hannekom Bus Service transports school children in the area. Tony van Dyk and Hein Engelbrecht Bus Services transport workers to and from the Hermanus area. Hermanus High School has three buses and three taxis that are used to transport children to and from school. Hermanus has only one official taxi rank in Spence Street.

2.2.11 Stanford

There are eight different taxi stops at various locations in town. A private bus contractor transports children to school. There are four taxis that transport workers to Hermanus.

2.2.12 Gansbaai

The main taxi rank in Gansbaai is situated in the Masakhane neighbourhood. There are two taxi shelters that are no longer used. A private bus service is being used to transport school children from Baardskeedersbos through Buffelsjagsbaai, Pearly Beach and Uilkraalsmond to Gansbaai and two private buses transport school children from Masakhane to schools in Hermanus. Four busses transport school children from Stanford and Pearly Beach to Gansbaai Academia.

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

2.3 Non Motorised Transport

2.3.1 Pedestrian and Bicycle

There is a cycle lane in both directions along R43 (Main Road) from Voëlklip to Eastcliff and also along the Onrus Main Road from Kidbrooke to Onrus CBD. There are no facilities on rural roads for non motorised transport. People mainly use the road shoulders and this poses a danger as speeds on these roads are relatively high.

2.4 Rail

There is a railway station in Hermanus but there are no railway lines in the area.

2.5 Air

Although there is not a public airport, helicopters land in the Hermanus area for law enforcement purposes, medical emergencies, fire fighting and sea rescue services. It is proposed that in the future these services will be consolidated into a single landing facility. Varies tourists make use of helicopters, from Cape Town to Gansbaai for Shark diving and Whale tours.

2.6 Harbours

There are two large harbours at Hermanus and Gansbaai. These are the responsibility of the National Department of Transport and Public Works. There are two medium sized harbours at Kleinmond and Kleinbaai and there are 20 slipways in the area. These facilities, as well as providing facilities for whale watching and sightseeing, are an attraction in their own right with museums and numerous restaurants.

Transport needs assessment

2.7 Assessment

An outcome of the LITP update process, which included a public consultation process, is a needs assessment which should guide the development of projects, programmes and priorities. A summary of the needs is reflected in Table 3. The detailed list of projects is shown in Table 4.

Table 3: Analysis of Status Quo

Needs	Strategy	Project
Road improvement and maintenance	Development and proper maintenance of the road network	Rehabilitation and maintenance of urban streets
Need to provide non-motorised transport facilities	Effective and efficient planning for and management of funding for infrastructure development in the Overstrand Area	
Need to provide adequate parking facilities		

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

Needs	Strategy	Project
Provision of economical, safe and affordable public transport facilities	Promotion of public transport	Provide an Integrated Public Transport Network
		Rehabilitation and maintenance of public transport facilities
Management of public and tourist transport services	Planning and coordination of public transport service with Overberg Tourism: Tourism Development Strategy and Overstrand Destination Marketing Organisation	
Provision of transport to basic facilities like police, hospital and schools	Effective and efficient planning for and management of funding for infrastructure development in the Overstrand Area	

2.8 Public Participation

The Integrated Transport Plan (ITP) is a Sectoral Plan of the Integrated Development Plan (IDP). The draft ITP was tabled with the draft IDP at the Municipal Council meeting on 27 March 2013. Thereafter it was advertised for 30 days for public comment. Comments received during this period were considered and used to compile the final ITP that was approved at the Municipal Council meeting on 29 May 2013.

3 Transport Improvement Proposals and Budgets

3.1 Improvement Proposals

The focus of the Municipality has been on road maintenance and improvement matters, with attention being given also to non-motorised transport interventions within the towns. The Local Municipality is not in a position to significantly influence public transport operations or freight movement within the Municipality. These matters are thus dealt with at the District Municipality and Provincial level. The Municipality however fully supports the move towards an Integrated Public Transport Network for the Overberg Region as detailed in the Mobility Strategy Concepts report (*Overberg District Municipality, Mobility Strategy Concepts, Towards an Integrated Public Transport Network, Report number 5493, 13 June 2011.*)

The Municipality employs a Pavement Management System (PMS) by means of which it identifies and prioritises maintenance and rehabilitation of its roads. The PMS uses methodical visual ratings of each pavement section to provide an assessment of the required interventions. The system is intended for strategic planning and budgeting

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

purposes as well as for maintenance and tactical planning purposes. The tables provide a good assessment of the total funds required to meet the maintenance needs of the network in the future and, in most cases, of the type of maintenance required. The needs of individual projects should, however, be verified by further investigation to allow for additional unrecorded factors. The total length of the network is approximately 628km with an estimated replacement value of R919 million.

Overstrand Municipality has identified the following projects as being of most benefit to their community.

Table 4: Overstrand Local Municipality Transport Projects

Project Description	Town	Progress
TRAFFIC SIGNS, ROAD MARKINGS & ADVERTISING SIGNAGE		
Road signs and markings by Traffic Department and Operational Managers	Various	Ongoing
SURFACING OF GRAVEL ROADS		
As per roads surfacing programme	Various	Ongoing
UPGRADING OF INTERSECTIONS		
R43/Vermont Ave. For safety reasons. Provincial project. Construction started August 2011 – mid July 2013.	Hermanus	Under Construction
R43/Kidbrooke. For safety and capacity reasons. Provincial project. Construction started August 2011 – mid July 2013	Hermanus	Under Construction
UPGRADING OF ROADS & STORMWATER SYSTEMS		
Sandbaai upgrading gravel to surfaced roads	Sandbaai	Construction started. More phases to follow.
Hangklip upgrading gravel to surfaced roads	Betty's Bay and Pringle Bay	Construction started. More phases to follow.
Gansbaai upgrading gravel to surfaced roads	Greater Gansbaai Area	Construction started. More phases to follow.
Maskahane main Storm water system via Proposed detention pond to the sea	Masakhane	Planning phase. Construction will start in Aug 2012
Master planning of Storm water systems in all towns	All	Gansbaai / Hermanus by 2015
PARKING		
Hermanus Station site phase I, 650 parking bays	Hermanus Station	Completed
Hermanus Station site phase II, 300 parking bays	Hermanus Station	Under construction
Hermanus CBD, 300 bays in multi storey parking garage	Hermanus	Planning
FACILITIES FOR THE DISABLED		

