

# DANGER POINT

## PRECINCT DEVELOPMENT PLAN FINAL PRECINCT PLAN REPORT



July 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](mailto:planning@cndv.co.za)

**July 2014**





# CONTENTS

## PRECINCT PLAN

- 1 Introduction
- 2 Analysis: Opportunities and Constraints
- 3 Vision and Policies: Whole Precinct
- 4 Vision and Policies: Birkenhead Sub-Precinct
- 5 Next Steps

## 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 Proposed Design Guidelines for the Birkenhead sub-precinct
- Appendix 6 Precedent

**Impact of the Precinct Plan on existing development rights:**

This Precinct Plan does not give or take away the existing real rights of the properties concerned which are determined by their current zoning.

The Precinct Plan merely provides guidelines as to:

- How development applications should be adjudicated, as and when they are submitted;
- How Council should amend its SDF in this study area as when it is reviewed; and,
- Any operational and capital or maintenance projects, if applicable, that should be addressed in the IDP.

# 1.1 INTRODUCTION

## 1.1 Purpose of Report

The purpose of this report is to document the final precinct plan for the Danger Point study area and the Birkenhead sub-precinct, see Figure 1.1.

## 1.2 Methodology

When urban development applications have been attempted, these have consolidated properties and or attempted to propose as many units as possible to achieve development viability based in terms of conventional urban development and the availability of full municipal services.

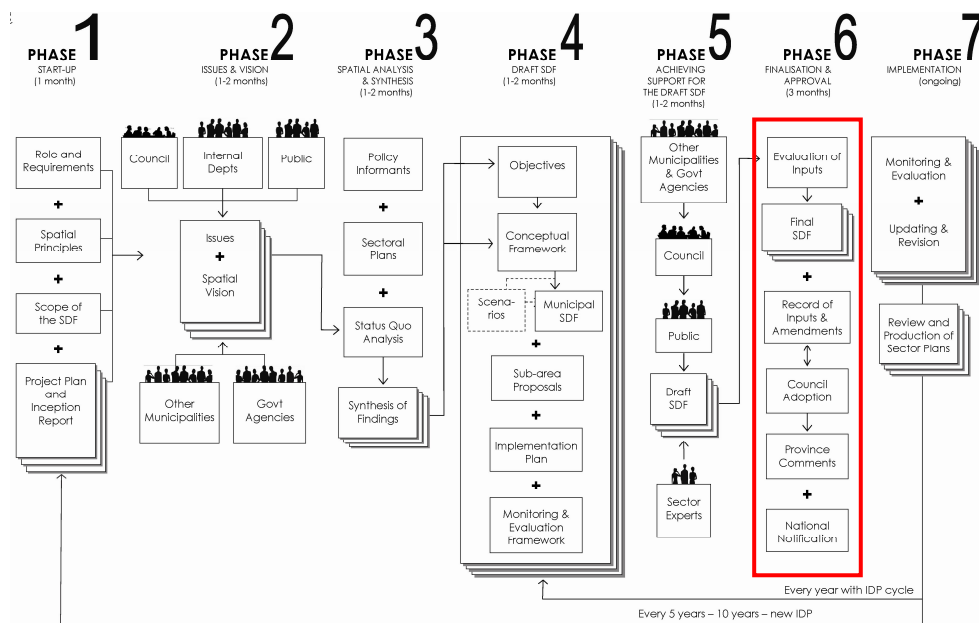


Figure 1.2 Phases in the process of completing an SDF (source: DEADP, 2010)

## 1.3 Structure of this Report

NOTE: This document makes proposals at two level of detail:

- The precinct as a whole; and,
- The Birkenhead sub-precinct.

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 Section 5.4 the Precinct Plan policies are stated at the level of the overall study area, from Duinefontein/Franskraal Mountains to Danger Point.

Section 5.5 sets out the Birkenhead sub-precinct policies.

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

Appendices 1, 2, 3, 4, 5 and 6 contain Property Details, Map, Zoning Scheme Map, Zoning Scheme Conditions and Design Guidelines and Precedent.

The investigations of this plan and public participation reveal the need to identify a second sub-precinct, namely Duinefontein/Franskraal Mountains and environs as a study area that may warrant a greater level of detailed attention in the future as to what its development should be, see Figure 1.1.

Accordingly only this recommendation, as well as more general precinct wide policies, are contained in this report. Should the land owners and the municipality agree on the need for more detailed analysis and proposals, this can be addressed in due course.

## 1.2 Brief

The need for this precinct plan arose out of previous efforts to prepare a master plan for the Birkenhead Sub-Precinct. On 04/05/11 Council referred the process back for future consideration requiring the following to be addressed:

- What degree of densification should be permitted;
- Visual assessment should be conducted;
- Need for an east west ecological corridor;
- Introduce clear development management guidelines;

- Traffic impacts to be considered;
- Heritage consultant's inputs to be incorporated; and,
- Ensure establishment of a conservancy.

Council's previous spatial development frameworks have also consistently promoted the concept of green corridor linking Danger Point to Duinefontein/Franskraal Mountains.

This precinct plan had to investigate and make proposals as to how this could be given effect.

draft



## 1.2 PRECINCT PLAN AND SUB-PRECINCT BOUNDARIES



Figure 1.1 Study Area, Aerial Photograph (Source: Google Earth, 2010)

draft

This section summarises previous work contained in the Status Quo Report (CNdV July 2013) and Scenarios (CNdV September 2013) report.

- Physiologically, the precinct is a single mountain to ocean transect from Mount Dyer to coast.
- This relationship has been significantly weakened by the:
  - R43 rural arterial road around Mount Dyer's base; and,
  - The nature and form of urban development along the coast, particularly van Dyksbaai, especially where it is security walled along the R43, and Blompark.
- The link between the mountain and the sea remains visually intact to some extent along Van Dyks Street and Danger Point road, see Figure 2.2i. 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 study area boundary, road alignment, pattern of urban development and the topography there are distinct two sub-precincts, see Figure 2.1:
  - Duinefontein/Franskraal Mountains; and,
  - Birkenhead.

#### ***Duinefontein/Franskraal Mountains Sub-precinct:***

- Mount Dyer offers spectacular views over the entire coastline from Pearly Beach to Hermanus with Danger Point in the foreground, see Figure 2.2d.
- It is privately owned and there appears to be 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.

#### ***The R43:***

- The R43 is the main transport arterial leading to Franskraal Strand and Pearly Beach to the east and includes a rural road section abutted by smallholdings.
- It links Gansbaai and Franskraal and economic activity in this vicinity is limited to some agricultural activity on a few smallholdings with some offering guest accommodation.
- If there was continuous ribbon development along this section, similar to that shown in Figure 2.2h. It would have the potential to cut off the peninsula from Mount Dyer
- The intersections along this route could have potential for limited farm stalls and farm stay accommodation with safely designed access and parking.
- To the south of the R43 is municipal owned open space. The eastern part of which comprises Melkhoutbos Nature Reserve, which conserves remnants of a Milkwood forest. It forms an important lowland green lung between the mountain and the peninsula, see Figure 2.2g.
- Access through this reserve is facilitated by numerous firebelts and local residents from all communities appear to use it for both recreational and pedestrian commuting purposes.

#### ***Development outside of the precinct boundary:***

- To the north and west of Danger Point road is Romansbaai Estate including a partially constructed dwelling house and additional dwelling unit on Portion 40 of Farm 711.
- The Phase 1 main access road of Romansbaai has been completed and services are currently being installed.
- 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.



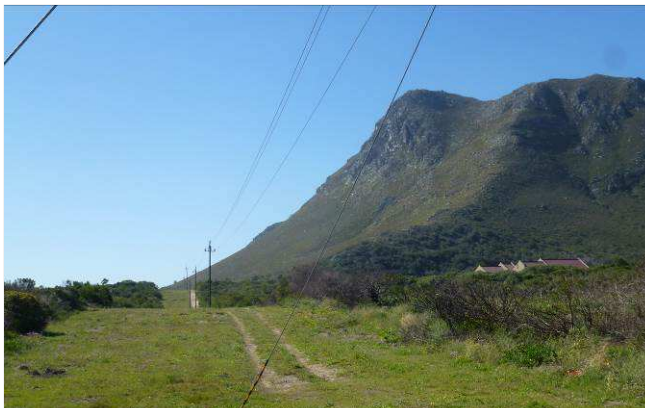


Figure 2.1 Whole Precinct: Location of Photographs (SQ Figure 2.2 a to i)





a. R43 – Danger Point Main Road 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

Figure 2.2 Whole Precinct: Photographic Survey

***Birkenhead Sub-precinct:***

- This sub-precinct contains all the land west of Romansbaai and the golf course. Within this sub-precinct is the Birkenhead township, which comprises 52 properties, most of which are large, ranging between four and seven hectares, more akin to small holdings, although they are zoned for Single Dwellings purposes. There are also eight smaller Business zoned properties and a number of government utility plots.
- South of the Birkenhead township the road to Danger Point Lighthouse, Marine Drive, 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.



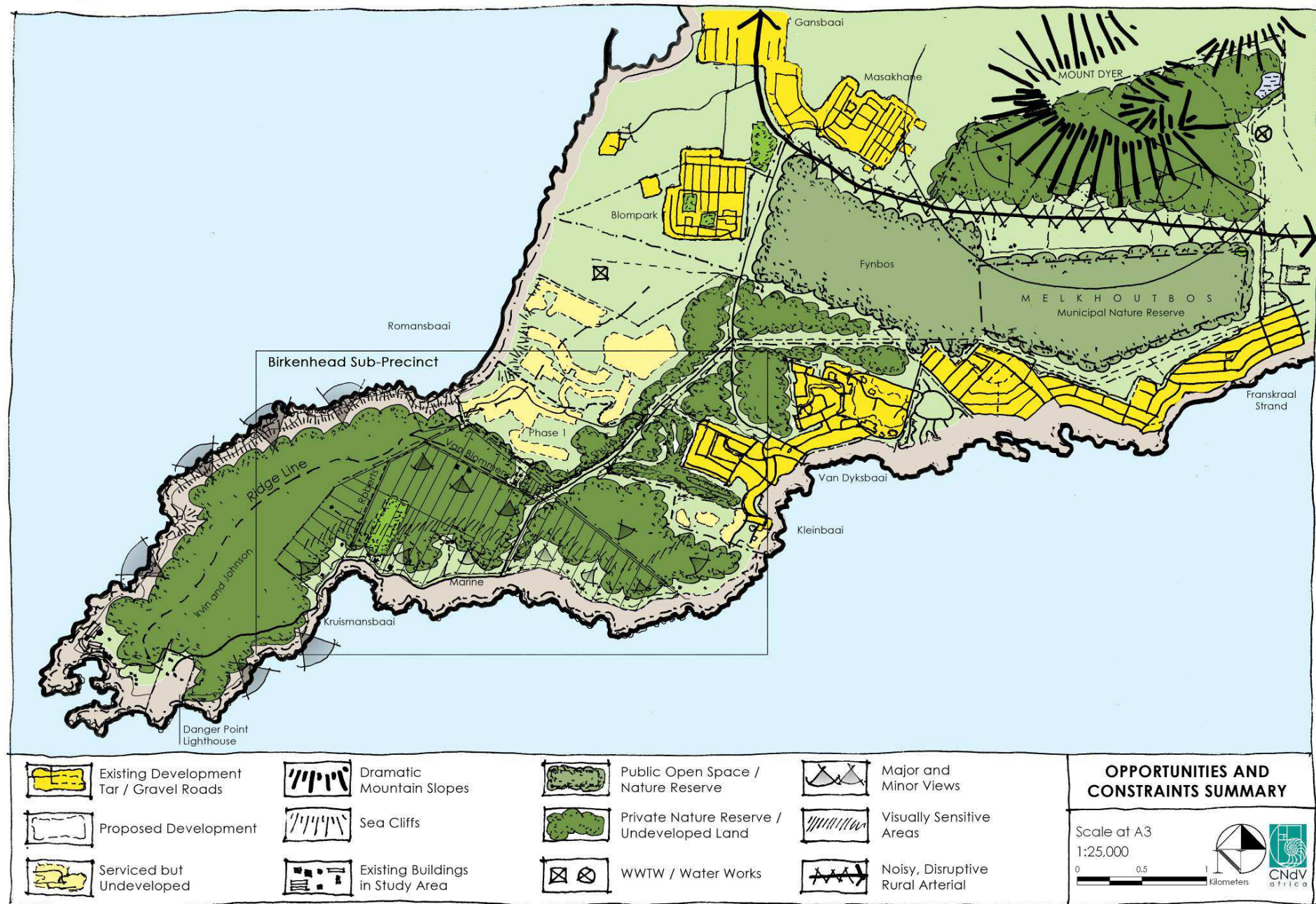


Figure 2.3 Whole Precinct: Opportunities and Constraints

draft





Figure 2.4 Birkenhead Sub-Precinct: Location of Photos





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

Figure 2.5 Birkenhead Sub-Precinct: Photographic Survey



- The Birkenhead Sub-precinct includes the Birkenhead township, first registered in 1940, as well as Portions 16 and 43 of Farm 711.
- It comprises a crescent shaped piece of land generally falling southwards towards the coast.
- 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 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 Blommenstein 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 Blommenstein Street, see Figure 2.5b.
- Most of the vegetation on the site comprises Southern Dune Strandveld with some remnants of coastal forest near Kruismansbaai, see Figure 2.5c. The dominant vegetation type, 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, and periodic visits from holiday home owners and to the Lighthouse Tavern.
- There has been 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, see Figure 2.5b to f and h. If this precedent is continued, it is likely to undermine the area's scenic and recreational and, therefore, properly 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.

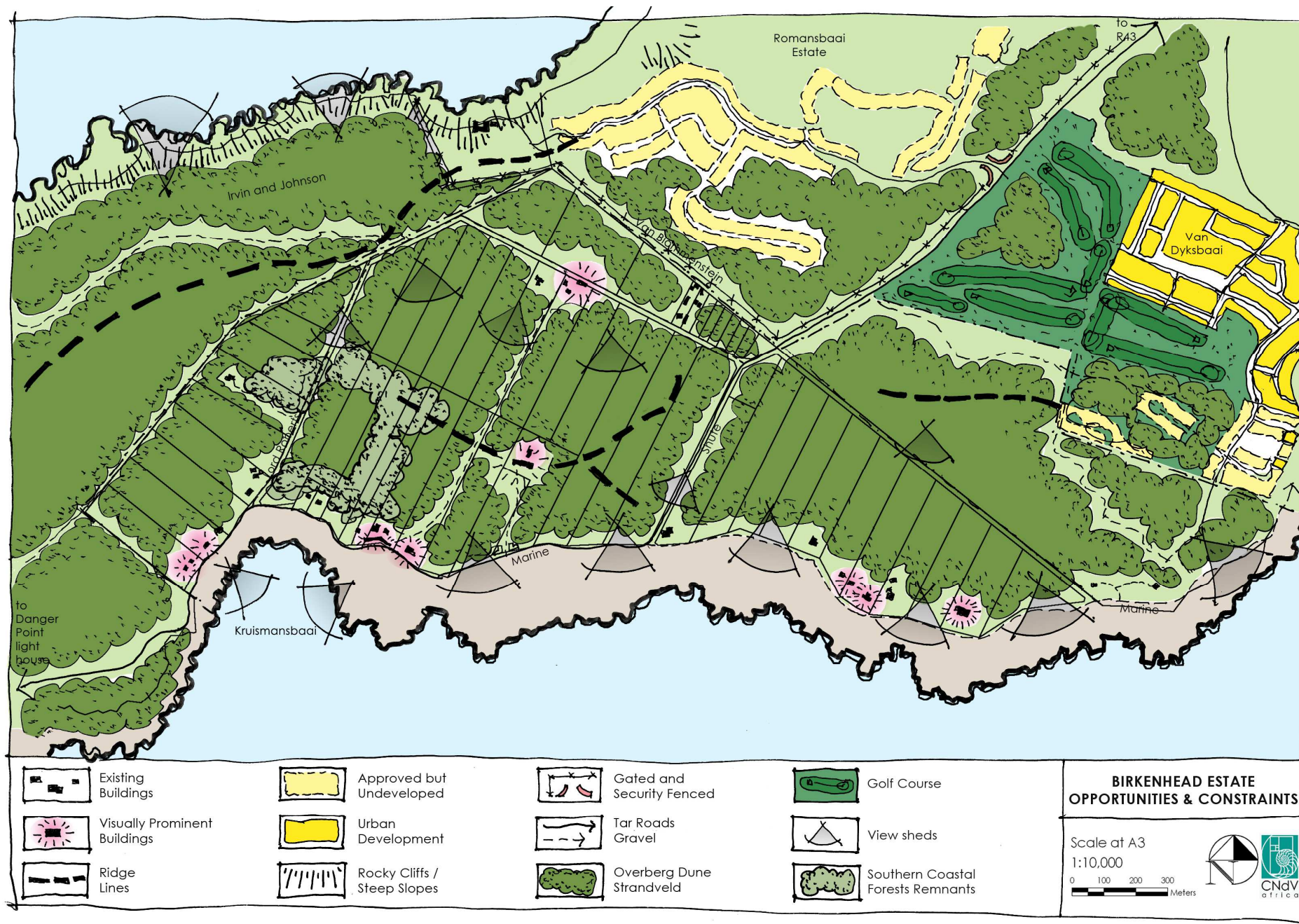


Figure 2.7 Birkenhead Sub-Precinct: Analysis



The current situation in the study area can be summarised as follows:

- There is no clear overall policy direction to guide the future development pattern of the precinct which is supported by a critical mass of united and motivated property owners;
- Council which has many other pressing priority social needs to deal with, can at best, play a supportive role to;
- In many instances individuals either do nothing with their properties because in addition to their own personal circumstances which may prevent the development of their properties for whatever reason, there is not sufficient value perceived. This may be due to the appearance of existing buildings, safety and attraction issues in the area;
- When urban development applications have been attempted, these have consolidated properties and/or attempted to accommodate as many units as possible to achieve a development viability based on commercial suburban development and the availability of full municipal services, see Figure 2.8f;
- 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:
  - Previous development proposals, see Figure 2.8f;
  - 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 2.9b;
  - The 2009 Birkenhead Master Plan, see Figure 2.9c; and,
  - The Van Dyksbaai extensions;
- The key driver to the “business as usual” approach is that bulk and linking electricity, water supply and waste water treatment services should be available. If these are not available then a conventional suburban development approach, at densities of 4 to 5 dus/ha (plot sizes 1250m<sup>2</sup>) is not viable;
- In instances where it is Council's policy not to supply conventional urban services, other strategies are needed;
- There are no resources to provide conventional municipal services and currently, there is no policy to providing acceptable/alternative energy, water supply and waste water treatment services;
- Council has stated that that it will not be providing municipal services to the Birkenhead sub-precinct, even though the services as far as Romansbaai were sized to accommodate this, due to its enormous commitments to providing basic services to those less privileged residents elsewhere in the municipality;
- Due to the lack of an accepted Precinct Plan and institutions to implement its policies, such as, for example, a Danger Point Action Group or a formally constituted Birkenhead sub-precinct Homeowners Association, opportunities such as:
  - linking Mount Dyer to the coast;
  - consolidating the Melkhoutbos Nature reserve as an active link between mountain and sea; and,
  - increasing economic opportunities along the R43
 are not promoted; and,
- Previous efforts to put a policy in place, including the preparation of the 2009 master plan, were referred back by Council on 04/05/11 who required the following to be addressed, namely:
 

|  |  |
|--|--|
| 1. What degree of densification should be permitted; | management guidelines;                                   |
| 2. Visual assessment should be conducted;            | 5. Traffic Impacts to be considered;                     |
| 3. Need for an east-west ecological corridor;        | 6. Heritage Consultant's inputs to be incorporated; and, |
| 4. Introduce clear development                       | 7. Ensure establishment of a conservancy.                |



a. Ad-hoc economic activities



b. Singular approach to building designs



c. Individual rather than contextual building aesthetic



d. Original wilderness drawcard



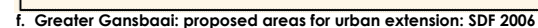
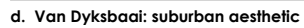
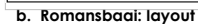
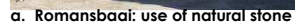
e. Individual rather than association management



f. Individual development applications

Figure 2.8 Current development and previous development applications





page 19

- Because the need for another strategy other than that of conventional urban development was identified, an extra step was included in the public participation process, to consider different scenarios. These included:
  - Scenario 1: Do Nothing;
  - Scenario 2: Business as Usual, see Figure 2.10a; and,
  - Scenario 3: Mountain to Sea Eco-Estate, see Figure 2.10b (CNdV September 2013).
- These were written up in a separate report which formed 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.
- After two rounds of public participation considering both the scenarios and a draft precinct plan, the Mountain to Sea eco-estate was considered to be the most appropriate strategy to guide the study areas future.
- A minority of property owners raised concerns about this scenario from particularly with regard to the proposed density. These owners had either previously submitted development applications or believed that higher densities, greater coverage and bigger units and plots would be more viable. They insisted that the municipality should provide conventional urban services, despite being informed that it could not do so.
- There were also some respondents that preferred the "Do Nothing" scenario.
- Key points agreed by all the respondents included:
  - The Danger Point peninsula was an area of outstanding 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, (although the alignment of the Romansbaai fence may have compromised this to some extent) recreational and tourism benefits; and,
  - A solution is required to the security challenges being faced by I&J and Birkenhead property owners.

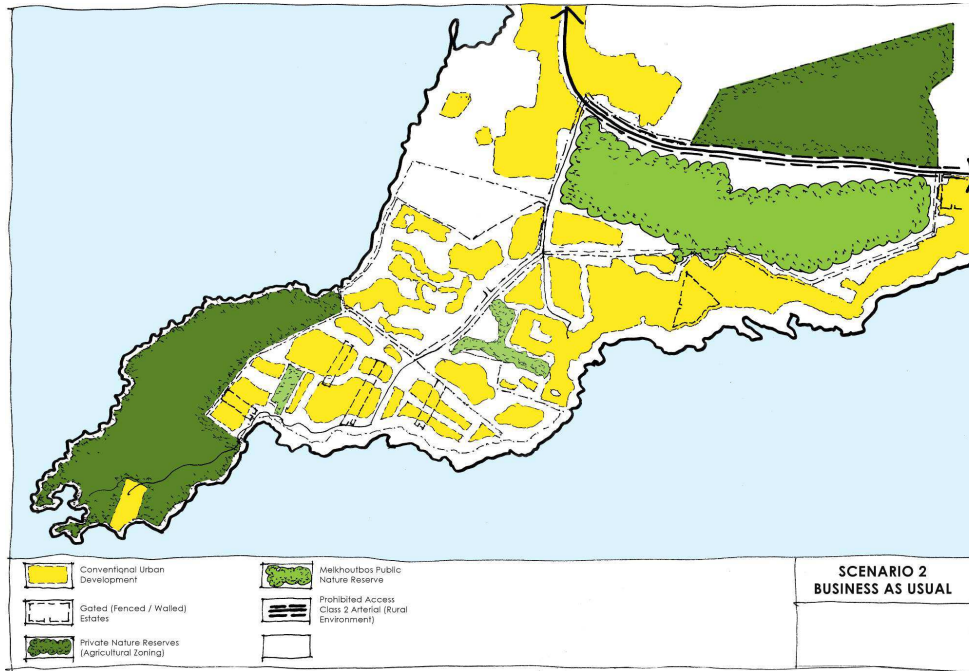


Figure 2.10a Scenario 2: Business as usual

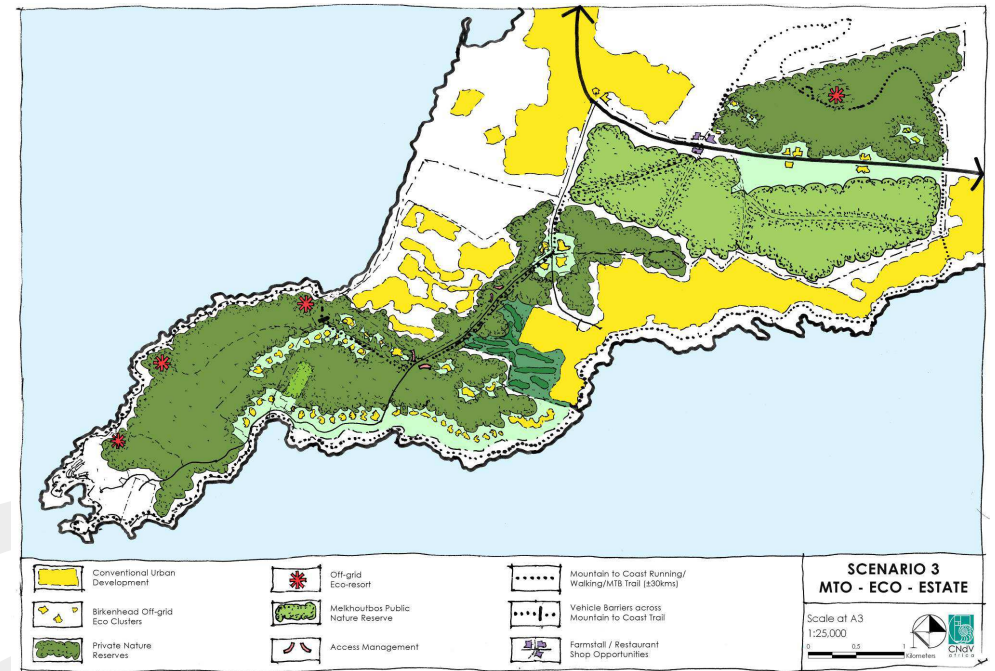


Figure 2.10b Scenario 3: Mountain to Sea Eco-estate



The **VISION** for the overall Precinct Plan is:

- o *The Danger Point precinct is an outstanding and dramatic landscape coast stretching from Mount Dyer towering over the coastal plain to the rocky windswept mostly pristine Strandveld of the peninsula, qualities that future development should enhance.*
- o *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, and therefore, property values.*

#### **PREMISES**

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

Urban development proposals in South Africa are usually resisted because of the insensitive and stylistically bankrupt design of most existing urban development. If this can be improved, there is a better chance of more acceptance of new urban development proposals.

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.

This can be improved if alternative service delivery technologies can free up layout design to be more responsive to the natural environment.

If these conventional parameters relating to design and layout are changed as proposed, development can occur that is both environmentally sensitively and financially cost-effective and viable.

The premises and public participation inputs led to the following principles, goals and objectives.

| PRINCIPLES   | GOALS  | OBJECTIVES  |
|--|--|---|
| <b>A. VALUE</b><br>Danger Point's value lies in its sense of wilderness and dramatic coastal setting overlooked by a mountain; and its relatively close proximity (within $\pm 180\text{km}$ ) of a major metropolitan area.   | <b>A1 APPEARANCE AND VISUAL IMPACT:</b><br>Development should not further undermine the sense of coastal wilderness and scenic quality.  | <b>A1.1</b> Implement strict design guidelines that ensure buildings are "unobtrusive in the landscape" by controlling the following: <ul style="list-style-type: none"> <li>• Colours;</li> <li>• Height;</li> <li>• Bulk;</li> <li>• Footprint;</li> <li>• Location; and,</li> <li>• Lighting.</li> </ul> |
|  | <b>A2 SCALE AND CHARACTER:</b><br>Permit appropriate levels of development up to the point where the sense of place can be considered to be negatively impacted.   | <b>A2.1</b> Control the following aspects impacting on the scale and character of development: <ul style="list-style-type: none"> <li>• Number of buildings;</li> <li>• Style;</li> <li>• Visual impact;</li> <li>• Tenure; and,</li> <li>• Maximum density.</li> </ul>                                     |
|  | <b>A3 MOUNTAIN TO OCEAN LINKAGES</b><br>Link mountain to ocean as much as possible.  | <b>A3.1</b> Promote biodiversity corridors between Mount Dyer and coast especially across R43.<br><br><b>A3.2</b> Create a continuous physical link, e.g. running, walking and MTB trail, between mountain and ocean.   |
| <b>B. BALANCE</b><br>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.  | <b>B1 ACCESS AND SECURITY</b><br>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.     | <b>B1.1</b> Control vehicle access onto the peninsula south of Romansbaai and Van Dyksbaai to the Danger Point Main Road.<br><br><b>B1.2</b> Monitor vehicles that do access the peninsula south of this point.<br><br><b>B1.3</b> Discourage continued vehicle routes along the coastline.                 |
| <b>C. FINANCIAL SUSTAINABILITY</b><br>Ownership should be financially sustainability should be defined as being able to support appropriate and necessary levels of services, security and maintenance bearing in mind that the municipality is not a position to render any services. | <b>C1 OFF-GRID SERVICES</b><br>Employ off-grid service technologies that do not require municipal services and have low running costs.   | <b>C1.1</b> Permit and implement a range of acceptable alternative energy, water supply and waste water treatment technologies.   |
|  | <b>C2 PROPERTY VALUES</b><br>Enhance quality of development (units) and natural environment so that they improve property values to the greatest extent possible and help to ensure financial viability. | <b>C2.1</b> Enhance property values through building design effective property management and landscaping guidelines to levels where contributing to levies for security and maintenance are worthwhile.  |

Figure 3.1 illustrates the draft Danger Point Precinct Plan for the whole study area from Mt Dyer to the coast.

### 3.1 POLICY ONE: MOUNTAIN TO COAST RUNNING / WALKING / MTB TRAIL

The main linking element in the overall precinct plan is proposed to be a 30km running, walking MTB trail that links private and public properties throughout the precinct, see Figure 3.1.

#### Reasons:

- i. This will provide economic and empowerment opportunities for tourism operators and professional trail design and management companies.
- ii. If managed properly, this trail system can have important wider social and economic benefits, including access to recreational fishing, tourism and conservation employment opportunities. Nearby examples include Grootbos and similar projects.
- iii. These other economic opportunities linked to the trail could include, see examples in Appendix 6:
  - Three to four 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;
  - Guest houses and short term accommodation; and,
  - Farmstalls and holiday accommodation on the R43.

#### Implementation:

- i. Implementing this trail system will require a champion, including some or all of the following: the municipality and an effective civic organisation; still to be formed such as a Danger Point/Mount Dyer focus group on a Birkenhead Umbrella Homeowners Association.
- ii. This trail system should commence on a phased basis beginning with those sections already existing on public property, for instance, along the coast and across the Melhoutbos Nature Reserve.
- iii. The trail should be identified and promoted with signage procured by either the municipality and/or by way of donation with advertising from local businesses.

- iv. Where possible each phase of the trail network as it is implemented, should comprise complete loops rather than disconnected sections.

### 3.2 POLICY TWO: SUB-PRECINCTS

- i. The study area includes two distinct sub-precincts which each require detailed proposals; Duinefontein/Franskraal Mountains sub-precinct and Birkenhead sub-precinct.
- ii. Duinefontein/Franskraal Mountains sub-precinct: detailed proposals should be addressed in the future as and when the key stakeholders in this sub-precinct are considering making development applications.
- iii. Birkenhead sub-precinct: detailed proposals are addressed in Section 4 of this document.

#### Reasons:

During the course of preparing this precinct plan, a small group of stakeholders emerged in the Duinefontein/Franskraal Mountains sub-precinct. They had specific requests, including extending the study area boundary beyond the scope of the current study area. It will only be possible to address the necessary detailed analysis and a subsequent formulation of proposals in a separate sub-precinct planning exercise.

#### Implementation:

Not applicable.

### 3.3 POLICY THREE: URBAN EDGE

It is proposed that the Overberg Municipality Urban Edge in the vicinity of this precinct plan study area, indicated on Figure 2.9f, be adjusted to reflect the policies of this precinct plan at the next SDF review according to the policies governing the delineation of the Urban Edge at this point in time.

#### Reasons:

Urban Edge delineation policies and guidelines are currently under review in terms of national, provincial and local legislation.

#### Implementation:

To be addressed in next SDF review.

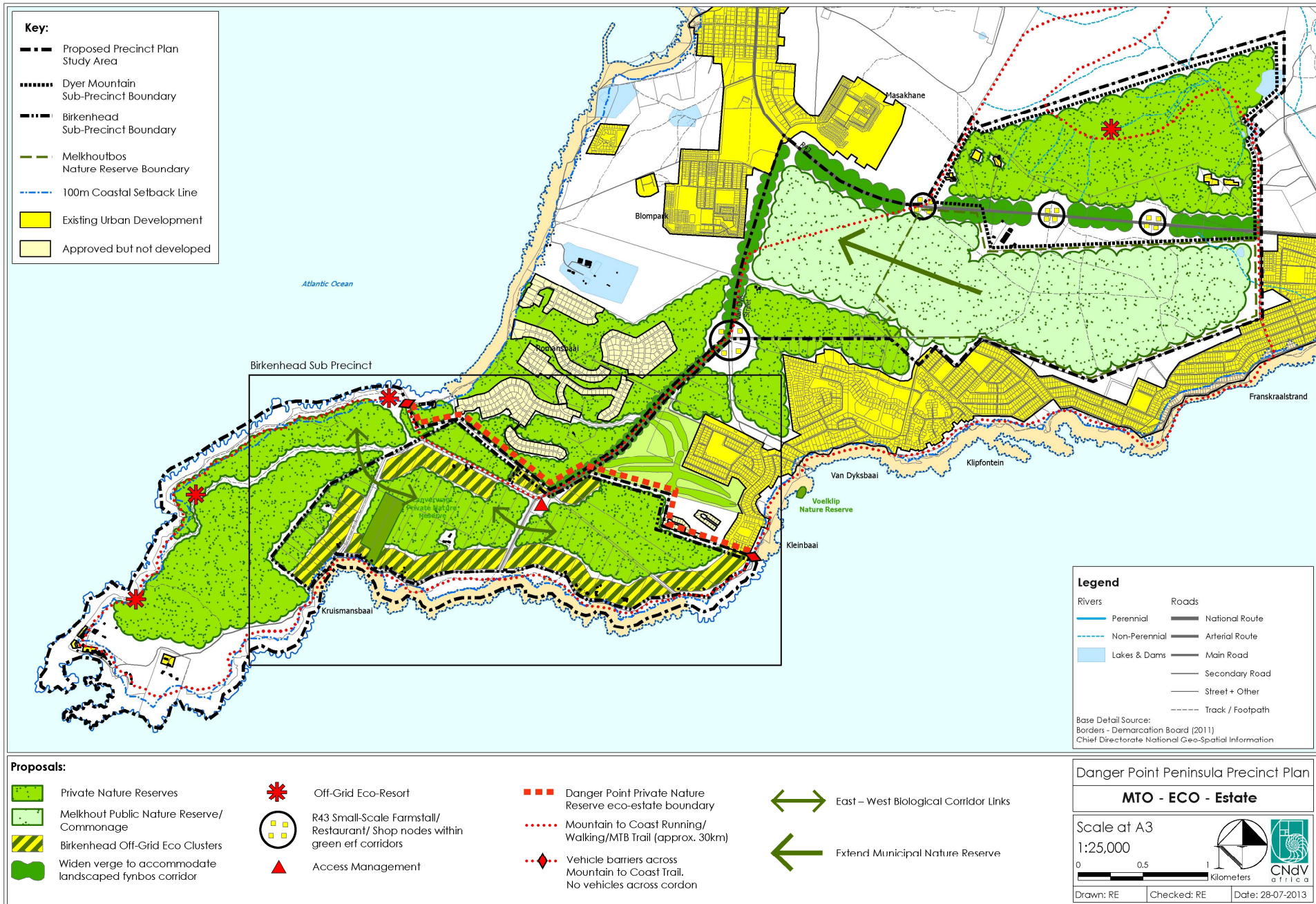


Figure 3.1 Precinct Plan



### 3.4 POLICY FOUR: NATURE AREAS ON PRIVATE LAND

**All private land not used for urban development purposes should be included in private conservation areas on preferably, protected nature areas, and an authority such as the municipality, CapeNature, a homeowners association or improvement district as relevant be mandated to manage them.**

#### Reasons:

The precinct's bio-diversity conservation and recreational potential will be considerably enhanced by the consolidation of as much open space as possible into nature areas that are linked into continuous corridors where practical.

#### Implementation:

- i. Where landowners do not intend to submit development applications they should be encouraged to make the balance of their land available for this purpose.
- ii. Where landowners submit development applications making the balance of their land available for inclusion in such private nature reserves should be made a condition of approval.
- iii. In due course consideration can be given to strengthening the protection of these areas from conservation areas (privately owned) to protected areas (under the protection of a public authority).

### 3.5 POLICY FIVE: OFF-GRID ECO RESORTS

- i. **A limited number of off-grid low key eco-resorts in the form of boutique hotels or bush camps and chalets providing high quality tourist accommodation that does not detract from the wilderness experience of these locations can be considered. These should be located in the general vicinity of the north facing rocky coastline on Danger Point and on Duinefontein/Franskraal Mountains.**
- ii. **The number, size and scale of these resorts should be determined on each site's merits when applications are made.**

#### Reasons:

Opportunities to promote high value low impact tourism in viable locations that will not detract from the bio-diversity and wilderness qualities of the

natural environment should be promoted in line with national, provincial and local policies to promote economic growth and employment creation, especially in the tourism sector.

#### Implementation:

As and when owners decide to make development applications.

### 3.6 POLICY SIX: MELKHOUTBOS PUBLIC NATURE RESERVE AND COMMONAGE

- i. **This protected area should continue to be protected and promoted as a biodiversity corridor and recreational area.**
- ii. **It should be formally extended westwards to include all of the publicly owned land to Danger Point Main Road and the R43.**

#### Reasons:

- i. This land provides an important bio-diversity corridor link between Duinefontein/Franskraal Mountains and the rest of the Danger Point peninsula in addition to protecting the existing milkwood forest.
- ii. Its extension westwards will increase the effectiveness of this corridor as well as consolidate a green link that creates a bio-diversity corridor facilitating seed, bird and animal movement between Danger Point and Duinefontein/Franskraal Mountains and enhances the sense of the rural environment and remoteness between Franskraal strand and Gansbaai.

#### Implementation:

- i. The municipality should proclaim the western land being erven for inclusion in the Melkhoutbos nature reserve.
- ii. A car park and signage should be provided on the western side of this land similar to that provided on the east.
- iii. The firebreaks through this land that create a potential trail link between Duinefontein/Franskraal Mountains and the southern parts of Danger Point peninsula should be appropriately formalised and signposted.

### 3.7 POLICY SEVEN: R43 AND DANGER POINT MAIN ROAD/SWART STREET SMALL SCALE FARM STALL / RESTAURANT / COFFEE SHOP / ACCOMMODATION NODES

- i. Development that is confined to small rural farm stall nodes with nearby accommodation clustered around the current access points and which generally promotes the appearance of the R43 as a rural scenic route should be permitted;
- ii. The current bulk rights on these properties should form the bases for new proposals but which may be more appropriately configured than the current zoning conditions permit, by the granting of departures;
- iii. Any enhanced development rights should only be considered where their merits in terms of addressing various public bio-diversity and economic development policy goals can be demonstrated in a balanced way;
- iv. These policies can be reviewed further in the proposed Duinefontein/Franskraal Mountains sub-precinct planning exercise as and when this proceeds, see Policy 3.2.

#### Reasons:

Tourist orientated economic growth and employment creation should be promoted along this route to take advantage of the passing traffic between Gansbaai and Franskraalstrand but this should not be of such a scale that it becomes an urban corridor thereby disconnecting the mountain significantly more from the Melkhoutbos than is currently the case.

The Danger Point Main Road/Swart Street intersection could form an appropriate node for a farm stall serving passers by to danger Point or Van Dyksbaai.

#### Implementation:

Individual development applications along these routes should be assessed on their merit to ensure that they are in line with this policy

### 3.8 POLICY EIGHT: NORTH SOUTH BIODIVERSITY CORRIDOR LINK

- i. The approval of future development applications on properties abutting Danger Point Main Road should include a property boundary set-back of at least 30 metres except for the proposed farmstall node at the Danger Point Main Road/Swart Road intersection; and,
- ii. Fences erected along this corridor boundary should be transparent. Only transparent fences and not boundary walls should be erected on this set back line.

#### Reasons:

A biodiversity corridor linking the southern (Danger Point Peninsula) and northern parts (Duinefontein/Franskraal Mountains and Melkhoutbos Nature Reserve) of the study area has been consistently indicated in all of the policy plans and spatial development frameworks of the recent past. Unfortunately, this has been compromised to some extent by property boundaries not being set back to accommodate this link, for instance, along the Romansbaai boundary. This allowed fences to be erected close to the road verge thereby compromising faunal movement although bird movement and wind borne seed transport can still occur

#### Implementation:

- i. Any future applications along this route should be required to set their property boundaries an appropriate distance, for instance 30 metres, back from the road, erect transparent fences and rehabilitate the vegetation within the corridor as conditions of approval.
- ii. This road reserve setback should be zoned for nature conservation.
- iii. If the opportunity presents itself for instance, through further development applications from Romansbaai it should be encouraged to set its property boundaries and fences back from the road reserve as proposed.

#### 4.1 POLICY ONE: DENSITY

- i. Owners who wish to develop their properties may apply for an increase in density to a maximum of one dwelling unit per hectare rounded up to the next hectare, i.e. 3.01 hectares will be calculated as 4 hectares;
- ii. Owners of properties less than one hectare, mainly those with business rights, which require a consent use for residential development in terms of the relevant zoning condition, may also apply for residential rights at a density of 1 dwelling unit per hectare; and,
- iii. Portions 16 and 29 of Farm 711, may apply for residential rights at a density of 1 dwelling unit per 5 hectares, providing they become a part of the proposed HoA or similar umbrella body.

##### Reasons

- i. The current rights on the Single Dwelling zoned properties permit one dwelling per property plus an additional dwelling as a consent use;
- ii. Permitting an increase in densities, in some cases two or three times the number of units permitted under the current zoning, is considered necessary to provide an incentive to address larger public policy issues including promoting bio-diversity conservation and the creation of a significant, contiguous private nature reserve and to address social issues such as security through having more activity and surveillance;
- iii. These increased number of new buildings, located and constructed according to the design guidelines contained in this precinct plan, will help to create a sufficient critical mass of appropriately designed development. This, in turn, should help to improve the general urban and environmental quality of the area and, thereby, increase land values and encourage permanent residential occupation. More 24/7 activity in the sub-precinct will also create surveillance and improve security. Permanent residents at Danger Point report that they do not experience the security problems of part time residents; and,
- iv. Portions 16 and 29 of Farm 711 are currently zoned agriculture and have different rights to those properties zoned for single dwelling and business. Should their owners wish to receive enhanced density rights, they will need to be at a lower rate than the much smaller Birkenhead properties and, hence, a density between that generally proposed for

rural residential, 1 du/10 ha, and the density increase proposed for the Birkenhead properties is recommended.

##### Implementation

The density policy will be implemented on a piecemeal basis as and when those owners who wish to increase the densities on their properties submit applications.

#### 4.2 POLICY TWO: BIRKENHEAD SUB-PRECINCT OFF-GRID CLUSTERS

Development in the Birkenhead sub-precinct should follow the form and layout of 'off-grid eco-clusters'.

##### Reasons:

This form of development is able to respond appropriately to sensitive coastal environments of outstanding natural beauty and maximise property values at low density situations where conventional urban services will not be available.

##### Implementation:

See Policy 4.1 above and Appendix 5 for precedent.





Figure 3.3 Birkenhead Sub-Precinct Plan

#### 4.3 POLICY THREE: DEVELOPMENT BOUNDARIES AND SET BACK LINES

The following development and set back lines shall apply to each property, see figure 4.1:

- i. 20 m setback from all road boundaries to be landscaped with endemic vegetation;
- ii. 5m setback from all common property boundaries;
- iii. 150m maximum development line from the following street boundaries:
  - Marine Drive;
  - The western boundary of Lord Roberts Drive road reserve;
  - Van Blommenstein Street, excluding government owned properties;
- iv. Additional dwellings constructed on the parent properties in line with the proposed increased density policy may be alienated by subdivision or sectional title;
- v. Such erven or sections created in this way around individual dwellings may not be larger than 600m<sup>2</sup>; and,
- vi. Access and other requirements such as garden extensions across the parent property may be facilitated by way of servitudes in favour of the relevant users.

#### Reasons

- i. The 20m development setback line from all road boundaries landscaped set back line is intended to ensure that the wilderness, coastal fynbos character of Danger Point is retained and strengthened, especially for passersby along the roads;
- ii. Endemic vegetation refers to the priority to use vegetation that is found on site where possible as different to indigenous vegetation which is sometimes interpreted as from anywhere in South Africa;
- iii. The 5m side boundary is intended to minimise the possibility of abutting development merging into a continuous linear corridor as well as neighbourly issues relating to nuisance;
- iv. The 150m maximum development line from certain roads is intended to encourage the location of dwellings towards the ends of the properties while still leaving enough space for each dwelling to be relatively secluded. The overall effect of this development line will be

to keep the majority of the internal areas of the properties free from development. This will create the potential for a meaningful biodiversity conservation and recreational corridor, particularly if property owners agree to allow these portions of their properties to form part of a private nature reserve.

#### Implementation

- i. The setback lines should be implemented on an ad-hoc basis as conditions of approval as and when applications for further development are made; and,
- ii. Property owners may also voluntarily decide to make a portion of their properties available for incorporation into a nature reserve formally on a contractual basis or informally without submitting development applications.

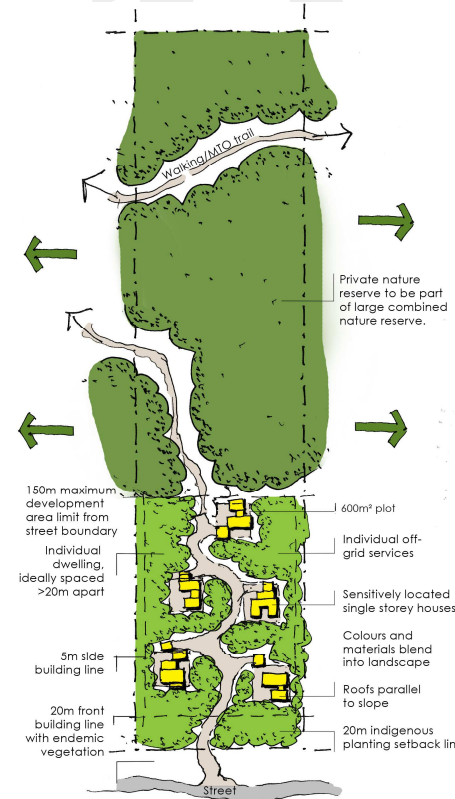


Figure 4.1 Typical plot development guide



#### 4.4 POLICY FOUR: BUILDING DESIGN AND SITING GUIDELINES

The following guidelines should be implemented in new development proposals including the submission of building plans in terms of existing rights on properties and where, relevant, retrofitted on alterations and additions to existing buildings:

- i. **Location:** The height of ridge lines of buildings, except for protuberances such as chimneys, to be generally below topographical ridgelines and should sit "in" rather than "on" the landscape;
- ii. **Layout:** Dwellings may be clustered or separated within the maximum development and set back lines;
- iii. **Roofs:** Slope shall be largely parallel with the average ground slope on the property;
- iv. **Height:** New applications for maximum number of units, as per policy one. Building plans submission in terms of existing rights: Two storeys but if visual impact of 2<sup>nd</sup> storey on viewsheds from surrounding properties and policy one to be taken into account in final design and approval;
- v. **Bulk:** Maximum of 250m<sup>2</sup> including all garages and outbuildings;
- vi. **Massing:** No single component of a building shall be larger 100m<sup>2</sup>. Larger footprints shall than this should be broken into smaller components that may be attached by corridors and walkways;
- vii. **Materials:** Found materials on site where possible, natural, stone, wood, masonry – no cement or face bricks;
- viii. **Colours:** walls: natural or earthy or light coloured plaster;
- ix. **Roofs:** dark –green (Graaff-Reinet) or charcoal;
- x. **Lighting:** all luminaires to be 50% shaded so that only downwards and not horizontal or vertical light is cast;
- xi. **Boundary walls and fences:** not more than 30% shall be solid with the balance as planted palisade or "clearvu" fencing;
- xii. **Retaining walls:** shall not be higher than 1.0m without stepping back and should be landscaped and built or faced with natural materials; and,

- xiii. Where necessary reference shall be made to the National Building Regulations and the municipality's zoning scheme and by-laws for clarity on definitions such as height and bulk.

##### Reasons:

The proposed density policy could result in a fourfold increase in the number of structures currently in the sub-precinct and this requires careful design management if the desired qualities of retaining the wilderness character, attractiveness and high property values are to be achieved.

##### Implementation:

- i. All development plans shall include building plans and site plans as well as a base plan on which the existing natural ground levels have been determined by a land surveyor;
- ii. The building plans should be scrutinised and recommended for submission to council by an aesthetics committee of the homeowners association or improvement district before submission; and,
- iii. Until an effective aesthetics committee under the auspices of an umbrellas home owners association or improvement district is in place the council's building survey department shall ensure that building plans comply with these guidelines.

#### 4.5 POLICY FIVE: CIVIL SERVICES

Council shall support the installation of all properly certified off-grid service technologies including rainwater harvesting, grey water recycling, liquid waste disposal, solar hot water heating and photovoltaic electricity generation. Wind generation that is not visually obtrusive may be considered.

##### Reason

Council does not intend supplying conventional urban services to the sub-precinct.

##### Implementation

On an ad-hoc basis as and when property owners implement approved building plans.

## 4.6 POLICY SIX: NATURE AREAS

- i. All property owners shall be encouraged to make the balance of their properties outside of the 150 m from street development boundary available for inclusion in a conservation area (privately owned) to be managed by an overall management body along the lines of a homeowners association or improvement district as relevant;
- ii. Erven 52 and 53, owned by council, shall link the nature area proposed on the Birkenhead township erven across Lord Roberts Street with that proposed on Rem Farm 711 (I&J);
- iii. Development application approvals for any of the Birkenhead properties shall include a condition requiring the inclusion of the balance of the property outside of the 150m from the street development boundary in the private nature reserve; and,
- iv. All other council owned land not required for utility services, e.g. waste transfer station, shall be used for nature area purposes.

**Reasons**

Considerable bio-diversity conservation and recreational potential will be achieved by consolidating the balance of conservation land on individual properties in a much larger conservation estate.

**Implementation**

- i. Due to funding and resource constraints the council is highly unlikely to purchase land from the private owners for conservation purposes. Therefore, the only strategies are:
  - First, to encourage landowners to make their land available on a contractual or donation basis;
  - Secondly, use the opportunity presented by development applications to impose a condition of approval requiring the donation of this land to a relevant umbrella body to manage; and,
  - Thirdly, linkages to abutting bio-diversity conservation areas on Rem Farm 711 (I&J) and the proposed linkage to Duinefontein/Franskraal Mountains along Danger Point Main Road will help to consolidate these conservation areas.

## 4.7 POLICY SEVEN: DANGER POINT PROPERTY OWNERS ASSOCIATION OR IMPROVEMENT DISTRICT

- i. To address general management, building control and security concerns the formation of a sub-precinct body such as a formally constituted homeowners association to a business improvement district should be encouraged by the municipality; and,
- ii. Its aim should be to include all property owners south of the boundary indicated on Figure 3.3.

**Reasons:**

- i. The precinct planning process has indicated that the property owners in this sub-precinct have a set of common issues relating to access, security, and building development control and appearance.
- ii. Addressing these issues require an institutional body who should be properly constituted with financial and human (which may be voluntary) resources and a sufficient degree of consensus where possible. Homeowners Associations or Improvement District vehicles have been used elsewhere to address similar situations of multiple land owners with common issues requiring resources, attention and management.

**Implementation:**

- i. Legislation and precedent exists that can be used as a model for implementing such an institution. This addresses the issue of sufficient consensus by requiring that only 50% plus one of property owners is required to implement such an institution. The municipality will then be able to achieve the authority to levy a percentage of the rates income for use by the Improvement District.
- ii. This strategy is likely to be quicker than the formation of a Homeowners Association (HoA). It is difficult to retrofit a homeowners association on an existing situation, unless there is voluntary consent. It is more likely that this will only be able to be implemented incrementally as and when each property owner submits a development application at which point membership of the homeowners association can be made compulsory as a condition of approval.

#### 4.8 POLICY EIGHT: ACCESS AND SECURITY MANAGEMENT

- i. There should be a suitable form of access management at the entrance to the Birkenhead sub-precinct that manages vehicle movement in the precinct and permits non-motorised transport access by the general public; and,
- ii. Appropriate proposals to install such a facility should be considered favourable by the municipality.

##### Reasons:

The Birkenhead sub-precinct including the Danger Point peninsula coastal areas currently experience crime against property and sometimes persons which detracts from its business, recreational and property value potential.

##### Implementation:

- i. Vehicle access along the coast should be closed off at the eastern boundary of the sub-precinct and Van Dyksbaai;
- ii. An access control point, which should also accommodate a refuse collection and separation area, should be located at the entrance of the sub-precinct;
- iii. This control point should include camera monitoring of vehicle number plates;
- iv. It should include a dusk to dawn curfew with vehicle access only to property owners and other authorised personnel supplied with tags during this period;
- v. A cordon fence, which already partially exists along the western (Romansbaai) boundary, should be implemented along the eastern boundary by consent of property owners. This could also be achieved by contribution as a condition of development of the relevant properties; and,
- vi. Funding of the security access could be achieved by an improvement district mechanism whereby all property owners contribute a certain percentage of their rates value to fund various operational requirements. Potential members of such an umbrella body could include I&J and Transnet.

#### 4.9 POLICY NINE: COMPLIANCE WITH OTHER LEGISLATION

Where identified as necessary by the officials all applicable legislation, including, coastal environmental and heritage will have to be complied with in the submission of development applications.

##### Reasons

The primary purpose of this document is to provide land use policy guidelines for the future development of the properties within the study area. Compliance with these guidelines will not take away the need for other relevant legislation (heritage, EIA) to be complied with.

##### Implementation

On an ad-hoc basis as and when applications are submitted.

#### 4.10 POLICY TEN: HERITAGE AND TOURISM

- i. In addition to legislative requirements to investigate possible heritage resources such as coastal middens in terms of the heritage impact legislation Council shall support, in any manner it sees fit, the memorialising of Danger Point's heritage. This is mainly focused on the internationally renowned wreck of the Birkenhead; and,
- ii. Council should encourage heritage memorialisation to contribute to economic growth and employment creation in the form of a tourism attraction should such initiatives be made. These could include the construction of a heritage centre and restaurant at a suitable location such as the lighthouse.

##### Reasons:

- I. Currently, there is no physical manifestation of the memory of the saga of the Birkenhead on the site which continues to capture of the imagination of all those who hear about it both locally and internationally. This amounts to a wasted opportunity for tourism and heritage. Creating an attraction focused on this historic event at a dramatic location such as the lighthouse would help to ensure Danger Point's contribution to opportunities for the public at large in the form of visitors and employment.

- II. It will be important that if such an initiative does come to light there is as much appropriate policy support as possible so as to maximise the chances of successful implementation

### **Implementation**

This will be dependent on initiatives to be taken by a champion that may come from the general public, NPO or one or other government heritage or tourism organisation.

draft



This precinct plan has addressed Council's original requirements of its decision of 04/05/11 with regard to the Birkenhead sub-precinct plan as follows:

### 1. What degree of densification should be permitted

An increased density policy that will see the current total number of structures on the properties quadruple and the number of permitted dwellings, (including second dwellings, assuming all consent applications were approved), more than double, is proposed.

### 2. Visual assessment should be conducted

Viewsheds that should be kept open and existing building forms and positioning that could unnecessarily undermine the visual integrity of the sub-precinct were identified. The development management guidelines address building positioning, height, colour and materials to deal with this issue.

### 3. Need for an east-west ecological corridor

Within the Birkenhead sub-precinct this has been achieved by encouraging development areas on individual properties towards their street boundaries. This will keep the majority of the internal area of the properties free of development and allow them to become part of a much larger nature area.

Linkages are also proposed westwards across council owned properties on Lord Roberts drive to the large piece of undeveloped land owned by I&J, and across Shute street along where no development is proposed abutting most of this road's boundaries.

The ecological link to Duinefontein/Franskraal Mountains along the Danger Point road has been largely compromised by the property boundaries that hard-abut this road and have been fenced, especially along the Romansbaai boundary. This "clearvu" fence permits some degree of visual linkage and seed and bird transport but prevents faunal movement. Within these limitations, use of the current road reserve through endemic landscaping and, where possible, achieving larger setbacks along the eastern boundary if and when new development applications are

submitted are proposed to try and support this link. The exception to this will be the proposed farm stall node around the Danger Point Main Road/Swart road (to van Dyksbaai) intersection around and behind which the ecological corridor should be routed. This rerouting will ensure a continuous link between Danger Point, the proposed Melkhoutbos reserve extension and on to Duinefontein/Franskraal Mountains.

### 4. Introduce clear development management guidelines

These are set out in sections 4.3 and 4.4 of this report.

### 5. Traffic Impacts to be considered.

If the density policy proposed in the previous master plan which Council referred back had been approved it would have created the potential for over 800 dwelling units to be developed in the Birkenhead. As well as severely compromising the visual integrity and limiting the bio-diversity conservation of Danger Point, this development potential raised concerns for Council regarding traffic impact. The density policy proposed in this report is approximately 25% of this previous proposal and hence the traffic impact will be far lower.

### 6. Heritage Consultant's inputs to be incorporated

In addition to any archaeological remains that may be found on proposed development sites and any buildings that may be older than 60 years, the main heritage resource in the study area is the intangible memory of the Birkenhead ship wreck. It is proposed that this could be commemorated at an environmental and heritage resource centre which would be best located at the Danger Point lighthouse. This could be operated in conjunction with a commercial venture such as a restaurant. Council should be supportive of any initiatives that may be forthcoming.

### 7. Ensure establishment of a conservancy

The need and potential for a conservancy in the Birkenhead sub-precinct including the remainder of the Danger Point Peninsula is clearly identified. This could take the form of an umbrella homeowners' association or an improvement district whose members include all of the property owners in this sub-precinct including Transnet (lighthouse) and I&J. It would manage all of the open land as a conservancy (private nature area).

However, establishing such an umbrella body presents a challenge. Usually a home owners association is established as a condition of approval of a development application. This will be difficult to achieve in a multiple owner situation like the Birkenhead sub-precinct unless all owners agree to do so voluntarily, whether or not they have submitted applications.

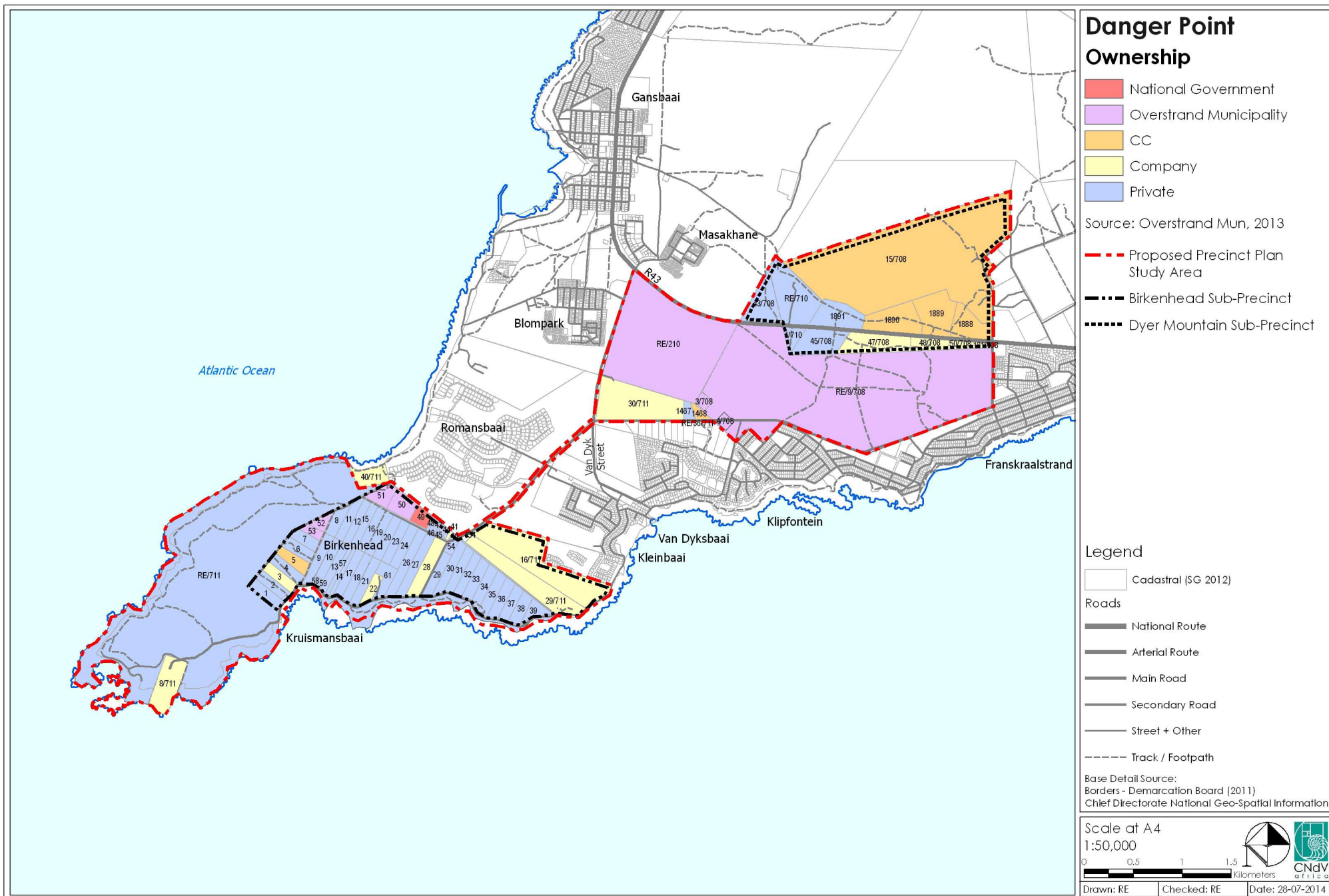
It is possible to include conditions in development approvals that require that the applicants form a homeowners association for their individual property. A condition can also be made, and is recommended, that such a homeowners association also becomes part of an umbrella homeowners' association. However, this will only be possible once such an umbrella homeowners' association is formed. The early stages of such a process will be challenging as there will only be a few participants.

Therefore, it may be more effective for a small group of stakeholders to champion a process similar to that of forming a city or business improvement district. This process also does not need to wait for development applications to be made. In this case it is only necessary to achieve 50% plus one written commitments to form an umbrella body. This body is empowered in terms of the relevant legislation to receive a levy being a percentage of the rates of all the properties in its geographical area administered by the municipality. These funds may be used to pay for functions of communal benefit such as security, open space and solid waste management, and any necessary infrastructure upgrades.

## APPENDIX 1

---

### Zoning and Ownership Details





## Zoning and Ownership Details

| DANGER POINT - Zoning & Ownership (Source: Overstrand Municipality 2013) |         |                     |           |           |
|--|---------|---------------------|-----------|-----------|
| No.  | Erf No. | Zoning              | Ownership | Area (ha) |
| <b>DYER MOUNTAIN SUB-PRECINCT</b>  |         |                     |           |           |
| 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      |
| <b>BIRKENHEAD SUB-PRECINCT</b>   |         |                     |           |           |
| 1  | 1       | Residential Zone I  | Private   | 4.3       |
| 2  | 2       | Residential Zone I  | Private   | 4.3       |
| 3  | 3       | Residential Zone I  | Private   | 4.3       |
| 4  | 4       | Residential Zone I  | Private   | 4.3       |
| 5  | 5       | Residential Zone I  | Private   | 4.2       |
| 6  | 6       | Residential Zone I  | Private   | 4.2       |
| 7  | 7       | Residential Zone I  | Private   | 3.7       |
| 8  | 8       | Residential Zone I  | Private   | 3.7       |
| 9  | 9       | Residential Zone I  | Private   | 5.3       |
| 10   | 10      | Residential Zone I  | Private   | 4.1       |
| 11   | 11      | Residential Zone I  | Private   | 4.2       |
| 12   | 12      | Residential Zone I  | Private   | 3.9       |
| 13   | 13      | Residential Zone I  | Private   | 4.4       |
| 14   | 14      | Residential Zone I  | Private   | 2.2       |
| 15   | 15      | Residential Zone I  | Private   | 3.8       |
| 16   | 16      | Residential Zone I  | Private   | 4.4       |
| 17   | 17      | Residential Zone I  | Private   | 4.8       |
| 18   | 18      | Residential Zone I  | Private   | 5.0       |
| 19   | 19      | Residential Zone I  | Private   | 4.6       |
| 20   | 20      | Residential Zone I  | Private   | 4.6       |
| 21   | 21      | Residential Zone I  | Private   | 5.1       |
| 22   | 22      | Residential Zone I  | Private   | 3.0       |
| 23   | 23      | Residential Zone I  | Private   | 4.6       |
| 24   | 24      | Residential Zone I  | Private   | 4.8       |
| 25   | 26      | Residential Zone I  | Private   | 7.2       |
| 26   | 27      | