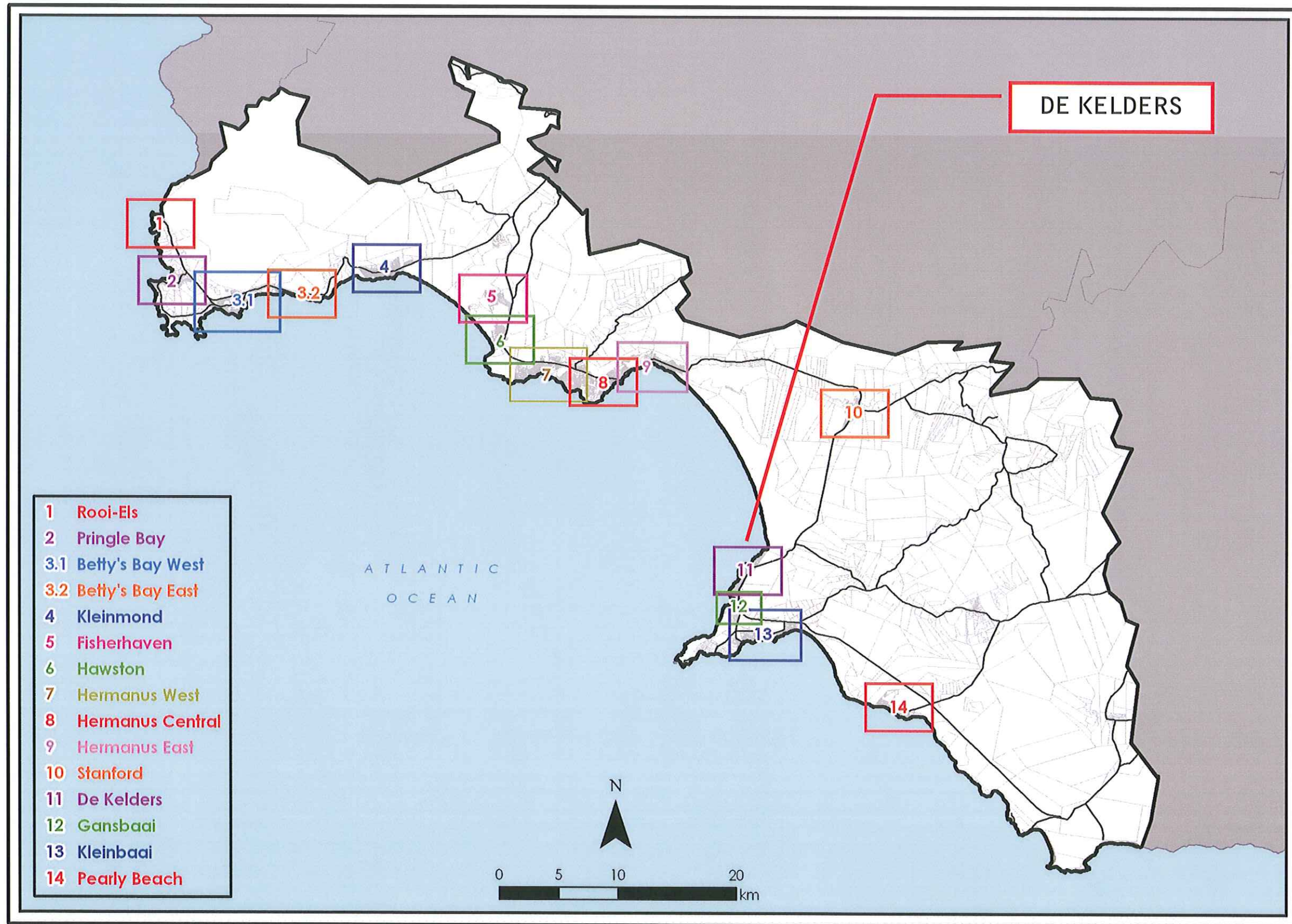


DE KELDERS



7.4.11 DE KELDERS

A: Contextual Overview



Figure 67: Locality

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

De Kelders is a residential suburb of Gansbaai and functions as a popular residential, holiday and retirement suburb of Gansbaai.

Gansbaai is located 21km east of Stanford and 18km west of Pearly Beach.

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

The Atlantic Ocean on the western side and the R43 Provincial Road on the eastern side has contributed to the linear form of De Kelders with Main Road and De Villiers Streets functioning as collector roads within this Planning Unit. The existing grid road patterns contribute to the character of the Planning Area layout.

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

The following graph gives an overview of the age distribution of the De Kelders population according to the 2001 census figures.

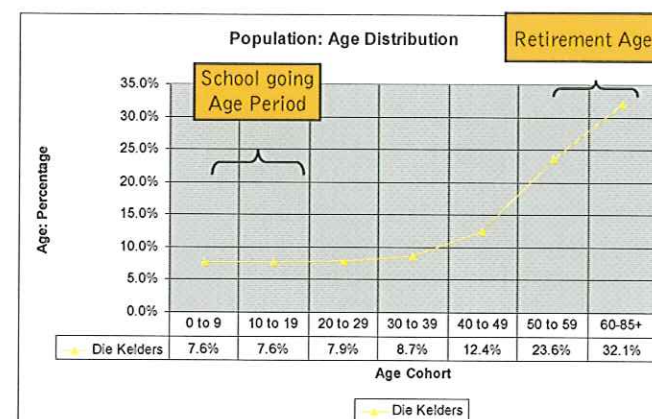


Figure 68: Age Analysis for the De Kelders population

It should also further be noted that 25% of the dwellings within the greater Gansbaai area are not permanently occupied.

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

Approximately 70% (1221 erven) of the De Kelders settlement originated during the 1900 to 1939 period with approximately a further 8% (132 erven) being added in the following period from 1940 to 1969. In the period 1970 to 1999 predominantly infill development took place which constituted a further 22% of the village's settlement pattern. Post 1999, no further urban settlement / subdivision took place within the De Kelders area.

(v) Landscape Setting

The settlement is located on the coastal plateau between the R43 and the predominantly rocky coastline.

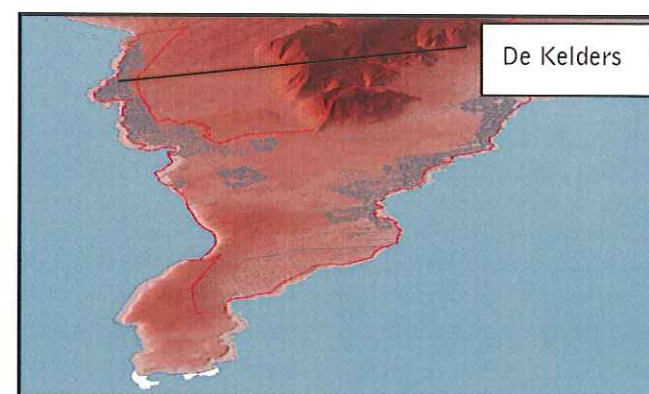


Figure 69: Landscape setting

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

- The Walker Bay Nature Reserve which forms the northern edge of the village.
- The foot slopes of the Franskraal Mountains and the relative flat exposed nature of the coastal fynbos to the east of the R43.
- The rocky nature of the coastline, marked by the archaeologically significant De Kelders caves.
- The nature of the Duiwelsgat coastal trail, which links Gansbaai in the south to the Walker Bay Nature Reserve in the north.

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

Apart from a few scattered portions of land within the De Kelders area, a large vacant portion of municipal owned land is located on the eastern side of De Kelders. The remainder predominantly within private ownership.

B: Local Area Character and Density Analysis

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

The land use pattern of De Kelders is predominantly characterised by the single residential land uses with more than 35% vacant erven. No nodes of commercial or community facilities are represented within De Kelders.

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

De Kelders' zoning is well structured with a significant Agricultural zoned triangular shaped portion of land on the eastern side of the Planning Area. A further salient feature of the zoning character of this Planning Unit is that although not evident in the land use, local business zoned land nodes are located along the two entrance roads into the De Kelders suburb.

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

There is a the lack of any community facilities in De Kelders, based on the standards for the provision of community facilities as per *Annexure B*. At least 1 Pre-Primary School, 1 Primary School, and 3 Worship facilities are required.

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

The existing local as well collector road network of De Kelders operate at acceptable levels of service.

The water source for De Kelders is sufficient and has a well represented local supply line network. The quality of the water is poor, but this is currently being attended to by the municipality.

The area is reliant on a septic tank system which restricts any further development until such time as the area is connected to the waste water treatment works.

The existing electricity network makes no provision for additional development and network upgrades are required before any development can take place. The Eskom intake point offers sufficient capacity for the town.

The solid waste drop off system in De Kelders has sufficient capacity.

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

Opportunities for densification are limited by the need to retain the nature of the R43 scenic drive traversing a predominantly green landscape, and the sensitive coastal interface. Opportunities are restricted to greenfield sites at the northern entrance to the town and limited site consolidation at the main points of entry into the village from the R43, linking that route to the historically and archaeologically significant points of destination at Stanford Cove in the south and De Kelders Caves in the north.

