

## 7. PLANNING PROPOSALS AND STRATEGIES: LOCAL LEVEL

### 7.1 BACKGROUND

The compilation of the spatial proposals at both the broad overarching level and at the local level has been informed by the mandate given to local government in terms of the Municipal Systems Act, 2000 (Act 32 of 2000), namely to give meaning to **Developmental Local Government** and to empower Municipalities to move progressively towards the social and economic upliftment of communities and the provision of basic services to all. The focus of these local level proposals is therefore aimed at identifying **Local Strategic Spatial Interventions** critical to achieving the goals and objectives of the IDP. The local level planning proposals of this municipal wide SDF, are therefore **broad** and **strategic** considering the broad morphological elements (ie: urban form) and the land use components related thereto (i.e. central business district, industrial, conservation, developable areas).

In order to refine the form and extent of the spatial proposals contained in this spatial framework, more detailed local area and precinct planning will be necessary in the urban areas, agricultural settlements and rural development areas (RDA's).

It should be further noted that the implications of this approach on existing spatial policy, are that the existing forward planning policy approved in terms of either section 4(6) or 4(10) of the Land Use Planning Ordinance, 1985 (no. 15 of 1985) will be affected only in respect of areas for which reviewed land use proposals have been made. In areas where the proposals of this SDF and are inconsistent with existing local structure plans, their amendment will be required, as prescribed in the relevant legislation. The local area forward planning frameworks which may be affected by the proposals of this report, are:

- Rooi Els Development Framework (December 1990) - *Draft*
- Hangklip-Kleinmond Spatial Development Framework (June 2001) - *Approved*
- Betty's Bay Local Structure Plan (May 2000) - *Approved*
- Pringle Bay Structure Plan (December 1989) - *Approved*
- Greater Gansbaai Spatial Plan (2000) – *Approved*
- Stanford Concept Structure Plan (1998) – *Policy Document*
- Greater Hermanus Sub-Regional Structure Plan (July 2000) - *Approved*
- Baardskeerdersbos Spatial Development Framework (October 2000) – *Draft*
- Birkenhead Development and Conservation Policy (December 2002) – *Discussion document*

## 7.2 ROOI ELS: (REFER *PLAN 9 AND 9.1*)



Within the context of the municipal area, Rooi Els (located within the Kogelberg Biosphere Reserve) functions as a dormitory residential and holiday village. The unique characteristics of Rooi Els include its location along the coastline within a pristine natural setting, featuring rocky prominentaries, sandy beaches, river and estuarine environments and a mountain backdrop.

It can be expected that increased development and population pressure on this sought after coastal area will inevitably result in increasing pressure on the biophysical carrying capacity of the surrounding area. Clear policy guidelines relating to the management of future growth pressures are therefore required.

### 7.2.1. Local Spatial Development Principles

#### *i. Promote:*

- the conservation of the natural environment within which Rooi Els is located;
- the role of the area as a transition zone between the Kogelberg Nature Reserve and the coastline;

- infill development within existing boundaries through the development of vacant properties demarcated for urban development. Care should be taken to retain and enhance the existing open space systems which are integral to the character of the settlement and its integration into the natural environment;
  - the role of Rooi Els as a retirement and holiday village.
- ii. Restrict:**
- any form of industrial or service industrial development;
  - subdivisions that are not consistent with the existing plot sizes;
  - further expansion beyond the existing urban edge;
  - inappropriate housing forms and architectural treatment, particularly on steep slopes and highly visible locations adjacent to the scenic route.
- iii. Maintain:**
- the unique village character of Rooi Els;
  - the open space corridors;
  - the dominance of the natural environment as the visual setting for the village.
- iv. Contain:**
- contain the urban footprint of Rooi Els within the urban edge as demarcated in the Rooi Els Development Framework.

### 7.2.2. Growth Management

Within the urban limits of Rooi Els  $\pm 30\%$  of the existing residential subdivision are currently vacant / undeveloped. This factor together with the lack of a water borne sewerage system make it imperative that the further growth of this area is limited to existing urban edge.

In determining the urban edge for Rooi Els, consideration was given to the approved Zoning Plan as well as the approved Rooi Els Development Framework Plan (1990). In this regard, the edge of the existing approved development area informed the demarcation of the urban edge, the intention being to contain development within the existing area zoned for urban use. The urban edge for Rooi Els is illustrated on **Plan 9**. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

### 7.2.3. Spatial Development Strategies (SDS)

The following spatial development strategies (SDS) are proposed:

(a)	<b>Spatial integration</b>
<b>SDS 1:</b>	<b>Integrate spatial components</b> The spatial integration of the residential areas, business area, coastline and nature areas should be promoted through the establishment of a formalised network of footpaths that link these important areas.

<b>SDS 2:</b>	<b>Restrict undesirable subdivisions and land uses</b> <ul style="list-style-type: none"> <li>No subdivision to be permitted that are not consistent with the residential policy proposed in the Draft Rooi Els Development Framework (1990).</li> <li>Restrict any form of industrial development</li> <li>Restrict inappropriate housing forms, particularly on steep slopes and highly visible locations adjacent to the scenic route.</li> </ul>
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#### 7.2.4. Land Use Proposals : Local Planning Level (LPL)

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

<b>(a) Housing</b>	
<b>LPL 1:</b>	<b>Existing housing needs</b> Approximately 30% of the formal residential erven in Rooi Els are vacant. There is therefore no need for the identification of additional land for housing provision during the planning period to 2015.
<b>(b) Community Services</b>	
<b>LPL 2:</b>	<b>Community Facilities</b> <ul style="list-style-type: none"> <li>Given the fluctuating nature of the population, and the proximity of Pringle Bay (which has planned community facilities), this need will be addressed in Pringle Bay.</li> <li>As Rooi Els does not currently have a large permanent population that justifies the development of facilities, such as schools and clinics, no proposal is made for such.</li> </ul>
<b>(c) Business Node</b>	
<b>LPL 3:</b>	<b>Concentrate Business Uses</b> <ul style="list-style-type: none"> <li>Business uses should only be permitted at the demarcated village centre located at the intersection of Clarence Drive and Anemone Street, where business uses currently exist.</li> </ul>
<b>(d) Industrial</b>	
<b>LPL 4:</b>	<b>Restrict Industrial Development</b> <ul style="list-style-type: none"> <li>In order to retain the village character of Rooi Els, no industrial uses should be permitted whatsoever.</li> <li>Industrial activities should be accommodated in Kleinmond, which already has an industrial area.</li> </ul>
<b>(e) Conservation</b>	
<b>LPL 5:</b>	<b>Conservation of Settlement Character</b> <ul style="list-style-type: none"> <li>A Heritage Overlay Zone should be designated to include the historical core area of Rooi Els and its interface with the beach, river and rocky promontory, especially as viewed from the R44;</li> </ul>

	<ul style="list-style-type: none"> <li>▪ The R44 should be designated as a Scenic drive.</li> </ul> <p>A management plan for the Heritage Overlay Zone and Scenic Drive should make provision for the following:</p> <ul style="list-style-type: none"> <li>▪ A further more detailed study of conservation-worthy historical structures and features;</li> <li>▪ Input from archaeologists regarding the nature, extent and significance of the archaeological resources in the area and procedures for their protection;</li> <li>▪ The identification of character forming green spaces and linear systems, eg: coastal edge;</li> <li>▪ The formulation of architectural guidelines to inform appropriate development, particularly with regard to building form and steep slopes;</li> <li>▪ Development procedures for certain categories of development, e.g. alterations and additions to buildings older than 60 years, development on visually exposed slopes and development within the scenic corridor of the R44.</li> </ul>
<b>LPL 6:</b>	<p><b>Conservation of Sensitive Biophysical Environment</b></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"> <li>▪ The Rooi Els Nature Reserve.</li> <li>▪ The urban edge areas immediately adjacent to the Kogelberg Nature Reserve.</li> <li>▪ The coastline and areas immediately adjacent thereto.</li> <li>▪ Any dune systems, particularly any frontal dunes, along the coastline.</li> <li>▪ The estuarine environment of the Rooi Els River.</li> </ul>
<b>LPL 7:</b>	<p><b>Corridors of Linear Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ The functioning of the Rooi Els River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.</li> <li>▪ 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.</li> </ul>
<b>(f) Civil Services and Infrastructure</b>	
<b>LPL 8:</b>	<p><b>Sewerage</b></p> <ul style="list-style-type: none"> <li>▪ The use of septic tanks with soakaways is creating pollution problems while conservancy tanks with a regular pumping service are expensive and not a long term viable solution.</li> <li>▪ The development and implementation of a sewer master plan for this area is thus required. The possible position of a sewage treatment works will be addressed in this planning.</li> <li>▪ The magnitude of the sewage pollution will have to be investigated in order to prioritise the implementation of sewer reticulation in the immediate region.</li> </ul>
<b>LPL 9:</b>	<p><b>Solid Waste Removal</b></p> <ul style="list-style-type: none"> <li>▪ The current waste collection system, the Kleinmond waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area.</li> </ul>

