

draft

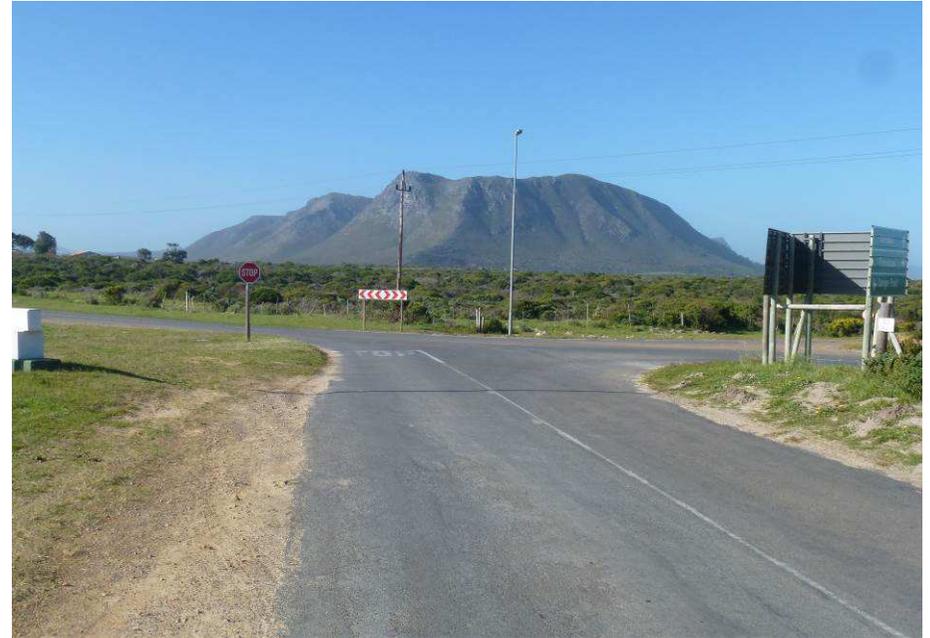
DANGER POINT

PRECINCT DEVELOPMENT PLAN

draft PRECINCT PLAN REPORT



March 2014



DANGER POINT PRECINCT PLAN

draft Precinct Plan Report

prepared for



OVERSTRAND MUNICIPALITY

PO Box 20, Hermanus, 7200

Tel: 028 313 8000

and



**rural development
& land reform**

Department:
Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

Private Bag X9073, Cape Town, 8000

14 Long Street, Cape Town, 8000

Tel. (021) 409-0340 Fax: (021) 4674607

by



CNdV Africa (Pty) Ltd

environmental planning, landscape architecture, urban design

17 New Church Street, Cape Town, 8001

Tel: (021) 424-5022 Fax: (021) 424-6837

Email: planning@cndv.co.za

March 2014



5. PRECINCT PLAN

- 5.1 Introduction
- 5.2 Premise and Principles
- 5.3 Analysis: Opportunities and Constraints
- 5.4 Proposals: Whole Precinct
- 5.5 Proposals: Birkenhead Sub-Precinct
- 5.6 Next Steps

This document is not intended to be complete but to serve as a "straw dog" for input and comment by stakeholders.

LIST OF APPENDICES

- Appendix 1 Zoning and Ownership Details
- Appendix 2 Birkenhead Township General Plan
- Appendix 3 Zoning Scheme Map
- Appendix 4 Zoning Scheme Conditions
- Appendix 5 Towards Design Guidelines for Danger Point

draft

5.1.1 Purpose of Report

The purpose of this report is to summarise relevant background information and sketch three development scenarios for consideration by stakeholders to identify a preferred scenario for the conceptual precinct plan.

5.1.2 Background

This report forms part of the Conceptual Development Framework stage in the process of preparing the precinct plan, see Figure 5.1 below.

Section 5.2 describes the underlying Principles, Goals and Objectives informing the Precinct Plan.

Section 5.3 summarises the Opportunities and Constraints informing the Precinct Plan.

In Sections 5.4 and 5.5 the Precinct Plan proposals are described at the level of the overall study area, from Dyers Mountain to Danger Point, as well as the Birkenhead and Danger Point sub-precinct, respectively.

Section 5.6 sets out the necessary implementation steps to ensure the achievement of the Precinct Framework.

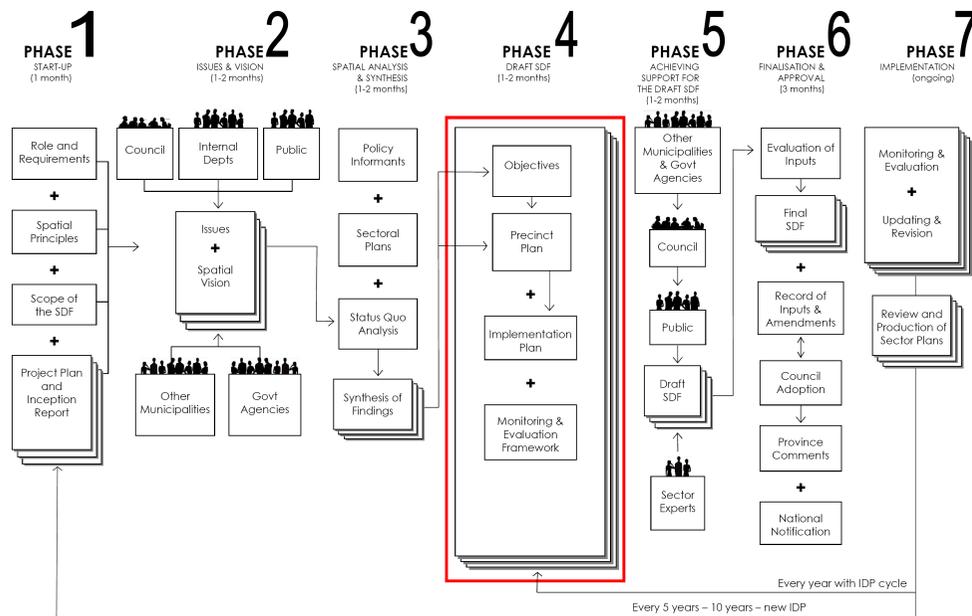


Figure 5.1 Phases in the process of completing an SDF (source: DEADP, 2010)

5.1.3 Structure

NOTE: The document investigates two level of detail: The precinct as a whole and the Birkenhead sub-precinct.

Appendices 1, 2, 3, 4 and 5 contain Property Details, Map, Zoning Scheme Map, Zoning Scheme Conditions and Design Guidelines.

PREMISE

Sensitively designed buildings can enhance rather than detract from wilderness environments.

Urban development in South Africa has generally caused so much resistance because of the insensitive and stylistically bankrupt way in which it has generally been designed.

Alternative service delivery technologies can free up layout design.

Layout form in South Africa has been so repetitive and monotonous because of the requirements of the technologies used to deliver water, waste water and electrical services cost effectively and the uniform standards used to design roads.

If these parameters are changed development can occur both sensitively and cost-effectively.

PRINCIPLES	GOAL	OBJECTIVE
A. Danger Point's value lies in its sense of wilderness and dramatic coastal setting linked to a township overlooked by a mountain relatively close (within ±180km) of a major metropolitan area.	A1 APPEARANCE AND VISUAL IMPACT: Development should not further undermine the sense of coastal wilderness and scenic quality.	A1.1 Implement strict design guidelines that ensure buildings are largely "invisible in the landscape" by controlling the following: <ul style="list-style-type: none"> • Colours; • Height; • Bulk; • Footprint; • Location; and, • Lighting.
	A2 SCALE AND CHARACTER: Permit appropriate levels of development up to the point where the sense of place can be considered to be negatively impacted.	A2.1 Control the following aspects impacting on the scale and character of development: <ul style="list-style-type: none"> • Number of buildings; • Style; • Visual impact; • Tenure; and, • Maximum density.
	A3 Link mountain to ocean as much as possible.	A3.1 Keep biodiversity corridors intact between Mount Dyer and coast especially across R43. A3.2 Create a continuous physical link, e.g. running, walking and MTB trail, between mountain and ocean.
B. A balance needs to be found between public safety and providing rightful public access, particularly on the Danger Point Peninsula where the public is entitled to access to the land below the high water mark.	B1 Ensure continued access to the coastline by all those who have always used the area for recreational purposes including fishing and ensure this is safe and secure.	B1.1 Limit vehicle access onto the peninsula south of Romansbaai and Van Dyksbaai to the Danger Point Main Road. B1.2 Monitor vehicle access onto the peninsula south of this point.
C. Ownership should be financially sustainable to support appropriate and necessary levels of services, security and maintenance.	C1 Employ off-grid service technologies that do not require municipal services and have low running costs.	C1.1 Identify a range of acceptable alternative energy, water supply and waste water treatment technologies.
	C2 Enhance quality of development (units) and natural environment so that it does not detract from property values.	C2.1 Enhance property values through building design and landscaping guidelines to levels where contributing to levies for security and maintenance are worthwhile.



draft



draft





a. R43 – van Dyk Street intersection (signage?)



b. Jeep track along power line to Mount Dyer



c. Extensive agriculture along R43



d. View from Mount Dyer (over Franskraal Strand)



e. Tourist economy (resort on Mount Dyer)



f. Intrusion into rural character – unsympathetic security wall



g. Entrance to Melkhoutbos Nature Reserve



h. Suburban architecture abutting Melkhoutbos Nature Reserve



i. Visual connection between Danger Point Peninsula and Mt Dyer at Van Dyk Street intersection

- Physiologically, the precinct is a single mountain to ocean transect from Mount Dyer to coast.
- This relationship has been significantly weakened by:
 - R43 rural arterial road around its base;
 - Nature and form of urban development along coast, particularly van Dyksbaai, especially where it is security walled along the N3, and Blompark.
- The continuity remains visually intact to some extent along Van Dyks Street and Danger Point road. The “Clearvu” fence and setting back of proposed development at Romansbaai also helps to retain this connection, although there are concerns that the fence does not permit the movement of small and large animals.
- As a result of the road alignment, pattern of urban development and the topography there are two sub-parts to the precinct:
 - The mountain slopes; and,
 - The peninsula.

