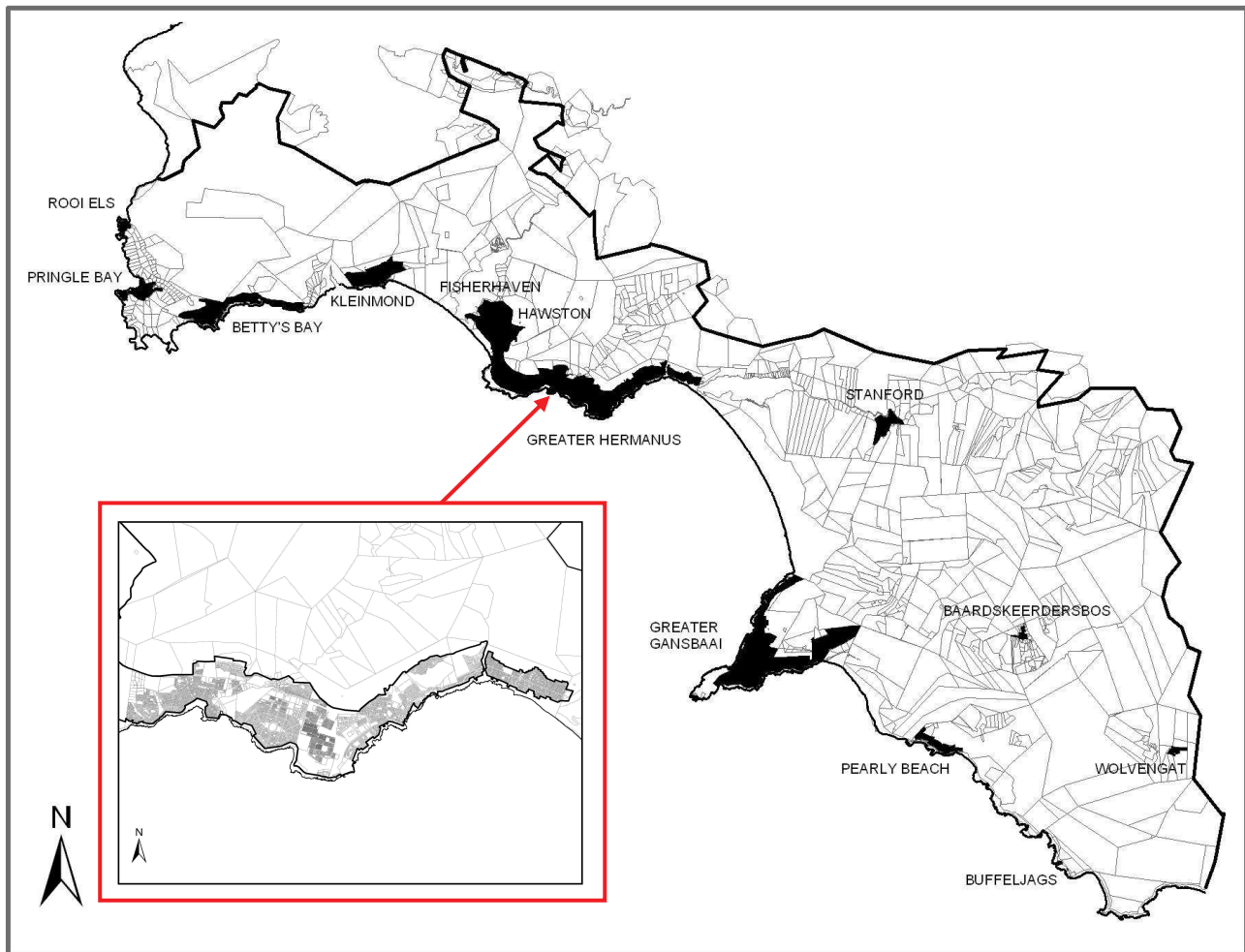


7.7 GREATER HERMANUS: (REFER *PLAN 14 AND 14.1*)



The Greater Hermanus area functions as the primary civic, administrative and tourism centre within its sub-regional and municipal context. Greater Hermanus is renowned for the quality of its natural environment, including sandy beaches, rocky coastline, fynbos and whales. These attributes, as well as the temperate climate, have made Greater Hermanus a popular retirement, holiday and tourism destination.

The protection and maintenance of the character of the areas within Greater Hermanus, as well as the sustainable management of growth in the area, formed the basis of the land use and development proposals of the approved current Greater Hermanus Sub-Regional Spatial Development Framework (July 2000). The challenge will be to retain this unique character and its attractiveness by balancing the need for urban growth with the conservation of the area's biophysical and cultural heritage assets. It should be noted that Greater Hermanus area, for the purpose of this exercise, includes the existing urban area from Fisherhaven in the west to the Kleinrivier mouth in the east.

7.7.1. Local Spatial Development Principles

i. Promote:

- conservation of sensitive natural resources, including the mountain backdrop and associated Fynbos reserves, a varied coastal strip and associated marine reserves and a series of river and estuarine systems;
- conservation of cultural heritage resources, including the character of the historical fishing/holiday settlement areas of Hermanus and Onrust, the number of buildings of historical, architectural and social value, as well as the scenic beauty of the rural landscape of Hemel-en-Aarde Valley;
- the equitable distribution of community facilities throughout the Greater Hermanus area;
- the provision of a range of residential housing types and appropriate densification strategies in order to retain the character of Greater Hermanus, while ensuring appropriate growth to address the growing population's housing needs;
- Greater Hermanus as a tourism destination.

ii. Restrict:

- industrial development to service industries and clean light industry.

iii. Maintain:

- the unique village character of Greater Hermanus;
- the open space corridors created by the Onrus River and other drainage channels;
- the network of primary, secondary and linkage scenic routes, e.g. the coastal footpath along the cliffs of Hermanus, Marine Drive, Rotary Way, the route through the Hemel-en-Aarde Valley and the R43.

iv. Contain:

- the urban footprint of Greater Hermanus within a well-defined urban edge.

7.7.2. Local Growth Management Strategy

In reviewing the existing urban edge of Greater Hermanus, careful consideration was given to the approved Greater Hermanus Spatial Development Framework (2000) and the current and projected population growth rates in terms of the relatively high growth potential of the Greater Hermanus area, the existing subsidised housing backlog, and the area's projected future housing and related growth needs. It is therefore considered critical to strategically ensure that the Greater Hermanus area has the capacity to sustainably accommodate this growth. In this regard, it is therefore of primary importance that **bulk service and traffic infrastructure** is geared to address growth in the form of appropriate residential densification in the established well-located central urban areas while facilitating large scale integrated greenfields¹ development in the Hawston-Fisherhaven area. For the purposes of this report, the Hawston / Fisherhaven area has been dealt with separately (refer section 7.6). Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

¹ "Greenfields development" is defined as development on "vacant land that has never been developed, generally on the fringes of urban settlements" (PSDF, 2005)

7.7.3. Land Use Proposals : Local Planning Level (LPL)

The following Spatial Development Proposals are made for Greater Hermanus area (excluding Fisherhaven / Hawston area) to address the land use needs identified for the area:

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| (a) Housing | |
| LPL 1: | Existing Subsidised Housing Needs <ul style="list-style-type: none"> ▪ The current subsidised housing backlog in Greater Hermanus is approximately 3580 units. ▪ A detailed investigation of vacant land within the area was conducted, resulting in the conclusion that there is currently very limited suitable land for subsidised housing development within the existing Central Hermanus urban area. It is therefore proposed that: <ul style="list-style-type: none"> ○ densification options be investigated to ensure the efficient use of land within existing subsidised housing areas and the new extension areas; ○ the urban edge be extended in the Fisherhaven Hawston area to allow for the establishment of an integrated development area, providing a full range of housing types and lands uses. |
| LPL 2: | Balanced Housing Provision <ul style="list-style-type: none"> ▪ The ongoing provision of land and / or redevelopment opportunities for residential / housing uses, within the urban edge, must be viewed as a priority. This together with the need to provide for integration and a balanced mix of housing types for the full range of income groups must also inform decision-making. |
| LPL 3: | Densification <ul style="list-style-type: none"> ▪ Residential land use is the primary consumer / user of urban land. The strategic need to reduce urban sprawl by increasing residential densities is an accepted urban growth management principle. In this regard, it is recommended that an area specific densification policy is compiled for the Greater Hermanus to ensure that appropriate area specific densification is promoted in a sustainable manner. |
| (b) Community Facilities | |
| LPL 4: | Provision of Community Facilities <ul style="list-style-type: none"> ▪ A site should be identified to address the need for a hospice / orphanage. ▪ The more equitable distribution of community facilities within the Greater Hermanus area is generally required. The need within the Zwelihle area relates specifically to schools, sport facilities, health service and a satellite police station. The provision of a multi-purpose community facility within Zwelihle is therefore regarded as a priority. The multi purpose community centre should also include adult education facilities, a crèche, small business hives, etc. |

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| LPL 5: | Joint Management of Community Facilities <ul style="list-style-type: none"> A joint management structure between the responsible representatives of the communities within the Greater Hermanus area is proposed to co-ordinate the optimal and efficient use of community facilities particularly sports facilities. This will help to address the poor historical distribution and supply of facilities in the short to medium term. |
| (c) Central Business District | |
| LPL 6: | CBD Node <ul style="list-style-type: none"> Business uses, commercial, retail and offices should be concentrated within the central business district, as well as within the existing areas in accordance with the Greater Hermanus Sub-Regional Spatial Development Framework. High density residential uses should be promoted within the CBD area. |
| (d) Industrial | |
| LPL 7: | Restrict Industrial Development <ul style="list-style-type: none"> In order to retain the unique character of Greater Hermanus, pressure for additional service industrial development must be carefully managed to within the identified existing industrial areas. Further light industrial growth should be accommodated within the future planning of the Hawston / Fisherhaven area. All industrial activities within the Greater Hermanus area should be restricted to service and clean light industry. |
| (e) Conservation | |
| LPL 8: | Conservation of Settlement Character and Heritage Places <p>In order to regulate the local protection and management of the heritage assets and qualities of Greater Hermanus, it is proposed that a series of Heritage Overlay Zones be designated in terms of the zoning scheme regulations. The boundaries of this Heritage Overlay Zones need to include the following key heritage assets and qualities:</p> <ul style="list-style-type: none"> All conservation-worthy historical buildings and structures. The distinctive qualities of its two historical precincts, namely the village and peninsula precincts. The public green open space associated with the Onrust campsite and its relationship to the sea. The key defining qualities and recreational opportunities provided by its natural setting formed by the backdrop of the Onrust Mountains and a combination of lagoon/beach/rocky shoreline conditions. The scenic qualities of Atlantic Drive and its high degree of linkage and pedestrian use. Its significant groupings of milkwood trees. The fine-grained urban form and positive house-street relationships of the village precinct. The informal grassed verges, soft boundary treatments and general absence of high boundary walls. Its associational artistic significance. The grid of sea and mountain views from within the town. |

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| | <ul style="list-style-type: none"> ▪ The historical fabric and activities associated with the traditional role of the town as a recreational destination. ▪ The designation of the R43 through the town as a scenic linkage route. ▪ The core historical area of Hermanus: <ul style="list-style-type: none"> ○ Its concentration of conservation worthy structures dating from the mid-late 19th and early 20th century and ranging from simple fishing cottages to landmark commercial, institutional and hotel buildings and holiday houses. ○ Its fine grained urban form and positive streetscape qualities ○ Remaining historical fabric and activities relating to the role of the town as a fishing mid-19th century fishing village. ○ Remaining historical fabric and activities relating to the role of the town as an early 20th century holiday and tourist destination. ○ The key public open space associated with the Museum Precinct, which is a declared provincial heritage site. ○ Its outstanding natural setting above a coastal cliff with views across Walker Bay. ○ The landmark significance of Hoy's Hill. ○ The designation of the R43 through the town as a scenic linkage route and Marine Drive as a scenic drive. <p>The historical precincts flanking the historical core of Hermanus, namely Voelklip and East Cliff to the east and West Cliff to the west including the following:</p> |
| | <ul style="list-style-type: none"> ▪ The key defining qualities and recreational opportunities of its natural setting arising from a combination of rocky, lagoon/beach and cliff face coastal conditions, a sense of containment between mountain and sea and the linkage role of the Mossel River and Klein River systems. ▪ Remaining historical fabric relating to the origins of Voelklip as a late 18th century farm called Mossel Rivier. ▪ Remaining historical fabric relating to the role of Hermanus as an early 20th century holiday destination ranging from grand set pieces to simple seaside cottages. ▪ A grid of views towards the sea from its main roads through a series of green open spaces. ▪ The public green open space along the coastline and its associated cliff walkway. ▪ A consistency of the public-private interface in terms of soft boundary treatments and low boundary walls. ▪ The designation of the R43 through these precincts as a scenic linkage route. ▪ Hemel-en-Aarde Valley: Its intact, coherent and representative rural pattern of settlement evident in its land use, cultivation, farm structures, roads, and tree alignments. This area should be guarded against pressures for subdivision and a resultant suburban pattern of settlement. ▪ Its sense of containment and seclusion provided by its linear valley form and surrounding mountains. ▪ The scenic-historical significance of the main road through the valley. Careful consideration will need to be given to the appropriate treatment of the proposed upgrading of this road and the need for it to retain a sense of fit within the landscape. This should be designated as a scenic drive. ▪ The associational significance of the valley as an early to mid 19th century leper-colony and the related cemetery consisting of approximately 400 graves. |

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| | <p>A heritage management plan for these Heritage Overlay Zones needs to make provision for the following:</p> <ul style="list-style-type: none"> ▪ A further more detailed survey of individual conservation-worthy structures and features. ▪ A set of heritage guidelines to guide and inform appropriate new development. ▪ A set of regulations to control the demolition of and alteration and additions to historical structures, the removal of mature vegetation and the appropriate height, massing and siting of new development within sensitive locations. ▪ A set of local development procedures for certain categories of development, e.g. alterations to structures older than 60 years, rezoning of agricultural land within the Hemel-en-Aarde Valley. Such development should be referred to the Greater Hermanus Heritage Advisory Committee. Provision needs to be made for the formalisation of this committee, i.e. it needs to be established as a subcommittee of Council. ▪ A heritage management plan for the Scenic Drive network needs to be informed by an analysis of critical view corridors and view points and the identification of significant linkage routes connecting heritage sites or tourist attractions, e.g. the route linking the old and new harbours or routes of a lower order, e.g. the Hermanus coastal footpath or Rotary Drive. It needs to make provision for a set of guidelines and procedures to ensure appropriate new development within the scenic corridor. |
| LPL 9: | <p>Conservation of Sensitive Biophysical Environment</p> <p>Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance:</p> <ul style="list-style-type: none"> ▪ The urban edge areas immediately adjacent to the Fernkloof Nature Reserve, including its extension along the Mossel River and the Cliff Path. ▪ The wetland and vleis areas within the urban edge, as well as any open space linkages between these wetlands and vleis. ▪ The coastline and areas immediately adjacent thereto. ▪ Any dune systems, particularly any frontal dunes along the coastline. ▪ The estuarine environment of the Onrus and Mossel Rivers. |
| LPL 10: | <p>Corridors of Linear Open Spaces</p> <ul style="list-style-type: none"> ▪ The functioning of the Onrus and Mossel Rivers and their estuaries as ecological corridors and linear open space areas should be protected and managed with conservation objectives in mind. ▪ The existing coastal setback line, which is, in effect, the demarcated urban edge, should be maintained. No development should be permitted in this setback area, thereby ensuring that a continuous coastal corridor is maintained. |
| (f) Civil Services and Infrastructure | |
| LPL 11: | <p>Sewerage</p> <ul style="list-style-type: none"> ▪ Investigation into the upgrading of the sewage treatment works is required, as the works is reaching its capacity with further developments. ▪ The sewer reticulation of the remainder of un-reticulated areas in the Hermanus area is to be planned and implemented. |

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| LPL 12: | Solid waste removal <ul style="list-style-type: none"> The current waste collection system, the Hermanus waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area. |
| LPL 13: | Water Supply <ul style="list-style-type: none"> Ongoing investigations and development of new water sources, including boreholes and de-salination, are required to ensure adequate water supply for all new developments in the Hermanus area. Continuous updating of the water master planning for the Hermanus area and the implementation thereof are required. |
| LPL 14: | Stormwater Disposal <ul style="list-style-type: none"> Continuous implementation of the stormwater master planning for the Hermanus area is required. |
| LPL 15: | Electricity Supply <ul style="list-style-type: none"> No proposals |
| LPL 16: | Road Network <ul style="list-style-type: none"> Implement upgrading of the R43 at/along critical locations/ sections to relieve bottlenecks conditions, in accordance with the previously proposed upgrading plan of the road between Fisherhaven and Hermanus (PAWC, 1997). In the short term, these include signalised intersection improvements, and the doubling of the road section west of Mimosa Street. Commence implementation of the continuous lower-order road parallel to the R43 as proposed in the Greater Hermanus Sub-Regional SDF. A phased implementation should be considered - an eastern link between the Onrus / Kidbrooke intersection and Church Street is a priority, before a link between DR 1236 (western access to Onrus) to Vermont and Hawston is implemented. Investigate improvements to the distribution capacity of the road system in Hermanus Central, including (i) realigning western section of Mountain Drive to intersect opposite Mimosa Street, (ii) widening Main Road between Mimosa Street and Spence Street, and (iii) implementing CBD relief road. Investigate marginal widening of Main Road to the west of the CBD up to Mimosa Street to increase capacity conditions – either a 4 lane section, or a wide 2 lane road with passing opportunities. Review CBD Relief Road between Spence Street and Lord Roberts Street alignments (including an option past the Municipal offices), and initiate final design process leading to implementation. Investigate dedicated right turn lane at Vermont access intersection with R43. Investigate long term requirement for major bypass (primary distributor) between Hermanus West and Voëlklip East, incorporating economic, environmental, social and technical considerations. Include long term alternative (lower-order) options. Motivate surfacing of 17km gravel section of the R326 through the Hemel-en-Aarde valley in order to improve linkages between Hermanus and Caledon, improve access to Caledon airfield, and provide alternative access route to Hermanus (relieve pressure on the R43 west of the R326 intersection). |

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| LPL 17: | Public Transport <ul style="list-style-type: none"> No proposals |
| LPL 18: | Air Traffic <ul style="list-style-type: none"> Further investigate two possible airfield options in Hermanus previously identified, i.e. Afdakrivier and Hoek van de Berg. Implement the heliport opposite Gateway Shopping Centre as support and service centre for Overstrand helipad network. |
| LPL 19: | Cemetery <ul style="list-style-type: none"> No proposals |

7.7.4. Recommendations

- Address the current housing backlog and future growth needs through applying densification principles within existing urban areas, as well as facilitating urban development in the Fisherhaven / Hawston area.
- Compile an area-specific densification policy for Greater Hermanus to ensure appropriate and sustainable densification.
- Address the need for community facilities as per the proposals made in LPL 4.
- Concentrate business uses and promote high density residential uses within the central business district of Hermanus town.
- Restrict industrial activities to service and clean light industry and address further needs for light industry in the planning of the Fisherhaven / Hawston urban extension area.
- Designate a series of Heritage Overlay Zones and compile associated heritage management plan as per the proposals made in LPL 8.
- Promote the conservation of the biophysical environment as proposed in LPL 9 and LPL 10.
- Address civil services and infrastructure issues as proposed in LPL 11 to LPL 15.
- Address traffic and transportation issues as proposed in LPL 16 to LPL 18.
- A combined cycle and pedestrian track should be built along the coastline between Hawston harbour, Meerensee and Fisherhaven.

7.8 STANFORD: (REFER *PLAN 15 AND 15.1*)



Stanford is an historical rural village, which currently functions increasingly as a tourism destination, and a retirement town. The unique characteristics of Stanford include its well preserved historic townscape and its setting which together with the magnificent view-sheds and surrounding historical farms contextualise the town's rural setting.

The protection of Stanford's historical village character and historic townscape was the overriding goal that underpinned all land use and development proposals of the revised Stanford Local Structure Plan (Approved 2000). The future challenge will be to retain this character while addressing growth pressures within the physical capacity limitations of the town's infrastructure and sensitive locational setting.

7.8.1 Local Spatial Development Principles

i. Promote:

- conservation of the historic townscape;
- rural tourism development based on the ecological and heritage value of the region;
- urban expansion on a limited basis into less sensitive areas;
- a balanced mix of residential development;
- Stanford as a retirement and tourism village.

ii. Restrict:

- industrial development to within existing limits – allow only service and clean light industrial activities;
- non-agricultural development along the Klein River;
- the eastward extension of the town.

iii. Maintain:

- the unique village / rural character of Stanford;
- the open space corridors created by the Klein River and other natural drainage systems;
- the dominance of the natural and agricultural environment as the visual setting for the village.

iv. Contain:

- the urban footprint of Stanford to within a clearly defined urban edge.

7.8.2 Local Growth Management Strategy

Despite the limited local economic capacity to provide employment, increasing pressures for housing in the subsidy, middle and upper income groupings, will have to be carefully managed, given the town's limited physical and infrastructural capacity to grow. **The management strategy for Stanford should therefore focus on strictly containing growth pressures within the defined urban edge, while ensuring that the town's historical integrity and related tourism assets are maintained and enhanced. The service industrial use areas must be contained to within their existing limits.** Careful ongoing attention must also be given to ensuring that spatial integration is facilitated between the existing historical precinct and the degraded south western part of the town, by providing community facilities and by improving pedestrian accessibility. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

7.8.3 Land Use Proposals : Local Planning Level (LPL)

The following Spatial Development Proposals are made for Stanford to address the land use needs identified for the area:

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| (a) | Spatial Integration |
| SDS 1: | <p>Integrate Precincts</p> <p>The central historical core of Stanford is spatially separated by natural physical drainage features (rivers and wetlands) from the previously disadvantaged areas. The town has historically grown to the north-west of the R43 with the industrial area located south-east of the R43. To improve integration, it is proposed that:</p> <ul style="list-style-type: none"> ▪ safe pedestrian linkages between the historical core, industrial area and the south-western portion of Stanford are promoted through the demarcation and formalisation of pedestrian routes. |

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| SDS 2: | Multi-purpose Community Facility <ul style="list-style-type: none"> The community has expressed the need for health facilities, community sports facilities, school and a multi-purpose community facility. The multi-purpose community facility could be used for adult education purposes, a crèche, small business hives, etc. |
| (b) Land Use Management | |
| SDS 3: | Encourage the appropriate expansion of the town <ul style="list-style-type: none"> Promote urban development strictly within the defined urban edge. |
| SDS 4: | Restrict further Subdivision within the historical precinct <ul style="list-style-type: none"> The subdivision size of the erven located within the historical core should be restricted to a minimum of 90% of the average size of the existing directly surrounding erven. |

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| (c) Housing | |
| LPL 1: | Existing Subsidised Housing Needs <ul style="list-style-type: none"> The current subsidised housing backlog in Stanford is approximately 340 units. Approximately 8,6ha will be required to address the housing need. |
| LPL 2: | Promote a balanced housing mix <ul style="list-style-type: none"> Through provision of land for housing, the council should strive to ensure that a balanced mix and range of housing types for all income group categories is provided. |

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| (d) Community Services | |
| LPL 3: | A Multi-purpose Community Service Precinct <ul style="list-style-type: none"> A multi purpose community precinct should be developed in the area identified for the extension of the residential area to the west of the subsidised housing development. The currently poorly maintained sportsfield should be upgraded and maintained and utilised as a community sports area. The three (3) existing Primary Schools are considered sufficient. The future need for additional schools, will assessed in future. |
| LPL 4: | Joint Management of Community Facilities <ul style="list-style-type: none"> A joint management structure between the responsible representatives of the Stanford communities is proposed to co-ordinate the optimal and efficient use of community facilities (i.e. sport facilities, clinic) within the town. |

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| (e) | Central Business District |
| LPL 5: | Business Area <ul style="list-style-type: none"> Business uses, commercial, retail and offices should be concentrated within the defined central business district in accordance with the Stanford Structure Plan. Decentralisation of commercial uses should not be permitted. |
| (f) | Industrial |
| LPL 6: | Restrict Industrial Development <ul style="list-style-type: none"> In order to retain the village character of Stanford, additional industrial erven over and above the existing approved properties should not be permitted. It is proposed that the existing area zoned for industrial activities should be restricted to low intensity service industries. |
| (g) | Conservation |
| LPL 7: | Conservation of Settlement Character and Heritage Places <ul style="list-style-type: none"> The conservation of the historical core area. <p>In order to regulate the conservation management of the heritage assets and unique qualities of the Stanford area, two interventions are proposed in terms of the zoning scheme regulations.</p> <ul style="list-style-type: none"> The designation of the R43 as a Scenic Drive. The designation of the historic village as a special urban conservation / heritage area in terms of an overlay zone. <p>A historic management plan for the Scenic Drive needs to include the following:</p> <ul style="list-style-type: none"> A more detailed study of individual conservation worthy sites and features adjacent to the route. An analysis of critical view corridors and view points, which should inform the spatial extent of the management plan. Views over the Klein River Vlei towards the coast for example need protection. The formulation of a series of guidelines to control the siting, massing, form and boundary treatments immediately adjacent to the scenic drive and the view sheds/corridors referred to above. A set of development procedures for certain categories of development within the identified scenic corridor related to the route and the formulation of an appropriate Advisory Committee to make recommendations to the Municipality and to monitor development activities within the corridor. |
| LPL 8: | Conservation of Sensitive Biophysical Environment <p>Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance:</p> <ul style="list-style-type: none"> The riverine environment of the Kleinrivier and its tributary. |

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| LPL 9: | Corridors of Linear Open Spaces <ul style="list-style-type: none"> The functioning of the Kleinivier and its tributary as ecological corridors and linear open space areas should be protected and managed with conservation objectives in mind. |
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| (h) Civil Services and Infrastructure | |
| LPL 10: | Sewerage <ul style="list-style-type: none"> The year 2000 master plan for long term development needs to be reviewed to accommodate recent developments and to optimise sewer reticulation and WWTW location to make use of innovative options and allow for waste recovery and re-use where appropriate. RETICULATION <ul style="list-style-type: none"> The reticulation system needs to be developed and extended to serve the remainder of the town and all new developments. The extension of existing reticulation is needed to extend service to all properties and minimise dependence on the expensive tanker service. WWTW <ul style="list-style-type: none"> The waste water treatment works (WWTW) needs additional capacity. The option for inclusion in regional scheme with WWTW in Gansbaai, should be evaluated. The sewage treatment works capacity has been increased from 0,250 to 0,50 MI/d, but this does not cater for the full town. A further capacity increase will be required to serve the rest of the town presently still on septic tanks and conservancy tanks and for any new developments. The present works close to existing residential areas and space limited. A new site may be required. |
| LPL 11: | Solid Waste Removal <ul style="list-style-type: none"> Together with Gansbaai the regional structure plan for the collection and disposal of solid waste needs to be implemented and a permanent or long-term landfill site outside the municipal aquifer zone must be located and developed if the present site approval certificate cannot be extended (refer to Gansbaai Solid Waste Removal). A system of waste recovery and recycling with separation at source needs to be developed together with a concerted public awareness campaign. Solid waste currently collected weekly and transported to the Gansbaai landfill site. The development of a local waste recovery and transfer station for onward transport to Gansbaai needs to be implemented. |
| LPL 12: | Water Supply <ul style="list-style-type: none"> Water Demand Management systems need to be introduced to make effective use of the available resources. - Community awareness of resource scarcity and value. Extent and capacity of ground water and other sources needs to be verified and recharge rates determined for long term planning and development of water supply system. Water hardness and scaling in heating appliances and control valves is a major problem even though SANS 241 standards are met at present. |

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| | <ul style="list-style-type: none"> Investigation needed to locate and quantify additional sources of water which will be needed for new developments. Investigate the possibility of using treated waste water effluent for garden watering and irrigation. |
| LPL 13: | Stormwater <ul style="list-style-type: none"> In view of the towns low lying location topography within the municipal area it is essential that the proposed major drainage system be reviewed and implemented together with the establishment of 1:50 year and 1:100 year flood lines to minimise damage in the event of flooding. Update the stormwater drainage planning to provide an integrated master plan for the whole of the Stanford development area. |
| LPL 14: | Electricity Supply <ul style="list-style-type: none"> Master planning for electrical requirements needs to be done to allow for coordinated expansion and development of bulk supply and local distribution system to meet needs of this growing town. Prepare master plan for electrical reticulation for the whole of the Stanford development area. Commence negotiations with Eskom for the upgrading of the supply to the town. |
| LPL 15: | Road Network <ul style="list-style-type: none"> Investigate the provision of a traffic circle at R43/ main access (R43 / Queen Victoria Street intersection) to Stanford. |
| LPL 16: | Public Transport <ul style="list-style-type: none"> Investigate the provision of appropriate public transport facilities (shelters, seating, stops, etc.). |
| LPL 17: | Cemetery <ul style="list-style-type: none"> No proposals. |

7.8.4 Recommendations

In summary the following is recommended:

- A balanced mix and range of housing types for all income group categories must be promoted.
- Discourage the decentralization of business uses and concentrate them within the defined central business area.
- Restrict industrial activity to low intensity service industries within the existing industrial zoned area.
- Promote the conservation of the historical core and designate the historic village as a special urban conservation / heritage area.
- Protect the riverine environment of the Kleinrivier and its tributary from the impacts of urban development.
- The electrical power demand requirements for the next 20 years be reviewed and negotiations be commenced urgently with Eskom with regard to the upgrading of the bulk power supply.

- The internal low and high tension reticulation system be upgraded.
- The planning and implementation of sewerage and WWTW requirements be reviewed on the basis of the projected growth over the next 20 years.
- The regional planning for solid waste removal, waste recovery and separation at source be reviewed and implemented within the next two years.
- The available capacity of the raw water resources be reviewed with respect to the projected 20 year growth rates and the hardness / scaling problems experienced.
- The need for a stormwater system should be investigated.
- Future developments should include investigations of alternative forms of sewerage disposal systems.
- A low priority urban edge is proposed to the west of Stanford to cater for any future growth pressures.
- An alternative cemetery site should be identified.