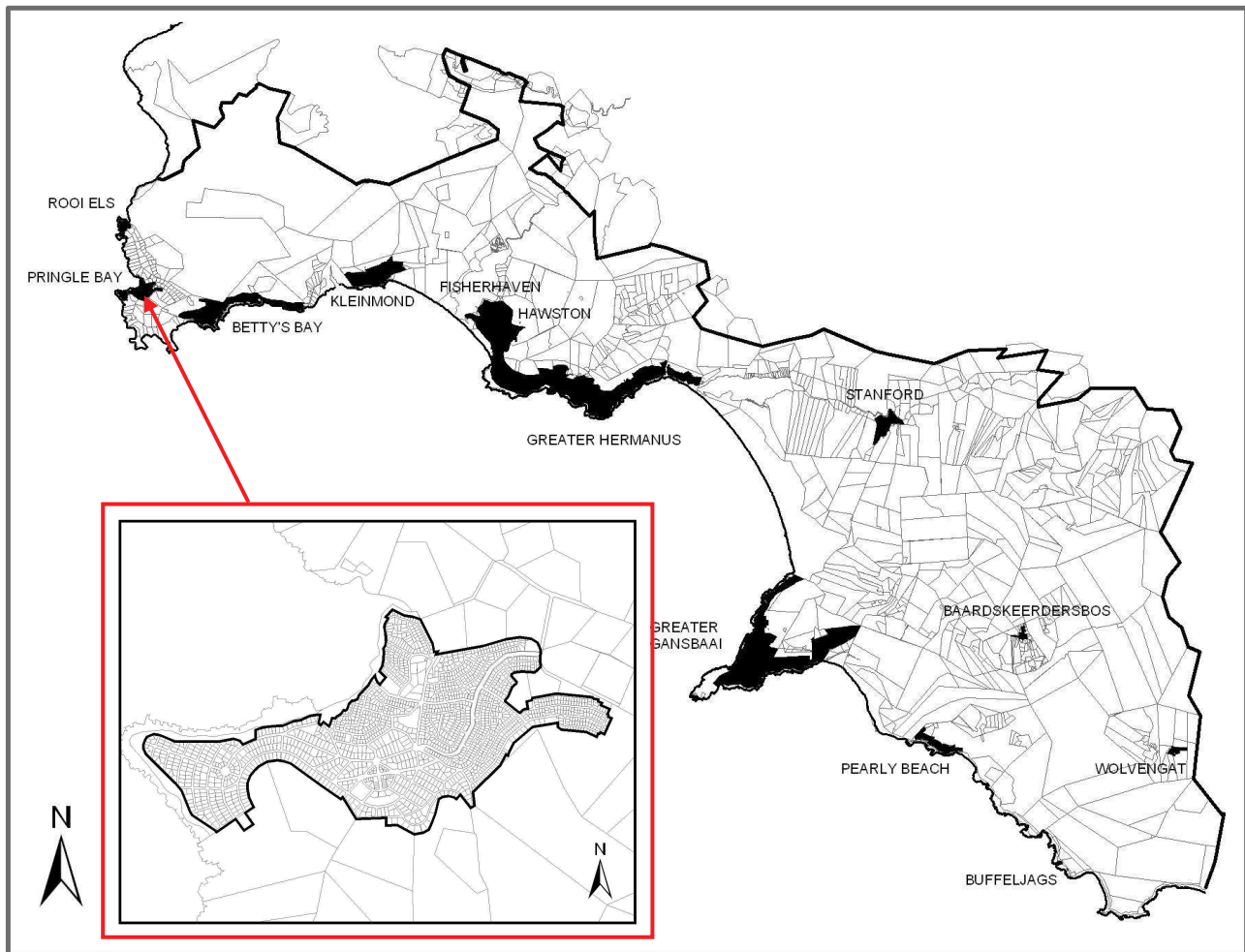
<b>LPL 10:</b>	<b>Water Supply</b> <ul style="list-style-type: none"> <li>Phased upgrading of the Buffels River water treatment works is required over the next few years.</li> <li>A water network analysis and master planning for this area has been done but updating of the master planning and ongoing upgrading of the water network in accordance with the findings of the analyses will be required.</li> </ul>
<b>LPL 11:</b>	<b>Stormwater Disposal</b> <ul style="list-style-type: none"> <li>The phased implementation of the stormwater master planning for this area is required.</li> </ul>
<b>LPL 12:</b>	<b>Electricity Supply</b> <ul style="list-style-type: none"> <li>If necessary, electricity reticulation should be provided underground and no street lights should be permitted, to preserve the village character of Rooi Els.</li> </ul>
<b>LPL 13:</b>	<b>Road Network</b> <ul style="list-style-type: none"> <li>Investigate the construction of a dedicated right turn lane at Rooi Els access intersection with R44.</li> </ul>
<b>LPL 14:</b>	<b>Public Transport</b> <ul style="list-style-type: none"> <li>Investigate the provision of appropriate public transport facilities (shelters, seating, stops, etc.).</li> </ul>
<b>LPL 15:</b>	<b>Cemetery</b> <ul style="list-style-type: none"> <li>No proposal</li> </ul>

#### 7.2.5. Recommendations

- Discourage residential subdivisions until such time that the vacant residential erven are developed.
- Community facilities should be provided in Pringle Bay.
- Business uses should only be permitted in the existing business area.
- Industrial activities should not be permitted in Rooi Els.
- A Heritage Overlay Zone should be designated and its management plan compiled, to include the historical core area of Rooi Els and its interface with the beach, river and rocky promontory.
- Conservation of the natural environment should be encouraged with due consideration of the proposals made in LPL 4 and LPL 5.
- The infrastructure and services issues should be addressed as per the proposals made in LPL 6 and LPL 12.



### 7.3 PRINGLE BAY (REFER *PLAN 10 AND 10.1*)



Within the context of the Overstrand municipal area and the broader sub-region, Pringle Bay functions as a popular holiday and retirement destination. Pringle Bay together with Rooi Els and Betty's Bay also function as local residential dormitory nodes to the town of Kleinmond.

#### 7.3.1 Local Spatial Development Principles

*i. Promote:*

- the conservation of the existing coastal village character of Pringle Bay;
- the role of the area as a transition zone between the Kogelberg Nature Reserve and the coastline;
- Pringle Bay as a retirement and tourism village.

*ii. Restrict:*

- industrial and service industrial uses;
- subdivisions that are not consistent with the policy proposals of the approved Pringle Bay Structure Plan (1993).

*iii. Maintain:*

- the unique village / rural character of Pringle Bay;

- the open space corridors created by the Buffels River and other drainage canals;
- the passive recreational role of Pringle Bay.

*iv. Contain:*

- the urban footprint of Pringle Bay and prevent further outward expansion.

### 7.3.2 Local Growth Management Strategy

Within the urban limits of Pringle Bay approximately 50% of existing residential subdivisions are currently vacant/ undeveloped. As with Rooi Els, this factor together with the lack of a water borne sewerage system make it imperative that the future growth of this area is limited to within existing rights.