The R43:

- The R43 is the main transport arterial leading to Franskraal Strand and Pearly Beach to the east and passes through a rural section of road abutted by smallholdings. Economic activity in this vicinity is limited to some agricultural activity on a few smallholdings with some offering guest accommodation.
- The intersections along this route could have potential for limited farm stall with safely designed access and parking.

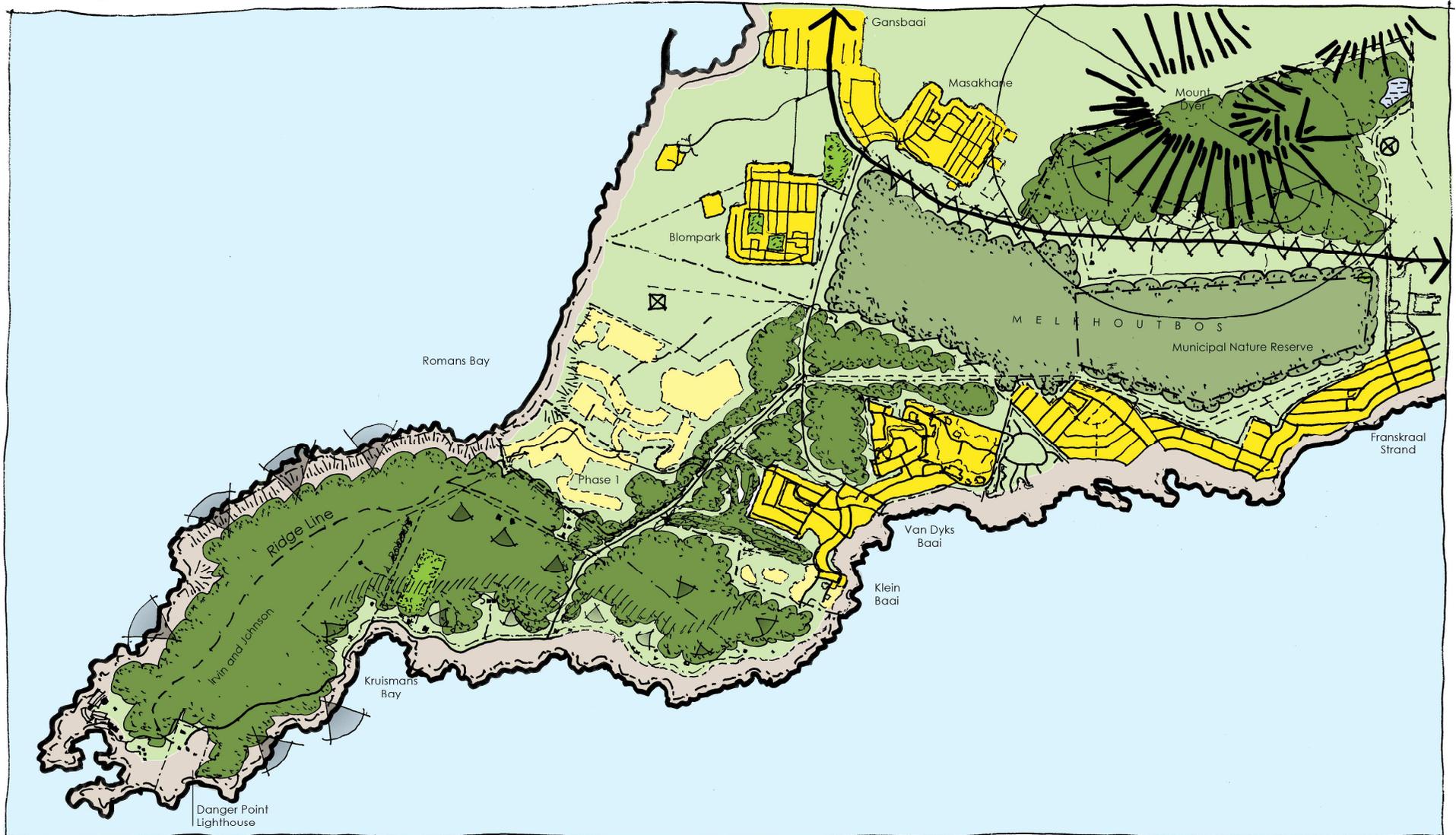
Mount Dyer:

- Mount Dyer offers spectacular views over the entire coastline from Pearly Beach to Hermanus with Danger Point in the foreground.
- It is privately owned and there appears to be very limited tourist activity at present.
- It has important ecological functions as a core biodiversity area providing the source for local rivers and conservation of mountain fynbos.

- Access to the crest appears only possible around the “back” of the mountain from its northern slopes.

Danger Point Peninsula:

- To the south of the R43 the municipal owned, open space, the eastern part of which comprises Melkhoutbos Nature Reserve, conserves remnants of a Milkwood forest. It forms an important lowland green lung between the mountain and the peninsula.
- Access through this reserve is facilitated by numerous firebelts and local residents from all communities appear to use it for both recreational and commuting (walking).
- South of the Birkenhead sub-precinct the road to Danger Point Lighthouse passes through a wilderness area owned by Irvin and Johnson (I&J).
- Access to the coastline in this area is limited from Kruismansbaai, around the point to Romansbaai as a result.
- The lighthouse, which is an important tourist attraction and has significant tourism potential, is closed on the weekends.



	Existing Development Tar / Gravel Roads		Dramatic Mountain Slopes		Public Open Space / Nature Reserve		Major and Minor Views
	Proposed Development		Sea Cliffs		Private Nature Reserve / Undeveloped Land		Visually Sensitive Areas
	Serviced but Undeveloped		Existing Buildings in Study Area		WWTW / Water Works		Noisy, Disruptive Rural Arterial

OPPORTUNITIES AND CONSTRAINTS SUMMARY

Scale at A3
1:25,000



Aerial Photo - 2010
 Chief Directorate National Geo-Spatial Information

Legend

-  Proposed Precinct Plan Study Area
-  Cadastral (SG 2012)

Danger Point Peninsula Precinct Plan

Birkenhead: Aerial Photo

Scale at A3
 1:10,000



Drawn: RE Checked: RE Date: 10-03-2014



a. Building constructed from local materials



b. Prominent building on ridge



c. Coastal view showing impact of building protruding above skyline



d. Impact of building protruding above skyline and with roof slope opposing contour gradient