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

Project Description	Town	Progress
Ensure that all road traffic signs along routes have a minimum clearance height of 2.1 metres	All	Ongoing
Reserve adequate disabled parking bays in areas with high economic or tourist activity	All	Ongoing
Disabled friendly access to transport infrastructure	All	Ongoing
PUBLIC TRANSPORT		
Redevelop Zwelihle Public Transport Facility	Hermanus	Completed
Redevelop Hermanus CBD Public Transport Facility	Hermanus	Planned for 2013/14
Shelters on Sandbaai/Hermanus Link Road	Hermanus	To be done with the road upgrade
TRAFFIC CALMING & PEDESTRIAN SAFETY		
Experimental speed humps at stop streets	Kleinmond	Implemented, to be monitored
NON-MOTORISED TRANSPORT		
Expansion of cycle lanes	Hermanus	First phase start in 2012
MAINTENANCE		
As per Road Maintenance Programme	All	Ongoing
ROAD CONSTRUCTION		
C0527.04: Upgrade TR28/1 – Mount Pleasant/Hermanus	Hermanus	Under Construction
Gansbaai to Elim (DR 1205), provincial project. Road upgrade from gravel to surfaced standard	Gansbaai	Construction to start 2013
C0838.01 Upgrade DR1214 – Franskraal	Gansbaai	Construction to start in 2014
C0838.03 Regravel DR1264 – Kleinmond	Kleinmond	Construction to start in 2014
C0838.04: Upgrade MR269 – Hemel-en-Aarde (Upgrading and safety improvements to the MR269 Hemel-en-Aarde road)	Hermanus	Construction Started February 2012
C0986: Reseal sections of TR02701 from i/s with TR02801 to Rooi Els	Rooi-Els	Construction to start in 2013
Hermanus Parallel Road	Hermanus	2010 to 2016
Hermanus By-Pass. Provincial Project.	Hermanus	Long Term

3.2 Proposed Rehabilitation

The proposed rehabilitation programme of projects in priority order with a total estimated costing of R22.25m is shown in Appendix D.

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

3.3 Proposed Maintenance

The proposed Maintenance Programme of projects in priority order with a total estimated cost of R22, 900,000 is shown in Appendix E. The table provides a good assessment of the total funds required.

4 Implementation Budget and Programme

4.1 Five year budget and cash flow

The estimated available budget for maintenance, rehabilitations and minor works over the next five years is given in Table 5 below.

Table 5: Sources of Funding and Five Year Budget - Maintenance

Source of funding	Estimated Available Budget					
	2012/13	2013/14	2014/15	2015/16	2016/2017	Total
Municipal	28,800,000	30,400,000	32,200,000	34,100,000	36,200,000	161,700,000
PGWC	6,500,000	14,500,000	1,000,000	1,000,000	1,000,000	24,000,000
Total	35,300,000	44,900,000	33,200,000	35,100,000	37,200,000	185,700,000

The five-year budget and cash-flow of the selected high priority capital projects are given in Table 6 below.

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16

Table 6: Project Implementation Budget and Programme – Capital

	2011/12	2012/13	2013/14	2014/15	2015/16
Municipal Projects					
Hermanus parallel road		10,700,000	4,900,000	15,300,000	19,500,000
Gansbaai Storm water (MIG)		4,500,000			5,900,000
Pringle Bay bulk stormwater				3,000,000	
Onrus bulk stormwater				1,500,000	2,100,000
Hermanus CDB Public Transport Facility				3,500,000	3,500,000
Provincial Projects					
C0527.04: Upgrade TR28/1- Mount Pleasant/Hermanus	20,400,000	40,200,000	9,300,000		
Gansbaai to Elim (DR 1205) - road upgrade from gravel to surface standard		5,500,000	10,000,000		
C 0838.01 Upgrade DR1214- Franskraal			800,000	12,600,000	
C 0838.03 Regravel DR1264- Kleinmond				8,200,000	
C 0838.04: Upgrade MR269- Hemel-en-Aarde road to Caledon (Upgrading and safely improvements)		59,700,000	59,700,000	30,700,000	
C 0986: Reseal sections of TR02701 from i/s with TR02801 to Rooi Els			22,900,000	25,500,000	
Hermanus to Stanford- reconstruct TR					
Hermanus By-pass					
Total per year	20,400,000	120,600,000	107,600,000	100,300,000	31,000,000

Funding sources for maintenance and capital projects include:

- Municipal budgets based on revenue generated within municipal area,
- Municipal Infrastructure Grants,
- Grants from the National Department of Transport,
- Grants from the Provincial Department of Transport.

This report has not addressed the financial implications of individual projects, but has aimed to link costs to the overarching needs stipulated in this plan. Costs can only be linked to individual projects listed in IDP's and transport plans after preliminary designs have been done, and this does not fall within the scope of the LITP.

Appendix A

Maps of Urban Areas in Overstrand



Kleinmond



Hermanus

ANNEXURE 3: INTEGRATED TRANSPORT PLAN 2012/16



Stanford



Gansbaai

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

ANNEXURE 4:

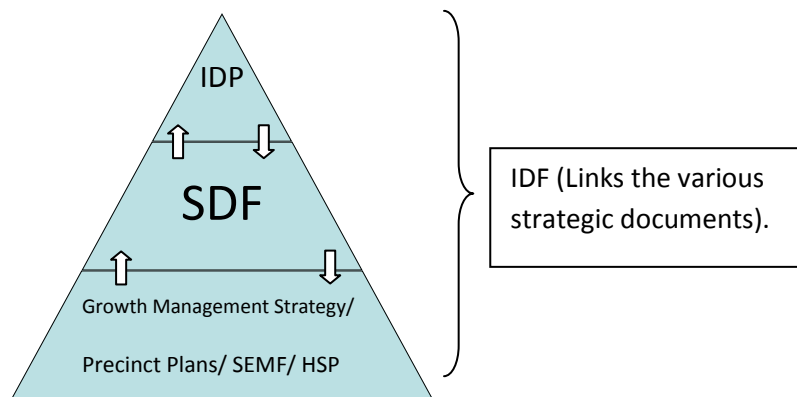
THE DEVELOPMENT OF THE OVERSTRAND INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

LINK BETWEEN THE DIFFERENT STRATEGIC DOCUMENTS OF THE OVERSTRAND MUNICIPALITY

The SDF links the development objectives taken from the Integrated Development Plan (IDP) and the Budget of the particular municipality. Therefore, the Spatial Development Framework (SDF) becomes the spatial presentation of the IDP objectives that guide projects funded through the budget of the local municipality.

The Integrated Development Framework (IDF) forms part of the existing spatial planning policy framework and the IDP. Furthermore the IDF acts as link between the various strategic documents used by the Municipality such as the Overstrand Municipality Growth Management Strategy (OMGMS), SDF, IDP, Strategic Environmental Management Framework (SEMF) and Human Settlement Plan (HSP). Precinct plans are adopted by council and incorporated into the SDF. The precinct plans guide the strategic vision and objectives (as set out in the SDF) for a specific area.

Illustration of the hierarchy of the strategic documents



It should be noted that the various spatial documents are not standalone

documents but are interconnected, which will guide enable private and public sector to establish the vision of an sustainable and development, as such the various spatial documents should be read/used together.

1. BACKGROUND (WHY DO WE NEED AN IDF?)

The Overstrand Municipality recognised the need for a longer term planning perspective that is not currently being addressed within the municipality's existing spatial planning policy context.