7.9 GREATER GANSBAAI: (REFER PLAN 16 AND 16.1)



Gansbaai, a fishing village and a popular residential, holiday and retirement town, is increasingly functioning as an international tourist and holiday destination. The growth of eco-tourism particularly shark diving and the present potential growth of the mari-culture and fishing industry as well as the expected increase in passing tourism movement are all factors which contribute collectively to this towns high growth potential. Greater Gansbaai consists of the town of Gansbaai with its fishing harbour and the residential settlements of De Kelders, Perlemoenbaai, Blompark and Masakhane on the north facing shore of the peninsula. The south facing shore comprises the settlements of Franskraal, Van Dyksbaai, Kleinbaai, Duikersfontein, the small holdings at Birkenhead and the Uilenkraalsmond caravan park and resort.

Among its tourist attractions, the area boasts the following features:

- The harbour in Gansbaai and a slipway in Kleinbaai
- The De Kelders and Klip Gat caves
- The pristine natural setting of the peninsula
- The historic lighthouse in Danger Point and Birkenhead wreck
- The Dyers and Geyser Islands, accessible from Kleinbaai
- The location of the Great White shark
- Ecotourism in rural areas
- Uilenkraalsmond / Pearly Beach / Die Dam holiday resorts

- Grootbos Country Lodge
- Land-based whale-watching in De Kelders / pearly Beach

7.9.1 Local Spatial Development Principles

i. Promote:

- a balanced land use mix, making adequate provision for commercial as well as service industrial growth related to fishing and mari-culture;
- tourism development based on the ecological and heritage value of the region.
- the fishing industry and mariculture;
- the role of the coastal villages as holiday resorts, retirement villages; and
- the provision of a balanced mix of residential housing stock to address the full range of socio-economic groupings from subsidised social housing to housing options for the middle and upper income groups.

ii. Restrict:

- urban development to within the demarcated urban edge.

iii. Maintain:

- the unique character of the villages;
- the dominance of the natural environment and viewsheds as the visual backdrop to the villages;
- the open space corridors;
- the heritage aspects of the "Old Harbour", in particular the slipway, as well as the sites of the old fishermen's cottages.

7.9.2 Local Growth Management Strategy

The Greater Gansbaai area is within the context of the Overstrand Municipality and the sub-region, recognised as an area with a high growth potential. The areas growing importance as a tourist destination and its recognised economic potential in terms of mari-culture and the fishing industry make it imperative that adequate provision is made, in this spatial planning initiative, to adequately accommodate this future growth in an orderly and sustainable manner. It is within this context that the spatial proposals for Gansbaai must be viewed. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

7.9.3 Spatial Development Strategies (SDS)

The following spatial development strategies (SDS) are proposed to address the constraints of the historic spatial development pattern in Greater Gansbaai.

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| <p>(a)</p> <p>Equity of land use distribution</p> <p>SDS 1:</p> | <p>Multi-purpose community precinct</p> <ul style="list-style-type: none"> ▪ The need for a multi-purpose community facility and sports facilities was identified for Gansbaai. This facility should be designed so as to ensure that it can be utilised for adult education purposes, a crèche, small business hives, etc. It is proposed that such a facility should be developed in the vicinity of the Municipal offices on municipal owned property. |
| <p>(b)</p> <p>Spatial Integration</p> <p>SDS 2:</p> | <p>Providing for future growth and integration</p> <p>Given the growth potential of Gansbaai, it is critical that the forward spatial planning of this area makes adequate provision for the growth of all urban land use components (i.e. commercial, light industrial and residential). The spatial extension of Gansbaai town, must however be undertaken in a sustainable manner that promotes a compact urban form, efficient land use, economies of scale and environmental integrity.</p> <p>The proposed extensions of the urban footprint must however also be viewed within the context of the area's recognised economic growth potential, relatively high population growth rate, existing fragmented urban land form, the morphology of the coastline and the location of environmentally sensitive areas and topographical features.</p> <p>It is within this context that the following extensions to Gansbaai are proposed:</p> <ul style="list-style-type: none"> ▪ northern extension of infill residential development on currently undeveloped areas towards the R43; ▪ the southward extension of the existing harbour industrial area (for industrial and mixed uses) to make provision for growth related to the fishing and mari-culture industry; ▪ the north and eastward extension of the existing industrial area to provide for expected future growth in light and service industries; ▪ the residential infill extension areas south of the harbour industrial area, towards Blompark. Further provision for residential extensions to the Masakhane area has also been made; ▪ extension southwards to incorporate the existing township of Birkenhead, which is currently isolated, resulting in a fragmented urban form. This southward extension of the urban area onto the Danger Point peninsula will necessitate that clear area specific urban development and conservation management mechanisms and guidelines are forthcoming for this specific area. In this regard, it is proposed that this will be achieved through the creation of a conservancy. Residential development densities within this conservancy area must be limited to a maximum density of 5 residential units per hectare. |

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| | <p>In this regard, it is further recommended that a more detailed local development and conservation framework plan is compiled for this area. This plan should provide clear area specific development and conservation management guidelines for the area, addressing conservation, infrastructure provision, ecological corridors, land use, design parameters, built form and heritage and landscape aspects, as well as the role and provision of appropriate tourist facilities within this area.</p> <ul style="list-style-type: none"> ▪ Residential extension areas have also been proposed to the northern edges of Kleinbaai, van Dyksbaai and Franskraal. ▪ It should be noted that the Franskraal small holding area, given the existing subdivision and land use pattern, could be considered as a future possible (medium term) urban extension area. ▪ The harbour area must also be integrated with the business area through the design and development of appropriate pedestrian linkages with due recognition for heritage aspects. |
| <p>(c) Address the services infrastructural problems</p> | |
| SDS 3: | <p>Strategic Plan to provide bulk services</p> <p>A strategic management plan must be compiled as a matter of urgency, to address the critical need for bulk infrastructural services to the Gansbaai area. This plan should include a sustainable financial model and address that the following service infrastructure aspects:</p> <ul style="list-style-type: none"> ▪ a full sewerage scheme to be implemented to address spillage, odours, the required number of pump stations, as well as the capacity, location and design of a waste water treatment works. ▪ problems relating to solid waste collection and disposal, water supply, stormwater disposal, as well as bulk electricity supply should be addressed at a regional level. |
| <p>(d) Encouragement / restriction of land use development</p> | |
| SDS 4: | <p>Encourage appropriate development</p> <ul style="list-style-type: none"> ▪ Encourage infill development within the existing demarcated urban edge through the consolidation and development of vacant properties. ▪ Promote the fishing industry, mari-culture and urban agriculture, particularly the development of economically viable operations on the existing small holdings in appropriate locations. ▪ Encourage the principle of residential densification by compiling area specific densification guidelines for the town. |
| SDS 5: | <p>Restrict inappropriate development</p> <ul style="list-style-type: none"> ▪ Ensure that industrial development, in terms of scale and nature, is compatible with the character of the area. Industrial development must be environmentally sustainable in terms of pollutants waste products (air, water and solid). |

7.9.4 Land Use Proposals : Local Planning Level (LPL)

The following Land Use Proposals for Greater Gansbaai should be considered:

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| (a) Housing | |
| LPL 1: | Existing subsidised housing needs <ul style="list-style-type: none"> The current housing backlog in Greater Gansbaai is approximately 1050 units. An extension area to the south of Masakhane is identified for this purpose. Further investigations must be conducted to determine the suitability of the land located to the west of Blompark, for the development of subsidised housing. |
| LPL 2: | Other Housing Needs <ul style="list-style-type: none"> The municipality must strive to ensure that a balanced mix of residential housing is provided. In this regard, a full range of housing options should be provided to ensure a range of housing options for the low, middle and upper income groups. |
| (b) Community Services | |
| LPL 3: | A multi-purpose community service <ul style="list-style-type: none"> The location of a multi purpose community precinct should be considered in the vacant area between Blompark and the Municipal offices. This facility must include a range of sport facilities which could also include adult education facilities, a crèche, small business hives, etc. There is a need for a secondary school in Gansbaai. The location of this facility should be centrally located to ensure access to all communities. |
| LPL 4: | Joint Management of Community facilities <ul style="list-style-type: none"> A joint management structure between the responsible representatives of De Kelders, Gansbaai, Franskraalstrand and Kleinbaai is proposed to co-ordinate the optimal and efficient use of community facilities (i.e. sport facilities, clinic). |
| (c) Central Business District | |
| LPL 5: | Central Business Area <ul style="list-style-type: none"> Business uses, commercial, retail and offices should be concentrated within the central business district. A multi-disciplinary planning initiative should be undertaken to investigate the option of improving linkages and growing the CBD towards the harbour area. This initiative must have the objective of creating a tourist friendly CBD area that is clearly defined and optimised functionality and improved aesthetics. The network of pedestrian routes that link the CBD to the residential areas and the coastline, as well as the Old Harbour must be improved as part of this study. |
| (d) Industrial Development | |
| LPL 6: | Promote appropriate Industrial development <ul style="list-style-type: none"> An appropriate scale of Industrial extension areas should be identified to maintain the balance between population growth and employment generation. |

- No industries discharging effluent (air or liquid) containing chemical, heavy metal or other unacceptable pollutants should be permitted.

(e) Conservation

LPL 7: Urban Conservation

In order to regulate the local protection and management of the heritage assets and qualities of the area, two mechanisms are proposed in terms of the zoning scheme regulations.

- The designation of the R43 as a Scenic Drive.
- The designation of parts of the area as a heritage overlay zone.

The designation of the R43 and its extension to Bredasdorp as a scenic drive (as part of the regional scenic drive).

A historic management plan for the Scenic Drive needs to make provision for the following:

- A more detailed study of individual conservation worthy sites and features adjacent to the route.
- An analysis of critical view corridors and view points which should inform the spatial extent of the management plan.
- The identification of significant linkage routes of a lower order which connect to heritage sites or tourist attractions e.g. the caves at De Kelders and Klip Gat caves, as well as the lighthouse at Danger Point.
- The formulation of a series of guidelines to control the siting, massing, form and boundary treatments immediately adjacent to the scenic drive and the view sheds/corridors referred to above.
- A set of development procedures for certain categories of development within the identified scenic corridor related to the route and the formulation of an appropriate Advisory Committee to make recommendations to the Municipality and to monitor development activities within the corridor.

In order to regulate the local protection and management of heritage assets and qualities of Gansbaai, it is proposed to designate four Heritage Overlay Zones in terms of the zoning scheme regulations.

- The area below Franskraal se Berge to the R43;
- The old Fishing Harbour and historic urban centre associated with it;
- The Danger Point Peninsula;
- The Walker Bay reserve and De Kelders coastal zone.

A heritage management plan for this proposed overlay zone, needs to make provision of the following:

- A further more detailed survey of individual conservation worthy structures, and features, particularly with respect to pre-colonial and early contact heritage sites.

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| | <ul style="list-style-type: none"> ▪ The formulation of a series of heritage guidelines to ensure appropriate development within the designated area. Particular attention needs to be paid to integrate ecological processes into guidelines related to the built environment and the broader cultural landscape. ▪ The formulation of a series of development procedures to control and guide development applications within the area. ▪ The extent of the archaeological survey work already done in the area and the informed likelihood of further archaeological sites. ▪ All conservation worthy historical buildings structures or features. ▪ Mature trees and vegetation of stature. |
| LPL 8: | <p>Conservation of Sensitive Biophysical Environment</p> <p>Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance:</p> <ul style="list-style-type: none"> ▪ The coastline and areas immediately adjacent thereto. ▪ Any dune systems, particularly any frontal dunes, along the coastline. ▪ The estuarine environment of the Uilkraals River. |
| LPL 9: | <p>Corridors of linear open spaces</p> <ul style="list-style-type: none"> ▪ Further development on the Danger Point peninsula and the immediately adjacent inland areas should make provision for ecological corridors (which would also serve as open space areas) as indicated in principle in <i>Plan 7.8</i>. ▪ The functioning of the Uilkraals River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind. ▪ The existing coastal setback line, which is, in effect, the demarcated urban edge, should be maintained. No development should be permitted in this setback area, thereby ensuring that a continuous coastal corridor is maintained. |

(f) Agriculture

LPL 10: Farming

- Investigations should be undertaken to assess the feasibility of small scale furrow irrigation farming using treated effluent, at appropriate locations on the rural / urban fringe.

(g) Civil Services and Infrastructure

LPL 11: Sewerage

- A new site for the WWTW (Waste Water Treatment Works) is required, as the present one is too small and located in potential residential infill development areas.
- The co-ordinated planning and development of sewerage system is required to cater for the projected expansion of the town.
- The proposed "Sand Mine" site for WWTW needs final approval.
- WWTW process design needs to take into account sustainable options to minimise power requirements, effect maximum recovery and re-use of final products to minimise costs and to conserve local water resources.
- All areas should be served with waterborne sewerage as soon as possible.

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| <p>LPL 12:</p> | <ul style="list-style-type: none"> ▪ All sewerage services should be “ring fenced” to control viability of service. Economic viability must take into account the long term nature of this commercial activity. ▪ The lack of water borne sewage collection systems is severely hampering development and resulting in excessive wasted expenditure in conservancy tanks which will become redundant when a sewerage scheme is constructed. ▪ Partnerships must be developed to make use of all final products from the WWTW. <p>Solid Waste Removal</p> <p>Solid waste is currently collected weekly and transported to the Gansbaai landfill site. All solid waste removal services should be “ring fenced” to control viability of service. Local waste recovery and transfer stations should be developed for onward transport to a regional landfill site.</p> <p>“Separation at source” of recoverable waste should be encouraged.</p> |
| <p>LPL 13:</p> | <p>Water Supply</p> <ul style="list-style-type: none"> ▪ The long term adequacy of water supply resources should be reassessed, especially so that sensitive ground water resources can be protected. ▪ All water supply services to be “ring fenced” to control viability of service. Economic viability must take into account the long term nature of this commercial activity. ▪ The distribution system should be improved and adjusted to provide for sustained holiday peak demands. ▪ Introduce water demand management policy to reduce wasteful water consumption practices. ▪ Promote “Water Wise” gardening and conservative approach to water use. Investigate the possibility of secondary reticulation of treated effluent for garden watering particularly while trenches are opened for sewer pipe laying. ▪ Investigation needed to locate and quantify additional sources of water which will be needed for new developments. <p>LPL 14:</p> <p>Stormwater Disposal</p> <ul style="list-style-type: none"> ▪ Extend stormwater drainage planning to provide an integrated master plan for the whole of the Gansbaai development area. ▪ Make provision for control and collection of waste matter at stormwater discharge points; particularly in tourist areas. <p>LPL 15:</p> <p>Electricity Supply</p> |
| <p>LPL 16:</p> | <ul style="list-style-type: none"> ▪ Prepare master plan for electrical reticulation for the whole of the Gansbaai development area. ▪ All electrical supply services to be “ring fenced” to control viability of service. ▪ Commence negotiations with Eskom for further upgrading of the supply to the town. ▪ Extend present master plan to identify and cover reasonable development projections <p>Road Network</p> <ul style="list-style-type: none"> ▪ The upgrading of DR1205 / MR 262 by surfacing of gravel road is currently underway. ▪ The reclassification of DR1205 / MR 262 to Trunk Road status currently being considered (and deproclaiming extension of TR28 east of Gansbaai). ▪ The viability of possible local bypass and collector route parallel to, and inland of existing R43 should be assessed. The route could serve future development expansion east of existing town, and relieve CBD of traffic congestion during peak periods. ▪ Traffic circles should be investigated to facilitate movement through the CBD. |

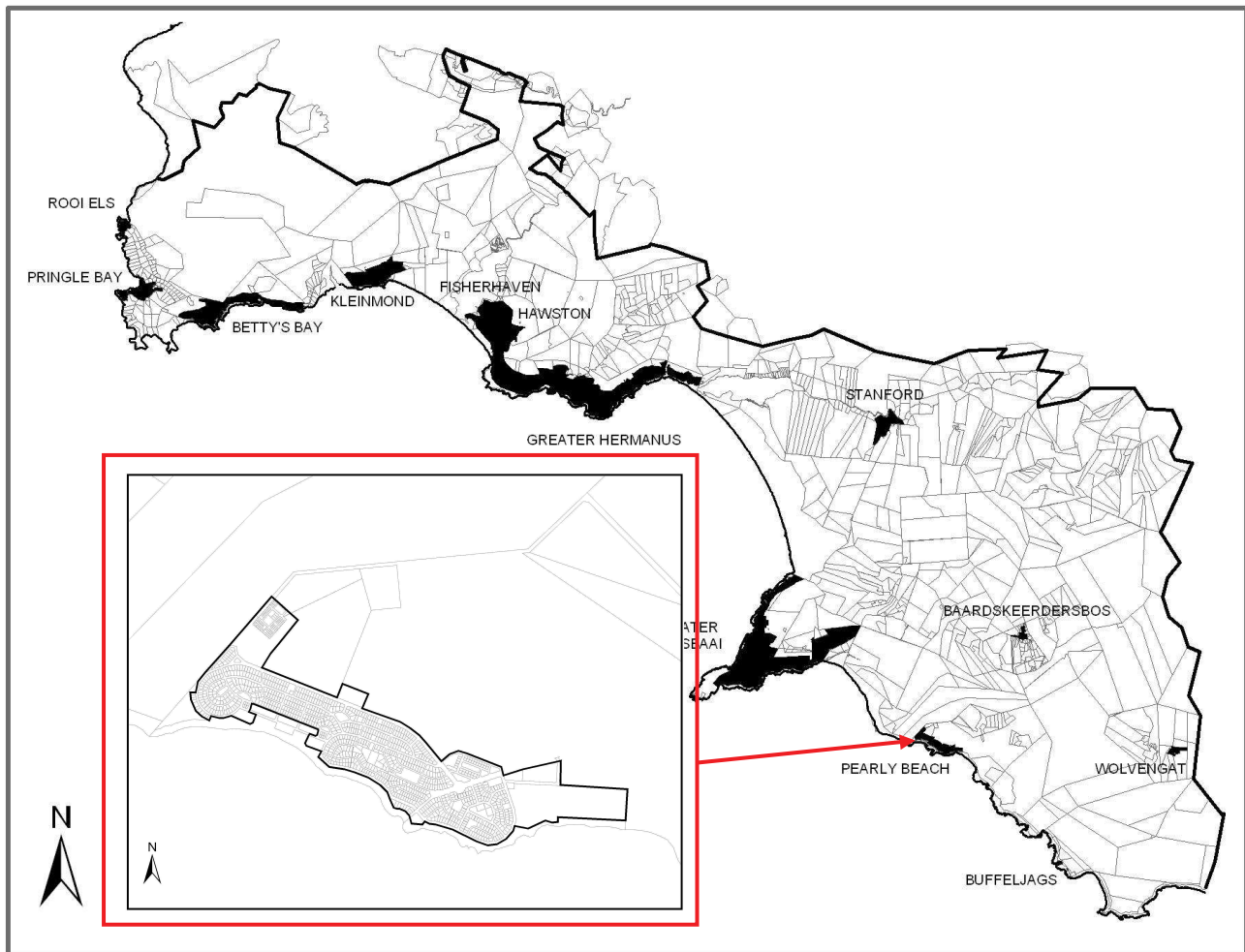
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| LPL 17: | Public Transport <ul style="list-style-type: none"> ▪ The provision of appropriate public transport facilities (shelters, seating, stops, etc.) should be investigated. ▪ The provision of public transportation service to link the remote areas such as Baarkeerdersbos, Pearly Beach and Buffeljags to Gansbaai and Hermanus should be investigated. |
| LPL 18: | Cemetery <ul style="list-style-type: none"> ▪ No proposal. |

7.9.5 Recommendations

In summary, the following recommendations are made:

- Urgently address the need for subsidized housing as per the proposals made in LPL 1 and LPL 2.
- Make provision for a multi-purpose community facility in the area between Blompark and the Gansbaai Municipal offices.
- Create landscaped pedestrian linkages in the central business district.
- Compile a detailed precinct plan for the Gansbaai central business district.
- Only low intensity and service industries should be allowed in the areas earmarked for industrial uses.
- Designate some parts of Gansbaai as heritage overlay zones with corresponding heritage management plans.
- Make provision for ecological corridors on the Danger Point peninsula as per the proposals made in LPL 9.
- The planning and implementation of a sewerage scheme for Greater Gansbaai, possibly including Pearly Beach and Stanford, be commenced as a matter of extreme urgency.
- The upgrading of the electrical supply and distribution requirements on the basis of the 20 year growth projections be reviewed and implemented as a matter of urgency.
- The upgrading of the water supply, distribution and purification requirements on the basis of the 20 year growth projections be reviewed and implemented as a matter of urgency.
- The planned upgrading of the solid waste removal and disposal facilities for Greater Gansbaai and Stanford be implemented as soon as possible, especially the investigation into the permit requirements for the exiting landfill site. If the necessary permits cannot be issued then an alternative landfill site must be identified as a matter of urgency.
- With regard to stormwater the identification and drainage of local depressions are of immediate concern while the preparation of a drainage plan for the whole area should be addressed within the medium term.
- Industrial areas should be reserved exclusively for industrial uses.
- Prepare a detailed local development framework for the Birkenhead township, in order to ensure that development does not take place at the expense of the sensitive natural environment.

7.10 PEARLY BEACH: (REFER PLAN 17)



Pearly Beach is a popular, relatively isolated retirement and holiday town located between fynbos covered sand dunes and the shoreline. In this instance, the objective of the SDF must be to ensure, through appropriate and area-specific development strategies and policies, that future development pressure is managed in a manner that serves to enhance the unique qualities of this coastal settlement.

7.10.1 Local Spatial Development Principles

i. *Promote*

- appropriate infill development (scale and form) within existing boundaries through the development of vacant portions of land already demarcated for urban development;
- tourism development based on the ecological and heritage value of the region.
- Pearly Beach as a retirement and tourism village.

ii. *Restrict:*

- further expansion beyond the existing defined urban edge;
- commercial use to within clearly demarcated areas.

iii. *Maintain:*

- the unique village / rural character of Pearly Beach;

- the preservation of the natural environment and the towns setting.
- iv. Contain:**
- the urban footprint of Pearly Beach within the existing urban edge.

7.10.2 Urban Growth Management Strategy

An urban edge, informed by the current development pattern and the need to limit urban growth is proposed. The proposed urban edge for Pearly Beach is illustrated on **Plan 17**. Within the context of the sub-region, the growth of Pearly Beach should be limited. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

7.10.3 Spatial Development Strategies (SDS)

The following spatial development strategies (SDS) are proposed to address the constraints of the historic spatial development pattern in Pearly Beach.

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| <p>(a) Equity of Land Use Distribution</p> <p>SDS 1:</p> | <p>Multi-Purpose Community Precinct</p> <ul style="list-style-type: none"> ▪ Pearly Beach has a fairly equitable spatial distribution of community and public facilities. Provision for additional facilities should only be made as thresholds increase beyond the current provision. |
| <p>(b) Spatial Integration</p> <p>SDS 2:</p> | <p>Integrate areas</p> <p>The residential area of Eluxolweni is spatially isolated from the rest of the village. To achieve the desired integration of the different segments of the village, the following measures are proposed:</p> <ul style="list-style-type: none"> ▪ the southward extension of Eluxolweni residential area; ▪ increased pedestrian accessibility between the residential areas and the coastline through the demarcation of pedestrian routes and servitudes. <p>Accessibility to the water's edge, as well as to the nature area should be facilitated through the development of well located pedestrian walkways.</p> |
| <p>(c) Service Network Upgrading</p> <p>SDS 3:</p> | <p>Infrastructure and services</p> <ul style="list-style-type: none"> ▪ Determine effects of the use of septic tanks with soakaways on local ecology, including the tidal zone. ▪ Optimize Solid Waste Removal facilities for regional operation. ▪ Introduce waste recycling / recovery with particular emphasis on separation at source and innovative collection systems. ▪ Introduce water demand management with particular reference to "Water Wise" gardening to reduce potable water consumption. ▪ Investigate the use of "other sources" for garden watering and industrial use. ▪ Determine long term electricity supply needs and prepare a long term development plan for implementation |

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| (d) Encouragement / restriction of land use development | |
| SDS 4: | Encourage appropriate development <ul style="list-style-type: none"> ▪ Infill development within the urban edge through the consolidation and development of vacant portions of land already demarcated for urban development. |
| SDS 5: | Restrict further expansion <ul style="list-style-type: none"> ▪ Restrict development to within the existing urban edge. |

7.10.4 Land Use Proposals : Local Planning Level (LPL)

The following Spatial Development Proposals are forthcoming for the Pearly Beach area:

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| (a) Housing | |
| LPL 1: | Existing housing needs <ul style="list-style-type: none"> ▪ The current housing backlog in Pearly Beach is approximately 110 units. Approximately 2,2ha will be required to address the housing need. An area to the southeast of Eluxolweni is identified for this purpose. ▪ The municipality must strive to ensure that a balanced mix of residential housing is provided. In this regard, a full range of housing options should be provided to ensure a range of housing options for the low, middle and upper income groups. For this purpose, an area to the east of Charlie van Breda Drive has been identified. |
| (b) Community Services | |
| LPL 2: | A Multi-Purpose Community Service Precinct <ul style="list-style-type: none"> ▪ A multi purpose community precinct will become necessary as end-user thresholds increase. When the need arises, provision should be made for such a facility. |
| LPL 3: | Joint Management of Community facilities <ul style="list-style-type: none"> ▪ A joint management structure between the responsible representatives of Pearly Beach is proposed to co-ordinate the optimal and efficient use of existing community facilities (i.e. sport facilities, clinic). |
| (c) Central Business Area | |
| LPL 8: | Business Area <ul style="list-style-type: none"> ▪ Business uses, commercial, retail and offices should be concentrated within the demarcated business area and not permitted to encroach into the residential areas. ▪ Tourism development must be strongly promoted. |
| (d) Industrial | |
| LPL 7: | Restrict Industrial development <ul style="list-style-type: none"> ▪ In order to retain the residential village character of Pearly Beach, industrial land uses should not be permitted. |

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| (e) | Conservation |
| LPL 4: | Conservation of Settlement Character and Heritage Places <ul style="list-style-type: none"> No proposals. |
| LPL 5: | Conservation of Sensitive Biophysical Environment <p>Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance:</p> <ul style="list-style-type: none"> The urban edge areas. The coastline and areas immediately adjacent thereto. Any dune systems, particularly any frontal dunes, along the coastline. <p>The open space areas between the developed areas of Pearly Beach and the sea, ie Erven 163, 164, 165, 166, 645 and 1893, are possibly suitable for formal conservation status as a municipal nature reserve.</p> |
| LPL 6: | Corridors of Linear Open Spaces <ul style="list-style-type: none"> The existing coastal setback line, which is, in effect, the demarcated urban edge, should be maintained. No development should be permitted in this setback area, thereby ensuring that a continuous coastal corridor is maintained. |
| (f) | Civil Services and Infrastructure |
| LPL 9: | Sewerage <ul style="list-style-type: none"> Co-ordinated planning and development of sewerage system required to cater for projected expansion of the community. Investigate and determine the effect on the local ecology, including the tidal zone and the local aquifers, of the use of septic tanks and soakaways for the disposal of waste water. Develop sewer reticulation systems for caravan park and Eluxolweni. Location for local WWTW and final effluent disposal options subject of EIA study and awaiting ROD. Review the evaluation of the option for inclusion in a regional scheme with WWTW in Gansbaai. |
| LPL 10: | Solid Waste Removal <ul style="list-style-type: none"> Solid waste currently collected weekly and transported to the Gansbaai landfill site. The development of a local waste recovery and transfer station for onward transport to Gansbaai needs to be investigated. Together with Gansbaai, develop a regional structure plan for the collection and disposal of solid waste. A permanent or long term landfill site outside the municipal aquifer zone must be located and developed. A system of waste recovery and recycling with separation at source needs to be developed together with a concerted public awareness campaign. |
| LPL 11: | Water Supply <ul style="list-style-type: none"> Present consumption at or near limit of developed resources. Investigation needed to locate and quantify additional sources of water which will be needed for new developments. |

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| | <ul style="list-style-type: none"> ▪ Extent and capacity of ground water and other sources needs to be verified and recharge rates determined for long term planning and development of water supply system. ▪ Improve water distribution system to meet peak period flow demands. ▪ Check and upgrade pipeline from spring. |
| LPL 12: Stormwater Disposal | <ul style="list-style-type: none"> ▪ Extend stormwater drainage planning to provide an integrated master plan for the Pearly Beach development area. |
| LPL 13: Electricity Supply | <ul style="list-style-type: none"> ▪ 20 km local 11 kV bulk supply feed line to Pearly Beach needs upgrading to cater for present loads. Further upgrading needed for projected developments. ▪ Long term planning for Pearly Beach and surrounding area needed to determine projected electricity requirements and demand patterns. ▪ Prepare master plan for electrical reticulation for the Pearly Beach to meet long term development projections. ▪ Implement upgrading of feeder bulk supply from Gansbaai. |
| LPL 14: Road Network | <ul style="list-style-type: none"> ▪ No proposal. |
| LPL 15: Public Transport | <ul style="list-style-type: none"> ▪ No proposal. |
| LPL 16: Cemetery | <ul style="list-style-type: none"> ▪ No proposal. |

7.10.5 Recommendations

In summary, the following actions are recommended:

- Urgently address the current need for subsidized housing units within the identified area to the south-east of the Eluxolweni residential area.
- Provide opportunities for a balanced mix of residential uses as per the proposal made in LPL 1.
- Concentrate business uses within the existing business area.
- Conserve the sensitive biophysical environment as per the proposals made in LPL 5 and LPL 6.
- Upgrade the Municipal bulk power supply feeder from Gansbaai.
- Undertake a study to determine the pollution effects if any from the septic tank and soakaway system on the tidal zone or on the local aquifer.
- Investigate additional ground water or other raw water resources for Pearly Beach.
- Improve the water supply distribution system to cater for peak demand conditions.
- Complete master planning on a 20 year basis for sewerage, water supply and electricity requirements.
- Optimise solid waste removal facilities for regional operation and introduce waste recovery culture with separation at source.
- Promote the southward extension of the Eluxolweni residential area to promote spatial integration in with the main town of Pearly Beach.