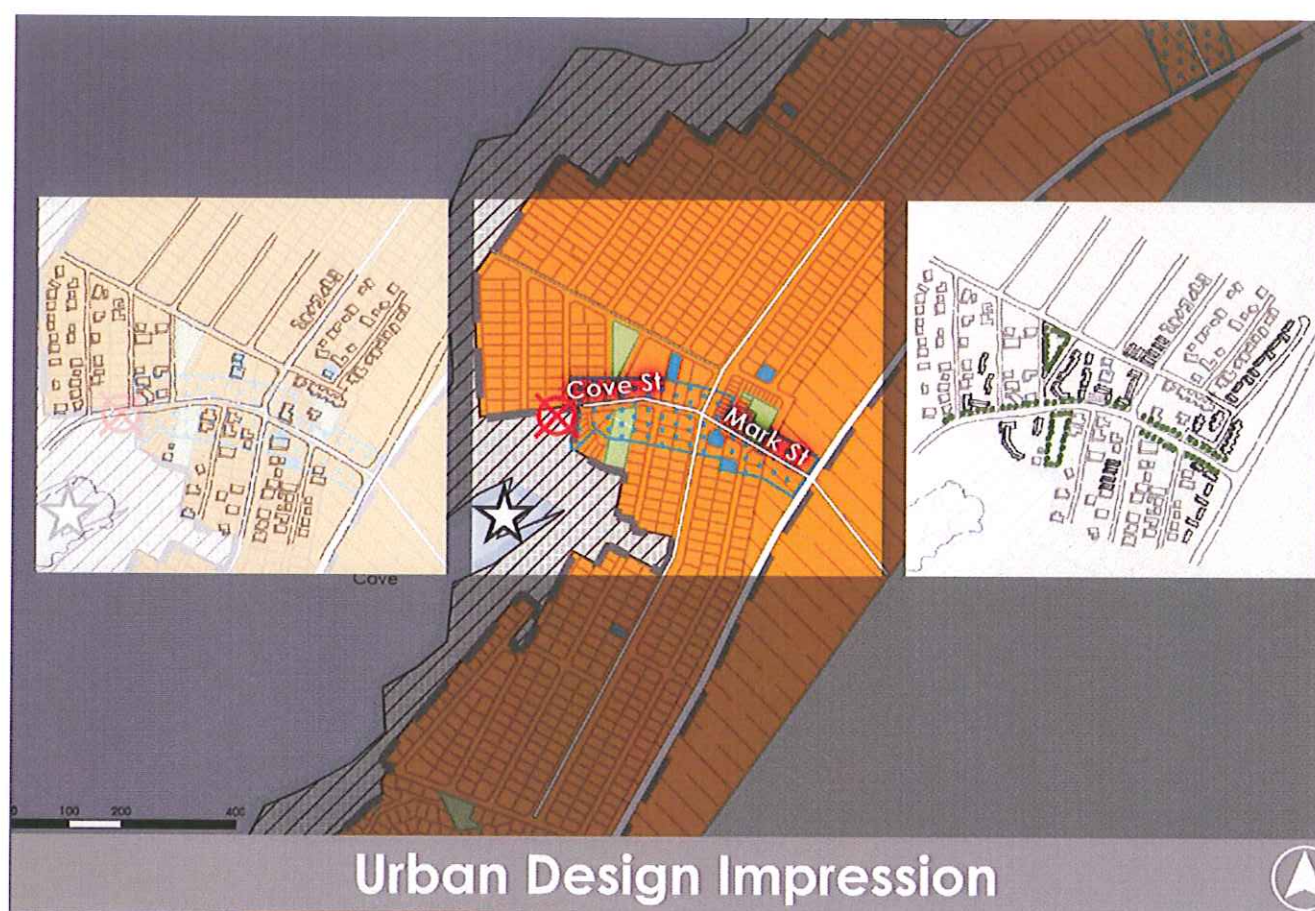


Figure 70: Stanford Cove

The De Kelders area has several sensitive natural and cultural features that need to be conserved and respected in order to retain the precious character of the area, given the substantial development opportunities in this area. Although a large percentage of erven has not yet been developed, it is important, given the special features of the area, to compile specific development urban design guidelines timely to ensure that these sensitive areas are respected.

In addition to the above, the lack of community facilities creates urban sprawl and measures are required to overcome this situation which includes, inter alia, nodal retail development.

In terms of civil services it is imperative to upgrade the services prior to any densification taking place within this area.

D: Proposed Densification Interventions

(i) Densification Strategy

The following general densification strategy principles are proposed for De Kelders:

- To provide a legible structural framework to channel development to areas which can accommodate future growth and to protect natural features such as the coastal zone and mountain slopes.
- To provide increased thresholds for a greater range of land uses and urban opportunities.
- To provide a greater range and choice of residential accommodation, including inclusionary housing.

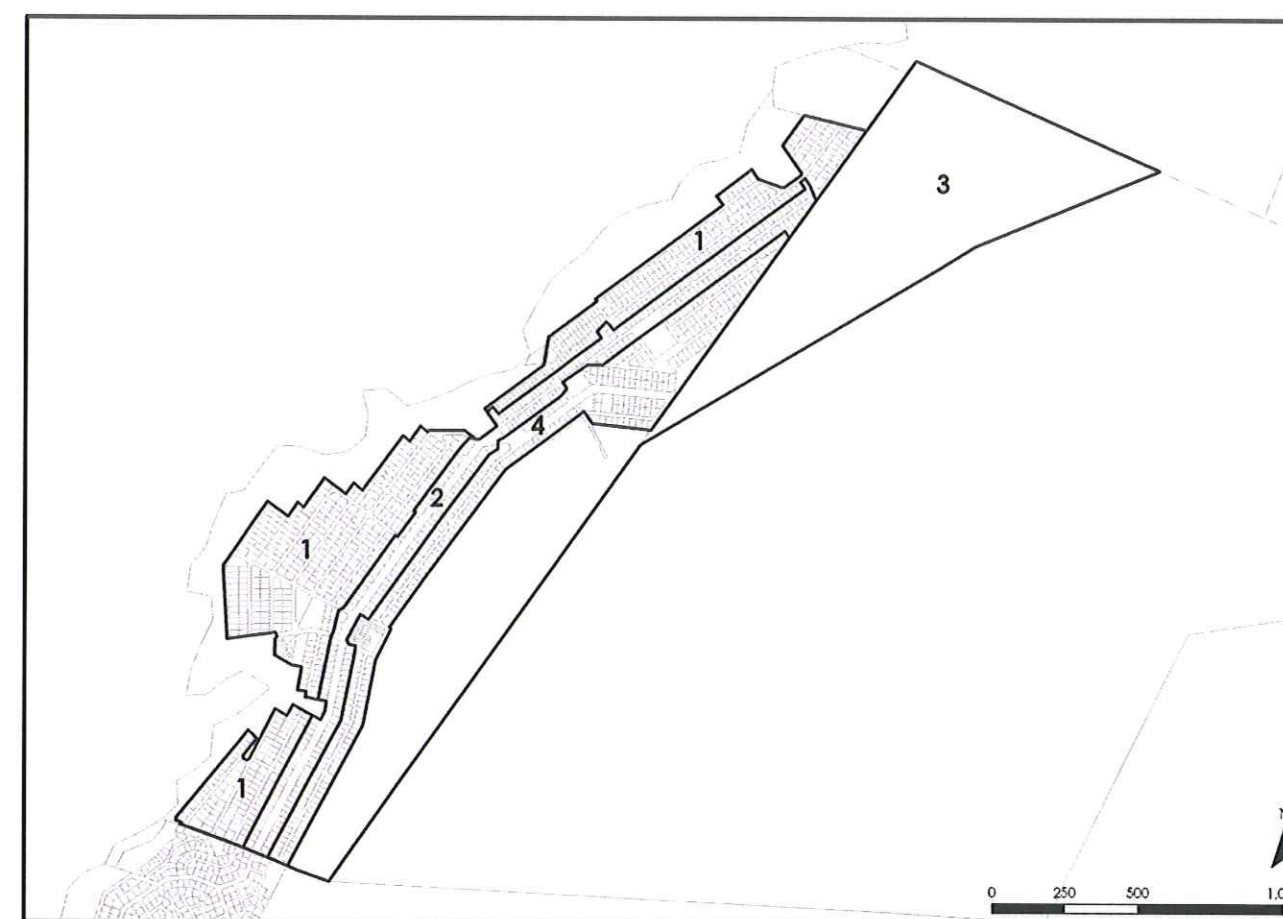


Figure 71: De Kelders Planning Units

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

The following interventions are proposed for the De Kelders area (refer to Contextual Overview Plan):

- The provision of medium density housing, including inclusionary housing, at the northern entrance to the town.
- The promotion of a secondary corridor along the proposed link off the R43 along De Villiers and Main Road with site development opportunities and a degree of site consolidation.
- The promotion of two activity spines linking the R43 to the two main tourist destinations at De Kelders Caves and Stanford Cove.
- Incremental densification within the existing residential fabric.

(iii) Urban Design Guidelines

Part of these intervention areas include specific areas identified for urban design guidelines for the two activity spines linking the R43 Provincial Road to the two following tourist destinations.

- De Kelders Cave Activity Spine, and
- Stanford Cove

As per the Urban Design Impression (refer *Figure 70*) this proposal will substantially contribute to the visual appearance and enhancement of the character of the area at these points of access to De Kelders.

(iv) **Densification proposals per identified Planning Unit (refer to Proposals Plan: Sheet H)**

Four Planning Units have been identified for the De Kelders area. The proposals made for the De Kelders area can potentially contribute to an increase of approximately 2000 additional dwelling units and increase the current gross density for the area from 5.4 to 14 dwelling units per hectare.

It should however also be noted that prior to material densification taking place, the upgrading of the sewerage network and treatment plant will have to commence. Local investigations will also be required in terms of the other civil services in order to determine the feasibility of the proposed densification proposals.

The following proposals are relevant for this area:

• **Planning Unit 1**

Planning Unit 1 consists of the area along the beachfront of the De Kelders area.

▪ **Residential Densification**

Although this area is subject to management zones and several other conserving valued features, incremental densification by subdividing erven into two or three portions (housing typologies B1 and B2) is proposed for an assumed 20% of this Planning Unit. Based on this assumption, this proposal can potentially contribute 192 additional dwelling units, increasing the current gross density from 11.3 to 14.7 dwelling units per hectare.

▪ **Community Facilities**

Given the restricted space and existing character of the area, the provision of the following community facilities are proposed for this Planning Unit:

- 1 Pre-Primary School; and
- 3 Worship facilities.