In order to address the above, the municipality initiated the "Overstrand Towards 2050 – an Integrated Development Framework (IDF)". As part of this initiative focused on compiling an Integrated Development Framework document, a Strategic Environmental Management Framework (SEMF) and Human Settlement Plan (HSP) have also being compiled. The SEMF and HSP will not only inform the development of the IDF, but will ultimately also function as stand-alone policy documents with specific role and functions.

The IDF is a high level strategic spatial framework. The individual policies and actions of the IDF will need to be implemented, at a more detailed level, through the Municipality's existing SDF and future strategies and local/sector plans.

The primary purpose in compiling the IDF and related components is based on the goal of achieving the following:

Consolidating the plethora of documentation into one user friendly summary document

The current policy framework is fragmented and incoherent in nature as it is comprised of a plethora of documents, often very technical and detailed, undertaken at different times with different briefs and objectives.

This forms a most confusing policy platform that complicates planning, decision making and management. The IDF will strive to transform the current policy framework into one summary document that is integrated, coherent, strategic and user friendly.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

Ensure that the current statutory required 5 year IDP cycle of planning is coordinated with achieving the long term objectives

Forward planning is currently done in five year cycles. No formal long term planning mechanism exists that provides direction for future sustainable spatial growth and development. The IDF addresses this by formulating the Overstrand long term integrated spatial vision that is integrated with the current five year IDP planning processes.

Identify and address gaps in the existing policy framework. Gaps in the current spatial policy framework, such as the need for improving integration of biodiversity conservation with existing land use planning frameworks contribute to the problematic existing planning context. The IDF provides spatial policies and action plans as solutions to this and to other key strategic challenges.

The need for improving integration of biodiversity conservation with existing land use planning frameworks is an example of such a gap being addressed by the SEMF which is integrated and aligned in terms of strategic content with the IDF.

2. INTENDED ALIGNMENT BETWEEN THE IDF, SDF, SEMF, HSP, GMS AND OTHER PLANNING POLICY INITIATIVES

The IDF will thus form an integral part of the existing spatial planning policy framework and statutory IDP that guides the overall direction, land use and infrastructure planning for the Overstrand at the highest strategic level. It is informed by and will guide regional and local strategies and plans. It is also guided by National- and Provincial Government spatial planning initiatives such as the National Development Plan (2011) and the Western Cape Provincial Spatial Development Framework (2009).

Figure 1 illustrates the **alignment** of the IDF with other strategies, plans, policies and frameworks within the planning context.

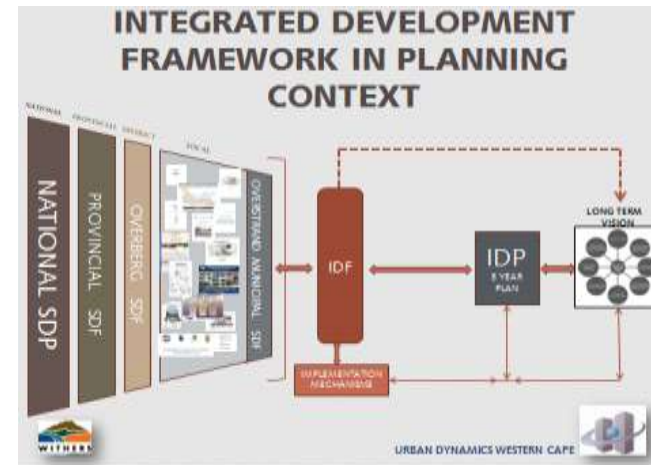


Figure 1: IDF in Planning Context

The IDF, together with the SEMF and HSP components as well as the existing SDF and GMS, will function as a high level integrated strategic framework for future spatial related decision making. The individual policies and actions of the IDF will be implemented, at a more detailed level, through the Municipality's existing and future local or sector plans. This will include amongst others, the consideration of the IDF action plan as part of the municipal IDP.

For example, aspects of the IDF's integrated spatial vision and strategic directions that relate to the provision of housing will be included in the IDP and prioritised by the Overstrand Human Settlement Plan (HSP). Environmental related aspects will similarly be managed strategically in accordance with the Overstrand Strategic Environmental Management Framework (SEMF).

Through its role as a service provider, the Municipality will consult the IDF when developing or evaluating new policies or projects for inclusion in the IDP and other plans or initiatives.

In order to ensure continued alignment of the IDF with the remaining key spatial planning policy components, it is foreseen that the individual review of these components, in future take place in an integrated review process. Updates to or amendments of the said policy components

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

should in this process be tested against the content of the IDF.

The IDF thus creates a strategic framework that integrates the existing spatial planning policy context into a more coherent and aligned one, strategically focused at the collective goal of reaching the Overstrand's 2050 spatial vision.

3. SUMMARY OF THE IDF DEVELOPMENT METHODOLOGY AND CONTENT

3.1 Methodology

The IDF development methodology can be summarised as follows:

1. Contextualizing the IDF within the existing spatial planning context
2. Situational Analysis of the Overstrand Municipal Area (identifying key challenges and impacts)
3. Formulating the Overstrand 2050 Spatial Vision
4. Formulating the IDF Policies
5. Developing Spatial Proposals
6. Developing the IDF Action Plan
7. Finalising Draft Reports

The SEMF and HSP were developed in a parallel process to the said methodology, as informant to the IDF, and also as stand-alone policy documents.

3.2 Content

The IDF has identified six spatial directives to facilitate the management and the planning process related to the future natural and developed environment of the Overstrand municipal area.

These spatial directives will serve to guide growth and development within the Overstrand for the next 30 to 40 years. The spatial directives and the interaction between them are illustrated in Figure 2.



Figure 2: Spatial Directives

The spatial directives were developed/ forthcoming as a result of extensive consultation with municipal officials, the public, key stakeholders and through the analysis of spatial planning and related sources.

The spatial directives are expanded in Part 3 of the IDF by outlining a series of objectives, policies and actions needed to achieve these.

In Part 4 an Integrated Spatial Development and Environmental Framework is provided that moves toward the integrated spatial vision in a manner that ensures that the key issues as outlined in Part 2 are also addressed.

Part 5 proposes an action plan for the next ten years to implement the proposals contained in the IDF. The actions listed include those completed, those currently being undertaken and actions proposed for future implementation by the Municipality and other role players, in order to realise the Overstrand's 2050 vision. This Action Plan does not form part of the policy framework of the IDF and is subject to change as a result of

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

the development of the relevant plans and strategies.

4. PROCESS

The Overstrand IDF report, accompanied by the Overstrand Strategic Environmental Management Framework (SEMF) as submitted by the service providers, was advertised for public comment. Comments were received from various parties. The said reports were amended as to incorporate the relevant comments. Extension was granted to the Provincial Department of Environmental Affairs and Development Planning (DEA&DP) for their comments. The reports were presented to Council and formally approved the 25th of June 2014.

5. CONCLUSION

The Overstrand Towards 2050 - Integrated Development Framework (IDF), sets the strategic direction for the Overstrand's growth and development for the next 30-40 years by amalgamating the current five year planning cycle with a long term integrated spatial vision. It outlines a broad set of principles, spatial directions, policies, frameworks, plans and actions and in addition visually illustrates the potential future development of Overstrand.

This document will in addition to the SEMF, HSP and existing high level spatial policy documents, be used as an overall strategic guide for land use planning, service infrastructure planning and environmental management for the area.

The Development Framework will provide the strategic spatial direction for development and conservation in the long term.

The IDF addresses the Overstrand's urban, rural and natural environments in an integrated fashion, taking into consideration how land use, transportation planning, infrastructure, services, housing and facility provision should be coordinated to contribute positively to a sustainable, prosperous, livable, and memorable environment.

PRECINCT PLANS

The Baardskeerdersbos Precinct Plan and the Danger Point Precinct Plan were both formally adopted on the 3rd of December 2014.

The Baardskeerdersbos- the Danger Point- Precinct Plans originates from the approved Overstrand Municipal Spatial Development Framework: **2006**. Spatial Development Strategy 2 (SDS2) contained in the SDF identified the need of a local development framework / precinct plan that should provide clear development guidelines and development parameters relating to build form, urban design, subdivision policy and land use mix.

BAARDSKEERDERSBOS PRECINCT PLAN

Funding was obtained from the Department of Rural Development and Land Reform for the development of a Precinct Plan, which department appointed the consultant team at the beginning of 2013.

The document has gone through a public participation process. Final comments were received and amendments were made where necessary. The final document was presented to council and adopted.

PURPOSE OF THE BAARDSKEERDERSBOS PRECINCT PLAN

The main purpose of the document is to arrange the land use and infrastructure associated with the needs of the Baardskeerdersbos community. The precinct plan aims to establish guidelines for the integration of the built and natural environment, along with the social aspects of the community. The precinct plan directs the conservation of the rural hinterland and agricultural settlement character while addressing the increased pressure to development that may arise from the Gansbaai / Elim Road upgrade by means of proposals and guidelines. The Precinct Plan facilitates the implementation of the IDP and SDF objectives and alignment thereof with the objectives of the three spheres of government.

SUMMARY OF THE CONTENT

The precinct plan (study area) covers the rural settlement of Baardskeerdersbos. It focuses on cultural and heritage conservation, landscaping and urban design, whilst balancing future residential and economic development with the preservation of the rural, agricultural and

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

natural landscape and open space systems. The precinct plan directs the conservation of the rural hinterland and agricultural settlement character while addressing the increased pressure to development that may arise from the Gansbaai / Elim Road upgrade by means of proposals and guidelines.

The precinct plan considers three development options for Baardskeerdersbos. Firstly a no development scenario, secondly maintaining the status quo (ad hoc decision making scenario) and thirdly to allow controlled development defining Baardskeerdersbos as a Cape Village. The latter is considered to be the preferred option as it balances conservation of heritage resources, social equity, environmental integrity and economic efficiency.

Section 5 of the Precinct Plan identifies key challenges which informed the SWOT analyse. These challenges resulted in two no- negotiable guidelines i.e.:

- Retain the qualities of place that makes Baardskeerdersbos unique
- Give sensitive and appropriate guidance to future growth

Section 6 of the Precinct Plan contains the spatial restructuring directives from the Western Cape Spatial Development Framework, 2009 and the vision for Baardskeerdersbos as identified in the 2030 Green Light Vision document.

Section 7 of the Precinct Plan contains development guidelines for Baardskeerdersbos consisting of a summary of appropriate land uses, proposed development parameters, defined spaces, landscaping considerations and provision of open space and subdivision policy. It also contains Heritage guideline proposals at settlement-, building- and landscape level.

Section 8 of the precinct plan contains the implementation plan and contains a list of projects that may have budgetary implications and should be incorporated in the IDP.

Conclusion

The Baardskeerdersbos Precinct Plan, 2014 produces a detailed Development and Design Framework for Baardskeerdersbos with parameters relating to the future built form, subdivision policy and preferred land use.

Throughout the document it is evident that retaining the character of Baardskeerdersbos as that of a Cape Village would serve to achieve the

strategic SDF objectives of promoting a sustainable and efficient development, which protects the environmental integrity and character of the Baardskeerdersbos settlement as a whole.

The precinct area is illustrated below;

Figure 1: Spatial Concept, Design Framework and Development Proposals



DANGER POINT PRECINCT PLAN

The Birkenhead Property Owners' Association previously appointed a consultant for the development of a Master Plan for Birkenhead.

The Master Plan was considered by Council on 4 May 2011. In terms of Council's decision the Master Plan was referred back to the consultants prior to the final consideration thereof by Council to consider the following points, namely:

- the appropriate degree of densification
- visual impact assessment

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

- provision of ecological corridors
- provision of development management guidelines
- traffic impact assessment
- heritage impact assessment and
- establishment of a conservancy

Following the aforementioned Council decision, funding was obtained from the Department of Rural Development for the development of a Precinct Plan, which department appointed the consultant team at the beginning of 2013. The Master Plan as well as Council's recommendation was provided to the consultant team as part of their brief in the compilation of the Precinct Plan.

PURPOSE OF THE DANGER POINT PRECINCT PLAN

The Danger Point Precinct Plan was prepared at a more detailed level, i.e. geographical region, in the municipality to provide specific guidelines and principles for development at that scale.

The Precinct Plan was informed by the impact of the natural environment, the built environment including housing, infrastructure, and socio-economic aspects relating to economy, human development indicators.

SUMMARY OF THE CONTENT

The Precinct Plan considers two levels of detail, namely the precinct as a whole, as well as the Dyer Mountain and the Birkenhead sub precincts. The Precinct Plan provides guidelines as to how development applications should be considered when they are submitted, how Council should amend the SDF (in relation to the study area) when it is reviewed, as well as operational, capital or maintenance projects that should be addressed in the IDP, if applicable.

With regard to the Dyer Mountain precinct it is proposed that apart from the existing primary rights, low key ecotourism opportunities (i.e. farm stall, guest accommodation, walking, running and cycling be developed at suitable locations. Due to the distinct character of this sub precinct from the rest of the study area, further detailed planning should occur prior to detailed applications by property owners.

With regard to the Birkenhead sub precinct, three development scenarios were considered, namely business as usual (maintain the status quo), a high density development consisting of full municipal services as well as a low density "off grid" development without municipal services

Section 3 of the precinct plan proposes planning policies for the precinct as a whole, whilst Section 4 contains policies relating to the Birkenhead sub precinct. Section 5 of the Precinct Plan concludes and demonstrates how this Precinct Plan addresses the concerns raised by Council in their recommendation pertaining to the 2011 master plan.

In terms of the Greater Gansbaai Area, Spatial Development Strategy (SDS) 2 requires development to be undertaken in a sustainable manner that promotes compact urban form, efficient land use, economies of scale and environmental integrity. Pertaining to the precinct area the SDF therefore proposed low density development, subject to the provision of ecological corridors and conservation management mechanisms as a prerequisite for detailed development proposals.