e. High concrete retaining wall devoid of landscaping



f. Gate and boundary wall on coastal drive



g. Heritage building set down in landscape

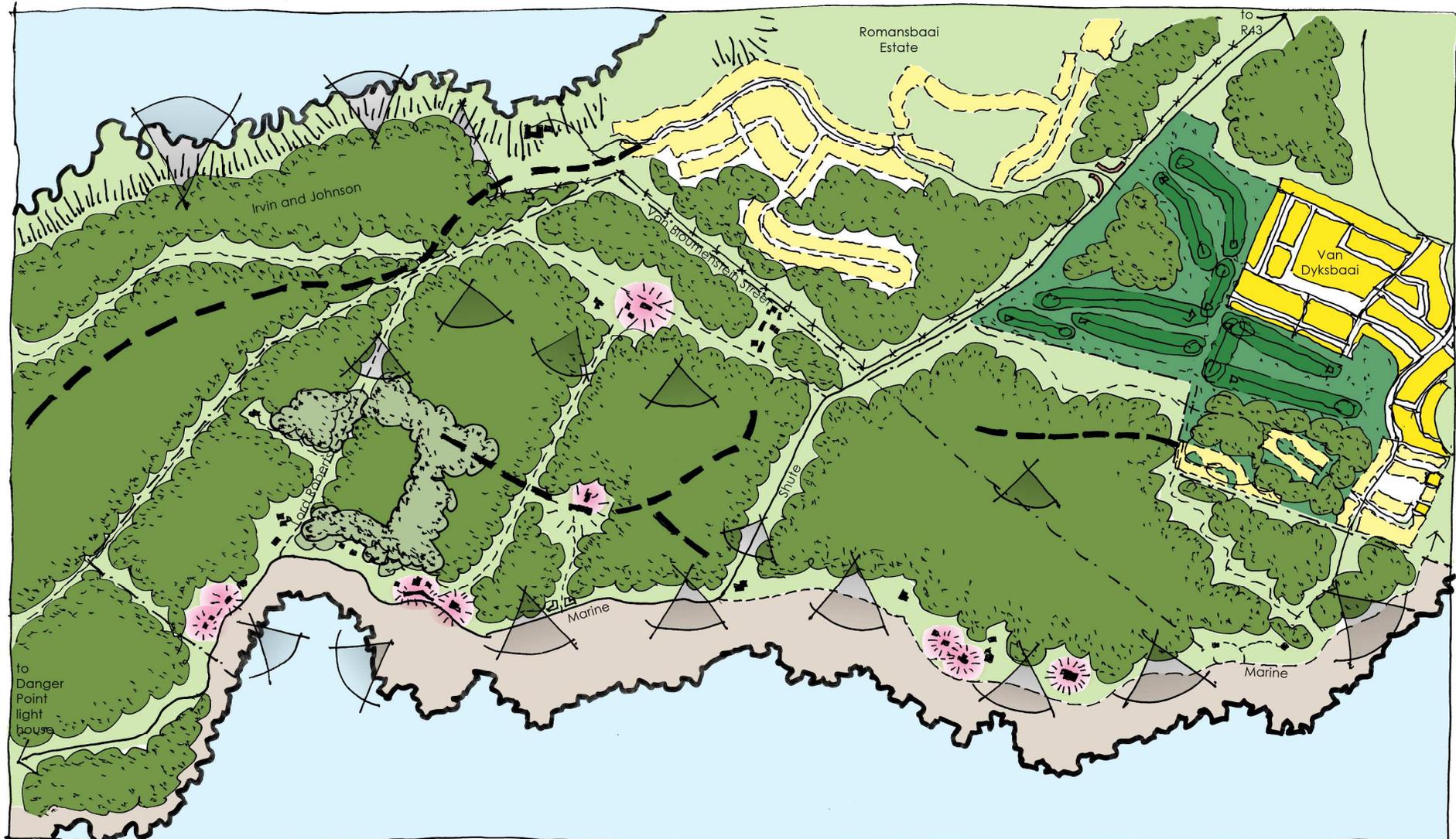


h. Landscape generally has low visual carrying capacity



i. Visiting hours: Danger Point Lighthouse

- The Birkenhead Sub-precinct includes the Birkenhead township first registered in 1940 as well as Portions 16 and 43 of Farm 711.
- To the north and west of Danger Point road is Romansbaai Estate including a partially constructed resort on Portion 40 of Farm 711.
- The main access road through Phase 1 of Romansbaai has been completed and services are currently being installed.
- The western boundary comprises a large privately owned property (Irvin and Johnson (I&J)) which is undeveloped, except for seafood processing infrastructure on the point. It functions as a nature reserve.
- The northern boundary, east of Danger Point road, abuts a 9 hole golf course, a useful recreational resource in the area, and the suburban development of Van Dyksbaai. Its extensions closest to Birkenhead have been serviced but remain largely undeveloped. There are also two approved but unserviced extensions.
- Birkenhead sub-precinct comprises a crescent shaped piece of land generally falling southwards towards the coast.
- The sub-precinct is accessed by a tar road from the R43 comprising Shute Street and the western section of Marine Drive from the Shute Street T-junction.
- Gravel road access is also provided by Lord Roberts and Van Bloumenstein Streets which form a crescent to the west and north, as well as the eastward section of Marine Drive along the coast linking to Van Dyksbaai.
- There is a ridge through the middle of the site on which one dwelling has been prominently located thereby impacting on long seaward views from properties along van Bloumenstein Street.
- Most of the vegetation on the site comprise Southern Dune Strandveld with some remnants of coastal forest near Kruismansbaai. This vegetation, coupled with the relatively level and greatly sloping topography, means that most of the sub-precinct has a low visual carrying capacity.
- Activities at present on site include coastal recreational fishing, visits to Danger Point Lighthouse, commuting to I&J seafood processing, periodic visits from holiday home owners and Birkenhead restaurant.
- There has been very little development to date especially considering the number of properties and the outstanding seaside location.
- This can be considered fortunate as there is still the opportunity to set a positive direction for future development that will enhance rather than detract from the area's scenic, bio-diversity and recreational qualities.
- This is important because a significant minority of the few buildings that have been constructed to date are visually prominent, and, if this precedent is continued, could undermine the area's scenic and recreational value.
- This is also in danger of being diminished due to safety and security issues. A management system is required to address this while also ensuring the general public access to the coastline.



	Existing Buildings		Approved but Undeveloped		Gated and Security Fenced		Golf Course
	Visually Prominent Buildings		Urban Development		Tar Roads Gravel		View sheds
	Ridge Lines		Rocky Cliffs / Steep Slopes		Overberg Dune Strandveld		Southern Coastal Forests Remnants

BIRKENHEAD ESTATE OPPORTUNITIES & CONSTRAINTS

Scale at A3
 1:10,000

The current situation in the study area is as follows:

- There is no clear overall policy direction supported by either a critical mass of self-organised and motivated property owners nor by Council who have many other pressing priority social needs to deal with.
- Individuals either do nothing with their properties because there is not sufficient value (appearance, safety, appeal) in the area to justify significant expenditure, see Figures 5.3.10a to e; or

Try and consolidate properties to achieve a size sufficient to create a critical mass of positive qualities, see Figure 5.3.10f.

There is no alternative acceptable policy to providing energy, water supply and waste water treatment services and there are no resources to provide conventional municipal services, either from the Council or the homeowners association.

- This institutional inertia continues throughout the precinct so opportunities such as linking Mount Dyer to the coast, locating the Melkhoutbos Nature reserve as an active link between mountains and sea, and increasing economic opportunities along the R43 are also not promoted.
- To date: development proposals in the area have followed a business as usual approach as follows.



a. Ad-hoc economic activities



b. Self-guided building designs



c. Individual rather than contextual aesthetic



d. Original wilderness drawcard



e. Individual rather than association management



f. Individual development applications

- Urban development has generally occurred according to principles necessary for installing full conventional urban services cost effectively. These considerations generally override any informants, urban layouts and buildings that may arise from the context, e.g. steep rocky coastal sites, mountain slopes; biodiversity conservation areas.
- To achieve cost efficiency and keep property prices affordable these require:
 - There should be as many connections per linear length of pipe, cable and road as possible, therefore plots should abut one another and have narrow rather than wide frontages;
 - Roads should be double-sided, i.e. properties should face each other;
 - There should be a ring grid network rather than a linear system; and,
 - The more units that can be accommodated the better. Large areas of open space interspersed within a township make it more expensive, therefore open space should be kept to a minimum.
- These principles can be seen underlying:
 - Romansbaai, although this has more open space than conventional developments the double sided circular roads are a strong feature and along these roads the experience is likely to be more suburban; and, more obviously, see Figure 5.3.12b;
 - The 2009 Birkenhead Master Plans, see Figure 5.3.12c;
 - The Van Dyksbaai extensions, see Figure 5.3.12d and e;
- The key driver to the “business as usual” approach is that bulk and linking electricity, water supply and waste water treatment services are available. However, even with extremely high development levies it appears that municipalities are increasingly unable to supply these. This has been stated by Council in the case of this precinct plan.

- Phase 4 of the preparation of this precinct plan included a Scenarios Phase in which different scenarios for the future of the study area were considered.
- These scenarios included "Do Nothing", "Business as usual" and "Mountain to Sea Eco-estate".
- These were written up in a separate report which was the basis of an extra round of public participation in the process. This comprised a public workshop and a period in which interested and affected parties could comment.
- In general, there was significant support for Scenario 3 "Mountain to Sea Eco-estate", although there were some respondents that preferred the "Do Nothing" scenario and others who were still entertaining the possibility of significantly enhanced development rights, although previous applications had not been successful.
- Key points agreed by all the respondents included:
 - The Danger Point peninsula was an outstanding area of natural beauty and future development should enhance rather than diminish its character and quality;
 - If municipal services were not going to be available, even in the long term, off-grid servicing strategies would be required;
 - Linking Mount Dyer to Danger Point peninsula offered significant biodiversity conservation, recreational and tourism benefits (although the alignment of the Romansbaai fence may have compromised this to some extent; and,
 - A solution is required to the security challenges being faced by I&J and Birkenhead property owners.
- Therefore, the vision for the larger Precinct Plan is:
 - Danger Point precinct is an outstanding and dramatic piece of coast stretching from Mount Dyer towering over the coastal plain to the rocky windswept mostly pristine Strandveld of the peninsula.
 - Strengthening the links between the mountain and coast, visually, and where possible, physically will consolidate and enhance the attractive recreational scenic and biodiversity conservation potential of this relationship.
- Main linking element in the overall precinct plan is a 30km running, walking MTB trail that links private and public proposals and provides for tourism operators and professional trail design and management companies, see Figure 5.4.2.
- If managed well, this can have important social and economic benefits as well – access to recreational fishing, tourism and conservation employment opportunities – nearby examples include Grootbos and similar projects.
- Economic opportunities include, see examples in Figure 5.4.3:
 - 3 to 4 resorts, e.g. on Mt Dyer and on I&J land. Approval of the latter resorts should include a quid pro quo for extending this trail.
 - Precinct guest houses, short term accommodation on sub-precinct properties.
 - Farmstalls on the R43.
- Figure 5.4.4 illustrates the draft Danger Point Precinct Plan for the whole study area from Mt Dyer to the coast.



a. Farmstall: R27/Yserfontein



b. Farmstall: R27/Melkbos



c. Farmstall: R27 Vygevalley



d. Phantom Beach Resort



e. Phantom Beach Resort



f. Phantom Beach Resort



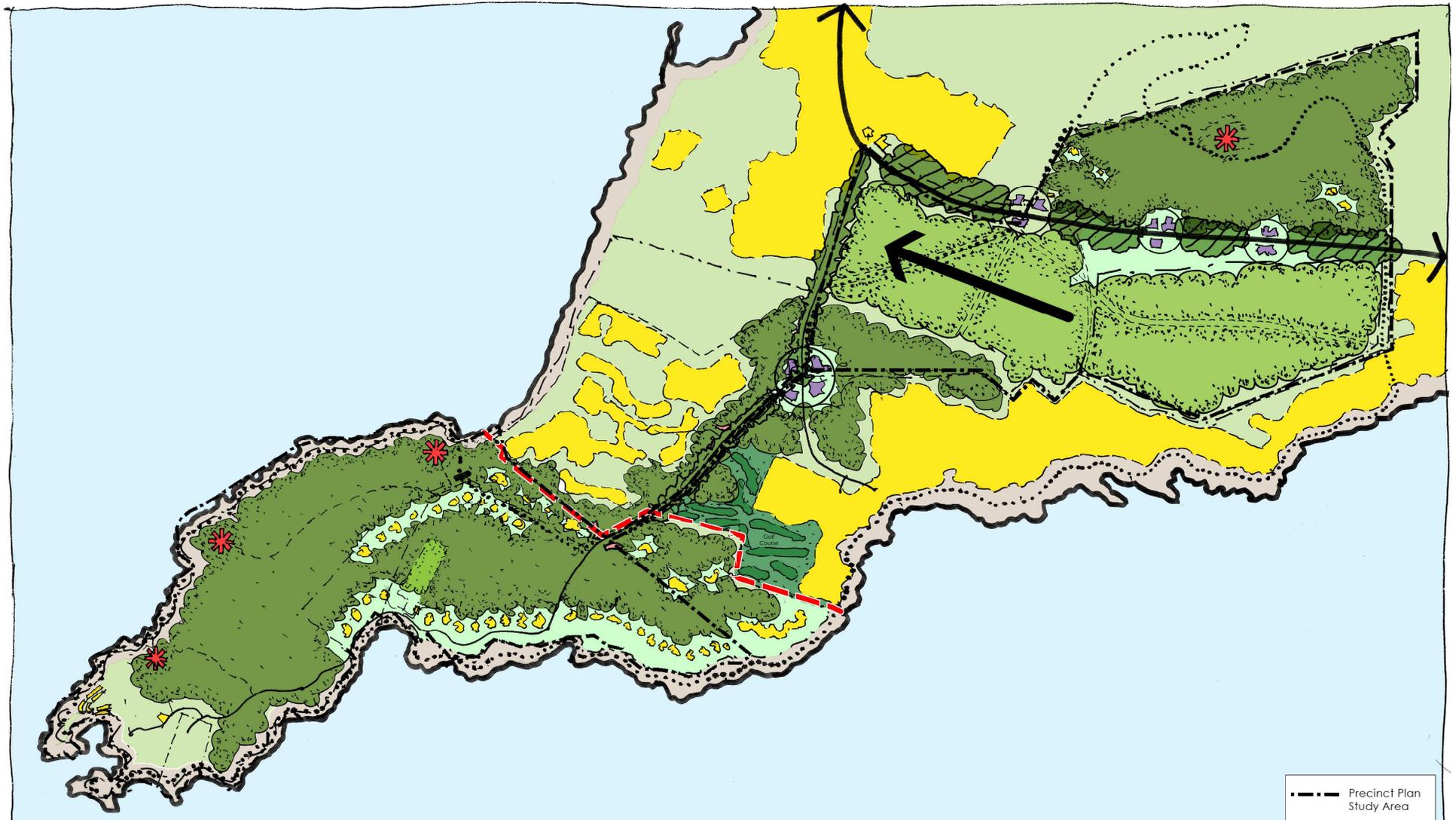
g. Phantom Forest Mountain resort



h. Phantom Forest Mountain resort



i. Phantom Forest Mountain resort



--- Precinct Plan Study Area

**SCENARIO 3
MTO - ECO - ESTATE**

Scale at A3
1:25,000

- | | | | |
|----------------------------------|---|--|---|
| Conventional Urban Development | Off-grid Eco-resort | Mountain to Coast Running/Walking/MTB Trail (±30kms) | Widen verge to accommodate landscaped fynbos corridor |
| Birkenhead Off-grid Eco Clusters | Melkhoutbos Public Nature Reserve/Commonage | Vehicle Barriers across Mountain to Coast Trail | Extend Municipal Nature Reserve |
| Private Nature Reserves | Access Management | Small-scale Farmstall / Nodes / Restaurant / Shop within green erf corridors | Danger Point Private Nature Reserve eco-estate boundary |

At the Birkenhead sub-precinct scale, the precinct plan addresses how to achieve the main elements of the vision arising from the public participation, namely that of a sensitively developed pristine coastal wilderness, with managed access to the public and largely self-reliant on its own services within the parameters of the relevant legislation and permits.

- Precedent includes:
 - Some aspects of House Fagan: Paradise Beach, see Figure 5.4.6:
 - Single storey; and,
 - Set low in the landscape.Note: colour palette and design requires review, see some ideas on Figure 5.4.7.
 - Sea Ranch: California, see Figure 5.4.8:
 - Holistic design - from layout to buildings including their sensitive placement in the landscape. (Note: did not have the constraint of multiple awkwardly shaped properties); and,
 - Careful choice of colour and materials.
 - Churchhaven: West Coast National Park, see Figure 5.4.9:
 - Careful coastal fishing village design controls;
 - Small units 175m²;
 - All services off-grid, solar PV, solar HWC, rainwater harvesting (waste water conservancy tanks); and,
 - Security challenges.



a. Close relationship between natural and built environment

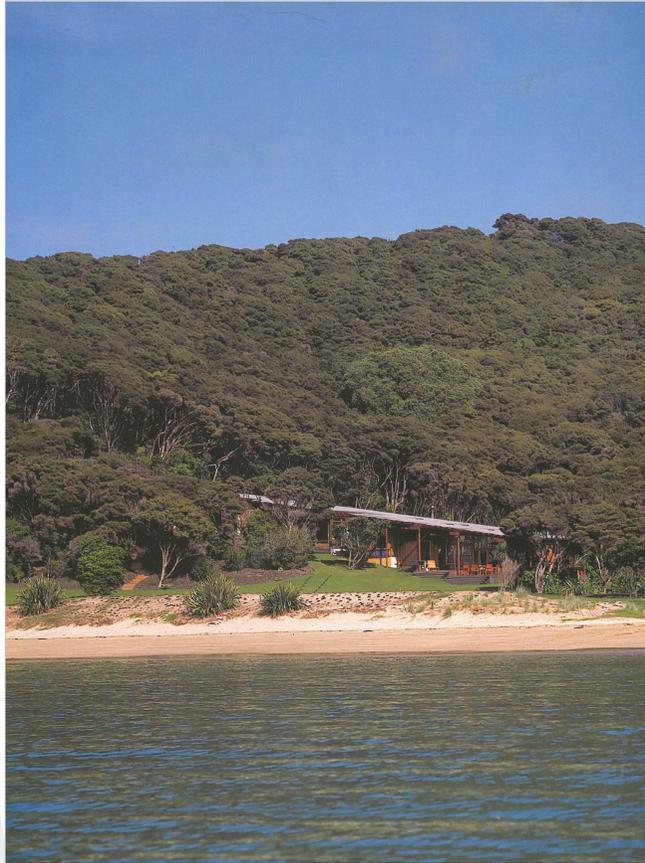


b. Building set low in landscape to minimise visual impact

source: Fagan, G. 2005.
Twenty Cape Houses
(Breesstraat Publikasies)



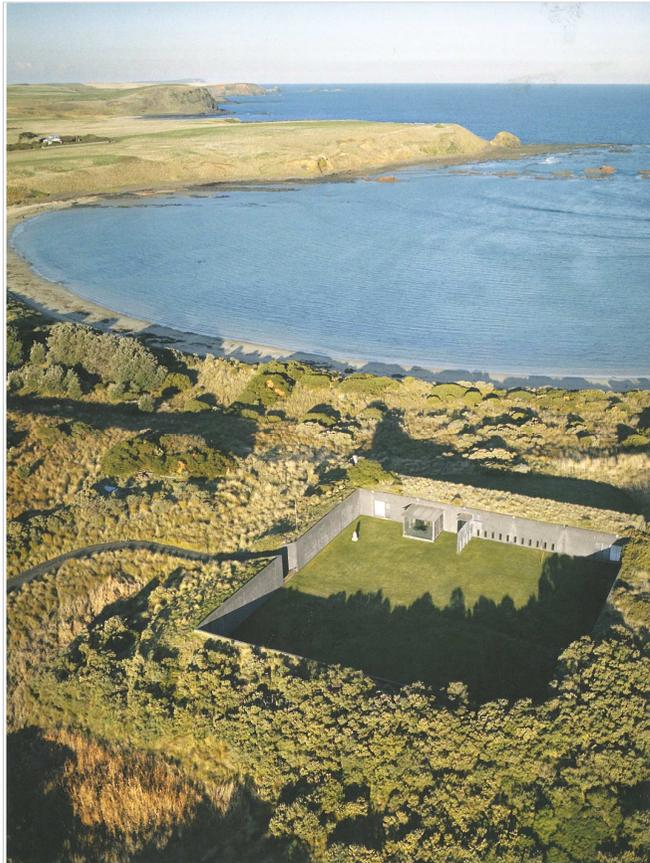
Natural materials blend in well



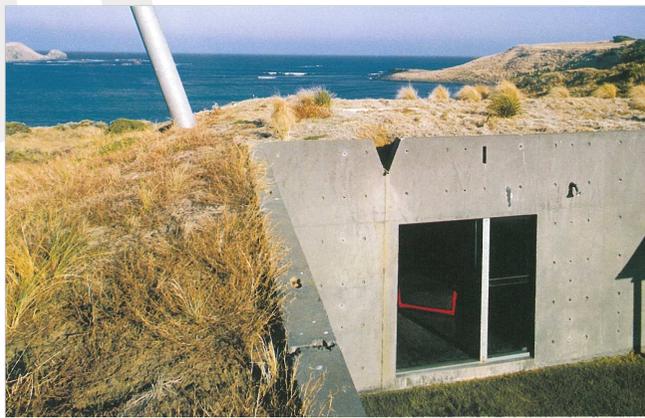
Light buildings set into the landscape



Colours and geometry disrupt natural palette and topography (source: CNdV, 1990)



Minimal disturbance where visual carrying capacity is low

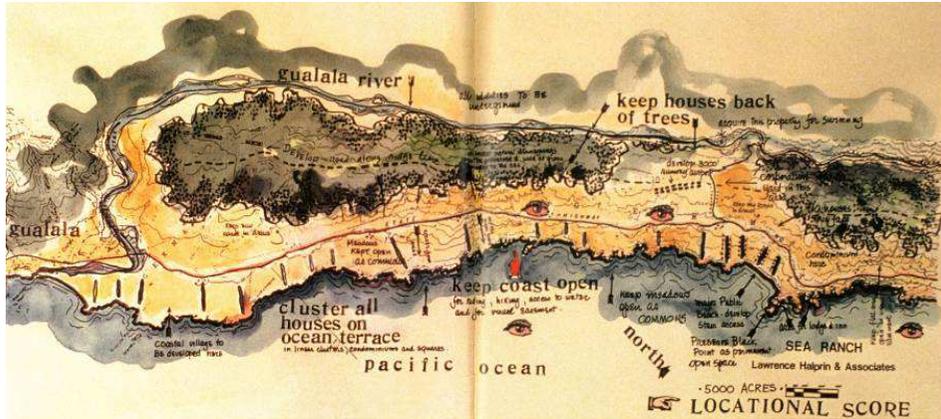


Earth architecture creates minimal visual disruption



(source: Houses by the Sea (Tectum Publishers, 2006)

Design aligned with topography

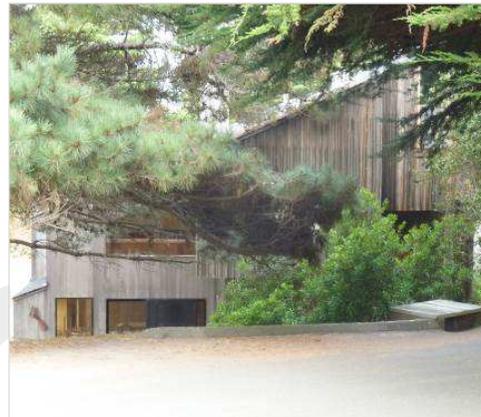
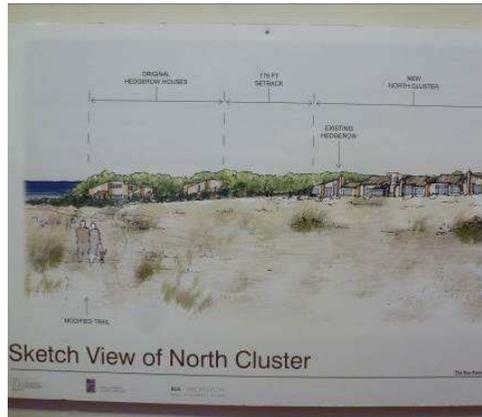


source: Lyndon, D et al. 2004. The Sea Ranch (Princeton Architectural Press)

Original concept plan



Buildings arranged to limit visual impact and retain landscape character





Churchhaven: Stoffbergfontein



West Coast National Park entrance gate



Churchhaven security control



175m² off-grid holiday house



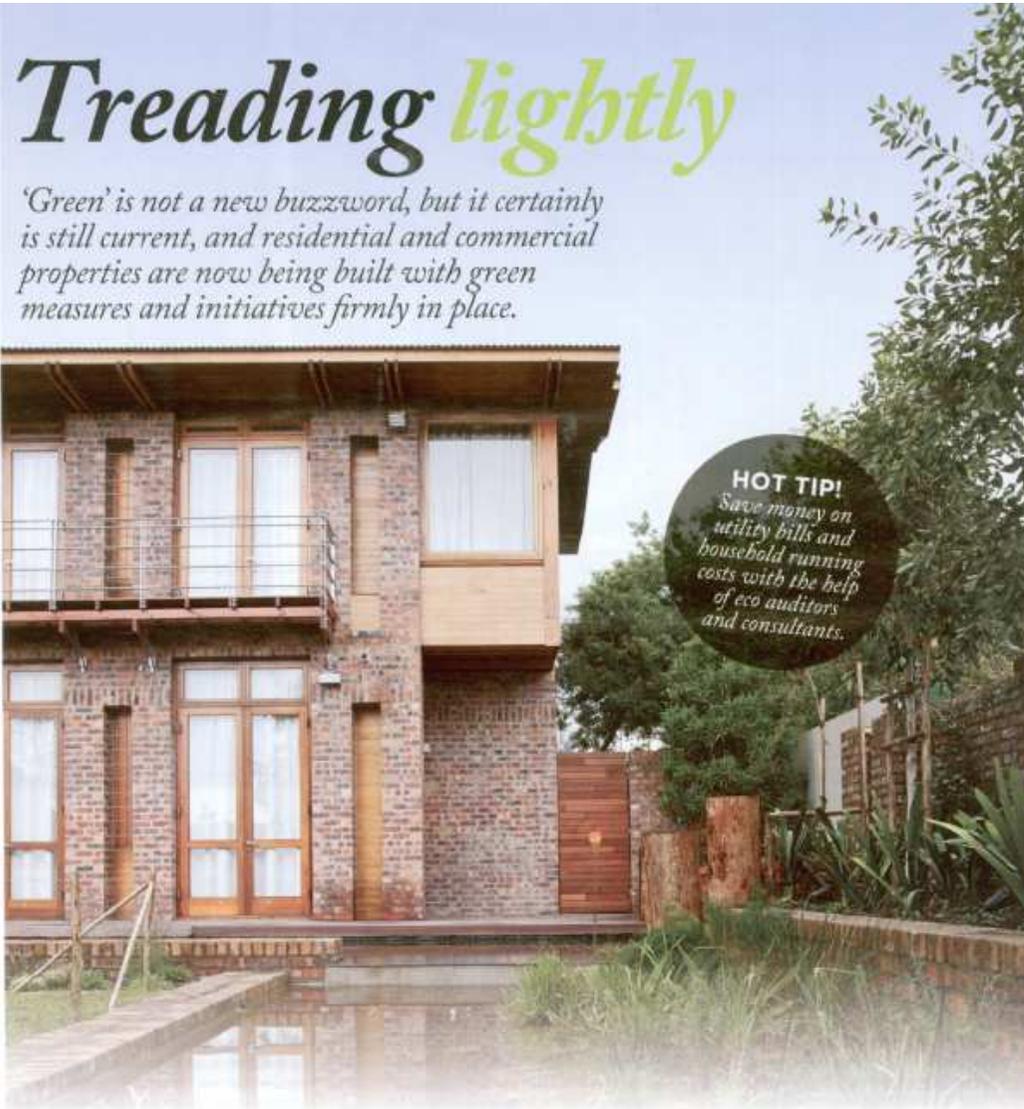
Houses have 10 000 – 30 000m² rainwater tanks



Rainwater tanks set under raised stoeps



Coastal fishing village aesthetic



(Property Magazine: July-August 2011)



source: (Earthworks Dec-Jan 2011/2012)

When it comes to reducing the country's carbon footprint, the first name that comes to mind is the Green Building Council of South Africa (GBCSA). With the backing of the South African Property Owners Association, the GBCSA is responsible for creating an awareness of how buildings, neighbourhoods and cities increase our carbon footprint, and for the development of rating tools that will help us to reduce the environmental damage caused by urbanisation.

So it makes perfect sense that for our Green issue we visited GBCSA CEO Bruce Kerswill at his newly built home, which personifies the best of green architecture and design. Bruce also shares some tips on how you can make your own home greener. And when it comes to commercial buildings, Melrose Arch is considered the frontrunner of new-urban developments in South Africa. We explore how this popular 'Gauteng 'live, work, play' node is helping its residents and commercial tenants reduce their energy consumption and carbon footprints.

The following should be noted:

- This precinct plan does not give or take away the existing real (zoning) rights;
- Rather its role is as a generally agreed and approved policy to inform and guide the approval of development applications; and,
- Its approval does not compel property owners to develop their properties in accordance with its guidelines should they wish not to develop.

This plan addresses the land use and urban design vision for the precinct should property owners wish to apply for development rights ranging from extensions to existing properties to new buildings. They will also need to comply with all relevant building, environmental and heritage regulations which will be assessed on a case by case basis.