▪ **Civil Services**

In order to facilitate any densification in this Planning Unit, the following civil services provision and/or upgrades will be required:

- An investigation to determine if the existing water network system can accommodate the increased densities,
- The provision and linkage of a bulk sewerage network system,
- An investigation to determine if the existing Eskom bulk supply and local electrical network can be extended to accommodate the increased densities.

• **Planning Unit 2**

Planning Unit 2 forms part of the secondary corridor along the proposed link off the R43 Provincial Road and along De Villiers and Main Road.

▪ **Residential Densification**

The densification proposal includes incremental densification and site consolidation through free-standing simplex, duplex and duplex-row housing (housing typologies type B1, B2, C2 and C3) for an assumed 30% of the Planning Unit area. Based on this assumption, this proposal can potentially contribute 182 additional dwelling units.

▪ **Community Facilities**

Given the central location and easy accessibility to this area the provision of the following community facilities are proposed for this Planning Unit:

- 1 Clinic,
- 1 Pre-Primary School,
- 1 Library,
- 2 Worship facilities, and
- 1 Taxi Rank / Bus stop site.

▪ **Civil Services**

As per Planning Unit 1.

• **Planning Unit 3**

This Planning Unit consists of the vacant municipal owned land at the northern entrance to the town.

▪ **Residential Densification**

Development in terms of Block Development in the format of free-standing simplex, duplex as well as two storey walk up simplex-row housing (housing typologies E1, E2 and E6) is proposed for an assumed 50% of this Planning Unit area. Based on this assumption, this proposal can potentially contribute to approximately 1500 additional dwelling units at a resulting density of 12,9 dwelling units per hectare.

▪ **Community Facilities**

Given the size of this Planning Unit, the following community facilities are proposed for this Planning Unit:

- 1 Community Hall,
- 4 Pre-Primary Schools,
- 4 Primary Schools,
- 1 Secondary School,
- 8 Worship facilities, and
- 12.8ha Public / Private Open Space.

▪ **Civil Services**

In order to facilitate any densification in this Planning Unit, the following civil services provision and/or upgrades will be required:

- An investigation to determine if the existing water network system can accommodate the increased densities,
- The provision and linkage of a bulk sewerage network system,
- An investigation to determine if the existing Eskom bulk supply and local electrical network can be extended to accommodate the increased densities,
- An investigation to determine if the collector road needs to be upgraded as a result of this densification proposal and the provision of a local road network.

• **Planning Unit 4**

Planning Unit 4 consists of the eastern predominant residential area within De Kelders. Part of this proposal includes two nodal development areas where specific urban design interventions are required.

▪ **Residential Densification**

Incremental Densification by subdividing erven into two or three portions (housing typologies B1 and B2) is proposed for an assumed area of 20% for this Planning Unit. This proposal can potentially contribute to 99 additional dwelling units, increasing the current gross density from 10.9 to 14.1 dwelling units per hectare.

▪ **Community Facilities**

Given the availability of land, the following community facilities are proposed for this Planning Unit:

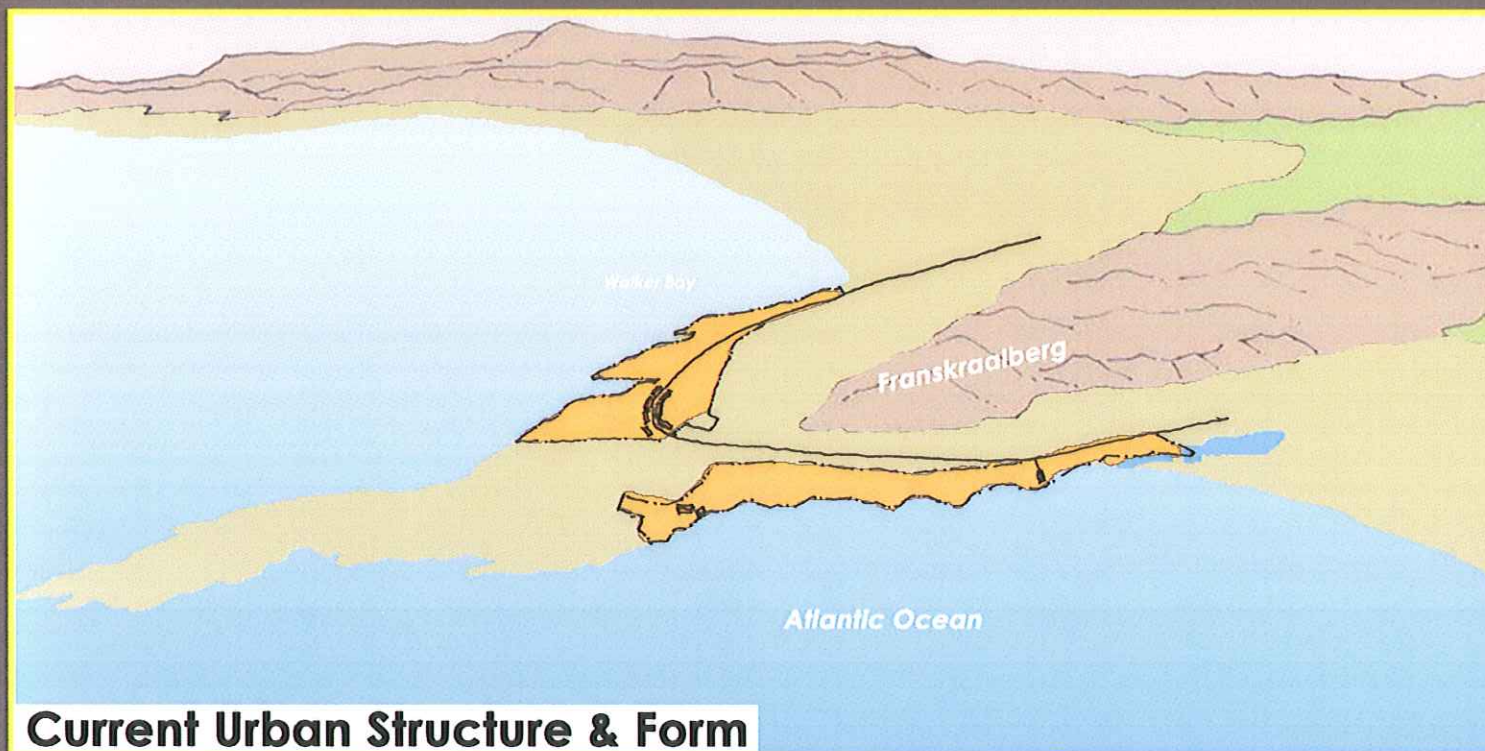
- 1 Pre-Primary School,
- 1 Worship facility, and
- 1.7ha Private/Public Open Space.

• **Civil Services**

As per Planning Unit 1.

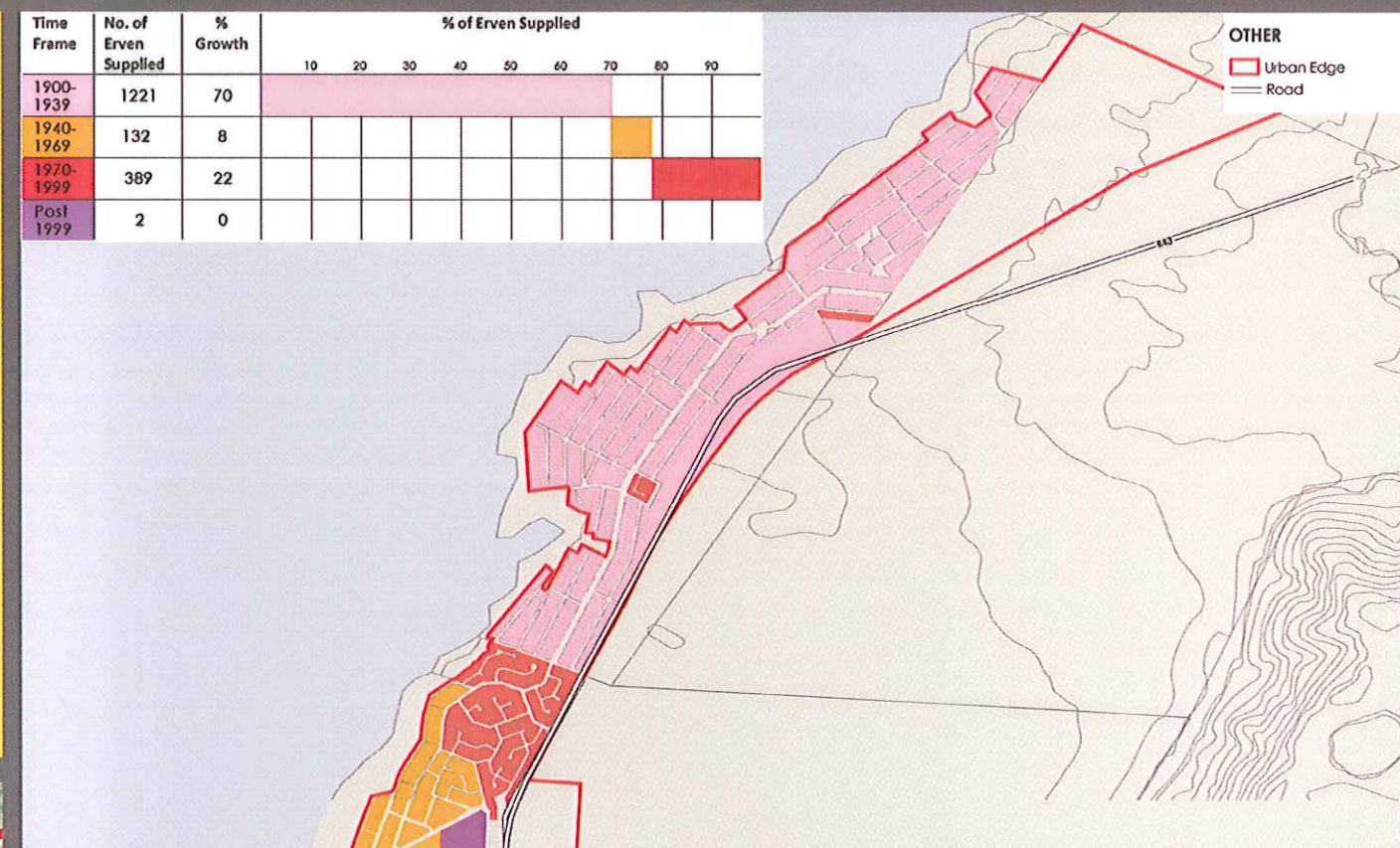
• **Conclusion**

The proposals made for De Kelders will contribute substantially to an increase in the density of the area. Therefore it is vitally important that the necessary measures be put in place to ensure the conservation of the precious natural features and the character of the area. In addition to this, corrective planning is required to restrict any further urban sprawl. It is also important to note that prior to any further densification of the area, the provision of the civil services need to be upgraded. This will contribute to a more compact, denser, efficient and environmentally sustainable urban form, which will contribute positively to the economic efficiency, human wellbeing and environmental integrity of De Kelders.