In determining the urban edge for Pringle Bay, consideration was given to the approved Pringle Bay Structure Plan (1993) and the relevant zoning scheme. While the structure plan does not make provision for an urban edge, it clearly outlines the edge of development. This edge has been used as the basis for demarcating an urban edge for Pringle Bay. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

<b>(a) Spatial integration</b>	
<b>SDS 1:</b>	<b>Integration of land uses</b> The primary land uses are residential, open space (system (beaches) and commercial uses, which are linked by the main local distributor, Hangklip Road. To improve integration, it is proposed that a network of pedestrian routes and paths are established which link the primary land use components, improving accessibility and integration.
<b>SDS 2:</b>	<b>Multi-purpose community precinct</b> <ul style="list-style-type: none"> <li>▪ The existing community hall is utilised as a place of worship, in addition to its primary civic use. Given the town's central location in relation to Rooi Els and Betty's Bay, the proposal is for the location of a community facility in Pringle Bay, to cater for the needs of the three towns of Rooi Els, Pringle Bay and Betty's Bay.</li> </ul>
<b>SDS 3:</b>	<b>Restrict undesirable subdivision and land uses</b> <ul style="list-style-type: none"> <li>▪ Restrict subdivisions that are not consistent with the proposals of the approved Pringle Bay Structure Plan.</li> <li>▪ All service industrial activities should be located in Kleinmond.</li> </ul>
<b>(b) Housing</b>	
<b>LPL 1:</b>	<b>Existing Housing Needs</b> <ul style="list-style-type: none"> <li>▪ Approximately 50% of the residential erven in Pringle Bay are vacant. The housing needs for the planning period are therefore adequately addressed.</li> </ul>



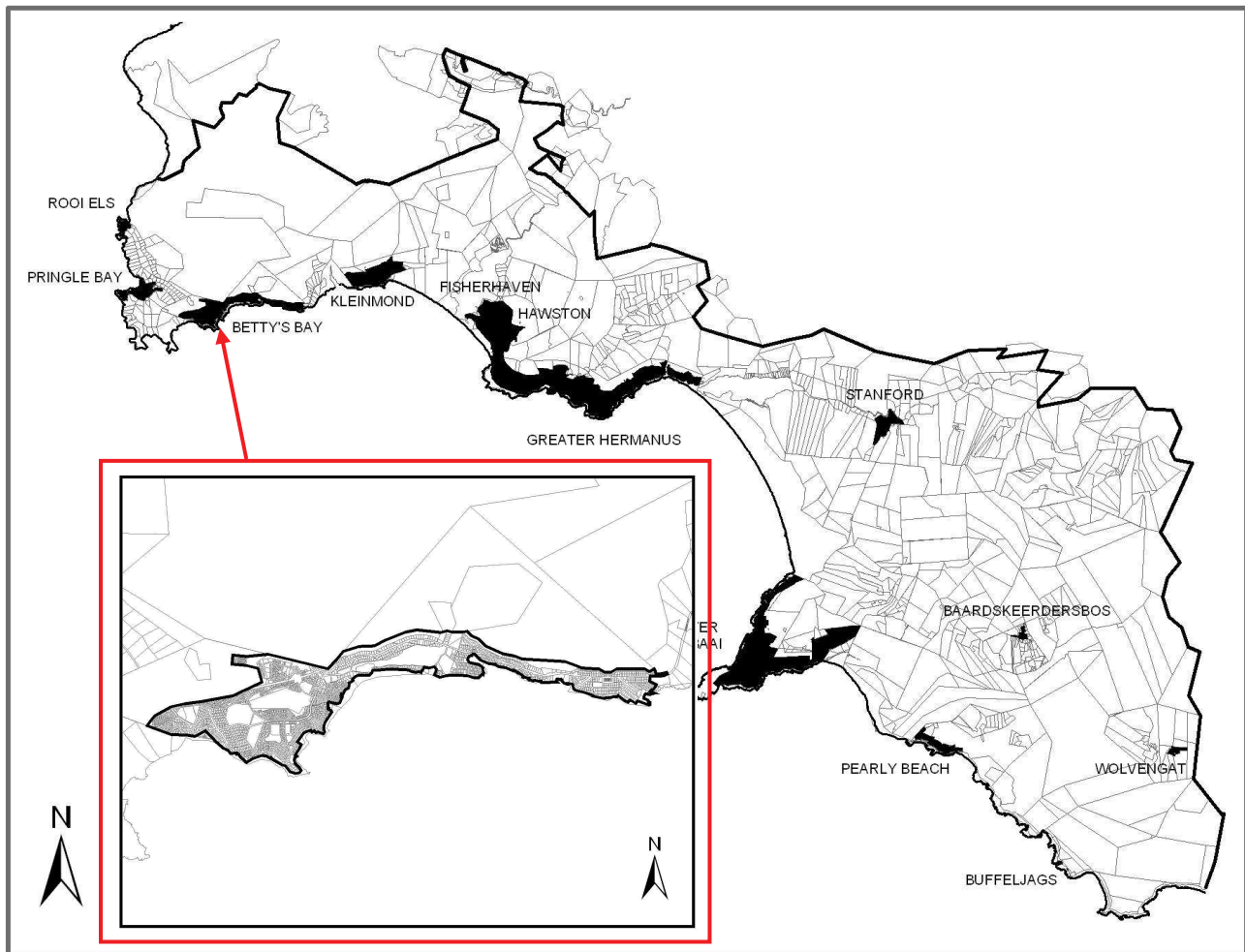
<b>(c) Community Services</b>	
<b>LPL 2:</b>	<p><b>A Multi-Purpose Community Service Precinct</b></p> <p>Given the town's central location in relation to Rooi Els and Betty's Bay, the proposal is for a multi-purpose community facility to be established in Pringle Bay, to cater for the needs of the three resort towns of Rooi Els, Pringle Bay and Betty's Bay.</p>
<b>(d) Central Business District</b>	
<b>LPL 3:</b>	<p><b>Business Area</b></p> <ul style="list-style-type: none"> <li>The structure plan (approved in 1993) emphasises the importance of concentrating business uses at one central location, to take advantage of the economic synergies created and offer a sense of identity. The ideal location for business uses is at the existing commercial node off Hangklip Road.</li> </ul>
<b>(e) Industrial</b>	
<b>LPL 4:</b>	<p><b>Restrict Industrial Development</b></p> <ul style="list-style-type: none"> <li>In order to retain the village character of Pringle Bay, service industrial activity should be restricted to low key cottage industries such as handcrafts and pottery.</li> <li>Bona fide Cottage industries may be located within the residential areas with strict operational parameters. Other permissible service industrial activity should be located in the vicinity of the commercial precinct as per the proposals of the existing structure plan.</li> </ul>
<b>(f) Conservation</b>	
<b>LPL 5:</b>	<p><b>Conservation of Sensitive Biophysical Environment</b></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 area is of particular importance:</p> <ul style="list-style-type: none"> <li>The urban edge areas immediately adjacent to the Kogelberg Brodie Link Nature Reserve.</li> <li>The coastline and areas immediately adjacent thereto.</li> <li>Any dune systems, particularly any frontal dunes, along the coastline.</li> <li>The estuarine environment of the Buffels River.</li> </ul>
<b>LPL 6:</b>	<p><b>Corridors of Linear Open Spaces</b></p> <ul style="list-style-type: none"> <li>The functioning of the Buffels River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.</li> <li>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.</li> </ul>

<b>(g) Civil Services and Infrastructure</b>	
<b>LPL 7:</b>	<b>Sewerage</b> <ul style="list-style-type: none"> <li>▪ The use of septic tanks with soakaways are creating pollution problems while conservancy tanks with a regular pumping service are expensive and not a long term viable solution.</li> <li>▪ The development and implementation of a sewer master plan for this area is thus required. The possible position of a sewage treatment works will be addressed in this planning.</li> <li>▪ The magnitude of the sewage pollution will have to be investigated in order to prioritise the implementation of sewer reticulation in the immediate region.</li> </ul>
<b>LPL 8:</b>	<b>Solid Waste Removal</b> <ul style="list-style-type: none"> <li>▪ The current waste collection system, the Kleinmond waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area.</li> </ul>
<b>LPL 9:</b>	<b>Water Supply</b> <ul style="list-style-type: none"> <li>▪ Phased upgrading of the Buffels river water treatment works is required over the next few years.</li> <li>▪ A water network analysis and master planning of this area has been done and ongoing upgrading of the water network in accordance with the findings of the analyses will be required.</li> </ul>
<b>LPL 10:</b>	<b>Stormwater Disposal</b> <ul style="list-style-type: none"> <li>▪ The phased implementation of the stormwater master planning for this area is required.</li> </ul>
<b>LPL 11:</b>	<b>Electricity Supply</b> <ul style="list-style-type: none"> <li>▪ No proposal.</li> </ul>
<b>LPL 12:</b>	<b>Road Network</b> <ul style="list-style-type: none"> <li>▪ Investigate the construction of a dedicated right turn lane at Pringle Bay access intersection with R44</li> </ul>
<b>LPL 13:</b>	<b>Public Transport</b> <ul style="list-style-type: none"> <li>▪ Investigate the provision of appropriate public transport facilities (shelters, seating, stops, etc.).</li> </ul>
<b>LPL 14:</b>	<b>Cemetery</b> <ul style="list-style-type: none"> <li>▪ The cemetery site to be identified in Kleinmond should be sufficient to serve the needs of the sub-region.</li> </ul>