Figures 5.4.11, typical plot, and 5.4.12, overall sub-precinct, illustrates the proposed precinct plan for the Birkenhead Sub-precinct. Development principles and design guidelines should include the following:

- Principles include:
 - Appropriate 1du/ha;
 - Further freehold subdivision limited to 400m² erven;
 - Freehold ownership of "island" erven possible with servitude access to nearest public road;
 - Dwellings limited to 175m²;
 - Single storey;
 - Off-grid services (Note: Danger Point's rainfall 2-3 times more than Churchhaven);
 - Buildings to be clustered on one part of the site leaving the remainder to be consolidated into a larger whole either by servitude, contract or donation to the homeowners association to create an internal private nature reserve; and,
 - All owners including I&J, Rem Farm 711, Transnet, Ptn 8 Farm 711 and Ptns 16 and 29/711 must be compulsory members of Home Owners Association which should administer estate security and maintenance including biodiversity conservation and land use and building design control.

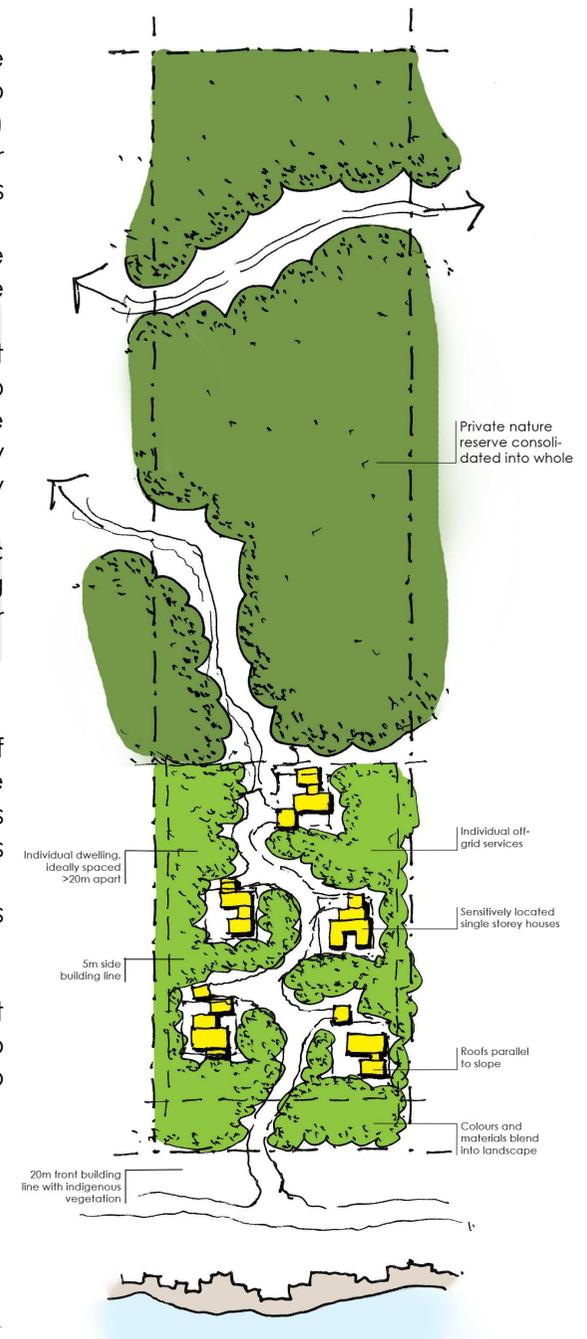
The following security system is proposed:

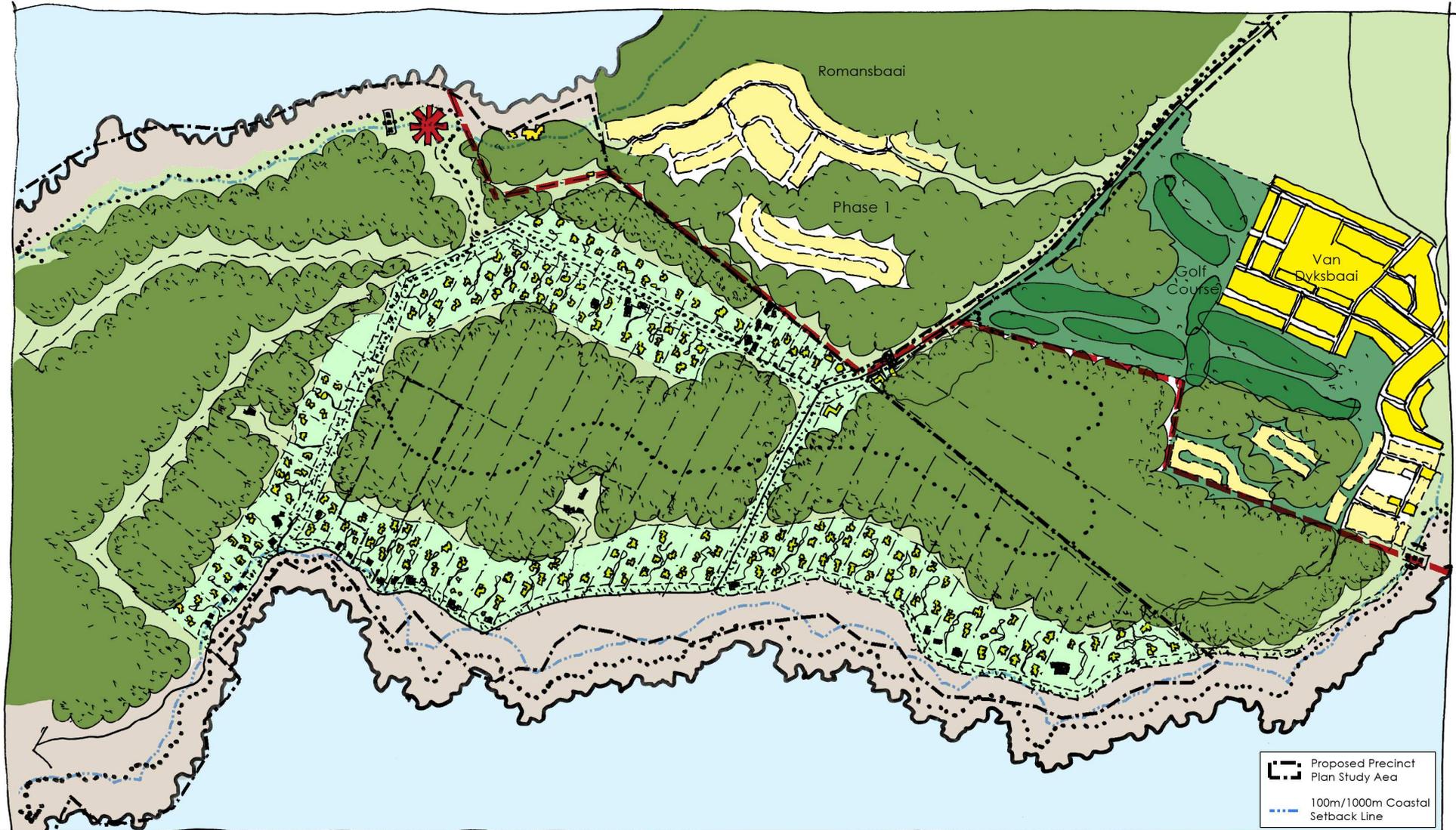
- Vehicle access to the nature areas is confined to Danger Point (Shute Road) tared road and vehicular access along the coast is closed;
- All vehicles entering the nature reserve are monitored on CCTV;
- Vehicle gates at this point are closed from dusk to dawn during which time only tag holders (property owners) have access by vehicle; and,
- Pedestrian and cycle traffic have 24 hour access along the coast or via Danger Point drive (Shute Road).

Note:

In this scenario the impact of zoning and, therefore, the current rights on the properties has been taken into account as follows:

- Residential and Business sites – to be amended to 1 dwelling unit per hectare;
- Agriculture – development application with EIA to resort and/or residential to be decided.





Proposed Precinct Plan Study Area
 100m/1000m Coastal Setback Line

PROPOSALS

- Proposed buildings
- Private Nature Reserves
- Running, Walking MTB Trail

- Private Nature Reserve boundary and Vehicle Control Point
- Vehicle Barriers
- Possible Resort

20m setback line from roads: indigenous landscape

EXISTING

- Existing Buildings
- Existing Development
- Approved but undeveloped
- Tarred Road
- Gravel Road

**SCENARIO 3
 BIRKENHEAD ESTATE**

Scale at A3
 1:10,000
 0 100 200 300 Meters



5.5.1 General (to be addressed as and when a property owner contemplates further development (not part of this report):

- Confirm coastal set-back lines for coastal properties.
- Identify relevant permitting authorities for alternative energy, water and waste water technologies:
 - Municipality;
 - DWAF; and,
 - DEADP.
- Confirm that properties zoned business or residential do not require EIAs.

draft

APPENDIX 1

Zoning and Ownership Details

Danger Point Ownership



Key

- Unknown Result
- CC
- Company
- Division of Caledon
- Government
- Local Authority
- Private Person
- Trust

