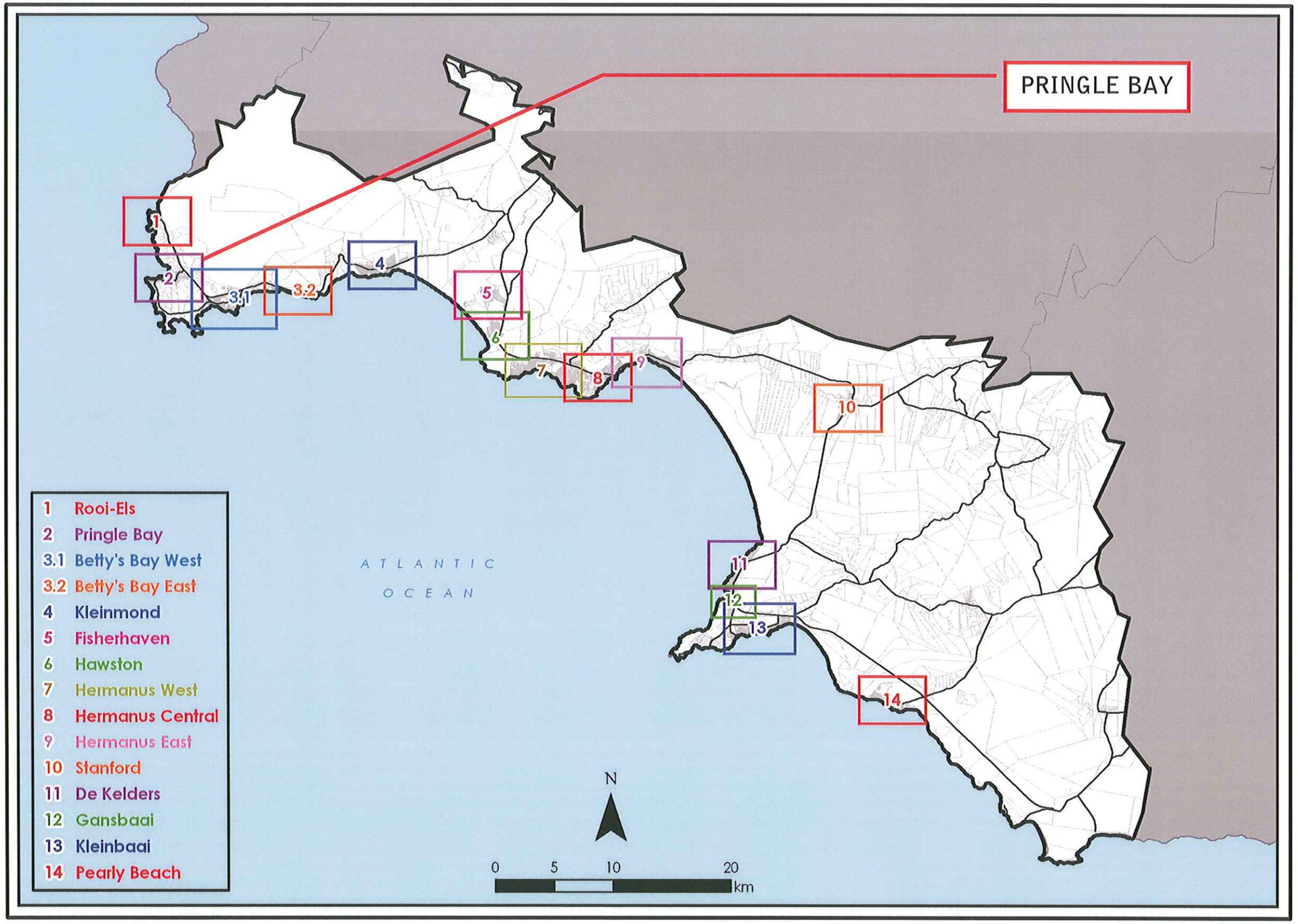
PRINGLE BAY


PRINGLE BAY
1 Rooi-Els
2 Pringle Bay
3.1 Betty's Bay West
3.2 Betty's Bay East
4 Kleinmond
5 Fisherhaven
6 Hawston
7 Hermanus West
8 Hermanus Central
9 Hermanus East
10 Stanford
11 De Kelders
12 Gansbaai
13 Kleinbaai
14 Pearly Beach
ATLANTIC
OCEAN
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km

7.4.2 PRINGLE BAY

A: Contextual Overview

(i) Location and function (refer to Locality Plan: Sheet A)

Pringle Bay is located on the western side of the Overstrand Municipality, 26km west of Kleinmond and 24km east of Rooi Els.

Figure 16: Locality plan

This town predominantly functions as a dormitory residential and holiday village with approximately 20% of the developed residential erven permanently occupied.

(ii) Current Urban Structure and Form (refer to Current Urban Structure and Form Plan: Sheet A)

Pringle Bay mainly consists of middle to high income fine grain single dwelling residential development. The high value areas are predominantly located along the coastal edge. In the heart of Pringle Bay a small business node has been established which mainly caters for the permanent residents of the town, and tourists. The existing restaurants and tourist orientated shops positively contributes to the character of the town.

Limited densification is evident in the town and the existing environmental and ecological features are likely to set the parameters for future growth.

(iii) Population Composition: Age Distribution (source: Statistics South Africa, 2001)

Pringle Bay's permanent population falls predominantly within the age cohorts of 50 years and older.

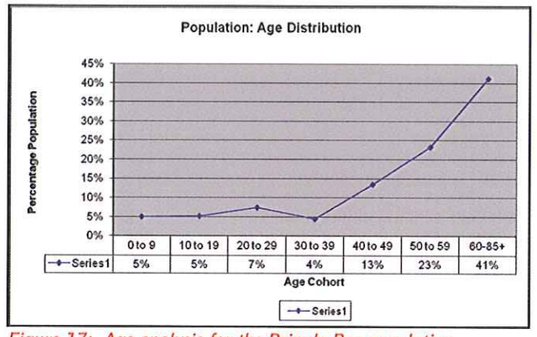


Figure 17: Age analysis for the Pringle Bay population

(iv) Historical Growth Pattern (refer to Historical Establishment Pattern Plan: Sheet A)

The settlement of Pringle Bay was established between the periods 1940 and 1949 (603 erven) and extended between 1970 and 1979 with 1158 erven. Since 1979 no further subdivision of erven (urban settlement) has taken place.

(v) Landscape Setting

The settlement, with a curvilinear road layout which largely responds the contours of the topography, is located on the coastal plateau between Pringle Bay Peak to the south and the sandy beaches and the Buffels River to the north. Two distinct landscape settings are evident: the rocky peninsula known as Die Punt to the south, and the residential precinct set back from the dynamic coastal dune system to the north.

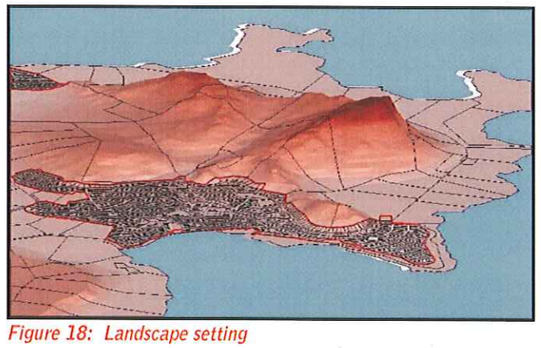


Figure 18: Landscape setting

The natural elements which contain the village and contribute to its form and structure include the following:

- Pringle Bay Peak. The tendency is for residential development not to intrude onto the higher more visible slopes above the 60m contour line. The nature of development on the upper slopes above high level road is however impacting on the nature of the transition between suburban and rural areas in terms of bulk and coverage.
- The combination of the rocky promontory and the sandy beach which is bound by the Buffels River mouth to the north with an adjacent milkwood forest. The dynamic dune system is vulnerable due to the nature of the high-income housing immediately to the east, pressures to flatten dunes to increase sea views and the proliferation of pedestrian movement routes across the system.
- Natural drainage and wetland systems which have been created on the seepage system between the mountain slopes and coastline.
- The green ridge line which runs in a north-south direction immediately to the west of Buffels Road. The ridge contributes to a degree of contrast in the form of development which is predominantly suburban.

(vi) Vacant Land Ownership (refer to Land Ownership Pattern Plan: Sheet A)

The majority of erven in Pringle Bay are privately owned. Several scattered portions of vacant municipal owned land are located within Pringle Bay with two prominent larger portions south of the current retail node.

B: Local Area Character and Density Analysis

(i) Land use pattern (refer to Land Use Plan: Sheet B)

The land use pattern of Pringle Bay is characterised by a small vibrant business node in the centre of the settlement. The majority of erven are low density middle to high income single residential erven of similar size and dimension.

Approximately 40% of residential erven in Pringle Bay (more than 610 erven / 60ha) are currently vacant.

(ii) Zoning (refer to Zoning Plan: Sheet B)

The majority of erven in Pringle Bay are zoned Residential Zone I. A mix of community related zoned erven are located to the south and adjacent to the business zoned area.

(iii) Community Facilities (refer to Community Facility Plan: Sheet B)

Based on the standards contained in ***Annexure B***, in addition to the existing facilities a pre-primary, a primary and a secondary school as well as two worship sites are required. These requirements have been calculated based on the existing number of erven in the settlement.

In future, provision should be made for these facilities. However, the development of these facilities can realistically only be justified when the number of permanent residents rise – at present only about 20% of the dwellings are permanently occupied.

(iv) Civil Services Capacity (refer to Civil Services Provision Plan: Sheet C)

The street patterns of Pringle Bay lack legibility and accessibility to and from the main attractions in the town. A proposal is therefore required to improve the hierarchy of the roads within Pringle Bay which will contribute substantially to the accessibility of the main attractions in the town. The access to and from Pringle Bay onto the R44 Provincial Road is a potential safety hazard and the necessary measures are required to resolve this situation.

The bulk water source for Pringle Bay will have to be increased as the vacant erven ratio decreases. The water network system also requires upgrading.

The possibility of establishing a water purification works in Pringle Bay is also presently being investigated. This will relieve the pressure on the existing purification works at Betty's Bay.

The town operates on a septic tank system which is regarded as a constraint to further development due to high maintenance costs and environmental risks.

Eskom services and maintains the electricity supply and network of Pringle Bay. The existing bulk supply is considered adequate, even when considering a future increase in demand.

Sufficient solid waste capacity exists to service the town, even during peak holiday periods.

C: Synthesis: Status Quo Density and Character Assessment (refer to Density and Area Character Plan: Sheet D, Contextual Overview Plan: Sheet E and the Opportunities and Constraints Plan: Sheet F)

Opportunities and constraints are illustrated on Sheet F, which indicates the significance of the mountainside interface, the coastal interface and the nature of the interface with the adjacent scenic route which bypasses the village.

The sensitivities of these interfaces and the limited infrastructure services limit opportunities for densification. Some densification could be considered around the existing commercial node on Circle Road. However, it requires an urban design framework to ensure that all existing and future facilities operate collectively to provide a positive public space environment.

The accompanying plan indicates the lack of differentiation of the built form response to the variation in landscape conditions including, inter alia, topography, wetland systems and coastal dune dynamics. A slight variation in plot size is evident with a tighter grain evident in the north-eastern section of the village and a marginally looser grain in the south-western section.

The overall pattern is predominantly suburban. Intensification of land uses with a residential component around the existing node could contribute to an improved village centre. Applications for subdivisions, double dwellings and increased coverage beyond the village centre should not be approved in terms of the ecological sensitivity of the context and the lack of service infrastructure (specifically bulk water supply constraints and the lack of waste water / sewerage network).

D: Proposed Densification Interventions

(i) Densification Strategy

The following densification strategy is proposed for Pringle Bay:

- To provide a prominent green structuring element to establish visual prominence and legibility to the predominantly suburban environment.
- To allow very limited densification opportunities immediately adjacent to these green corridors to contribute to legibility and to provide a greater range of holiday recreational opportunities.

(ii) Proposed Interventions (refer to Strategic Growth Management Interventions Plan: Sheet G)

The proposed interventions respond to areas of natural environmental sensitivity, the need to protect a natural environment adjacent to the scenic route and existing land use patterns in the form of economic opportunities at local level. The following interventions are proposed:

- Intensification of the Circle Road commercial node.
- Intensification and diversification of land uses in and around the existing node.

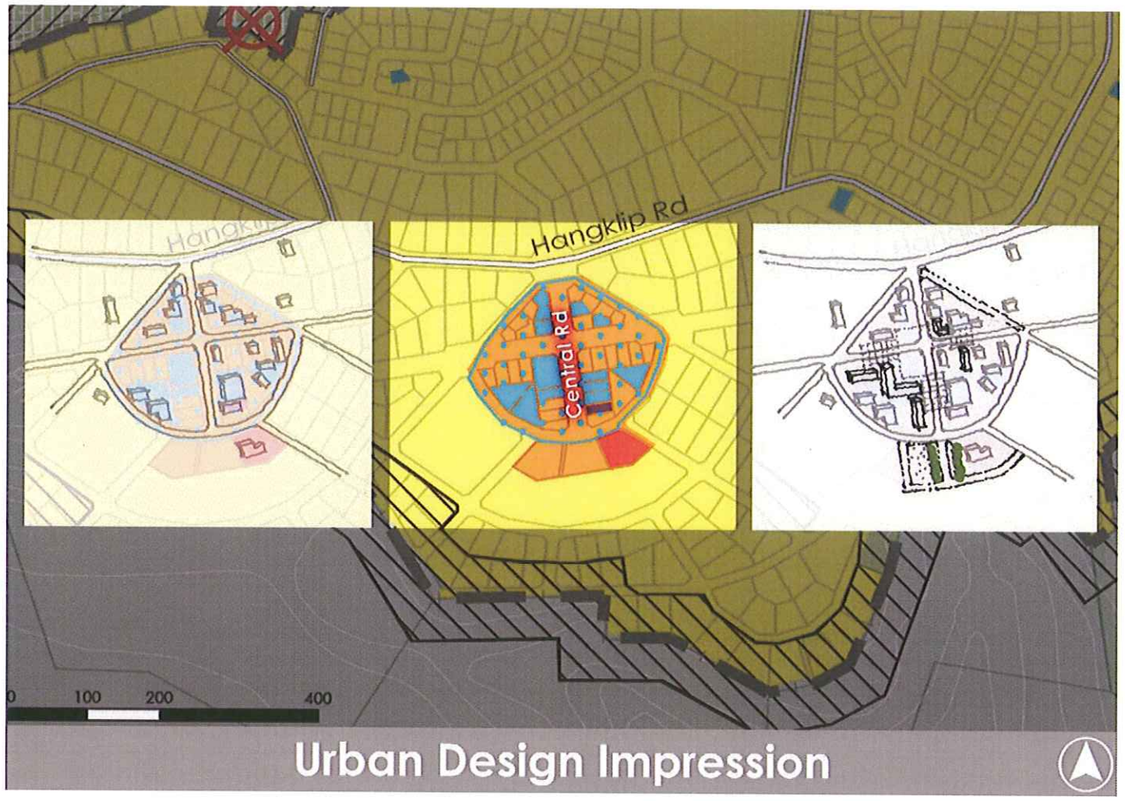


Figure 19: Circle Road Commercial Node

(iii) Urban Design Guidelines

Three areas have been identified in Pringle Bay where specific Urban Design Guidelines are required: the commercial node, and the two green corridors on the northern side of the town. ***Figure 19*** reflects an Urban Design Impression of the commercial node area.

- **Intensification of the Circle Road Commercial Node** (refer to ***Figure 19***).

The objectives of the urban design guidelines for this area are to:

- Stimulate a mixed use living environment and a village centre in an area characterised by suburban development.
- Provide a greater range, choice and diversity of holiday accommodation in relatively close proximity to metropolitan Cape Town.

- **Provision of green corridors**

It is essential that practical guidelines be drawn up which can be implemented for these corridors to enhance the conservation of green corridors aligned along the existing ridge adjacent to Buffels Road and linked to the Buffels River with an additional corridor linked to the existing public parking facility adjacent to the beach.

The objectives of the urban design guidelines for the provision of these green corridors are:

- To provide a prominent green structuring element to establish visual prominence and legibility to the predominantly suburban environment.
- To allow very limited densification opportunities immediately adjacent to these green corridors to contribute to legibility and to provide a greater range of holiday recreational opportunities.

(iv) Densification Proposals per identified Planning Unit

Three Planning Units have been identified for Pringle Bay. The proposals made can potentially contribute to an increase of approximately 75 additional dwelling units.

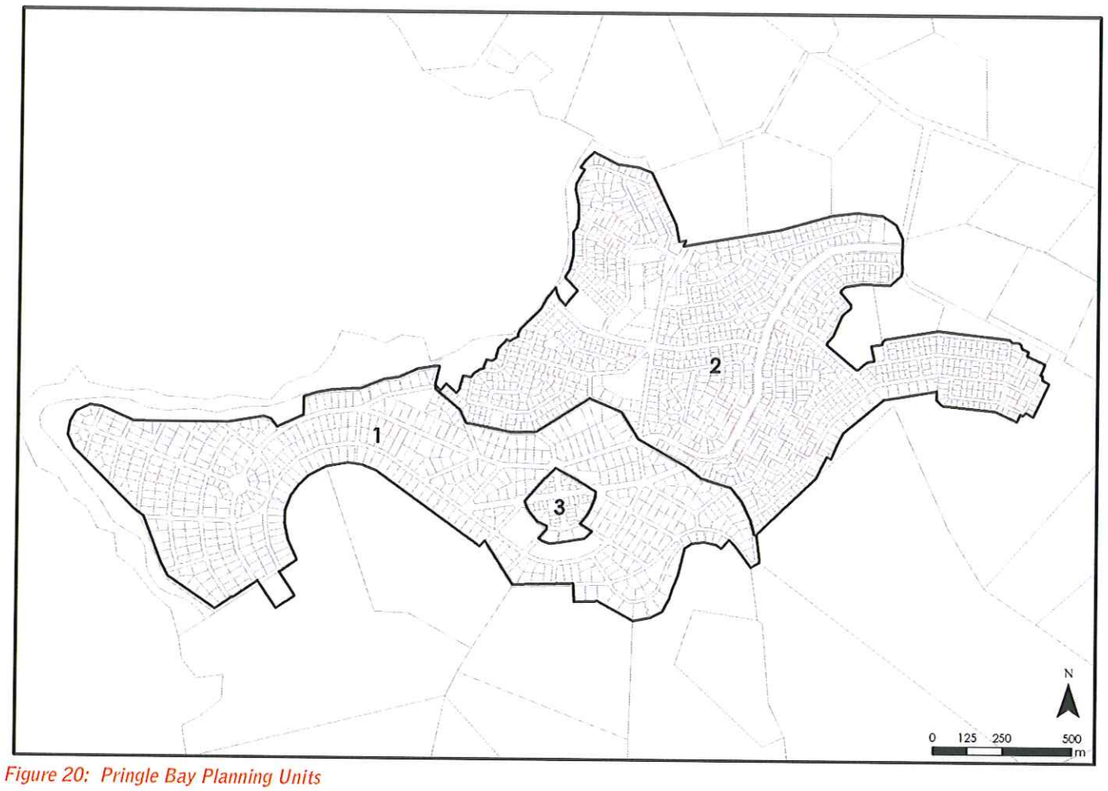


Figure 20: Pringle Bay Planning Units

The following proposals are relevant to this area:

- **Planning Unit 1**

Planning Unit 1 consists primarily of the southern existing built up area of Pringle Bay.

- Residential Densification

No densification proposals are made for this Planning Unit.

- Community Facilities

Although no densification is proposed for this Planning Unit, the following additional community facilities are proposed for this Planning Unit:

– 1 Pre-Primary School site, and
– 2 Worship facilities.

- Civil Services

No densification proposals are made for this Planning Unit. The following civil services provision and / or upgrades will however be required, should any future growth take place in this Planning Unit, other than that already approved.

– A sewerage network / waste water treatment works needs to be provided for Pringle Bay in the medium / long term.

- **Planning Unit 2**

Planning Unit 2 consists primarily of the northern existing built up area of Pringle Bay.

- Residential Densification

No densification proposals are made for this Planning Unit.

- Community Facilities

Although no densification is proposed for this Planning Unit, the following additional community facilities are proposed for this Planning Unit:

– 1 Pre-Primary School,
– 1 Primary School, and
– 3 Worship facilities.

- Civil Services

As per Planning Unit 1.

- **Planning Unit 3**

The only possible area of densification in Pringle Bay is proposed in Planning Unit 3, which consists of the existing retail node of the village.

- Residential Densification

Site consolidation of the existing vacant / undeveloped erven is proposed to be developed as simplex-row type housing (housing typology D4) over 30% of the area. The potential maximum gross density will thus be 18,4 dwelling units per hectare.

- Community Facilities

The following additional community facility is proposed:

– 1 Library.

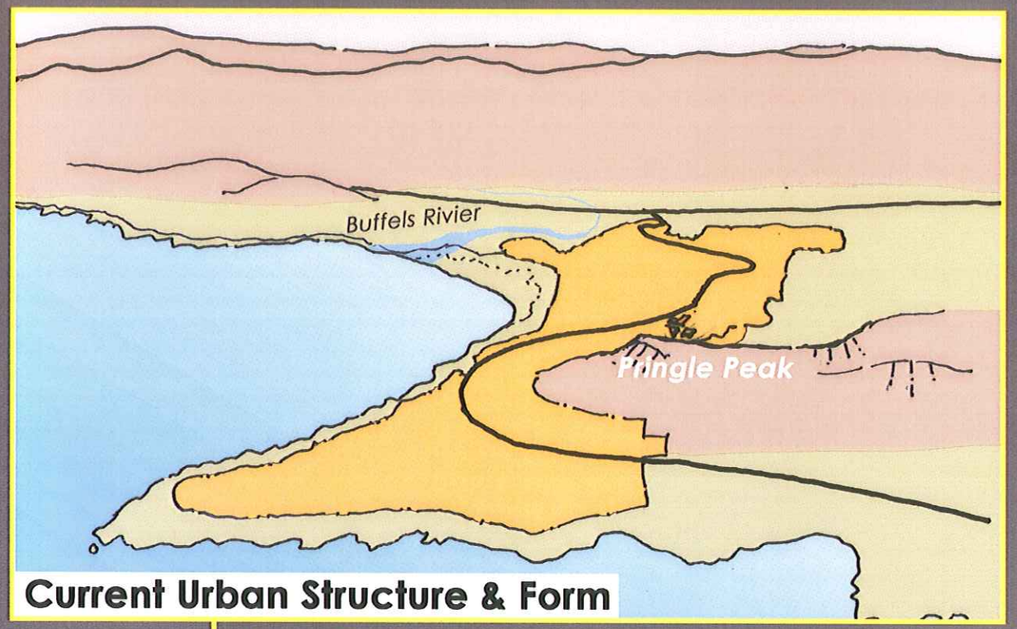
- Civil Services

The following interventions in terms of civil services are required:

As per Planning Unit 1.

- **Conclusion**

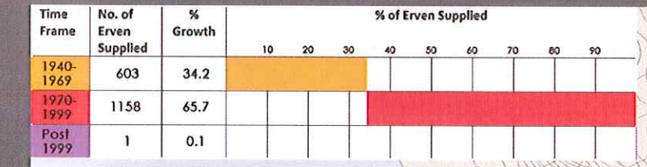
Taking the landscape setting, existing nature, heritage and environment into consideration, the potential to increase the density of Pringle Bay is limited to the consolidation of existing vacant / undeveloped erven in Planning Unit 3, subject to the upgrade of the civil services and community facilities to an acceptable level.



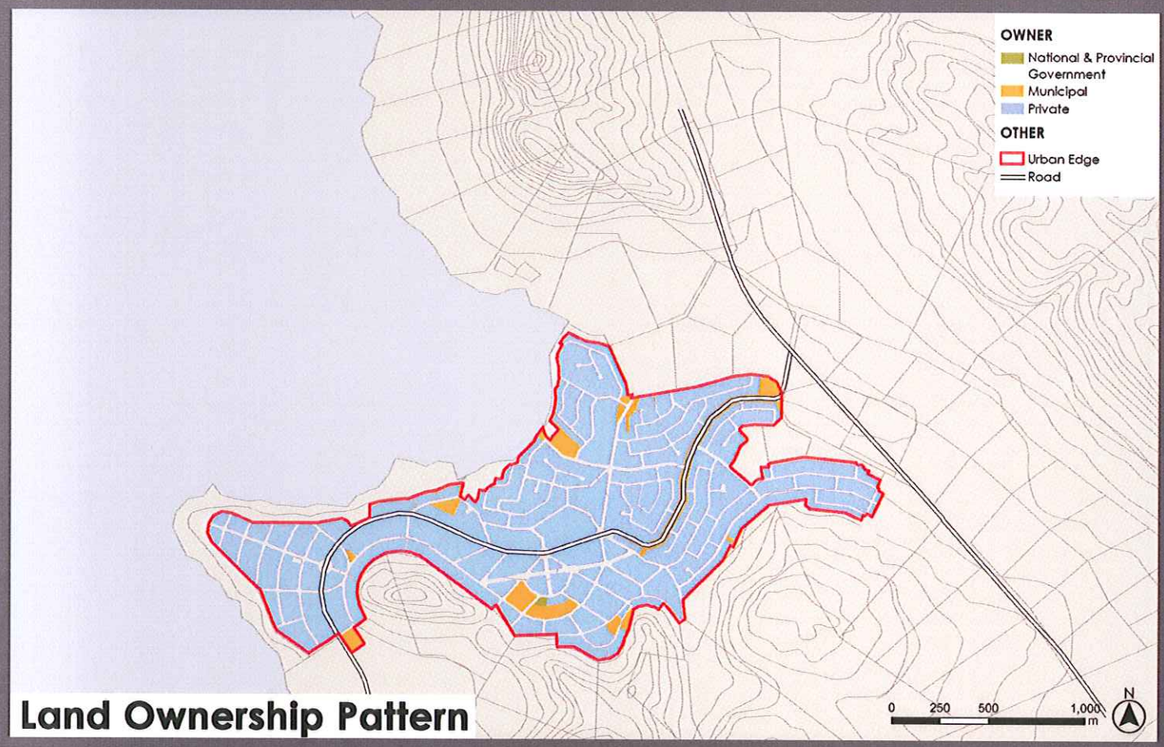
Current Urban Structure & Form

Locality

Time Frame	No. of Erven Supplied	% Growth
1940-1969	603	34.2
1970-1999	1158	65.7
Post 1999	1	0.1



Historical Township Establishment Pattern



Land Ownership Pattern

GROWTH MANAGEMENT STRATEGY

OVERSTRAND Municipality

PRINGLE BAY

A. GROWTH & OWNERSHIP PATTERNS

(MAY 2010)

URBAN DYNAMICS

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GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

AI. AERIAL VIEW OF PLANNING AREA

(MAY 2010)

URBAN DYNAMICS

acg architects

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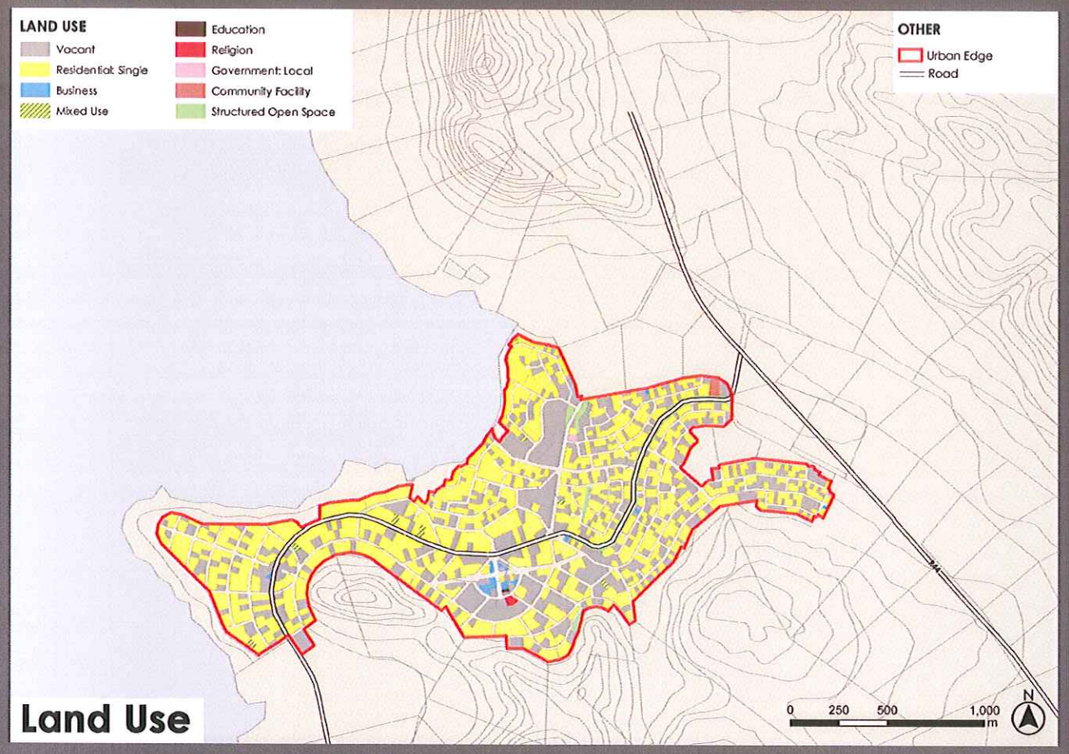
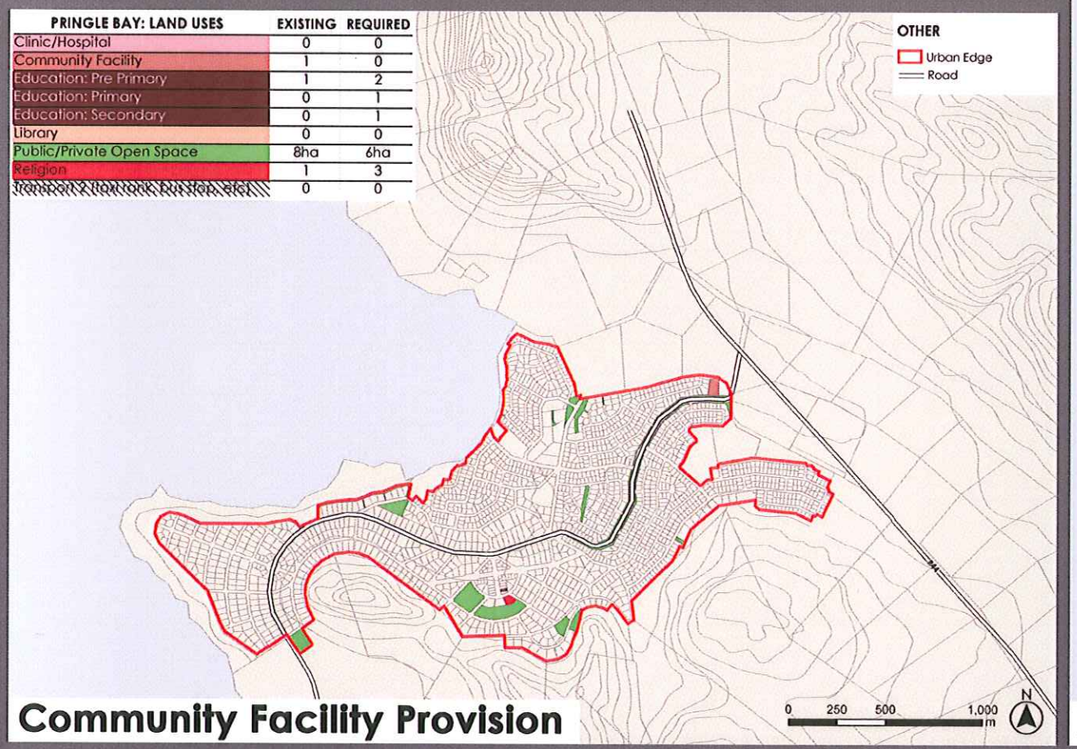


Land Use

PRINGLE BAY: LAND USES	EXISTING	REQUIRED
Clinic/Hospital	0	0
Community Facility	1	0
Education: Pre Primary	1	2
Education: Primary	0	1
Education: Secondary	0	1
Library	0	0
Public/Private Open Space	8ha	6ha
Religion	1	3
Transport Storage Purpose etc.	0	0



Community Facility Provision

Zoning

GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

B. CURRENT LAND USE, ZONING & COMMUNITY FACILITIES (MAY 2010)

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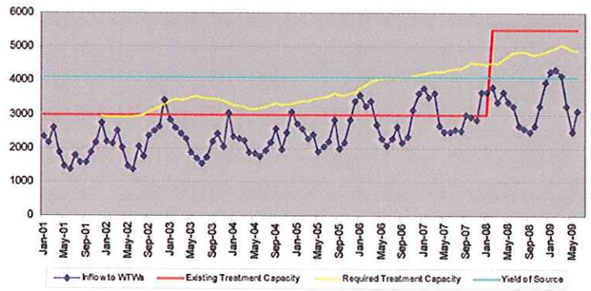
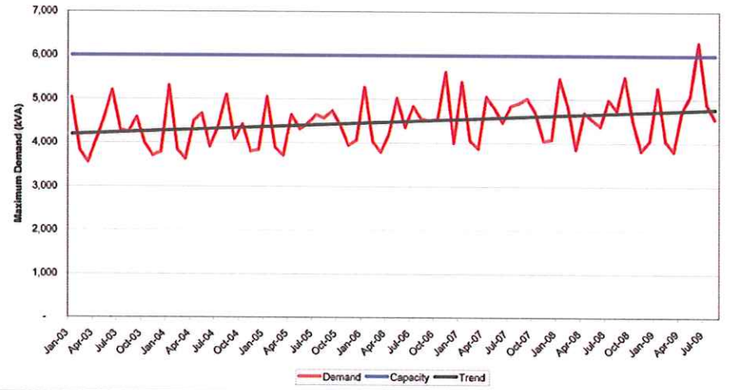
Buffels River WTWs (Kl/d) - Potable Water Treatment Works

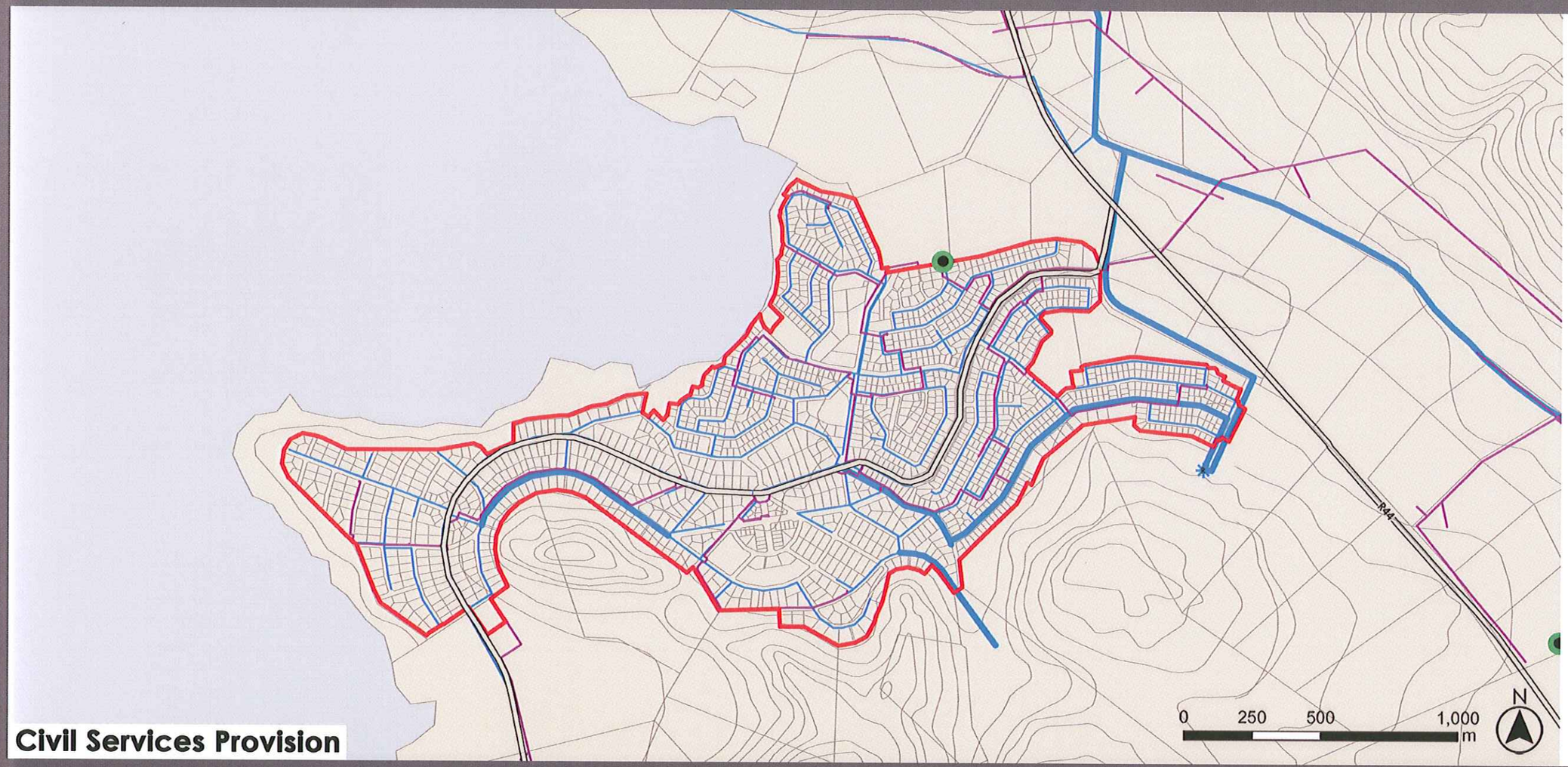


Kleinmond WWTWs - Waste Water Treatment Works (Sewerage)

* not available

Overstrand Municipality Kleinmond Electricity Demand





ROADS
- Provincial Routes

WATER
- Main Supply Line
- Local Supply Line
- Reservoir

ELECTRICITY
- Medium Voltage Transmission Line

SOLID WASTE
- Drop-Off Site

OPPORTUNITIES
- Possible availability of ground water
- Possible setting up of water purification works
- Sufficient solid waste capacity

CONSTRAINTS
- Water source being shared with Rooi-Els and Pringle Bay
- Limitations on water network capacity
- No severage network, entire area reliant on septic tanks
- Sewerage works in Kleinmond - uneconomical and unpractical to link

OTHER
- Urban Edge

Civil Services Provision

Municipality • U-Masipala • Municipality
OVERSTRAND
GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

C. SERVICES PROVISION (MAY 2010)

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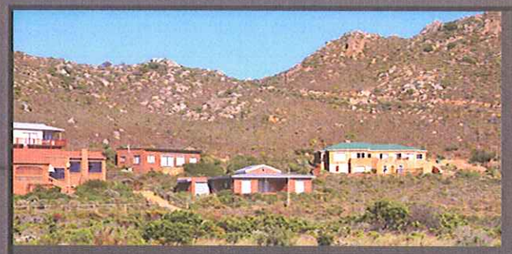


- A distinctive village quality is lacking despite the dramatic location on the coastal plateau between the sandstone mountain buttress and the shoreline. Individual built form responses in the form of building orientation, architectural style and materials predominate at the expense of a consistent and harmonious response to environmental constraints and opportunities. The character is predominantly suburban.

- There is little variation in terms of urban character apart from the two distinct patterns of plot size evident on the accompanying diagram.

- Limited opportunities for increased densification exist apart from around the commercial node and it is recommended that applications for subdivisions, double dwellings, increased coverage etc. should not be approved.

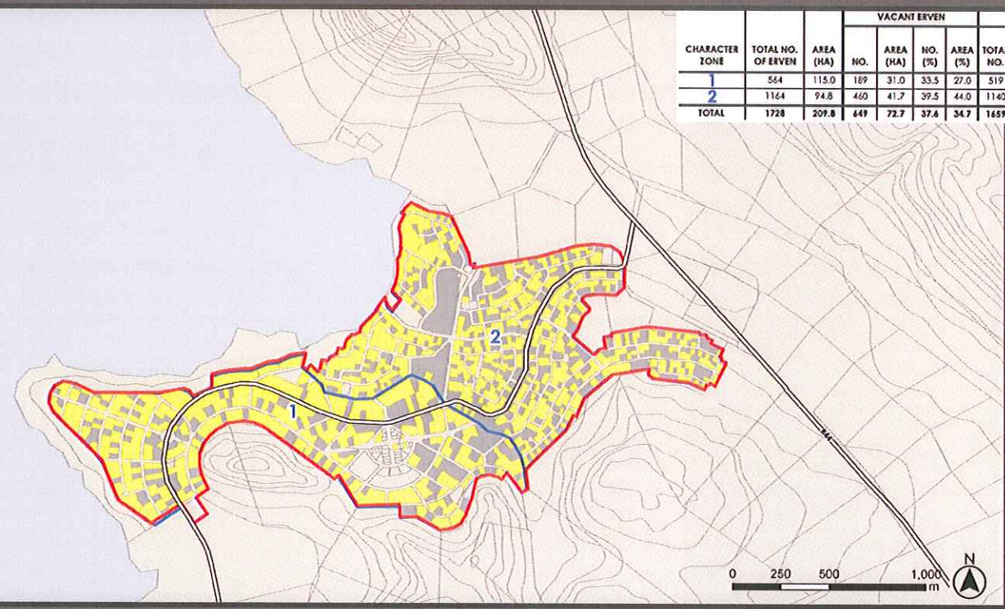
Density & Area Character

LAND USE

- Residential Erven
- Vacant Erven

OTHER

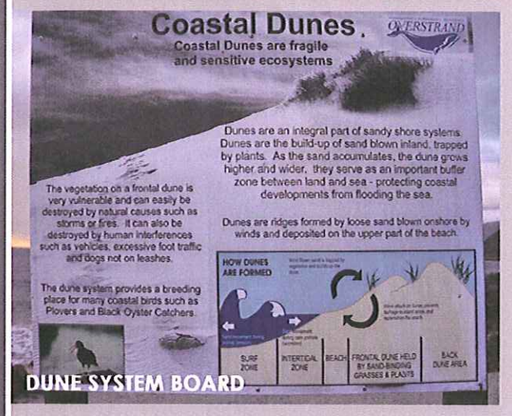
- Character Zone
- Urban Edge
- Rode



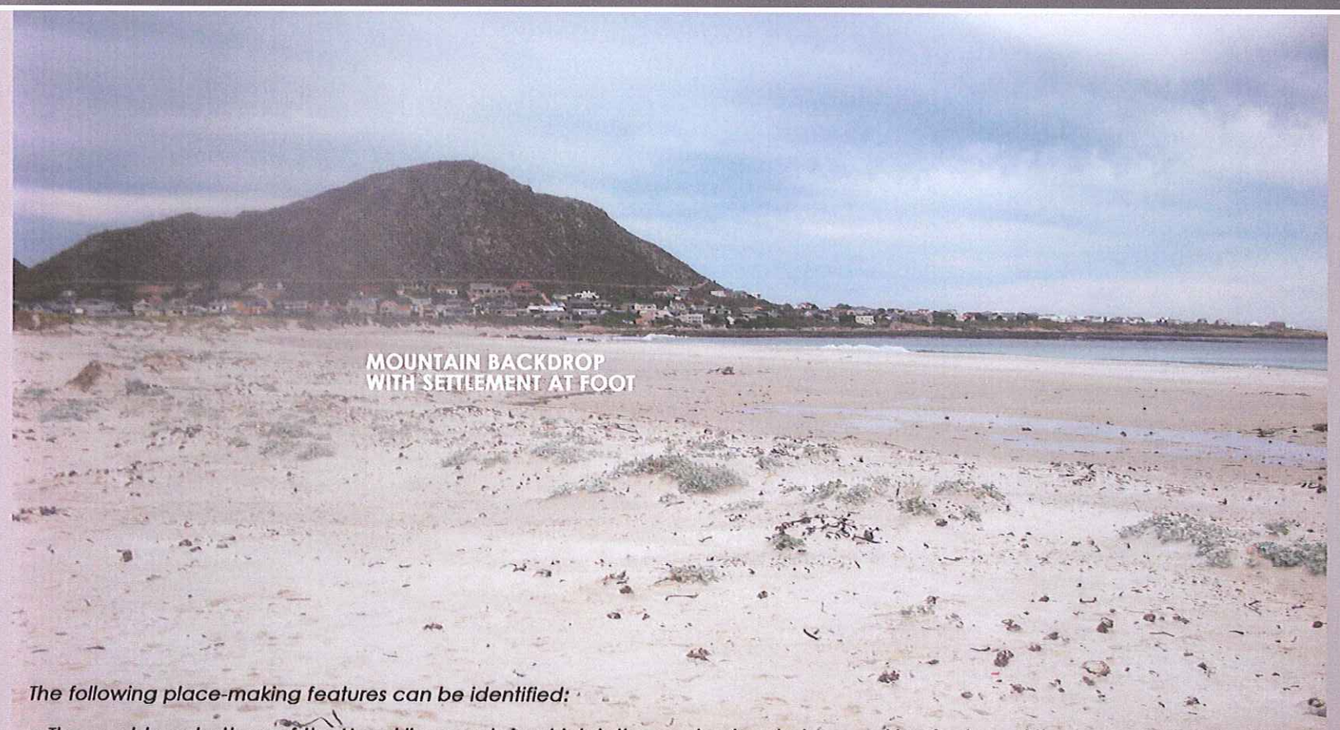
CHARACTER ZONE	TOTAL NO. OF ERVEN	AREA (HA)	VACANT ERVEN				RESIDENTIAL ERVEN											
									DEVELOPED					VACANT				
			NO.	AREA (HA)	NO. (%)	AREA (%)	TOTAL NO.	AREA (HA)	NO.	RES UNITS	AREA (HA)	NO. (%)	AREA (%)	NO.	AREA (HA)	NO. (%)	AREA (%)	GROSS DENSITY	NETT DENSITY	PROPERTY VALUE
1	564	115.0	189	31.0	33.5	27.0	519	78.6	357	357	54.0	68.8	68.7	162	24.6	31.2	31.3	4.5	6.6	High
2	1164	94.8	460	41.7	39.5	44.0	1140	88.9	689	689	50.3	60.4	56.6	451	38.6	39.6	43.4	12.0	12.8	Medium
TOTAL	1728	209.8	649	72.7	37.6	34.7	1659	167.5	1046	1046	104.3	63.1	62.3	613	63.2	36.9	37.7	7.9	9.9	

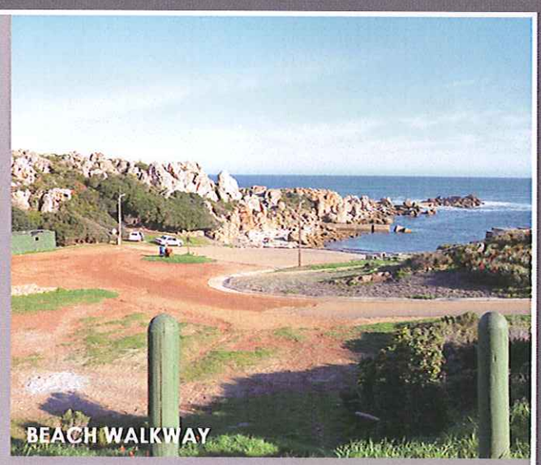
- Refer to explanatory txt in document

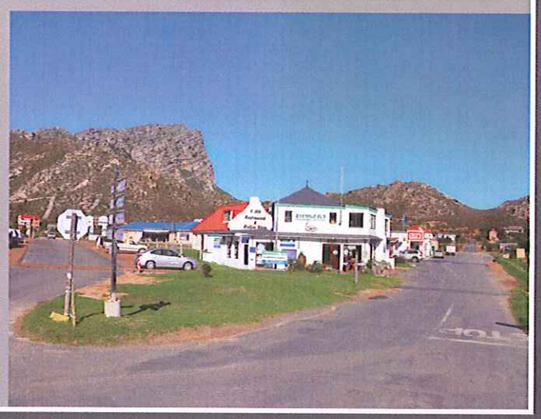

BEACH & SAND DUNE SYSTEM



DUNE SYSTEM BOARD


MOUNTAIN BACKDROP WITH SETTLEMENT AT FOOT


BEACH WALKWAY



The following place-making features can be identified:

- *The sandstone buttress of the Hangklip mountain which is the predominant place-making feature of the area and a natural land mark of regional significance.*
- *The sandstone massif and the long expanse of sandy beach with its dynamic coastal dune system and the outlet of the Buffels rivier to the north frame the settlement and provide its defining character.*
- *The village settlement is located on the coastal plateau below the 40m contour line and a sense of balance is evident between the built form and the natural environment comprising the mountain and coastal zones.*

Place Making Qualities

Municipality • U-Masipala • Municipality
OVERSTRAND
GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

D. DENSITY & AREA CHARACTER (MAY 2010)

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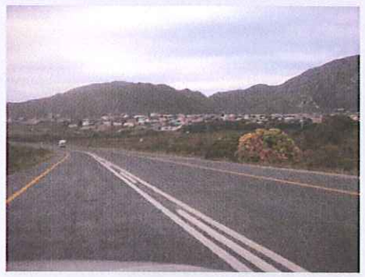
A1 MOUNTAIN SIDE INTERFACE:
✗ The interface between the settlement and the mountain wilderness area is visually prominent. A graded transition is being marred by over-scaled development on platforms created by extensive cut and fill which scar the mountain side.



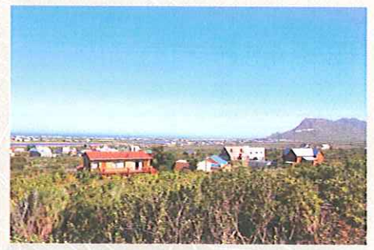
A2 SCENIC DRIVE INTERFACE:
✓ The settlement edge is set well back from the scenic drive enhancing the visual experience of the scenic corridor. The extension of development eastwards parallel to Clarence Dive threatens the sense of a settlement in balance with nature and the interconnectivity between the natural systems on both sides of the scenic drive.

A3 COASTAL INTERFACE:
The dynamic sand dune system forms a significant barrier between the settlement and the coastline. It is relatively narrow towards the rocky outcrops to the south and substantially wider to the north. Layout planning has made provision for a coastal node at the centre of gravity of the coastal strip served by a second order route from the main access route. It is used as the main parking area for the beach and has ablution facilities. It has limited development potential due to its spatial and visual dislocation from the coastline.

B LEGIBILITY & CONNECTIVITY:
✗ There is a lack of clarity and poor connectivity between the main access route through the village and the beach access points.

Four access walkways provide access to the beach. There are limited parking facilities apart from the central node. Access over the dynamic dune system is problematic with some of the boardwalks being engulfed by the dunes. Appropriate protection of the dune system is required.

C NODAL RETAIL/COMMERCIAL CENTRE:
✓ The commercial node is located at the centre of the gravity of the village.
✗ There is a lack of cohesion regarding the placement and orientation of buildings which do not function together to provide a positive public place.



D DEVELOPMENT OF GREEN CORRIDORS:
✓ Green belts are located in an east-west and north-south direction but lack connectivity to an overall public open space network linking the wetland system to the mountainside and coastline. They do, however, provide visual relief from the nature of suburban development evident in the area.

GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

E. CONTEXTUAL OVERVIEW (MAY 2010)

URBAN DYNAMICS

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A1 MOUNTAINSIDE INTERFACE:
• Provide controls related to height, massing, scale and cut and fill to ensure the appropriate transition from the urban to natural environment.
• Ensure that buildings blend with the mountain landscape by keeping building platforms to a minimum and ensuring that new levels are designed to fit into the landscape.
• No departures to increase coverage should be permitted along this sensitive interface.
(CONSTRAINT)

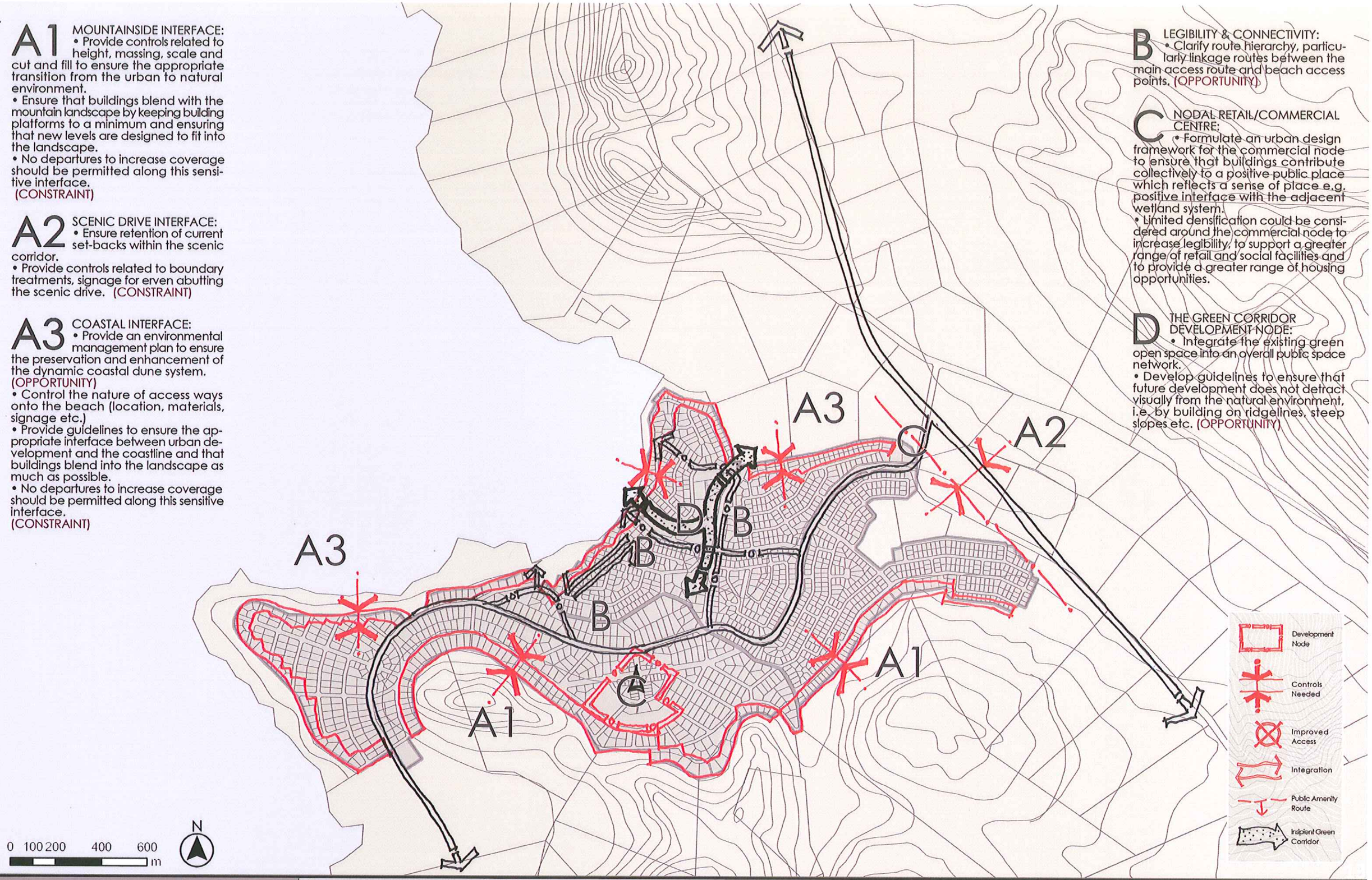
A2 SCENIC DRIVE INTERFACE:
• Ensure retention of current set-backs within the scenic corridor.
• Provide controls related to boundary treatments, signage for erven abutting the scenic drive. (CONSTRAINT)

A3 COASTAL INTERFACE:
• Provide an environmental management plan to ensure the preservation and enhancement of the dynamic coastal dune system.
(OPPORTUNITY)
• Control the nature of access ways onto the beach (location, materials, signage etc.)
• Provide guidelines to ensure the appropriate interface between urban development and the coastline and that buildings blend into the landscape as much as possible.
• No departures to increase coverage should be permitted along this sensitive interface.
(CONSTRAINT)

B LEGIBILITY & CONNECTIVITY:
• Clarify route hierarchy, particularly linkage routes between the main access route and beach access points. (OPPORTUNITY)

C NODAL RETAIL/COMMERCIAL CENTRE:
• Formulate an urban design framework for the commercial node to ensure that buildings contribute collectively to a positive public place which reflects a sense of place e.g. positive interface with the adjacent wetland system.
• Limited densification could be considered around the commercial node to increase legibility, to support a greater range of retail and social facilities and to provide a greater range of housing opportunities.

D THE GREEN CORRIDOR DEVELOPMENT NODE:
• Integrate the existing green open space into an overall public space network.
• Develop guidelines to ensure that future development does not detract visually from the natural environment, i.e. by building on ridgelines, steep slopes etc. (OPPORTUNITY)



GROWTH MANAGEMENT STRATEGY

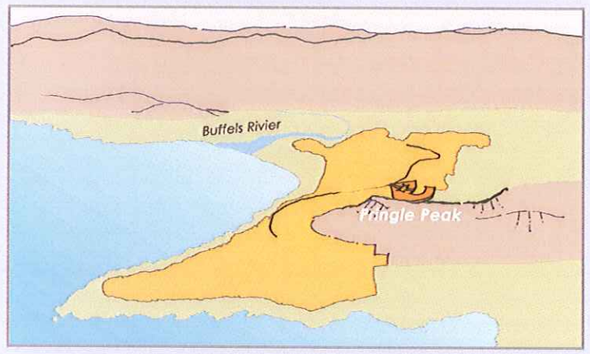
PRINGLE BAY

F. OPPORTUNITIES & CONSTRAINTS (MAY 2010)

URBAN DYNAMICS

ACG architects

NICOLAS BAUMANN URBAN CONSERVATION & PLANNING



To Rooi Els

Drostersgat

Buffels Rivier

R44 Clarence Drive

KOGELBERG NATURE RESERVE

Pringle Bay

Beach

GREEN CORRIDORS

D

Die Punt

Hangklip Rd

NODE

C

Pringle Peak

BRODIE LINK NATURE RESERVE WWF

To Hangklip

To Betty's Bay

0 100 200 400 600 m

N

1. SENSITIVE AREAS

- Open Spaces
- Statutory Nature Reserve
- Coastal Management Zone
- Mountain Management Zone
- Urban Edge

2. DEVELOPMENT CATALYSTS

- Public Amenity
- Access to Public Amenity
- Special Places
- Economic Opportunity (Local)
- Economic Opportunity (Regional)
- Urban Design Guidelines Needed

3. Ddensification GRADING

- No Densification
- Densification Zone 10 - 20 DU/H

4. LAND USE

- Education- Preprimary
- Worship

OVERSTRAND Municipality

GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

G. STRATEGIC GROWTH MANAGEMENT INTERVENTIONS (MAY 2010)

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Legend

•	Sufficient spare capacity
?	Further investigations required
X	No Spare Capacity Available
S	Water Source
N	Network
TW	Treatment Works
EI	Eskom Input
C	Collector Roads
L	Local Roads
E	Existing
R	Required
P	Proposed

Density

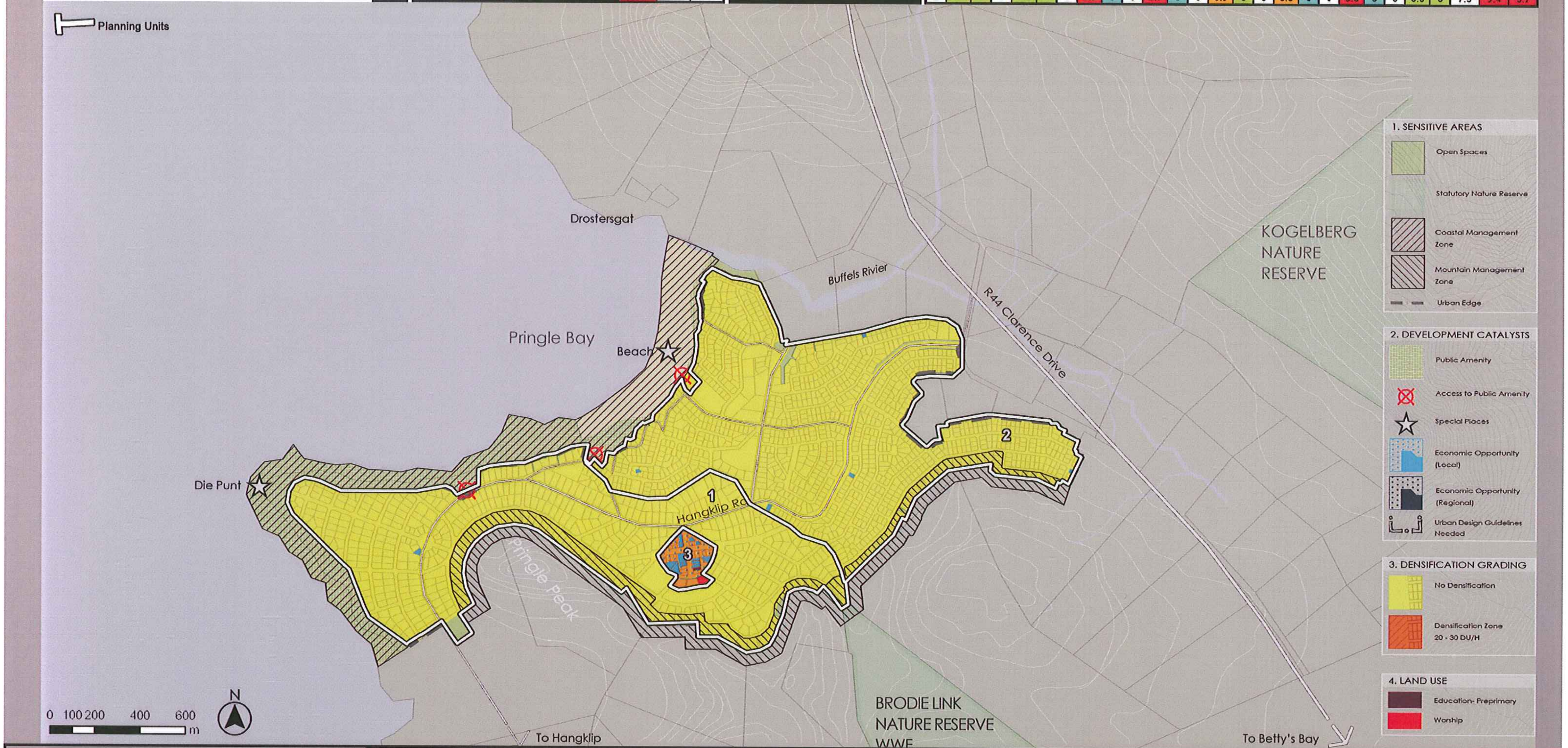
Planning Unit	Total Area of Planning Unit (ha)	Existing Number of Residential Units	Existing Gross Density	Densification Considerations (Refer to text for interpretation)	Height Restriction Proposal (Storeys)	Assumed Residential Developable Area (%)	Proposed increased gross residential density	Potential Total Number of Residential Units	Potential Number of Additional Residential Units
1	106.8	512	4.8	SQ	n.a.	n.a.	5.0	512	0
2	124.2	1140	9.2	SQ	n.a.	n.a.	9.2	1140	0
3	4.5	7	1.6	D4	2	30	18.4	82	75
Total	235.5	1659	7.0				7.4	1734	75

Impact on Civil Services Capacity

Planning Unit	Water S	Water N	Water TW	Sewerage N	Sewerage TW	Storm Water	Electricity EI	Electricity N	Roads C	Roads L	Solid Waste
1	X	?	•	X	X	?	X	?	•	•	•
2	X	?	•	X	X	?	X	?	•	•	•
3	X	?	•	X	X	?	X	?	•	•	•
Total											

Impact on Community Facilities

Planning Unit	Clinic / Hospital (C) E	R	P	Community Hall (Ch) E	R	P	Pre Primary School (PPs) E	R	P	Primary School (Ps) E	R	P	Secondary School (Ss) E	R	P	Library (L) E	R	P	Worship Sites (W) E	R	P	Taxi Rank / Bus stop (T) E	R	P	Public / Private Open Space (ha) E	R	P
1	0	0.1	0	0	0.1	0	0	0.9	1	0	0.5	0	0	0.3	0	0	0.2	0	0	1.7	2	0	0.1	0	2.3	2.8	2.3
2	0	0.2	0	1	0.2	1	0	1.9	1	0	1.1	1	0	0.6	0	0	0.3	0	0	3.8	3	0	0.2	0	2.4	6.2	2.4
3	0	0.0	0	0	0.0	0	1	0.1	1	0	0.1	0	0	0.0	0	0	0.0	1	1	0.3	1	0	0.0	0	2.8	0.4	1.0
Total	0	0.3	0	1	0.3	1	1	2.9	3	0	1.7	1	0	0.9	0	0	0.5	1	1	5.8	6	0	0.3	0	7.5	9.4	5.7



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GROWTH MANAGEMENT STRATEGY

PRINGLE BAY

H. PROPOSAL PLAN (MAY 2010)

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