### 7.3.3 Recommendations

- Create pedestrian linkages to foster the integration of primary land uses.
- Provide a multi-purpose community facility in Pringle Bay to serve the three areas of Rooi Els, Pringle Bay and Betty's Bay.
- Discourage further subdivisions for residential purposes until such time that the existing vacant residential erven are developed.
- Prohibit the location of business uses outside the existing business area.
- Permit only service / cottage industrial activity in Pringle Bay.
- The conservation of the biophysical environment should be encouraged as per proposals made in LPL 5 and LPL 6.
- The infrastructure and services issues should be addressed as per the proposals made in LPL 7 to LPL 14.

#### 7.4 BETTY'S BAY: (REFER *PLAN 11 AND 11.1*)



Betty's Bay functions as a popular holiday and retirement destination. It also increasingly serves as a dormitory residential suburb to Kleinmond. The unique characteristics of Betty's Bay include:

- Its recognized status as a tourism destination;
- The natural areas located within the village in particular the Harold Porter Botanical Garden, the penguin colony and the proclaimed marine reserve;
- Betty's Bay's setting within a pristine natural area within the mountain backdrop, the linear inland lake system and the combination of rocky and sandy shorelines.

The priority issue emphasised in the Betty's Bay Local Structure Plan (May 2000) is the conservation of the sensitive areas and the maintenance of Betty's Bay's unique village character. This objective underpinned the land use and development proposals of this Structure Plan.

### 7.4.1 Local Spatial Development Principles

*i. Promote:*

- conservation of the sensitive natural resources, including the inland lake wetland system, state and private nature reserves and the interface between the mountain backdrop and urban settlement;
- the role of the area as a transition zone between the Kogelberg Nature Reserve and the coastline;
- conservation of cultural heritage resources including the historical whaling station and associated Penguin colony and World War II barracks;
- infill development within existing boundaries through the consolidation and development of vacant properties already demarcated for urban development;
- tourism development based on the ecological and heritage value of the region; and
- Betty's Bay as a retirement and holiday village.

*ii. Restrict:*

- industrial development;
- subdivisions that are not consistent with the density policy in the approved Betty's Bay Local Structure Plan (2000).

*iii. Maintain:*

- the unique village / rural character of Betty's Bay;
- the open space corridors created by the inland lake system and other natural drainage systems;
- the dominance of the natural environment as the natural setting for the village;
- The interface between the mountain backdrop and urban settlement through appropriate housing form and massing.

*iv. Contain:*

- the urban footprint of Betty's Bay to within the urban edge as demarcated in the Betty's Bay Structure Plan.

### 7.4.2 Local Growth Management Strategy

Within the current urban limits of Betty's Bay, approximately 50% of existing residential subdivisions are currently vacant / undeveloped. As with Rooi Els and Pringle Bay, this factor together with the lack of a water borne sewerage system make it imperative that the future growth of the area is limited to within existing limits.

In determining the urban edge for Betty's Bay, consideration was given to the approved Betty's Bay Local Structure Plan (2000), which makes provision for an urban edge to accommodate urban growth needs. It is therefore considered not necessary to amend the approved urban edge. The existing urban edge for Betty's Bay is illustrated on **Plan 11**. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

<b>(a) Equity of land use distribution</b>	
<b>SDS 1:</b>	<b>Spatial Integration</b> <ul style="list-style-type: none"> <li>Appropriate pedestrian linkages and cycle tracks should be formalised to integrate the different parts of the town and to promote envisaged non-vehicular movement.</li> </ul>
<b>SDS 2:</b>	<b>Multi-purpose community precinct</b> <ul style="list-style-type: none"> <li>Suitable land must be identified for the development of a sports facility and a school.</li> <li>Policies must be formulated to address the provision of community facilities and to determine which ones are required and where they should be located.</li> </ul>
<b>(b) Encouragement/restriction of land use development</b>	
<b>SDS 3:</b>	<b>Restrict further subdivision and undesirable land uses</b> <ul style="list-style-type: none"> <li>Restrict subdivisions that are not consistent with the density schedule in the approved Betty's Bay Revised Local Structure Plan (2000).</li> <li>Restrict service industrial development. Service industries should be encouraged in Kleinmond.</li> </ul>
<b>SDS 4:</b>	<b>Prevent further ribbon development</b> <ul style="list-style-type: none"> <li>Ribbon development (further subdivision / rezonings) along Clarence Drive should be restricted.</li> </ul>

#### 7.4.3 Land Use Proposals : Local Planning Level (LPL)

The following Spatial Development Proposals are made for Betty's Bay to address the land use needs identified for the area:

<b>(a) Housing</b>	
<b>LPL 1:</b>	<b>Existing subsidised housing needs</b> <ul style="list-style-type: none"> <li>The current housing backlog in Betty's Bay is approximately 60 units. Approximately 1,2ha will be required to address the housing need. An area of <math>\pm 2</math>ha is proposed directly to the east of Mooi Uitsig, within which the current housing need can be addressed.</li> </ul>
<b>LPL 2:</b>	<b>Other housing needs</b> <ul style="list-style-type: none"> <li>Given the current erf vacancy factor of approximately 57%, the housing demand, is adequately accommodated.</li> </ul>
<b>(b) Community Services</b>	
<b>LPL 3:</b>	<b>A Multi-Purpose Community Service Precinct</b> <ul style="list-style-type: none"> <li>A community facility should be provided in Pringle Bay.</li> <li>Erf 3590 Betty's Bay is identified as being suitable for the development of a school and sports facility.</li> </ul>



LPL 4:	<ul style="list-style-type: none"> <li>▪ A location should be provided for the mobile clinic, as per the proposals of the Betty's Bay Structure Plan.</li> <li>▪ Other health services and higher education facilities should be provided in Kleinmond.</li> </ul> <p><b>Joint Management of Community Facilities</b></p> <ul style="list-style-type: none"> <li>▪ As some facilities are shared between the towns, a Joint Management Committee is proposed to ensure the efficient utilisation of these facilities.</li> </ul>
LPL 5:	<p><b>Business area</b></p> <ul style="list-style-type: none"> <li>▪ The current provision of business uses is regarded as sufficient for the town, given the retirement and holiday function of the town and its proximity to Kleinmond.</li> </ul>
<p>(c) <b>Industrial</b></p> <p>LPL 6:</p>	
	<p><b>Restrict Industrial Development</b></p> <ul style="list-style-type: none"> <li>▪ In order to retain the village character of Betty's Bay, industrial uses should not be permitted.</li> <li>▪ Industrial activities should be located in Kleinmond.</li> </ul>
<p>(d) <b>Conservation</b></p> <p>LPL 7:</p>	
	<p><b>Conservation of Settlement Character and Heritage Places</b></p> <p>In order to regulate the local protection and management of the heritage assets and qualities of Betty's Bay it is proposed to designate a Heritage Overlay Zone in terms of the Zoning Scheme regulations. The boundaries of the Overlay Zone need to include the following key heritage assets of the village:</p> <ul style="list-style-type: none"> <li>▪ The dramatic sweep between mountain and coastline and the relatively undeveloped shaft of open space between Harold Porter Botanical Gardens and the coastline.</li> <li>▪ Dawidskraal which has historical significance as a place for cattle farming during the early colonial occupation of the area; botanical significance due to the high concentration of milkwoods in the area and its social significance because of its continued role as a place of public recreation.</li> <li>▪ The system of inland lakes, in particular, Malkopsvlei, which has archaeological, scientific, botanical, visual and recreational significance.</li> <li>▪ It is also proposed to designate the R44 through Betty's Bay as a Scenic Drive.</li> </ul> <p>A heritage management plan for the proposed Heritage Overlay Zone and Scenic Drive needs to make provision for the following:</p> <ul style="list-style-type: none"> <li>▪ A further more detailed survey of individual conservation-worthy structures and features, including buildings older than 60 years, and the detailed functioning of natural systems in the area.</li> <li>▪ The formulation of a series of guidelines relating to appropriate development in the form of landscaping, boundary treatments and the height, massing, siting, use of materials and colour for new developments, external, alternations and additions. This should include a detailed visual analysis of the existing shaft of open space between the Harold Porter Botanical Garden and Dawidskraal to establish the extent to which the area could absorb additional development.</li> </ul>