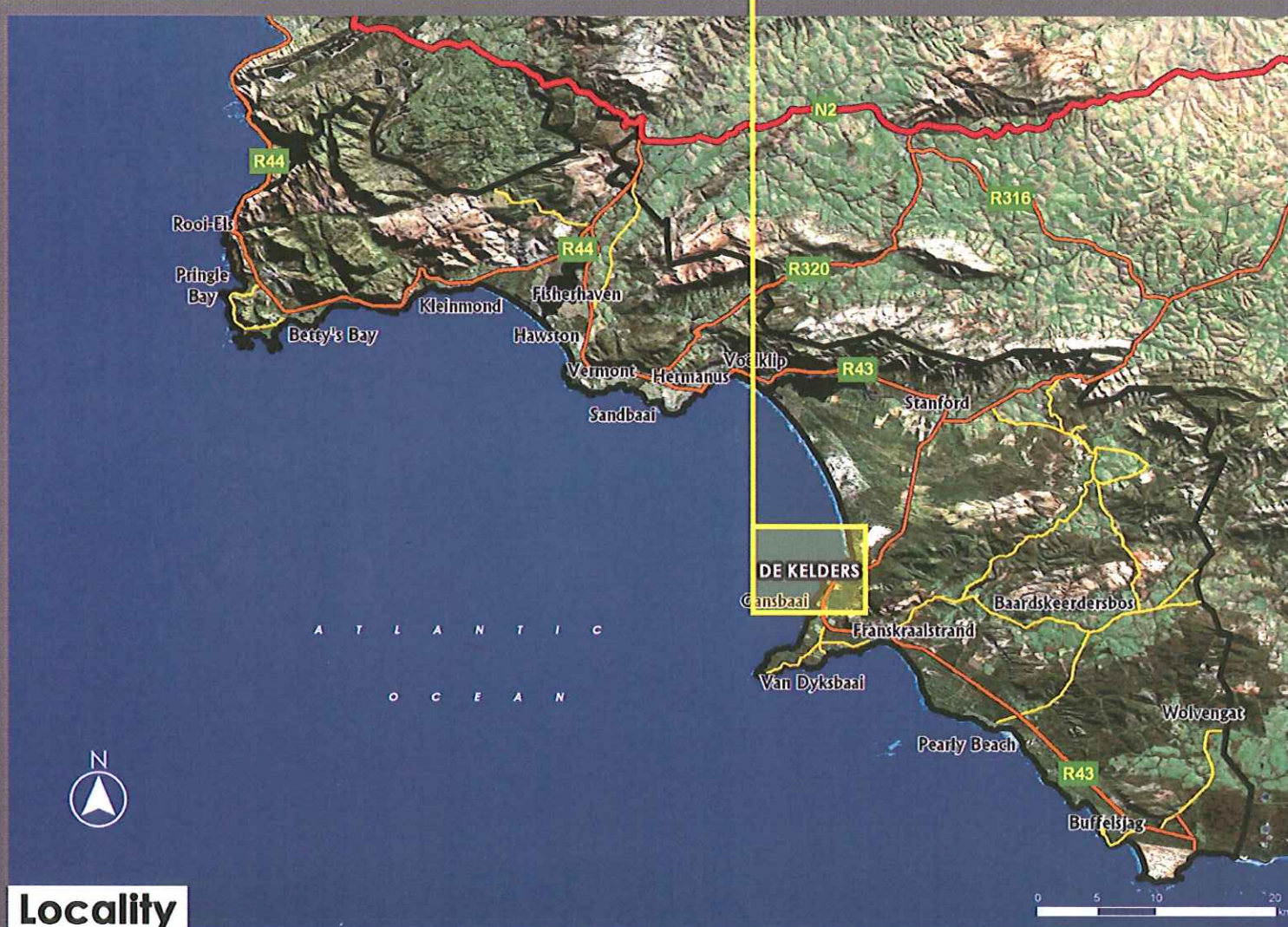


Current Urban Structure & Form

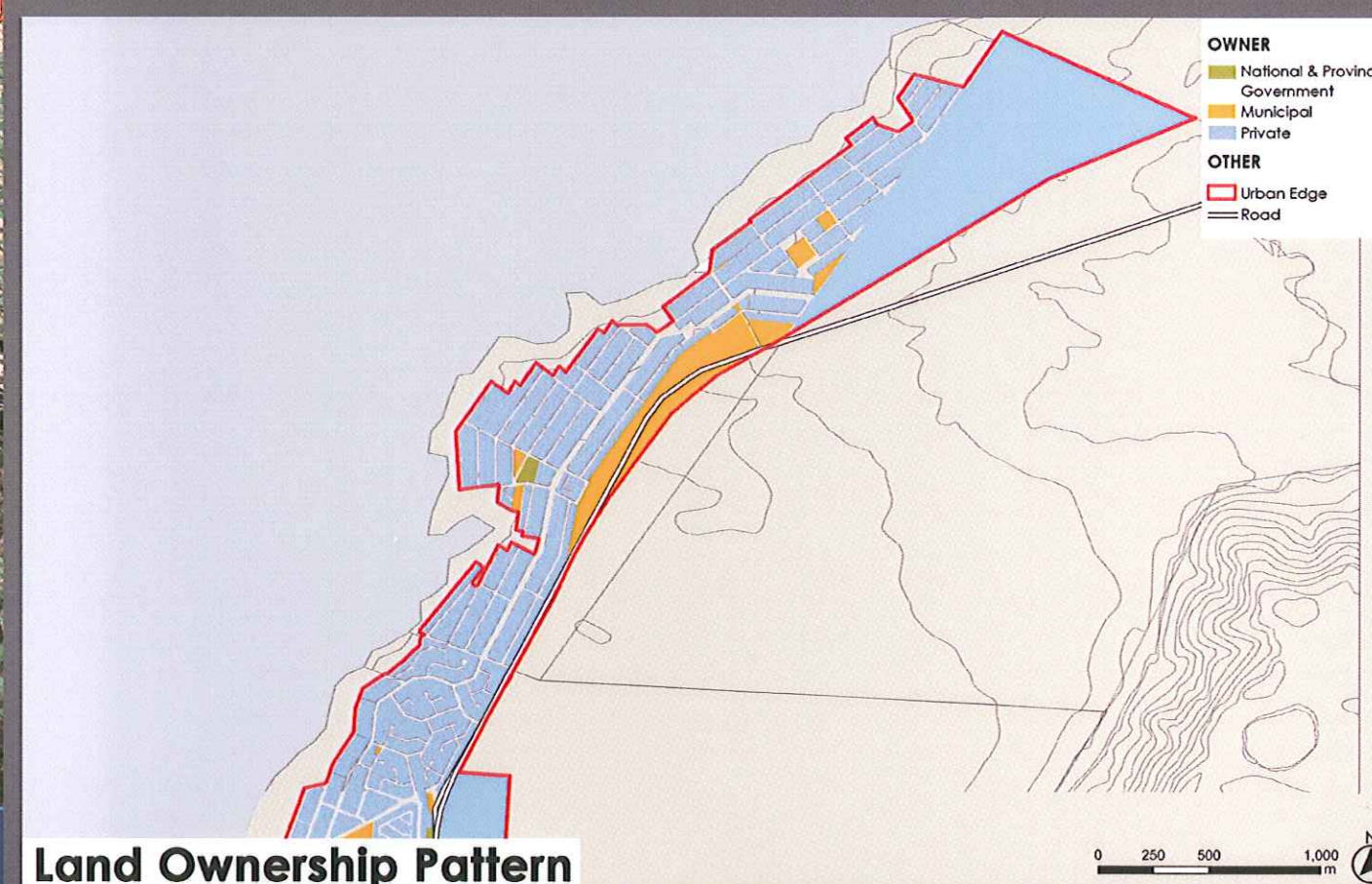
Time Frame	No. of Erven Supplied	% Growth	% of Erven Supplied									
1900-1939	1221	70										
1940-1969	132	8										
1970-1999	389	22										
Post 1999	2	0										



Historical Township Establishment Pattern



Locality



Land Ownership Pattern



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DE KELDERS **A. GROWTH & OWNERSHIP PATTERNS** (MAY 2010)



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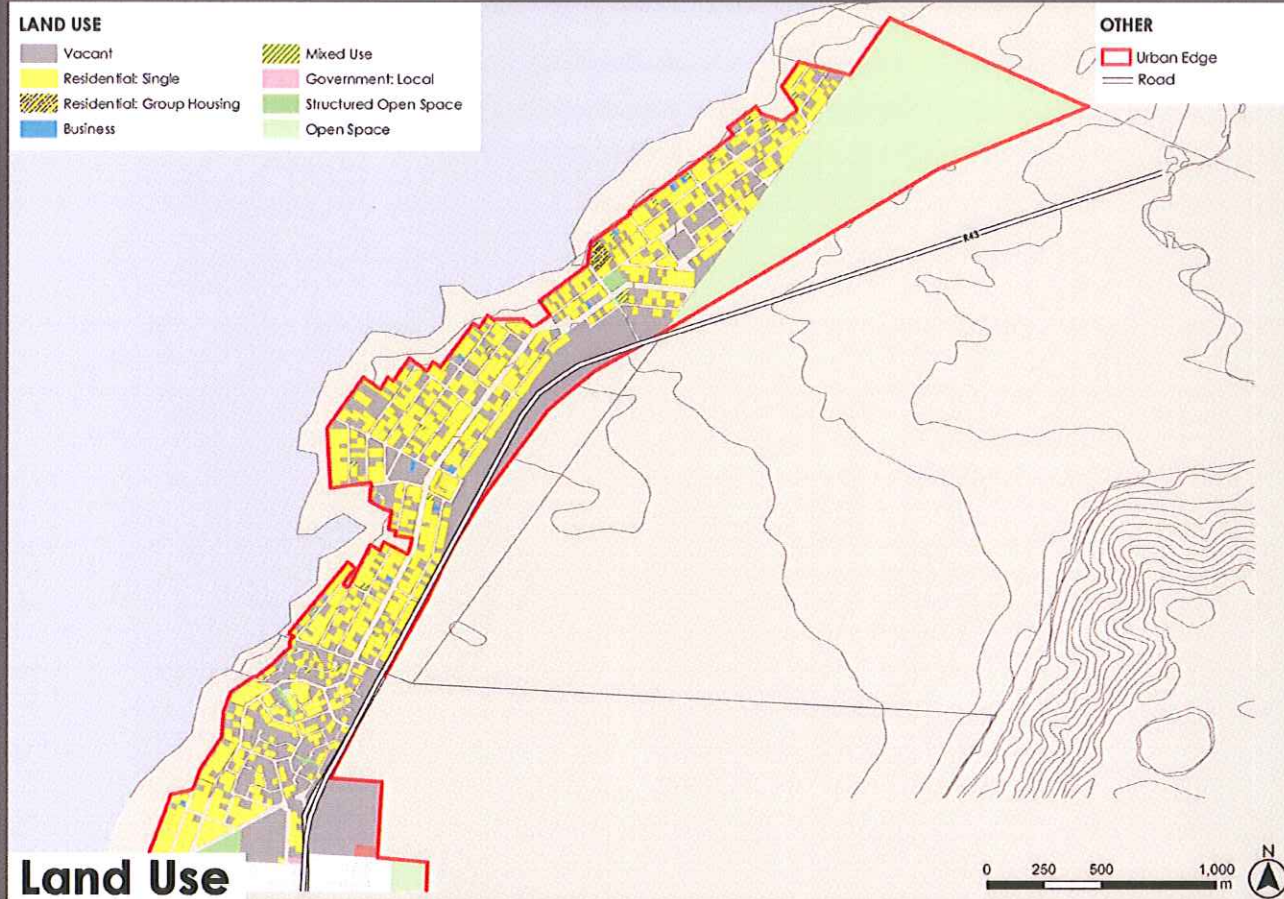
DEKELDERS

AI. AERIAL VIEW OF PLANNING AREA

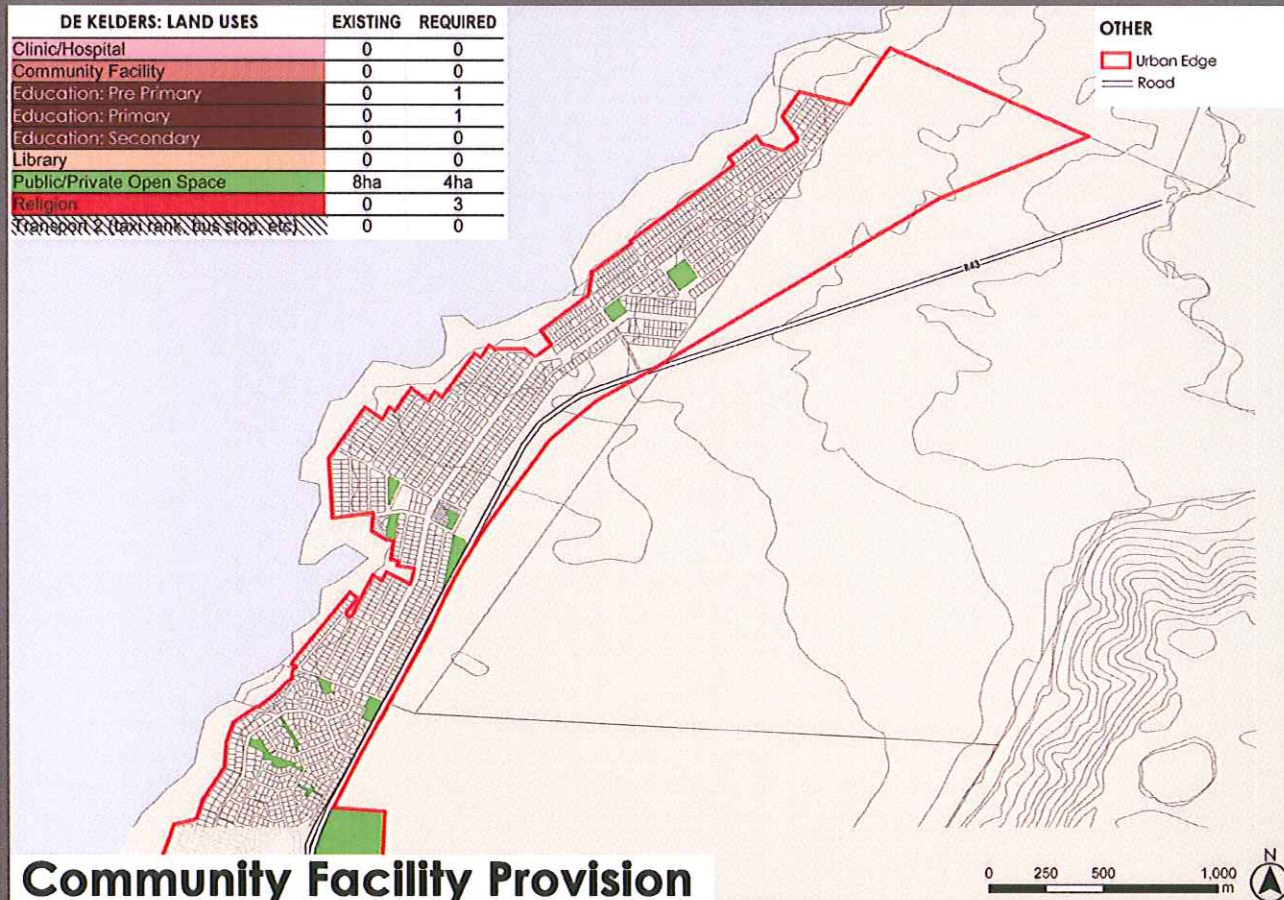
(MAY 2010)



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DE KELDERS: LAND USES	EXISTING	REQUIRED
Clinic/Hospital	0	0
Community Facility	0	0
Education: Pre Primary	0	1
Education: Primary	0	1
Education: Secondary	0	0
Library	0	0
Public/Private Open Space	8ha	4ha
Religion	0	3
Transport & taxi rank, bus stop, etc	0	0



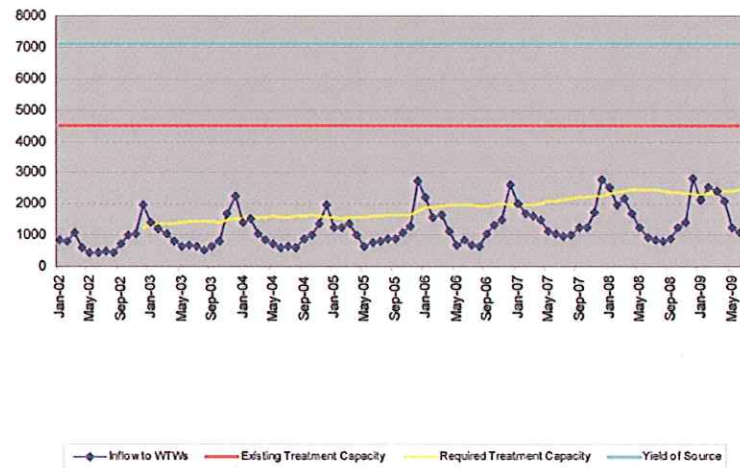
GROWTH
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DEKELDERS **B. CURRENT LAND USE, ZONING & COMMUNITY FACILITIES (MAY 2010)**