Having had regard to the analysis of the three development scenarios (i.e. maintaining the status quo (ad hoc development management), high density development with full municipal services, or a low density off grid development scenario), the low density scenario is the only option that will serve to achieve sustainable and efficient development that services to protect the environmental integrity of the precinct area.

Conclusion

The Danger Point Precinct Plan, 2014 is a document which guides the future development and design of the Danger Point Precinct area. Throughout the document it is evident that low density developments will ensure that the strategic SDF objectives of promoting a sustainable and efficient development are met, along with retaining the scenic quality and character of Danger Point.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

The Danger Point Precinct area is illustrated below;

Figure 1: Whole Precinct (Aerial photo)



Figure 2: Scenario 2 Business as usual

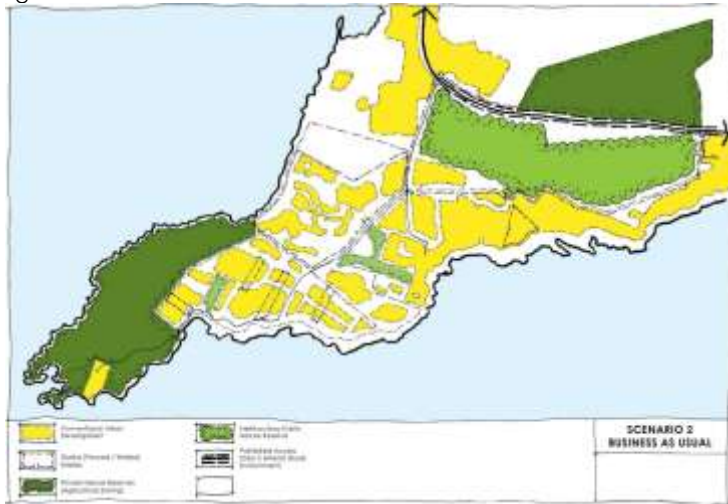
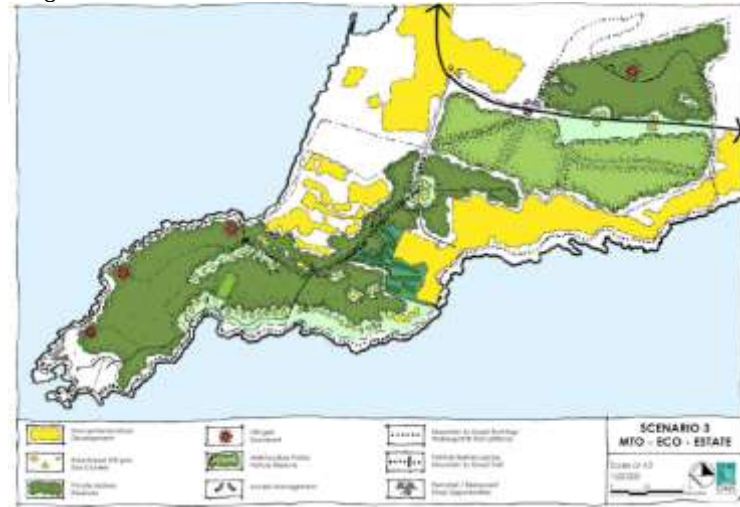


Figure 3: Scenario 3 MTO – ECO – Estate



SPATIAL MAPPING FROM THE INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

The 2050 strategic spatial development plans are presented for each of the Overstrand's settlements, (Extract from IDF 2013)

Due to the extensive nature of the Overstrand Municipal area, the plans/maps individually reflect the main Overstrand settlements, with the rural settlements collectively illustrated on a single plan/map.

Rooiels – Key Actions (Plan 14)

Key policies directing future management and development

LO 8 (ii) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) Encourage and support the development of networks of open space

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.
MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes

N	Rooiels Business/Retail Node	Promote the intensification of the existing business node based on specific local urban design guidelines. Business uses should only be permitted in the existing node.
----------	-------------------------------------	---

Special Places

★	The Point	Ensure an appropriate interface between the coast line and urban development.
	Beach	Ensure protection of the dynamic coastal dune system.
	Rooiels Reserve & Hangklip Peak	Manage these biophysical environments with conservation objectives in mind. Protect the reserve from urban development.
	Nature & Klein	

Open Spaces/Linkages

R	Open Space Corridor / Amenities	The functioning of the Rooiels River and its estuary environment as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.
----------	--	---

Key Improvements

Spatial Integration

The spatial integration of the residential areas, business area, coastline and nature areas should be promoted through the establishment of a formalised network of footpaths that link these areas.

Route

R44 Scenic Link

The R44 should be designated as a scenic route



Plan 14: Rooi Els

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

Pringle Bay – Key Actions (Plan 15)

Key policies directing future management and development

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.


VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.





ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes

	Commercial Node / Community Facilities	Business uses should be concentrated at one central location, to take advantage of the economic synergies created and to offer a sense of identity. The ideal location for business uses is at the existing commercial node off Hangklip Road.
--	---	--

Industrial

	Industrial Development	Industrial activities within the area earmarked for this purpose to the east of Pringle Bay and the R 43 should be restricted to service and clean light industry.
<i>Special Places</i>		
	Beach	Ensure protection of the dynamic coastal dune system
	Die Punt	Ensure an appropriate interface between the coast line and urban development
<i>Open Space / Linkages</i>		
	Open Linkages	Space Integrate existing open space into an overall public space network.
	Open Corridor / Amenities	Space The functioning of the Buffels River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.

Key Improvements

Integration	To improve integration, it is proposed that a network of pedestrian routes and paths are established which link the primary land use components, improving accessibility and integration.
--------------------	---

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)



Betty's Bay – Key Actions (Plan 16)

Key policies directing future management and development

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of

vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and proactively work towards reducing coastal erosion.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

EO 7 (IV) Enforce clear policies for connections and extensions to water and waste infrastructure.

MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes

N1	Southern Retail Node	Local economic opportunity area
N2	Jock's Bay Retail Centre	Promote the establishment of a mixed-use medium density retail centre forming the primary node of Betty's Bay, based on strict development and design parameters to preserve views from the scenic drive. This node is the preferred option for densification.
N3	Eastern Retail Node	Further expansion of this node should not be encouraged.

Special Places/Areas

	East Beach	Ensure protection of the dynamic coastal dune system.
★	Mooihavens Camp Stony Point Penguin Colony West Beach	Judiciously protect the natural habitat of the penguin colony. Setbacks should be strictly controlled in the

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

	sensitive coastal zone interface and green vegetation should predominate. Ensure protection of the dynamic coastal dune system.
Malkopsvlei	Protect the archaeological, scientific, botanical, visual and recreational significance of Malkopsvlei.
Dawidskraal	Protect the historical heritage value of Dawidskraal, the botanical significance due to the high concentration of milkwoods in the area and its social significance because of its continued role as a place of public recreation.
Open Space Link with Harold Porter National Botanical Garden	

Open Spaces/Linkages



Open Space Corridor / Linkages

Investigate the viability of integrating a public open space system with the east-west vlei system and north-south wetland system that links the Harold Porter National Botanical Garden with the coast line.