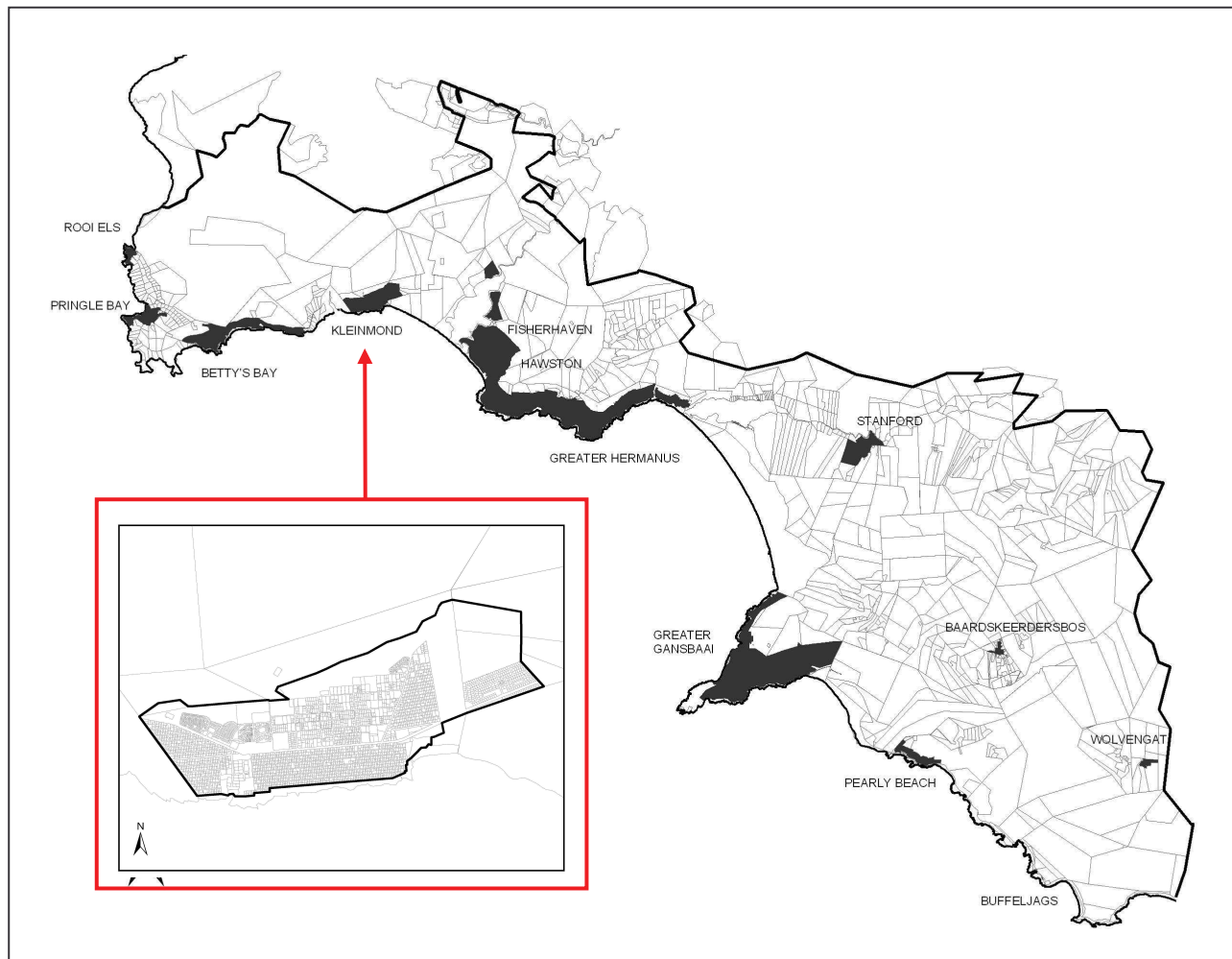
<p><b>LPL 8:</b></p> <p><b>LPL 9:</b></p>	<ul style="list-style-type: none"> <li>▪ A set of development procedures for certain categories of development and the role of existing organizations such as the Betty's Bay Botanical Society and the Betty's Bay Heritage Trust in advising the Municipality and contributing to the heritage management of the area.</li> <li>▪ A set of development guidelines and procedures to ensure appropriate development in the scenic corridor of the R44.</li> <li>▪ The urban conservation guidelines set out in the approved Structure Plan for Betty's Bay should be adopted and integrated into this proposed heritage Management Plan.</li> </ul> <p><b>Conservation of Sensitive Biophysical Environment</b></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"> <li>▪ The urban edge areas immediately adjacent to the Kogelberg Nature Reserve.</li> <li>▪ The wetland and vlei areas within the urban edge, as well as any open space linkages between these wetlands and vleis.</li> <li>▪ The coastline and areas immediately adjacent thereto.</li> <li>▪ Any dune systems, particularly any frontal dunes along, the coastline.</li> <li>▪ The estuarine environments of the Palmiet and Davidskraal Rivers.</li> </ul> <p><b>Corridors of Linear Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ The functioning of the Palmiet and Davidskraal Rivers and their estuaries as ecological corridors and linear open space areas should be protected and managed with conservation objectives in mind.</li> <li>▪ 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.</li> </ul>
<p><b>(e) Civil Services and Infrastructure</b></p> <p><b>LPL 10: Sewerage</b></p> <ul style="list-style-type: none"> <li>▪ The use of septic tanks with soakaways is creating pollution problems while conservancy tanks with a regular pumping service are expensive and not a long term viable solution.</li> <li>▪ The development and implementation of a sewer master plan for this area in a regional context is thus required. The possible position of a sewage treatment works will be addressed in this planning.</li> <li>▪ The magnitude of the sewage pollution will have to be investigated in order to prioritise the implementation of sewer reticulation in the in the immediate region.</li> </ul> <p><b>LPL 11: Solid waste removal</b></p> <ul style="list-style-type: none"> <li>▪ The current waste collection system, the Kleinmond waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area.</li> </ul> <p><b>LPL 12: Water Supply</b></p> <ul style="list-style-type: none"> <li>▪ Phased upgrading of the Buffels river water treatment works is required over the next few years.</li> </ul>	

	<ul style="list-style-type: none"> <li>A water network analysis and master planning of this area has been done and ongoing upgrading of the water network in accordance with the findings of the analyses will be required.</li> </ul>
<b>LPL 13:</b>	<b>Stormwater Disposal</b> <ul style="list-style-type: none"> <li>The phased implementation of the stormwater master planning for this area is required.</li> </ul>
<b>LPL 14:</b>	<b>Electricity Supply</b> No proposal.
<b>LPL 15:</b>	<b>Road Network</b> <ul style="list-style-type: none"> <li>Review speed restrictions along R44 (Clarence Drive) through Betty's Bay as the current sequence of posted speed signs is uniformed by technical considerations such as horizontal alignment, development environment and intersection/ access locations.</li> </ul>
<b>LPL 16:</b>	<b>Public Transport</b> <ul style="list-style-type: none"> <li>Investigate provision of appropriate public transport facilities (shelters, seating, stops, etc.).</li> </ul>
<b>LPL 17:</b>	<b>Cemetery</b> <ul style="list-style-type: none"> <li>An appropriate site for the location of a sub-regional cemetery in Kleinmond should be identified.</li> </ul>

#### 7.4.4 Recommendations

- Urgently address the current need for subsidized housing in the demarcated area.
- Prevent ribbon development along the Main Road by encouraging the development of vacant erven in accordance with the approved density schedule.
- Develop a school and sports facility on Erf 3590.
- Restrict industrial activity to service and low intensity industries, to be located only in the demarcated area.
- Designate a Heritage Overlay Zone in the outlined area and compile a corresponding heritage management plan.
- Conserve the natural environment in accordance with the proposals made in LPL 9 and LPL 10.
- Address civil services and infrastructure issues according to the proposals made in LPL 11 to LPL 18.