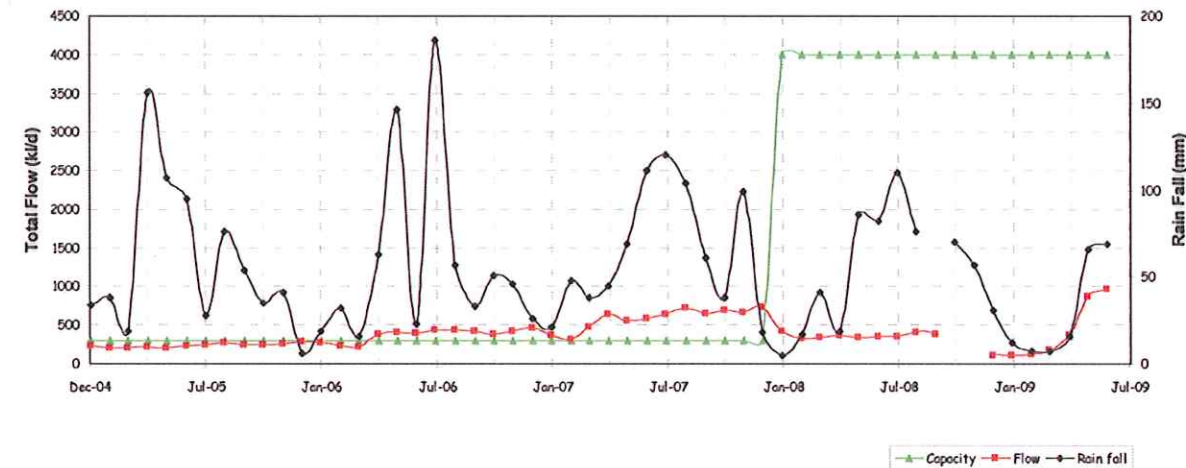


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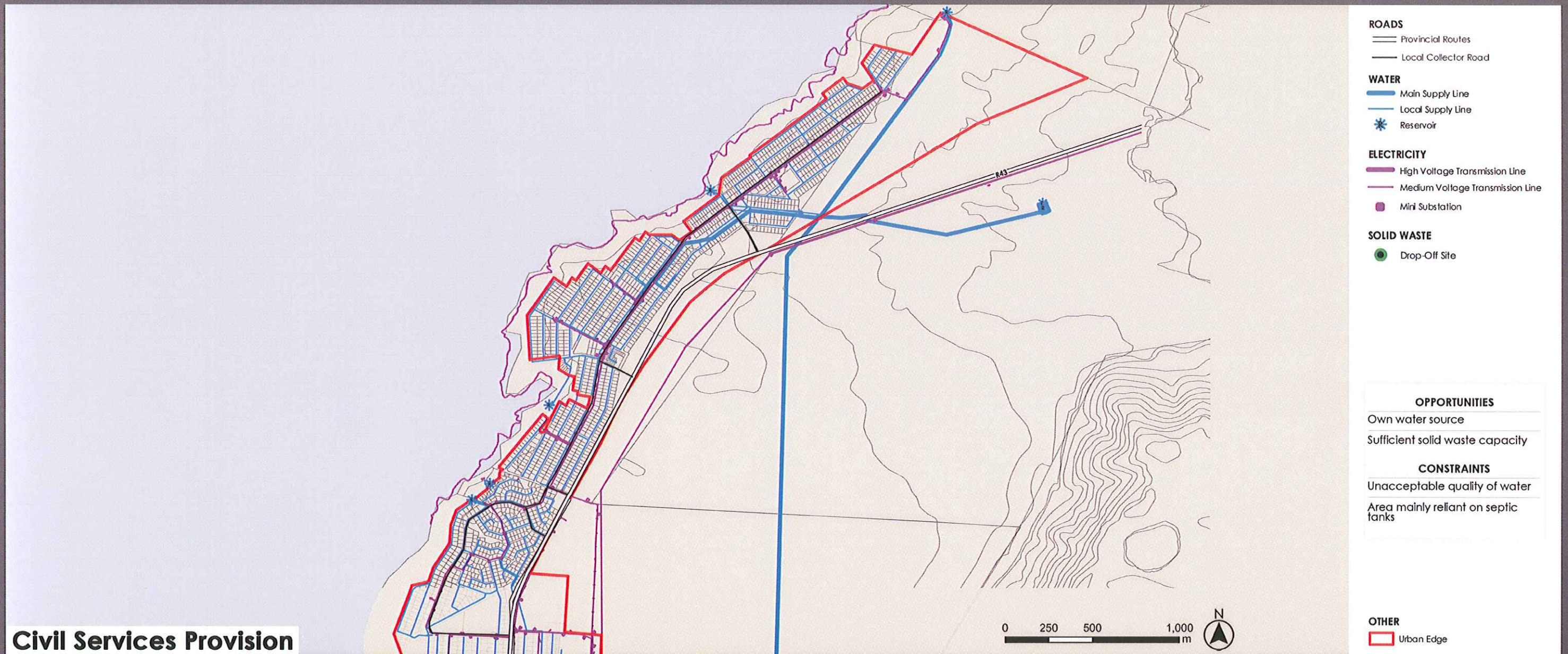
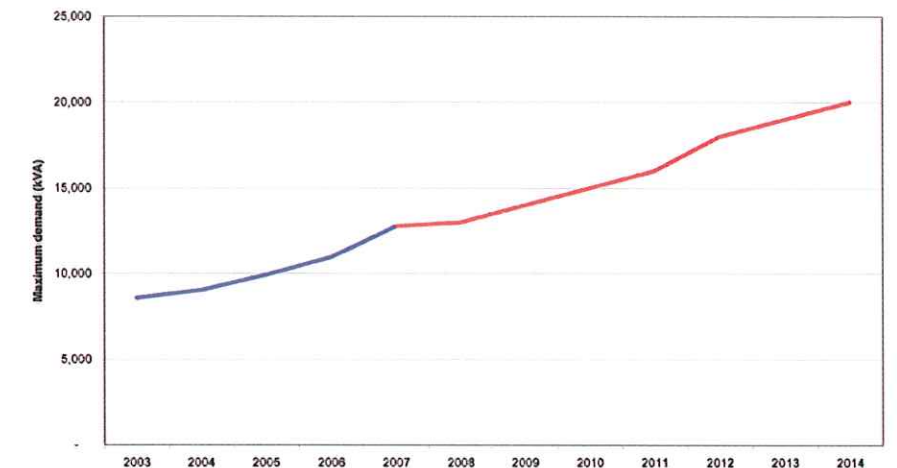
Franskraal WTWs (kl/d) - Potable Water Treatment Works



Gansbaai WWTWs - Waste Water Treatment Works (Sewerage)



Overstrand Municipality Gansbaai Electrical Maximum Demand



Civil Services Provision



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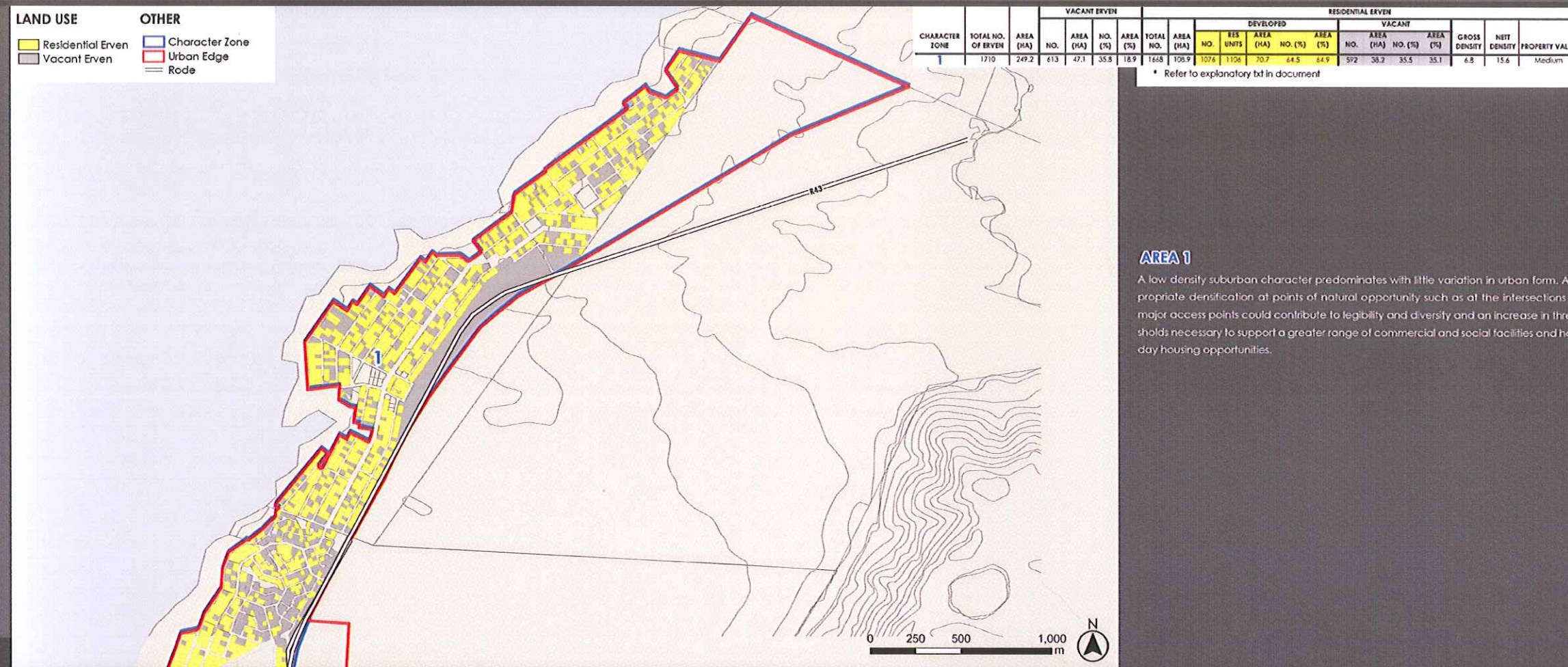
DE KELDERS

C. SERVICES PROVISION (MAY 2010)



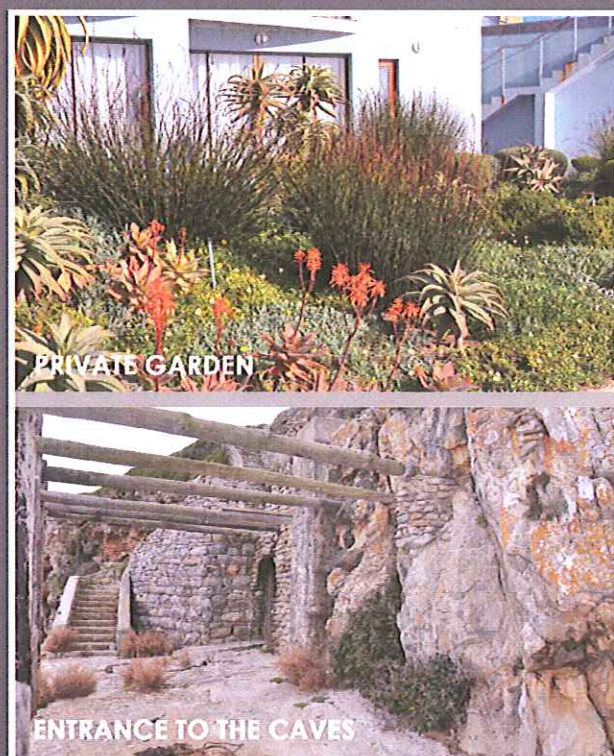
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Density & Area Character