Source: Deedsearch, 2013

Legend

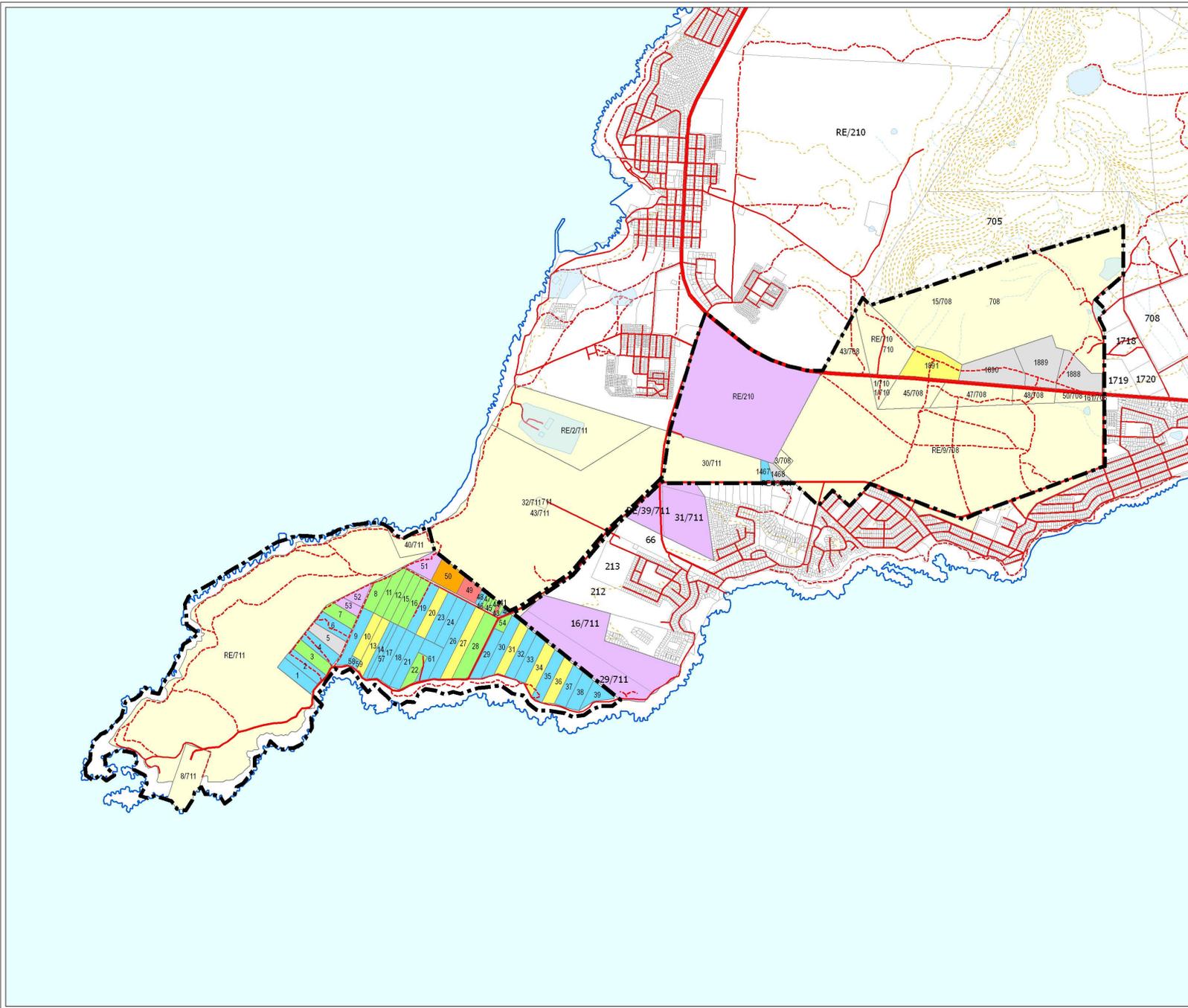
- Study Area
 - Cadastral (SG 2012)
 - Contours (20m)
 - Railway Lines
- Roads**
- National
 - Arterial
 - Main
 - Secondary & Other
 - Tracks & Footpaths
- Rivers**
- Perennial
 - Non-Perennial

Base Detail Source:
 Borders - Demarcation Board (2011)
 Aerial photography - Google Earth (2012)
 Chief Directorate National Geo-Spatial Information

Scale at A3
 1:35,000



Drawn: SD Checked: RE Date: 10-03-2014



Zoning and Ownership Details

DANGER POINT - Zoning & Ownership (Source: Overstrand Municipality 2013)					
No.	Erf No.	Zoning	Ownership	Area (ha)	Unit No.
				Density Factor	1 du/ha
NORTH OF R 43					
1	708/15	Agricultural Zone I	Private	168.2	
2	708/43	Agricultural Zone I	Private	12.5	
3	710/0	Agricultural Zone I	Private	21.9	
4	1888	Agricultural Zone I	Private	10.4	
5	1889	Agricultural Zone I	Private	15.1	
6	1890	Agricultural Zone I	Private	14.6	
7	1891	Agricultural Zone I	Private	12.4	
SOUTH OF R 43					
1	708/45	Agricultural Zone I	Private	12.9	
2	708/47	Agricultural Zone I	Private	14.7	
3	708/48	Agricultural Zone I	Private	6.0	
4	708/50	Agricultural Zone I	Private	4.0	
5	708/161	Business Zone V	Private	0.6	
6	710/1	Agricultural Zone I	Private	4.1	
7	711/30	Agricultural Zone I	Private	30.5	
8	711/36	Undetermined Zone	Private	0.6	
9	1467		Private	1.7	
10	1468	Agricultural Zone I	Private	1.8	
SOUTH OF R 43 - PUBLICLY OWNED					
1	708/3	Agricultural Zone I	Overstrand Municipality	1.7	
2	708/4		Overstrand Municipality	1.8	
3	708/9 (Ptn.)	Nature Conservation Zone	Overstrand Municipality	255.3	
4	210 (Ptn.)	Undetermined Zone	Overstrand Municipality	105.9	
ROMANS BAAI PROPERTIES					
1	711/2	Agricultural Zone I	Private	57.9	
2	711/40	Agricultural Zone I	Private	6.6	
3	711/43	Subdivisional Area	Private	206.5	
NORTH OF BIRKENHEAD					
1	711/16	Agricultural Zone I	Private	38.4	
2	711/29	Agricultural Zone I	Private	22.5	
BIRKENHEAD TOWNSHIP					
1	1	Residential Zone I	Private	4.3	5
2	2	Residential Zone I	Private	4.3	5
3	3	Residential Zone I	Private	4.3	5
4	4	Residential Zone I	Private	4.3	5
5	5	Residential Zone I	Private	4.2	5
6	6	Residential Zone I	Private	4.2	5
7	7	Residential Zone I	Private	3.7	4
8	8	Residential Zone I	Private	3.7	4
9	9	Residential Zone I	Private	5.3	6
10	10	Residential Zone I	Private	4.1	5
11	11	Residential Zone I	Private	4.2	5
12	12	Residential Zone I	Private	3.9	4
13	13	Residential Zone I	Private	4.4	5
14	14	Residential Zone I	Private	2.2	3
15	15	Residential Zone I	Private	3.8	4

16	16	Residential Zone I	Private	4.4	4
17	17	Residential Zone I	Private	4.8	5
18	18	Residential Zone I	Private	5.0	5
19	19	Residential Zone I	Private	4.6	5
20	20	Residential Zone I	Private	4.6	5
21	21	Residential Zone I	Private	5.1	6
22	22	Residential Zone I	Private	3.0	3
23	23	Residential Zone I	Private	4.6	5
24	24	Residential Zone I	Private	4.8	5
25	26	Residential Zone I	Private	7.2	8
26	27	Residential Zone I	Private	6.9	7
27	28	Residential Zone V	Private	8.4	9
28	29	Residential Zone I	Private	4.6	5
29	30	Residential Zone I	Private	5.5	6
30	31	Residential Zone I	Private	4.6	5
31	32	Residential Zone I	Private	4.4	5
32	33	Residential Zone I	Private	4.7	5
33	34	Residential Zone I	Private	5.0	5
34	35	Residential Zone I	Private	5.1	6
35	36	Residential Zone I	Private	4.6	5
36	37	Residential Zone I	Private	4.1	5
37	38	Residential Zone I	Private	4.1	5
38	39	Residential Zone I	Private	3.2	4
39	40	Business Zone li	Private	0.4	1
40	41	Business Zone li	Private	0.3	1
41	42	Authority Zone	Private	0.3	0
42	43	Business Zone li	Private	0.4	1
43	44	Business Zone li	Private	0.4	1
44	45	Business Zone li	Private	0.4	1
45	46	Business Zone li	Private	0.4	1
46	47	Business Zone li	Private	0.4	1
47	48	Business Zone li	Private	0.5	1
48	54	Open Space Zone I	Private	1.4	2
49	57	Residential Zone I	Private	2.1	3
50	58	Residential Zone I	Private	0.5	1
51	59	Residential Zone I	Private	0.5	1
52	61	Residential Zone I	Private	4.9	5
Total					208
BIRKENHEAD TOWNSHIP - PUBLICLY OWNED					
1	49	Authority Zone	National Government	3.2	
2	50	Institutional Zone I	Overstrand Municipality	5.6	
3	51	Authority Zone	Overstrand Municipality	4.8	
4	52	Open Space Zone li	Overstrand Municipality	2.5	
5	53	Authority Zone	Overstrand Municipality	2.1	
DANGERPOINT PENINSULA AND COASTAL STRIP					
1	711/0	Agricultural Zone I	Private	311.2	
2	711/8	Agricultural Zone I	Private	13.1	
3	55	Public Place	Overstrand Municipality	19.6	

APPENDIX 2

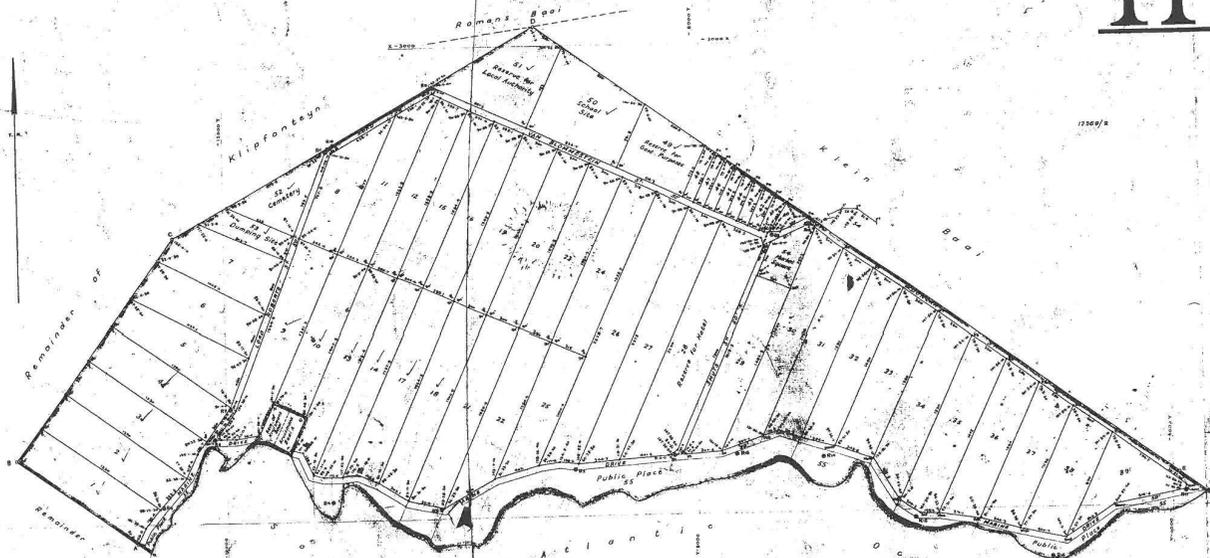
Birkenhead Township General Plan

TP

S.G. No 6664/1933.

APPROVED.

W. L. Hill
For Surveyor-General
17-3-1933



S.G. OFFICE NOTES
BEACONS OF ERF 6 REPLACED WIDE E BEACONS
BEACONS OF ERVEN 134 REPLACED WIDE E BEACONS

Lot No.	Area	Diagram No.
1	0.0000	000/000
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99	0.0000	000/000
100	0.0000	000/000

BIRKENHEAD A/A
CRE 28/19/33
LD
C.D.R.

BIRKENHEAD TOWNSHIP

The figures ABCDE, High Water Mark South Atlantic Ocean
excluding the figure F, G, H, K, represents the
Vide Diagram No 400/1933 annexed to Certificate of Registered Title No 2591 dated 21-3-1934



Sides	Angles of	Co-ordinates	Co-ordinates
Comp	Feet	W	E
AB	120.00	342.41 40	12740.0
BC	230.00	32.48 40	12740.0
CD	230.00	122.48 40	12740.0
DE	42.38	275.70 10	12740.0
EF	230.00	22.52 30	12740.0
FG	230.00	22.52 30	12740.0
GH	230.00	22.52 30	12740.0
HI	230.00	22.52 30	12740.0
IJ	230.00	22.52 30	12740.0
JK	230.00	22.52 30	12740.0
KL	230.00	22.52 30	12740.0
LM	230.00	22.52 30	12740.0
LN	230.00	22.52 30	12740.0
LO	230.00	22.52 30	12740.0
LP	230.00	22.52 30	12740.0
PL	230.00	22.52 30	12740.0
LA	230.00	22.52 30	12740.0

Bearing Description
 1. P. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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SECTIONAL TITLE			
ERF NO.	SUB NO.	SGD NO.	S.S. NO.
35	E 338/2001	52/2001	

S.G. File No S. 1238/2.
 Survey Records No E. 188/1933
 Original Diagram No 400/1933
 Plan, Dep. Sheet A1-58
 Tracing No 20129

Birkenhead 1/10
 Numbered under the Provisions of the
 Deeds Registration Act No. 47 of 1927.
 17-3-1933

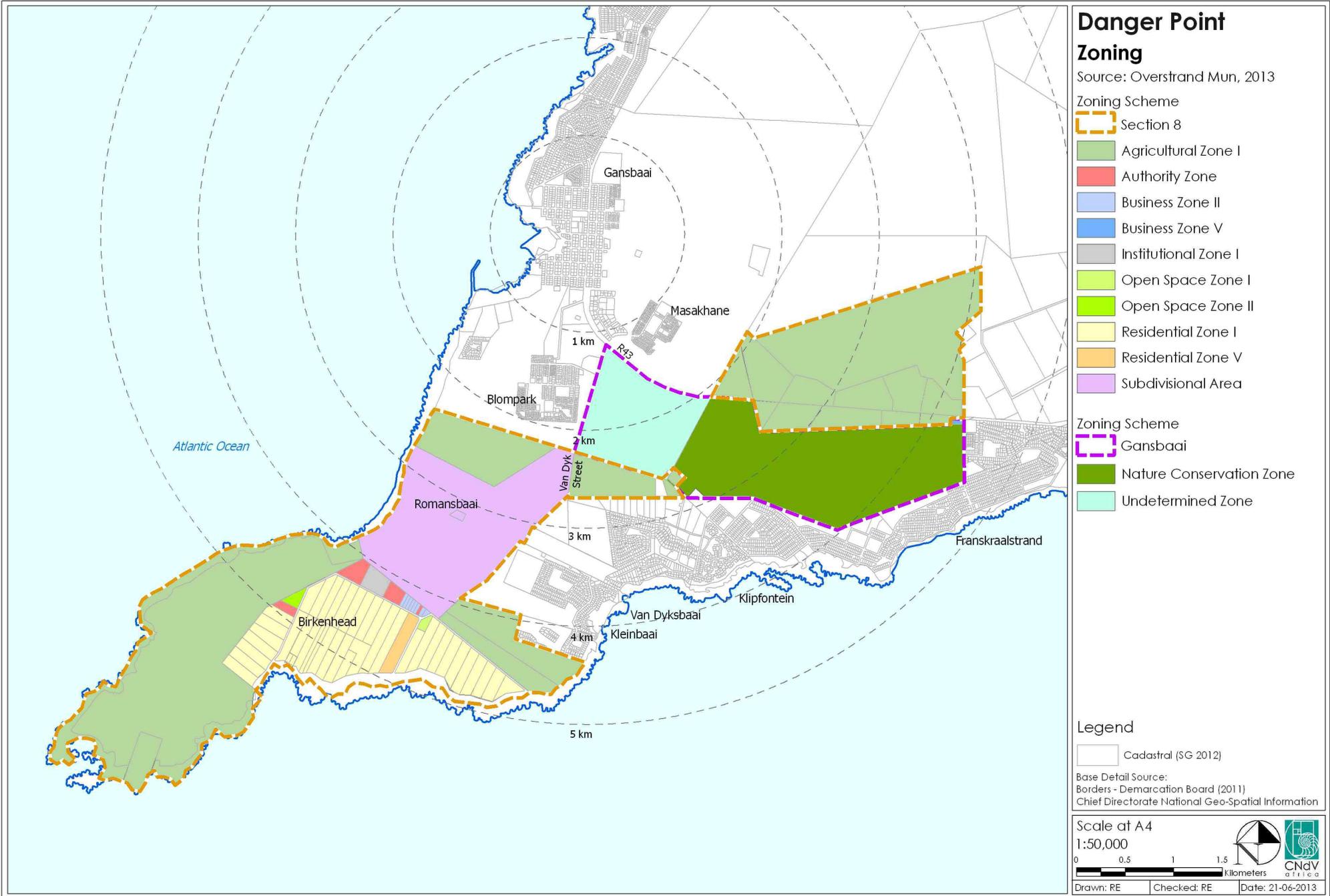
A. L. Hill
 Land Surveyor

Degree Sheet A1-58
 1/10/30

131
 C.D.R.

APPENDIX 3

Zoning Scheme Map



APPENDIX 4

Zoning Scheme Conditions

Towards Design Guidelines for Danger Point

1. Implement strict design guidelines that ensure buildings are largely “invisible in the landscape” by controlling the following:

- **Colours:** natural or earthy – light colours only as highlights;
- **Height:** not more than 1 storey (City of Cape Town Practise notes);
- **Bulk:** not more than 175m² per unit;
- **Footprint:** not more than 500m²;
- **Location:** below ridge lines;
- **Lighting:** all luminaires to be 50% masked;

2. **Scale of Development:**

- **Number of buildings:** limited to 1 per hectare – can be clustered, e.g. 4has = 4 units in corner;
- **Style and Visual impact:** can be ultra-modern but geometries, colours and shapes must meld into the dune topography and Strandveld vegetation and/or look like a modern day coastal fishing village – small clustered cottages that are prominent but modest in scale situated near the coastline (100m);
- **Tenure:** Subdivision, share-block, single ownership, subdivisions should follow optimal building location in the landscape. Notarially tied to balance, i.e. in though sectional title or share block with current parent erven as of a particular date

as the base case. Each unit to comprise a series of smaller buildings. No single component to be larger than 120m²;

- **Maximum density:**
 - on portions smaller than 10 hectares 1 du/1ha; and,
 - on portions larger than 10 hectares 1 du/10ha.