## 7.5 KLEINMOND (REFER *PLAN 12 AND 12.1*)



Kleinmond predominantly functions as a retirement, residential and holiday destination. Kleinmond also functions as the higher order service centre to the growing settlements of Rooi Els, Pringle Bay and Betty's Bay. In this regard, it is important that adequate provision is made in future land use planning for the expansion of the commercial and service industrial components of Kleinmond. Kleinmond's physical growth is limited by the surrounding environmental features, these being the two estuaries (Kleinmond and Palmiet), the Kogelberg Biosphere Reserve, the Palmiet Mountains and the coastline. The development of a sustainable local economy, conservation of the natural and built environments, as well as the preservation of the town's character were the subject of previous planning policy (Kleinmond Spatial Development Framework, July 2002).

### 7.5.1 Local Spatial Development Principles

#### *i. Encourage:*

- conservation of the natural environment, particularly its combination of riverine / estuarine conditions and sandy beach;

- conservation of the cultural environment, including the Sandown Bay area and its historical / recreational role and the Jonkensklip harbour;
  - the equitable distribution of community facilities in Kleinmond;
  - the spatial integration and accessibility of the different land use components through pedestrian linkages and other appropriate measures.
- ii. Promote:**
- Kleinmond as a retirement and tourism village;
  - the establishment of a light service industrial area to service the greater Kleinmond area.
- iii. Restrict:**
- industrial development to an area reserved specifically for this purpose;
  - subdivisions that are not consistent with the density policy in the Kleinmond Spatial Development Framework (2002);
  - the expansion of the informal settlement west of Over Hills.
- iv. Maintain:**
- the unique village character of Kleinmond;
  - the open space corridors created by the Palmiet lagoon and other drainage canals.
- v. Contain:**
- the urban footprint of Kleinmond within a well demarcated urban edge.

### 7.5.2 Local Growth Management Strategy

Given the wider role of Kleinmond town, the need to make adequate provision for expansion of Commercial uses (CBD) and the service industrial areas of Kleinmond is regarded as critical, if future growth is to be effectively managed.

In determining the urban edge for Kleinmond, consideration was given to the existing approved Kleinmond Spatial Development Framework (2002), and its increasing important role as a higher order service centre to Rooi Els, Pringle Bay and Betty's Bay. The proposed urban edge for Kleinmond is illustrated on **Plan 12**. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

### 7.5.3 Spatial Development Strategies (SDS)

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

<b>(a) Spatial Integration</b>	
<b>SDS 1:</b>	<b>Integrate land uses</b>
	<ul style="list-style-type: none"> <li>▪ The creation of a system of pedestrian walkways would increase the accessibility of business and recreational facilities to the residential areas and should be investigated.</li> </ul>

<b>(b) Land Use Management</b>	
<b>SDS 2:</b>	<b>Restrict further subdivision and inappropriate land uses</b> <ul style="list-style-type: none"> <li>▪ Restrict subdivisions that are not consistent with the density policy in the Kleinmond Spatial Development Framework (2002).</li> <li>▪ Restrict industrial development to an area specifically reserved for this purpose.</li> <li>▪ Restrict the expansion of the informal settlement west of Over Hills.</li> </ul>

#### 7.5.4 Land Use Proposals : Local Planning Level (LPL)

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

<b>(a) Housing</b>	
<b>LPL 1:</b>	<b>Existing Subsidized Housing Needs</b> <ul style="list-style-type: none"> <li>▪ The current housing backlog in Kleinmond is approximately 560 units. Approximately 11ha will be required to address the housing need. Areas identified for this purpose include an area (A) of <math>\pm 2,62</math>ha to the north of Over Hills, as well as areas of <math>\pm 2,4</math>ha and <math>\pm 7,67</math>ha to the west of the golf course. Approximately 611 subsidised housing units can be accommodated in these pockets of land.</li> </ul>
<b>LPL 2:</b>	<b>Other Housing Needs</b> <ul style="list-style-type: none"> <li>▪ There are currently approximately 839 vacant erven (middle – upper income) within Kleinmond. The limited extension of the current urban area is proposed to the east of the town.</li> </ul>
<b>(b) Community Services</b>	
<b>LPL 3:</b>	<b>A Multi-purpose Community Service Precinct</b> <ul style="list-style-type: none"> <li>▪ The existing clinic should be extended.</li> </ul>
<b>LPL 4:</b>	<b>Joint Management of Community facilities</b> <ul style="list-style-type: none"> <li>▪ To ensure the efficient utilisation of community facilities, the establishment of a Joint Management Committee is proposed.</li> <li>▪ Although the application of the Provincial Standards for the provision of community facilities indicates that they are currently adequately provided, their spatial distribution as well as the expressed community needs, indicate that additional facilities are required, particularly given the sub-regional role of Kleinmond within the wider urban hierarchy.</li> </ul>
<b>(c) Central Business District</b>	
<b>LPL 5:</b>	<b>Reinforce Pedestrian Linkages</b> <ul style="list-style-type: none"> <li>▪ The flow of pedestrians from the various residential areas of Kleinmond to the business and recreational areas should be encouraged through the establishment of well-located pedestrian paths.</li> </ul>



<b>LPL 6:</b>	<p><b>CBD Development Framework</b></p> <ul style="list-style-type: none"> <li>The need to judiciously expand the CBD of Kleinmond within clear spatial and development parameters, is recognised. In this regard, it is recommended that a detailed development framework is urgently compiled for the CBD of Kleinmond. This plan must clearly define the spatial extent of the CBD and provide clear development parameters in terms of the built form, aesthetics, parking requirements and traffic and pedestrian flow.</li> </ul>
<b>(d) Industrial</b>	
<b>LPL 7:</b>	<p><b>Restrict Industrial development</b></p> <ul style="list-style-type: none"> <li>The existing historical service industrial area of Kleinmond has been eroded by the extension of business uses related to the harbour development. As this is the only industrial precinct serving the area between Rooi Els and Kleinmond, the westward extension of the existing industrial area is proposed.</li> <li>Industrial activity within the industrial area should be restricted to low intensity clean service industries, given the proximity to residential uses as well as the coastline.</li> <li>In order to facilitate the westward extension of the industrial area, it is proposed that a precinct development framework plan is compiled which clearly demarcates the proposed extension area to the existing industrial area and the applicable development parameters. <b>The plan must also provide clear directives in terms of operationalising the proposed change to an industrial zoning.</b></li> </ul>
<b>(e) Conservation</b>	
<b>LPL 8:</b>	<p><b>Conservation of Settlement Character and Heritage Places</b></p> <p>In order to regulate the local protection and management of heritage assets and qualities of Kleinmond, it is proposed to designate two Heritage Overlay Zones in terms of the zoning scheme regulations.</p> <ul style="list-style-type: none"> <li>The Sandown Bay area including the western section of the Botrivierlei (The Draay area, Farm 563).</li> <li>The Jongensklip Fishing Harbour and associated spaces and structures.</li> <li>It is also proposed to designate the R44 through the town as a Scenic Linkage Route. Heritage Management Plans for the zones and Heritage Linkage Route need to make provision for the following: <ul style="list-style-type: none"> <li>The detailed survey of individual conservation-worthy structures and features, including vegetation of stature.</li> <li>The formulation of a series of heritage guidelines to ensure appropriate development.</li> <li>Development procedures for certain categories of development. Such procedures, particularly in the case of Jongensklip Harbour, need to actively address the requirements and aspirations of local communities.</li> <li>Development guidelines and procedures for development within the scenic corridor of the R44.</li> </ul> </li> </ul>