Key Improvements

	Spatial Integration	Appropriate pedestrian linkages and cycle tracks should be formalised to integrate the different parts of the town.
Route	R44 Scenic Link	The R44 should be designated as a scenic route



Plan 16: Betty's Bay

Kleinmond – Key Actions (Plan 17)

Key policies directing future management and development

- LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.
- LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.
- EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles
- EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.
- EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.
- VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

VO 1 (ix) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Industrial/ Community Nodes

N1	Western Node / Jongensklip Activity Corridor	Encourage development and redevelopment to maximise public amenity of this area with its high natural, scenic and historical significance. Manage development through a precinct development framework plan with specific design guides relating to industrial and commercial land uses.
N2	Eastern Node	Spatial extent of the CBD must be clearly defined. Provide clear development parameters in terms of the built form, aesthetics, parking requirements and traffic and pedestrian flow.



Special Places

	Palmiet Caravan Park / Estuary	The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.
	Jongensklip Harbour	Densification can be considered, but should reinforce the historical public recreational quality.
★	Die Preekstoel	Ensure an appropriate interface between the coast line and urban development
	Kleinmond Estuary Public Recreation Area	The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.
	Kleinmond Caravan Park	Protect and enhance open space corridor and linkages.

Historic Precinct

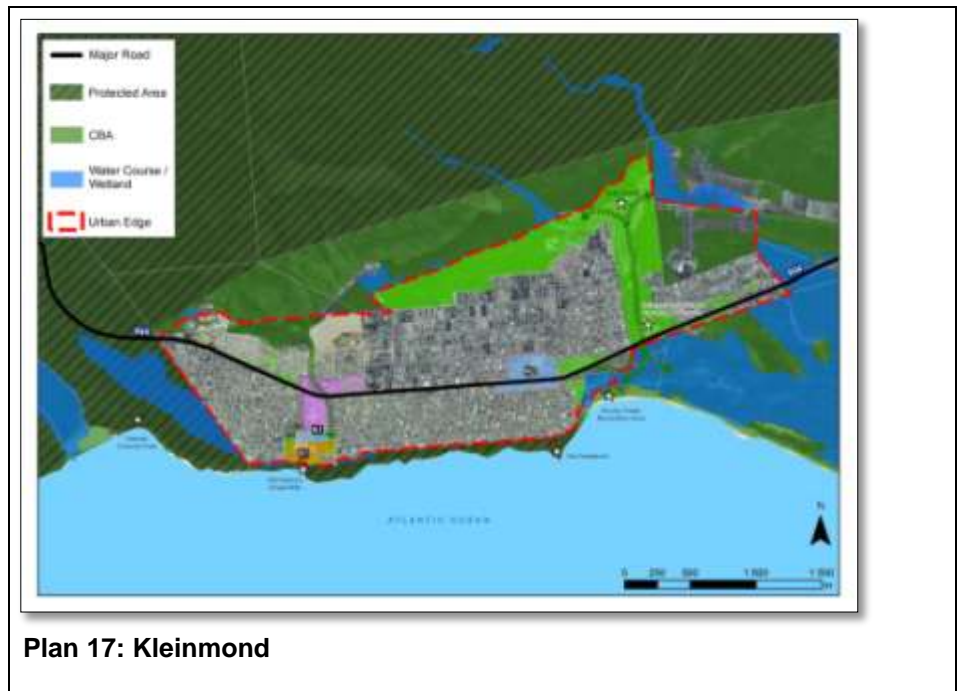
H1	Jongensklip Harbour Precinct	Compile a Heritage Management Plan for the Harbour Precinct with a series of heritage guidelines to ensure appropriate development in this area.
-----------	-------------------------------------	--

Open Space / Linkages

	Open Linkages	Space	Enhance public access linkages between the coastline, estuary and the mountain.
	Open Space Corridor / Amenities		Protect and enhance open space corridor and linkages between estuary and associated amenities, via the golf course to the mountain.

Key Improvements

R44 Route	Scenic Link	Strip development along the R44 scenic link route should be curtailed to clearly defined nodes or development zones.
------------------	--------------------	--



ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

Arabella / Benguela Cove – Key Actions (Plan 18)

Key policies directing future management and development

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (iii) Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas as to strengthen the local sense of place and minimise visual impact.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (i) Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities.

EO 1 (iii) Ensure that the natural environment is protected and restored and its natural productive capacity is preserved by means of sound land use management.

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Waterbodies



Estuary / Wetlands

Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from further urban development.

Special Places



Arabella Golf Course

The functioning of the river and its estuary as an ecological corridor and linear open space area should be protected and managed.

Key Improvements

R43 Scenic Drive

Views along the R43 scenic route should be preserved and the development interface with this route should be carefully managed.



Plan 18: Arabella/ Benguela Cove

Hawston / Fisherhaven – Key Actions (Plan 19)

Key policies directing future management and development

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities

Management Approach

Commercial / Community Nodes

N1	Retail Node	Manage development through a precinct development framework plan with specific design guides relating to industrial and commercial land uses.
N2	Retail Node	
N3	Business Community Node	/
N4	Retail Node	

Special Places

	Lagoon Promenade	Ensure an appropriate interface between the estuary and urban development
★	Beach Pavilion & Beach Meerensee Resort Boat Launch Jetty	

Industrial

	Industrial Development	Compile
--	-------------------------------	---------

Open Space / Linkages

	Open Linkages	Space	Protect and enhance open space corridor and linkages between the coast and the mountain.
--	----------------------	--------------	--

Key Improvements

R43 Scenic Drive

Views along the R43 scenic route should be preserved.



Plan 19: Hawston/ Fisherhaven

Greater Hermanus (West) – Key Actions (Plan 20)

Key policies directing future management and development

LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

social and economic facilities.

LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.





VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.


ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach


Commercial / Community Nodes

	Shopping Centre	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible.
	Onrus Business Area	Compile urban design guidelines for development in this node.
	Business / Industrial Node	Retail & industrial area. Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.
	Business / Community Node	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible.