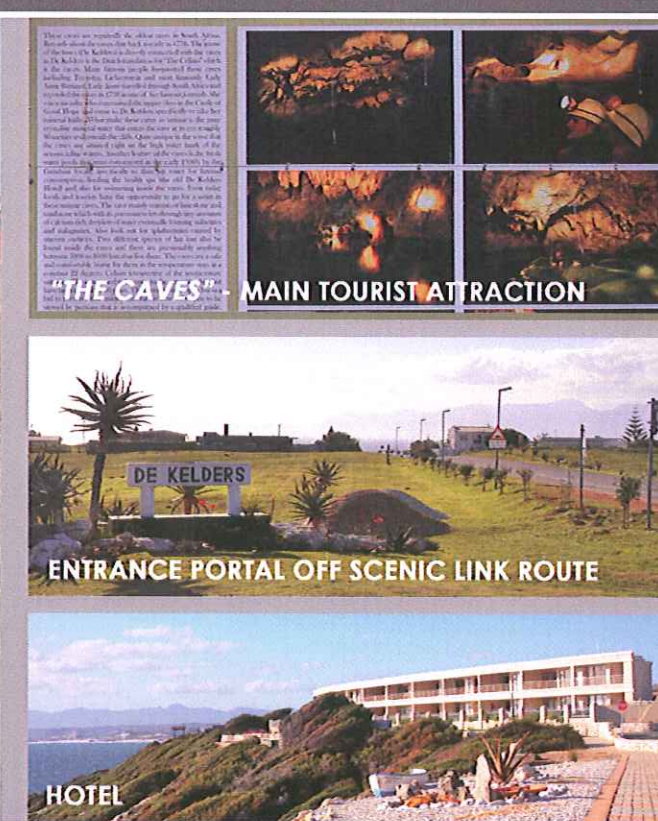
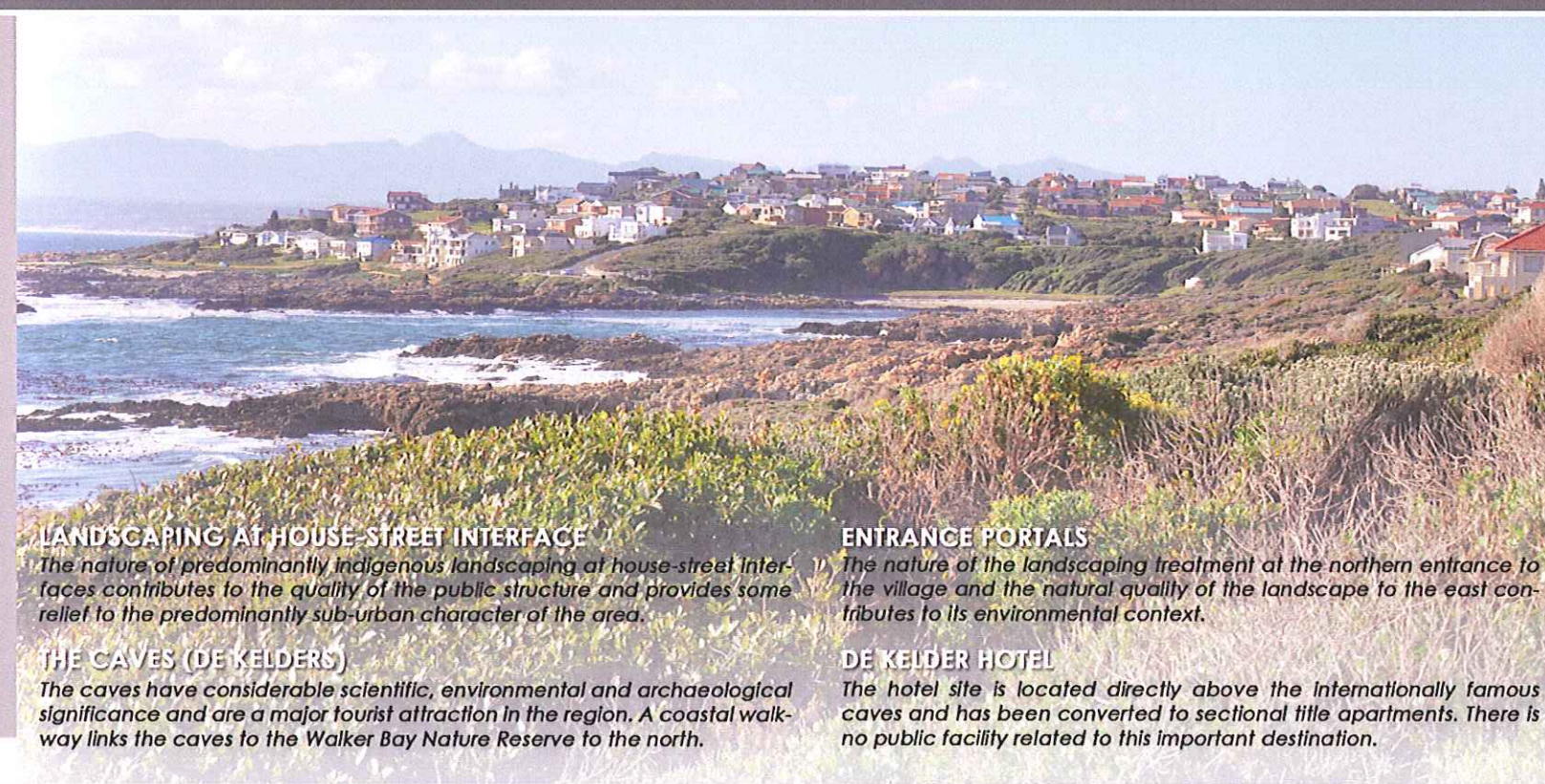


AREA 1

A low density suburban character predominates with little variation in urban form. Appropriate densification at points of natural opportunity such as at the intersections of major access points could contribute to legibility and diversity and an increase in thresholds necessary to support a greater range of commercial and social facilities and holiday housing opportunities.



Place Making Qualities



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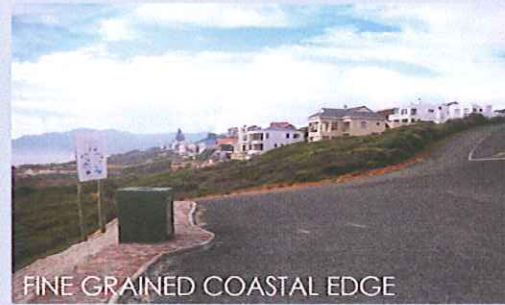
DE KELDERS

D. DENSITY & AREA CHARACTER (MAY 2010)



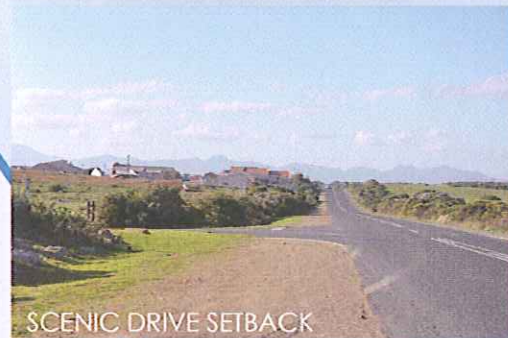
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A1 URBAN EDGE; MOUNTAINSIDE:
 ✓ The mountainside is set well back to the east but still functions as a visual backdrop and helps frame the settlement.



A3 URBAN EDGE; COASTLINE:
 ✓ The nature of the built form along the coastal edge is suburban in character and is undifferentiated from the rest of the settlement.
 ✓ A coastal walkway links the harbour area to the Nature Reserve to the north and has high public amenity value.
 ✓ A hotel now being converted into apartments constitutes the only built form response to the major regional and local tourism destination point, the caves.

A2 SCENIC DRIVE INTERFACE:
 ✓ The R43 forms the eastern edge to the village and is set within a natural fynbos environment. Two link routes provide access to De Kelders from the scenic route.
 ✓ The northern link, Guthrie Street (A2a) links directly to the archaeologically significant caves and continues along the coastline in a northerly direction. It also provides access to the Nature Reserve, via the main distributor, De Villiers Street. The southern link, Mark Street (A2b) provides access to the small retail node and to the coastline to the west.



WALKER BAY
 WHALE SANCTUARY
 MARINE PROTECTED AREA

SCENIC DRIVE SETBACK

0 100 200 400 600 m



Stanford's Cove

To Pearly Beach

Walker Bay

Die Kelders Caves

A2a

B2
B2
B1
C1
A2b

DE KELDERS

E. CONTEXTUAL OVERVIEW (MAY 2010)

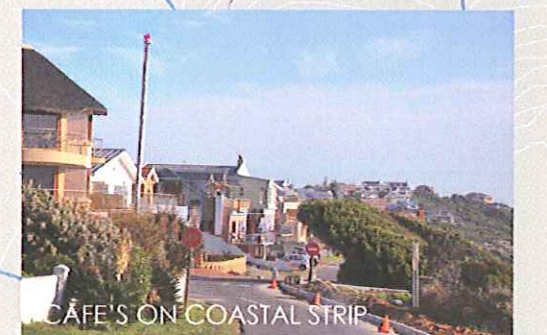
WALKER BAY NATURE RESERVE

Walker Bay Nature Reserve

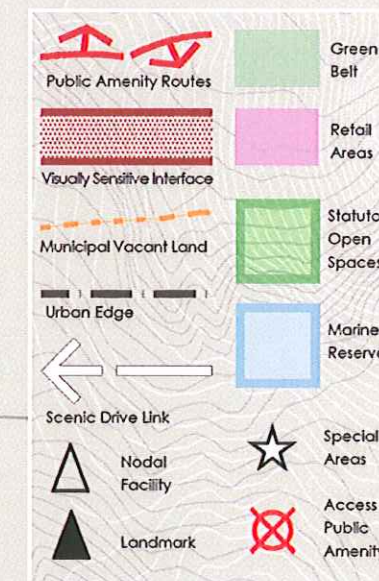
DE VILLIERS RD SET BACK

B LEGIBILITY & CONNECTIVITY:
 ✓ A main distributor (B1) runs through the middle of the settlement in a north-south direction and provides a series of links to the coastline. The regular rectilinear grid pattern of the street layout contributes to legibility and permeability.
 ✗ There is however, no variation in the urban form which is predominantly suburban.
 ✓ The nature of the public route along the coastline is discontinuous with a number of private developments fronting directly onto the coastline. Connectivity and continuity along this important interface is thus compromised.