<p><b>LPL 9:</b></p>	<p><b>Conservation of Sensitive Biophysical Environment</b></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"> <li>▪ The urban edge areas immediately adjacent to the Kleinmond Coast and Mountain Nature Reserve.</li> <li>▪ The urban edge areas immediately adjacent to the Kogelberg Biosphere Reserve.</li> <li>▪ The wetland and vlei areas within the urban edge, as well as any open space linkages between these wetlands and vleis.</li> <li>▪ The coastline and areas immediately adjacent thereto.</li> <li>▪ Any dune systems, particularly any frontal dunes, along the coastline.</li> <li>▪ The riverine and estuarine environment of the Isaacs River.</li> </ul>
<p><b>LPL 10:</b></p>	<p><b>Corridors of Linear Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ The functioning of the Isaacs River and its estuary as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.</li> <li>▪ 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.</li> </ul>
<p><b>(f) Agriculture</b></p>	
<p><b>LPL 11:</b></p>	<p><b>Farming</b></p> <ul style="list-style-type: none"> <li>▪ Due to the topographic features, prevailing winds and soil conditions, agricultural activity should be limited to fynbos farming only.</li> </ul>
<p><b>(g) Civil Services and Infrastructure</b></p>	
<p><b>LPL 12:</b></p>	<p><b>Sewerage</b></p> <ul style="list-style-type: none"> <li>▪ Only parts of Kleinmond have sewer reticulation, while the balance of the area makes use of septic tanks with soakaways and conservancy tanks with a regular pumping service. The soakaways create pollution problems and the pumping service is expensive and not a long term viable solution.</li> <li>▪ The implementation and updating of the sewer master plan for the remainder of the Kleinmond area and all new developments is required.</li> <li>▪ The upgrading of the Waste water treatment works will be required over the next three years to cater for proposed new developments in the area. Ongoing planning will be required to ensure timeous implementation of the upgrading.</li> </ul>
<p><b>LPL 13:</b></p>	<p><b>Solid Waste Removal</b></p> <ul style="list-style-type: none"> <li>▪ The current waste collection system, the Kleinmond waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area.</li> </ul>
<p><b>LPL 14:</b></p>	<p><b>Water Supply</b></p> <ul style="list-style-type: none"> <li>▪ Phased upgrading of the Kleinmond water treatment works is required over the next few years and continuous updating of the master plan is required.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ An application for an increase in the water abstraction from the Palmiet River will have to be made to cater for proposed new developments in the area.</li> <li>▪ Continuous updating of the master planning for the water network is required as new developments are implemented.</li> </ul>
<b>LPL 15:</b>	<b>Stormwater Disposal</b> <ul style="list-style-type: none"> <li>▪ No proposal.</li> </ul>
<b>LPL 16:</b>	<b>Electricity Supply</b> <ul style="list-style-type: none"> <li>▪ No proposal.</li> </ul>
<b>LPL 17:</b>	<b>Road Network</b> <ul style="list-style-type: none"> <li>▪ Following the Kleinmond Waterfront Development, assess need for upgrading of main access intersection with R44.</li> <li>▪ Investigate provision of traffic circle(s) along Main Road.</li> </ul>
<b>LPL 18:</b>	<b>Public Transport</b> <ul style="list-style-type: none"> <li>▪ Investigate provision of appropriate public transport facilities (shelters, seating, stops, etc.).</li> </ul>
<b>LPL 19:</b>	<b>Cemetery</b> <ul style="list-style-type: none"> <li>▪ A cemetery should be provided to the east of the existing development, in accordance with the proposals of the Kleinmond Spatial Development Framework (2002)</li> </ul>

#### 7.5.5 Recommendations

- Urgently address the current need for subsidized housing.
- Address the need of the towns to the west of Kleinmond by extending the existing clinic facility.
- Judiciously expand the CBD of Kleinmond within clear spatial and development parameters, through the compilation of a detailed development framework plan as per LPL 6 proposals.
- Restrict appropriate industrial activities to the demarcated area and extend this area westward to accommodate the industrial needs of the town and its surroundings.
- Compile a precinct development framework plan for the area identified for industrial extension as per the proposals made in LPL 7.
- Designate a Heritage Overlay Zone in accordance with the proposals made in LPL 8.
- Conserve sensitive environmental areas as per the proposals made in LPL 9 and LPL 10.
- Address civil services and infrastructure issues in accordance with the proposals made in LPL 12 to LPL 19.

## 7.6 FISHERHAVEN / HAWSTON: (REFER PLAN 13 AND 13.1)



The location of the Fisherhaven and Hawston settlements – relative to each other, requires that the planning of these two towns be considered in an integrated manner with due regard for the existing different historical and social development patterns.

High population growth rates largely as a result of in-migration, and growing subsidy housing backlogs as a result of shortages in suitable land have resulted in a critical review of the growth management strategy for the Greater Overstrand Municipality as a whole and for the greater Hermanus area in particular. In this regard the Fisherhaven / Hawston area is viewed as having the potential to become a significant growth area within the context of Greater Hermanus and the sub-region. The challenge forward, is to provide for an integrated, sustainable urban settlement, which respects the existing historical and social development patterns and the biophysical constraints of the area.

### 7.6.1 Local Spatial Development Principles

#### *i. Promote:*

- the development of the area as a sub-regional growth area for sustainable integrated development;

- conservation of the surrounding natural environment, including the system of inland waterways, Botriver Nature Reserve, Milkwood groves, the dune system, sandy coastline and mountain backdrop;
  - conservation of the cultural environment, including the Hawston harbour, gravesite and outspan area;
  - the spatial integration of the residential areas;
  - the provision of employment opportunities through the allocation of space for appropriate commercial and service industrial activities;
  - the equitable provision of community facilities;
  - Fisherhaven / Hawston as a tourist destination.
- ii. Restrict:**
- industrial development to clean industries and service industrial activities.
- iii. Maintain:**
- the open space corridors created by the natural drainage and wetland system.
- iv. Contain:**
- contain the urban footprint of Fisherhaven / Hawston within a clearly demarcated urban edge.

### 7.6.2 Local Growth Management Strategy

The growth management strategy for the Hawston / Fisherhaven area is to provide for the extension of the Hawston / Fisherhaven urban area at a scale and in a manner which ensures that the area becomes the growth and development focus point of the greater Hermanus area. Greater Hermanus, for the purpose of this study being the existing urban area between Fisherhaven in the west and Kleinrivier in the east. In this regard, detailed planning of the demarcated area must ensure that integrated sustainable development is achieved with due consideration for the existing urban settlements of Hawston and Fisherhaven. The proposed urban edge for the Fisherhaven / Hawston area is illustrated on **Plan 13**. Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines.

### 7.6.3 Spatial Development Strategies (SDS)

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

(a)	<b>Equity of land use distribution</b>
<b>SDS 1:</b>	<b>Multi-Purpose Community Precinct</b> <ul style="list-style-type: none"> <li>▪ The Fisherhaven / Hawston area has an adequate number of community facilities. However, the planned growth of the area, as well as the identified extension areas, will require that adequate provision for community facilities be made. This provision should take cognisance of the normative principles of equity, accessibility, efficiency, balance and integration.</li> </ul>

<b>(b) Spatial Integration</b>	
<b>SDS 2:</b>	<b>Integrate residential areas</b> <ul style="list-style-type: none"> <li>Fisherhaven and Hawston are currently separated by a wide reserve of vacant land. To achieve integration, the vacant land should be developed to its full potential, with varying densities and a balanced land use mix. The planning must ensure a balanced land use mix.</li> <li>The area must not be planned as a dormitory area.</li> </ul>

<b>(c) Land Use Management</b>	
<b>SDS 3:</b>	<b>Encourage appropriate development and land uses</b> <ul style="list-style-type: none"> <li>Encourage the provision of employment opportunities through the allocation of areas for appropriate commercial, industrial and tourist development.</li> </ul>
<b>SDS 4:</b>	<b>Restrict inappropriate development</b> <ul style="list-style-type: none"> <li>Development should be discouraged in environmentally sensitive areas where it poses a threat to the ecological integrity of the area.</li> <li>Restrict industrial development to only service clean light industrial activities.</li> </ul>

#### 7.6.4 Land Use Proposals : Local Planning Level (LPL)

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

<b>(a) Housing</b>	
<b>LPL 1:</b>	<b>Existing Subsidised housing Needs</b> <ul style="list-style-type: none"> <li>The current housing backlog in the Fisherhaven / Hawston area is approximately 750 units. Approximately 15ha will be required to address the housing need. Extension areas are identified for this purpose.</li> <li>Given the shortage of suitable developable land in Hermanus, it is proposed that the future growth of the Greater Hermanus should be addressed in the Fisherhaven / Hawston area in an integrated manner.</li> <li>In order to ensure a sustainable development pattern, a range of housing types for all income groups must be provided for in the planning.</li> </ul>