Special Places

	Vermont Salt Pan	Sensitive vlei areas vlei areas within the urban edge should be managed with conservation objectives in mind, and should be protected from urban development.
	Slipways	Protect and enhance open space corridor along the coast.
	Campsite	The public green open space associated with the Onrust campsite and its relationship to the sea should be protected and enhanced.
	Onrus Lagoon / Beach	The functioning of the Onrus River and estuary as ecological corridor and linear open space area should be protected and managed.
	Onrus WWF Reserve	
	Schulphoek	Ensure an appropriate interface between the coast line and urban development


Industrial

	Industrial Development	Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.
---	-------------------------------	--

Heritage

	Heritage Areas / Overlay Zones	Compile a Heritage Management Plan for the demarcated precincts with a series of heritage guidelines to ensure appropriate development in this area.
---	---------------------------------------	--

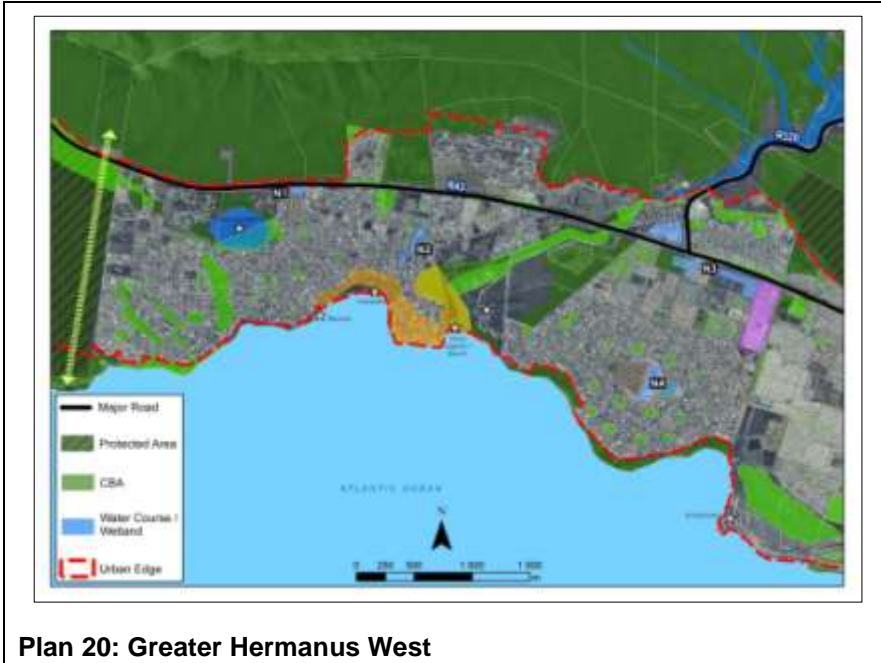
Open Space / Linkages

	Open Space Linkages	Protect and enhance open space corridor and linkages between the coast and the mountain.
---	----------------------------	--

Key Improvements

	R43 Scenic Drive	Views along the R43 scenic route should be preserved. Make provision for a set of guidelines and procedures to ensure appropriate new development within the scenic corridor.
--	-------------------------	---

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)



Plan 20: Greater Hermanus West

Greater Hermanus (East) – Key Actions (Plan 21)

Key policies directing future management and development

LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes

CBD	Central District	Business	Business uses, commercial, retail and offices should be concentrated within the central business district and within the existing areas. High density residential uses should be promoted within the CBD area.
N5	N6	Business / Industrial Node	Commercial & industrial area. Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.

Special Places

New Harbour	Hermanus	Preserve coastal walkway to Old Hermanus Harbour
Magnetic Observatory		Public facility with regional significance

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

★	Fick's Pool Spring & War Memorial	Preserve and enhance public amenities.
	Old Hermanus Harbour	Preserve as part of the urban conservation and tourism area.
	Hoy's Koppie	Conserve and enhance the existing open space system.
	Golf Course	Specific control measures are required for the mountain interface zones.
	Fernkloof Nature Reserve	The functioning of the Fernkloof Nature Reserve as a prominent ecological conservation area should be preserved and the mountain interfaces protected.
	Boiling Point, Voëlklip Beach, Grotto Beach & Piet se Bos	Ensure an appropriate interface between the coast line and urban development.
	Die Mond se Kop	
	Caravan Park	Promote a mixed density housing node adjacent to the caravan park.

<i>Industrial</i>		
■	Industrial Development	Industrial activities within the Greater Hermanus area should be restricted to service and clean light industry.

<i>Heritage</i>		
■	Heritage Areas / Overlay Zones	Compile a Heritage Management Plan for the demarcated precincts with heritage informed development guidelines.

<i>Open Space / Linkages</i>		
■	Open Space Linkages	Protect and enhance open space corridors and linkages between the mountain and urban environments.

<i>Waterbodies</i>		
■	Rivers / Estuaries	Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from further urban development.

<i>Key Improvements</i>		
	R43 Scenic Drive	Views along the R43 scenic route should be preserved.



Plan 21: Greater Hermanus (East)

Stanford – Key Actions (Plan 22)

Key policies directing future management and development

- LO 1 (ii) Protect and manage natural sources of potable water to ensure water supply and quality.
- LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.
- LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.
- LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.
- LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.
- EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

MO 1 (v) Roads traversing the outstanding scenery of the Overstrand Municipality should be designated as scenic routes, and views and vistas from these routes should be protected from insensitive development.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.


VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.



ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes

	Central District	Business	Business uses, commercial, retail and offices should be concentrated within the defined central business district. Decentralisation of commercial uses should not be permitted.
--	-------------------------	-----------------	---

Special Places

	Town Square	Preserve as a place of high heritage value of provincial significance.
	Klein Rivier	The functioning of the Klein Rivier and its tributary as ecological corridors and linear open space

areas should be protected and managed with conservation objectives in mind.

Industrial



Industrial Development

Additional industrial even over and above the existing approved properties should not be permitted. The existing area zoned for industrial activities should be restricted to low intensity service industries.

Heritage



Heritage Areas / Overlay Zones

Compile a Heritage Management Plan for the demarcated precincts with heritage guidelines to ensure appropriate development in this area.

Open Space / Linkages



Open Linkages Space

Protect and enhance open space corridors and linkages as sensitive biophysical environments with high public amenity values.

Waterbodies



Rivers / Wetlands

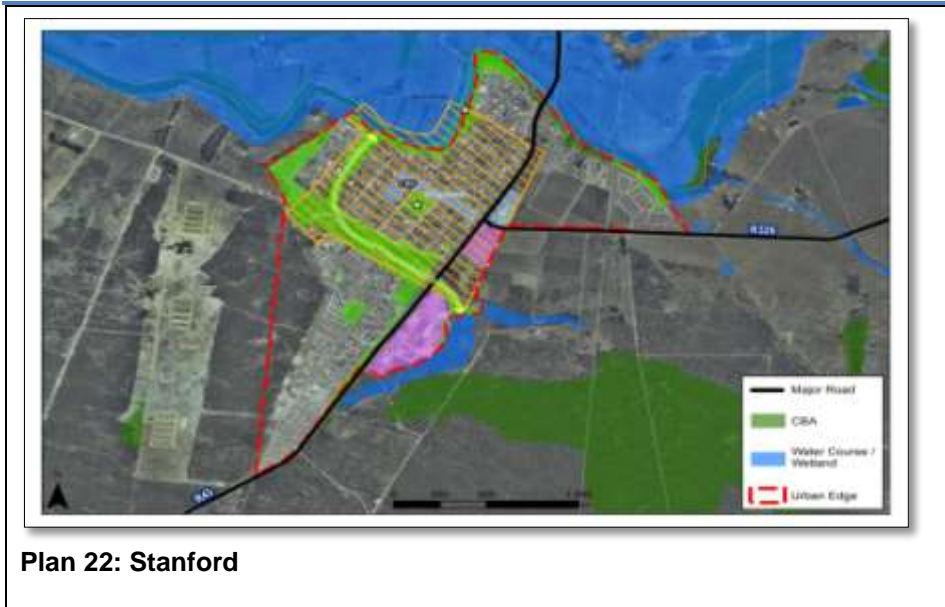
The sensitive areas of the biophysical environment (Klein Rivier, its tributary, wetland and vlei systems) should be managed with conservation objectives in mind, and should be protected from further urban development. Protect the natural spring "Die Oog" which contributed to the growth and development of the town and feeds into the "leiwater" system. The stream fed by the spring feeds into the Klein River forming a riverine horseshoe containing the village.

Key Improvements

R43 Scenic Drive

Views along the R43 scenic route should be preserved..

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)



Plan 22: Stanford

Gansbaai – Key Actions (Plan 23)

Key policies directing future management and development

LO 3 (i) Progressively ensure housing provision for different lifestyle choices, income groups, life stages, household sizes, including adequate provision of affordable housing options and opportunities for the aging.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (ii) Buildings that accommodate community activities, as well as education, health and entrepreneurial development and business and skills training, should be located at points of highest access in urban settlements.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii) & MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 4 (ii) Encourage natural dune processes to occur where appropriate and pro-actively work towards reducing coastal erosion.

VO 1 (i) Encourage mixed use and high density residential development within and adjacent to urban, suburban and rural centres.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 1 (ix) & AO 4 (v) Neighbourhood nodes and the CBD should become the nucleus of business/commercial and other public infrastructure/services, ultimately becoming focused clusters of facilities and services/multi-purpose centres.




VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

Management Approach

Commercial / Community Nodes		
N1 – N3	Local Business Node	Business uses, commercial, retail and offices should be concentrated within demarcated business areas as far as possible.
CBD	Central District Business	Investigate the option of improving linkages and growing the CBD towards the harbour area.
Special Places		
	De Kelders Caves Klipgat Caves	Ensure an appropriate interface between the coast line, caves and urban development.
	Walker Bay Nature Reserve	Manage the interface between urban development and the nature reserve.
	Stanford's Cove	Ensure an appropriate interface between the coast line and urban development
★	Hiking Trail Caravan Park / Resorts Harbour Golf Course	Public amenities / facilities should be managed on a sustainable basis.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)

Shark Viewing / Boat Launch	
Museum	
Seal Island	
Lagoon Estuary	The functioning of the estuary as ecological corridor and linear open space area should be protected and managed.
<i>Industrial</i>	
 Industrial Development	Industrial activities within the Gansbaai area should be restricted to service and clean light industry.
<i>Heritage</i>	
 Heritage Areas / Overlay Zones	Compile a Heritage Management Plan for the demarcated precincts to ensure appropriate development in this area.
<i>Open Space / Linkages</i>	
 Open Space Linkages	Protect and enhance open space corridors and linkages.
<i>Key Improvements</i>	
R43 Scenic Drive	Views along the R43 scenic route should be preserved.



Plan 23: Gansbaai

Pearly Beach – Key Actions (Plan 24)

Key policies directing future management and development

LO 1 (ii) Protect and manage natural sources of potable water to ensure water supply and quality.

LO 3 (iii) All housing developments should be planned within the context of creating sustainable human settlements where housing areas are integrated with social and economic facilities.

LO 4 (iv) Ensure that mixed-use densification of land uses is achieved when managing urban growth.

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (ii), MO 3 (ii) & ECO 1 (i) Ensure that environmentally sensitive areas, significant cultural landscapes and heritage sites are protected and enhanced.

EO 1 (i) Ensure the protection of prominent indigenous vegetation and the habitats of indigenous fauna.

EO 2 (ii) Ensure that development is confined within urban edges and growth is managed based on sustainable densification principles.

EO 3 (i) & MO 2 (ii) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 5 (i) Encourage the design and construction of new developments and retrofitting of existing buildings based on low environmental impact design principles, the utilisation of energy efficient sources and locally sourced materials.

MO 4 (ii) Ensure that facilities/amenities cater for the need of all of the Overstrand's inhabitants including those reliant on public transport, the elderly and physically impaired.

VO 1 (ii) Promote urban, suburban and rural centres as the primary commercial areas within settlements and suppress and limit commercial development outside of these centres.

VO 2 (iii) Create a network of well-designed public spaces that support participation in social, recreational and cultural events.

AO 5 (i) Maintain or improve the comfort and safety of pedestrians and cyclists on main pedestrian and cycling routes, routes connecting schools and centres, by means of adequate road space allocation, the management of traffic speeds and volumes.

ECO 1 (ii) Ensure that tourism destinations are accessible, safe and attractive by means of maintaining and developing new facilities.

ANNEXURE 4: INTEGRATED DEVELOPMENT FRAMEWORK (IDF)



Plan 24: Pearly Beach

Management Approach

Commercial / Community Nodes



Retail Node

Promote the establishment of a mixed-use medium density node at the existing small retail node at the entrance to Pearly beach. An urban design framework should be formulated for limited densification. Investigate the establishment of mixed-use nodes at other potentially suitable locations.

Special Places



- Blue Water Bay**
- New Boat launch Area**
- Angling Area**
- Central Beach**
- Castle Beach**
- Skuitbaai**
- Beach**

The coastal environment should be managed with conservation objectives in mind, and should be protected from urban development with emphasis on the coastline, abutting areas and specifically the dune systems. The functioning of the coastal strip as a continuous natural corridor should be retained. The existing fine-grained character of the coastal edge should further be retained and densification should be resisted along the strip.

Caravan Park

Protect and enhance existing public tourism facilities and amenities

Key Improvements

Integration

Facilitate spatial integration of the Eluxolweni settlement with the spatial structure of the town by encouraging expansion and appropriate intensification to the south of the settlement.

Rural Settlements – Key Actions (Plans 25-27)

Key policies directing future management and development

LO 7 (ii) Encourage the development of natural open space systems within urban and rural settlements.

LO 8 (iii) Foreign or unsympathetic styles of site layout and buildings should be discouraged in urban settlements and rural areas as to strengthen the local sense of place and minimise visual impact.

MO 3 (i) Ensure that new development reflects and enhances the distinct built and natural environmental and heritage context in which it is located.

MO 4 (i) Encourage the development of strategically located facilities that provide access to distinctive natural areas and present opportunities for recreation activities.

EO 1 (iii) Ensure that the natural environment is protected and restored and its natural productive capacity is preserved by means of sound land use management.

EO 2 (iv) Ensure that existing agricultural activity and soils with high production potential is retained.

EO 3 (i) Encourage and support the development of networks of open space that sustain and enhance eco-system functioning, connect fragments of vegetation, protect waterways and regenerate the natural environment.

EO 8 (i) Plan for and encourage the development of community facilities and basic services for each of the Overstrand's rural settlements, minimising dependence on higher order settlements.

MO 1 (iii) Carefully assess the location and visual impact of non-agricultural related land uses in agricultural and rural areas, to ensure that the sense of place considerations of the development contribute towards / enhance the character of the rural environment.