C NODAL CENTRES:
 ✗ A small retail node is located on the southerly link road to the R43. There are no nodal qualities at the intersections between the two main link roads and the coastline (C1).



D GREEN CORRIDORS:
 ✗ There are no green corridors linking the mountainside to the coastline.



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A1 URBAN EDGE; MOUNTAINSIDE:
The eastern edge of the settlement is set well back from the mountainside.

A2 SCENIC LINK ROUTE INTERFACE:
The status quo, with the natural landscape and the mountain slopes abutting the scenic route to the east should be retained. Current setbacks to the west of the scenic route should also be retained to retain the sense of the route traversing a green natural environment.

(CONSTRAINT)
The termination of the linkage routes (A2a, A2b) at the coastline could be developed as nodes to mark these significant heritage sites, the caves to the north and Stanford Cove to the south. Appropriate densification could be considered adjacent to these nodes.

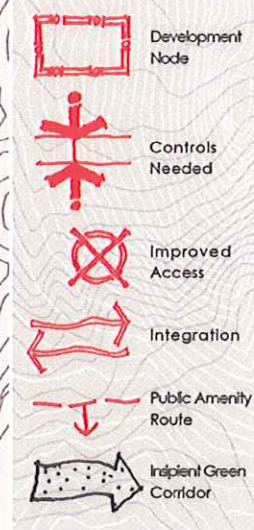
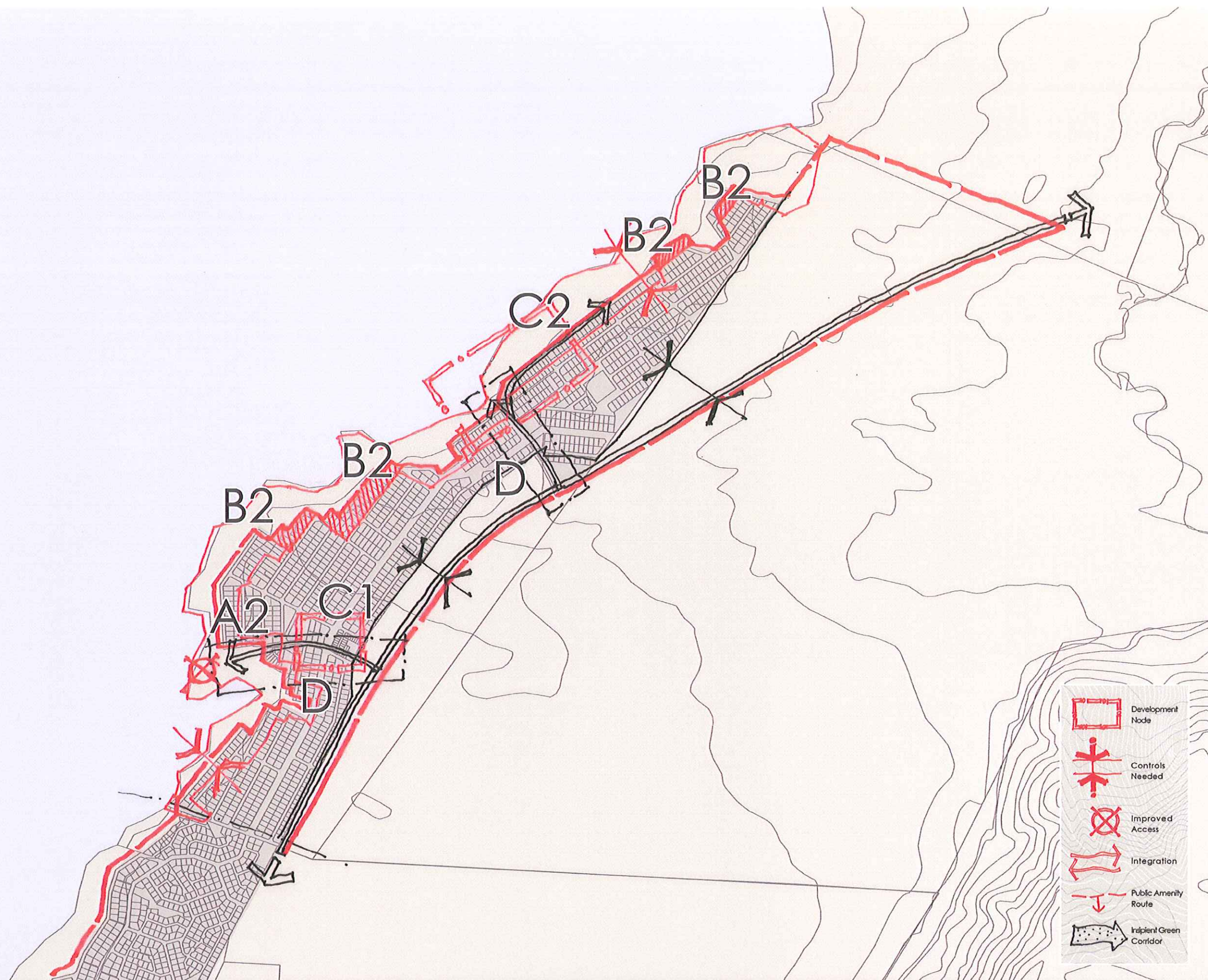
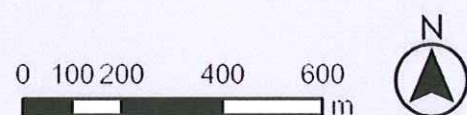
(OPPORTUNITY)
A3 URBAN EDGE; COASTLINE:
The existing fine grained character of the built form adjacent to the coastline should be retained. Limited intensification of the built form along this sensitive interface could occur.

(CONSTRAINT)
B LEGIBILITY & CONNECTIVITY:
Existing views towards the sea from within the settlement must be retained. Nodal development at the caves and at Stanford Cove would contribute to legibility as would development at the two main points of intersection with the R43. (OPPORTUNITY)

C NODAL DEVELOPMENT:
An urban design framework for the existing small retail node on Marks Street should be formulated to contribute to place character.

(OPPORTUNITY)
Stanford Cove and the caves are two significant points of destination which would benefit from nodal development. Densification could thus be considered adjacent to these nodes.

(OPPORTUNITY)
D GREEN CORRIDOR DEVELOPMENT:
Opportunities for linking the mountainside to the coastline should be explored possibly along the access routes to Stanford Cove and the caves



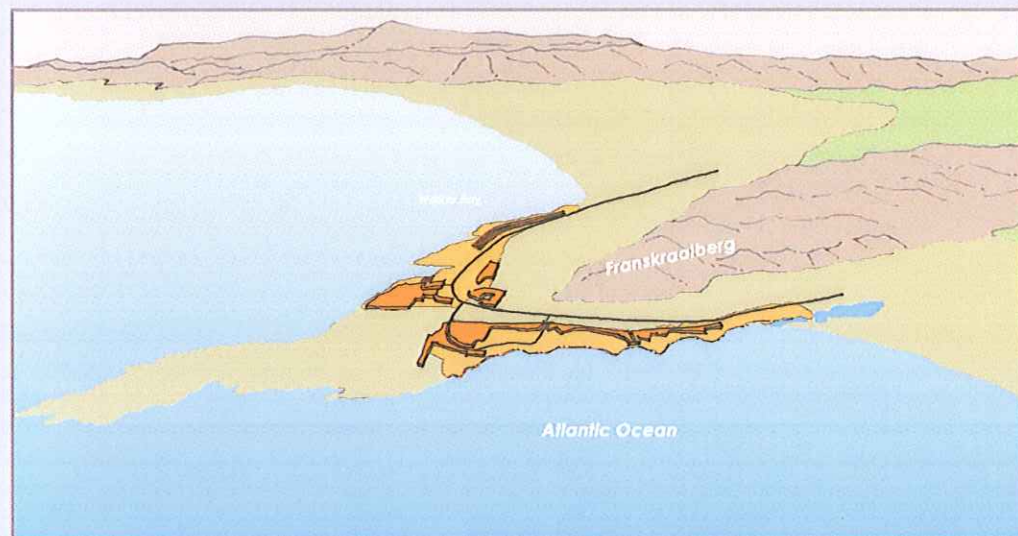
GROWTH
MANAGEMENT
STRATEGY

DE KELDERS

F. OPPORTUNITIES & CONSTRAINTS (MAY 2010)



NICOLAS
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WALKER BAY
WHALE SANCTUARY
MARINE PROTECTED AREA

Walker Bay

Die Kelders
Caves

Stanford's
Cove

To Pearly Beach

WALKER BAY
NATURE RESERVE

Walker Bay
Nature Reserve



1. SENSITIVE AREAS

-  Open Spaces
-  Statutory Nature Reserve
-  Marine Reserves
-  Coastal 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
-  Integration
-  Secondary Corridor Outline

3. DENSIFICATION GRADING

-  Density Zone
10 - 20 DU/H
-  Density Zone
20 - 30 DU/H

0 100 200 400 600
m



GROWTH
MANAGEMENT
STRATEGY

DE KELDERS

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

[illegible]