<b>(b) Community Services</b>	
<b>LPL 2:</b>	<b>A Multi-purpose Community Service Precinct</b> <ul style="list-style-type: none"> <li>A multi purpose community precinct and a range of community facilities will be planned as part of the detailed proposals for the extension areas.</li> </ul>



<b>LPL 3:</b>	<b>Joint Management of Community Facilities</b> <ul style="list-style-type: none"> <li>A joint management structure between the responsible representatives of Fisherhaven and Hawston is proposed to co-ordinate the optimal and efficient use of community facilities (i.e. sport facilities, clinic). <b>The development of the housing in the extension areas must be co-ordinated to ensure that the necessary community facilities are provided simultaneously. Housing development without adequate community facilities must not be permitted.</b></li> </ul>
<b>(c) Central Business District</b>	
<b>LPL 4:</b>	<b>Location and Accessibility</b> <ul style="list-style-type: none"> <li>The detailed planning of the urban extension area should make adequate provision for commercial and service industrial uses. The commercial precinct should be located centrally within the extension area with good direct accessibility to the R43. Internal direct access between this CBD to Hawston and Fisherhaven must be a pre-requisite of this planning.</li> <li>Well planned pedestrian linkages should be created between the different land use precincts. It is vital that appropriate safe pedestrian linkages are created between the areas on either side of the R43.</li> </ul>
<b>LPL 5:</b>	<b>Retention of scenic route quality</b> <ul style="list-style-type: none"> <li>Should the Hawston / Fisherhaven area extend on either side of the R43, it is proposed that a detailed investigation be done to compile landscape plans for the verges along the northern and southern entrances. Land abutting these entrances should be reserved for public open space purposes to retain the scenic route experience of the important R43 tourist route.</li> </ul>
<b>(d) Industrial</b>	
<b>LPL 6:</b>	<b>Encourage Industrial Development</b> <ul style="list-style-type: none"> <li>Light industrial development should be encouraged at accessible locations to promote economic development and create employment opportunities.</li> </ul>
<b>LPL 7:</b>	<b>Restrict Industrial Development</b> <ul style="list-style-type: none"> <li>Noxious industrial activity should not be permitted.</li> </ul>
<b>(e) Conservation</b>	
<b>LPL 8:</b>	<b>Conservation of Settlement Character and Heritage Places</b> <p>In order to regulate the local protection and management of the heritage assets and qualities of the Fisherhaven / Hawston area, it is proposed to designate a Heritage Overlay Zone in terms of the zoning scheme regulations. The boundaries of this Heritage Overlay Zone need to include the following key heritage assets and qualities of the town:</p> <ul style="list-style-type: none"> <li>All conservation-worthy historical buildings and structures within Hawston.</li> <li>The historical burial ground and associated setting of Hawston.</li> <li>Remaining historical fabric and activities related to the Hawston harbour and its associated setting.</li> </ul>

- Mature trees including the milkwood thicket associated with the riverine corridor through Hawston.
- The open space associated with “Die Kraal” camping site at Hawston.
- The open space system associated with the riverine corridor.
- The key defining qualities of the natural setting, including the mountain backdrop, the dune ridgeline and backdrop to the beach and the green edges formed by the Botriver and Hoek van die Berg Nature Reserves.
- It is also proposed to designate the R43 through the proposed urban extension area as a Scenic Linkage Route.

A heritage management plan for this Heritage Overlay Zone needs to make provision for the following:

- 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 building controls pertaining to the demolition of and alterations 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. Such development should be referred to the Greater Hermanus Heritage Advisory Committee for review. Provision needs to be made for representation on this committee by a local heritage expert.
- A set of development guidelines and procedures to ensure appropriate development within the scenic corridor of the R43.

#### LPL 9:

#### **Conservation of Sensitive Biophysical Environment**

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:

- The urban edge areas immediately adjacent to the Hermanus mountain range.
- The urban edge areas immediately adjacent to the Bot River Estuary.
- The coastline and areas immediately adjacent thereto.
- The Bot River Estuary and areas immediately adjacent thereto.
- Any dune systems, particularly any frontal dunes, along the coastline.
- The estuarine environment of the Bot River.

#### LPL 10:

#### **Corridors of Linear Open Spaces**

- The functioning of Paddavlei, including the associated drainage system between Hoek van den Berg and the Bot River estuary, as an ecological corridor and linear open space area should be protected and managed with conservation objectives in mind.
- An ecological and open space corridor should be established and maintained between the Bot River estuary and the Hermanus mountain range as indicated in *Plan 13*.
- A development setback line should be established and maintained behind the coastal dunes as indicated in *Plan 13*. No development should be permitted in this setback area, thereby ensuring that a continuous coastal corridor is maintained and that the functioning of the dune system, particularly the frontal dunes, remains intact.

(f)	<b>Civil Services and Infrastructure</b>
<b>LPL 11:</b>	<b>Sewerage</b> <ul style="list-style-type: none"> <li>▪ The use of septic tanks with soakaways is creating pollution problems while conservancy tanks with a regular pumping service are expensive and not a long term viable solution.</li> <li>▪ The implementation and updating of the sewer master plan for this area will be required in the next couple of years.</li> <li>▪ Upgrading of the Hawston sewer treatment works will be required to cater for proposed new developments in the area. The exact magnitude of the upgrading should be investigated with the planning of the proposed developments.</li> </ul>
<b>LPL 12:</b>	<b>Solid Waste Removal</b> <ul style="list-style-type: none"> <li>▪ The current waste collection system, the Hawston waste transfer station and the Karwyderskraal landfill site are all adequate to cater for the needs of this area.</li> </ul>
<b>LPL 13:</b>	<b>Water Supply</b> <p>The updating of the water supply master plan for this area will be required during the planning of proposed new developments in the area. Some of the following items are relevant:</p> <ul style="list-style-type: none"> <li>▪ The building of a new water reservoir(s) to cater for proposed new developments in this area.</li> <li>▪ Investigation into the upgrading of the main supply line from the Preekstoel treatment works to Hawston / Fisherhaven.</li> <li>▪ Further investigations and development of new water sources, including boreholes and de-salination, are required to ensure adequate water for all new developments.</li> </ul>
<b>LPL 14:</b>	<b>Stormwater Disposal</b> <ul style="list-style-type: none"> <li>▪ A complete new stormwater management plan will have to be drawn up with the planning of proposed developments in this area.</li> </ul>
<b>LPL 15:</b>	<b>Electricity Supply</b> <ul style="list-style-type: none"> <li>▪ No proposal.</li> </ul>
<b>LPL 16:</b>	<b>Road Network</b> <ul style="list-style-type: none"> <li>▪ Investigate dedicated right turn lane at the Fisherhaven access intersection with R43.</li> <li>▪ Confirm the location of future signalised T-intersection between Fisherhaven and Hawston access points to serve the new development area.</li> <li>▪ Upgrading of R43</li> </ul>
<b>LPL 17:</b>	<b>Public Transport</b> <ul style="list-style-type: none"> <li>▪ Investigate the provision of appropriate public transport facilities (shelters, seating, stops, etc.).</li> </ul>
<b>LPL 18:</b>	<b>Cemetery</b> <ul style="list-style-type: none"> <li>▪ The existing cemetery site in Hawston should be extended to accommodate future growth.</li> </ul>

### 7.6.5 Recommendations

- Future detailed planning for the area between Fisherhaven and Hawston must provide a sustainable balanced land use pattern which would provide future residents with a desirable environment in which to “live, work and play”.
- Address the existing and future residential needs in the identified extension areas.
- Make provision for commercial and service industrial uses in the detailed planning of the urban extension area, this to exclude any noxious industrial activity.
- In the event that the town extends to the west of the R43, landscaping plans should be compiled as per the proposal made in LPL 5.
- Designate a Heritage Overlay Zone and compile its heritage management plan as per the proposals made in LPL 8.
- Promote the conservation of the sensitive biophysical environment as per the proposals made in LPL 9 and LPL 10.
- Upgrade the Hawston sewer treatment works to accommodate increased capacity for the proposed development.
- Update the water supply master plan as per the proposals made in LPL 13.
- Compile a new stormwater management plan with the planning of the new developments.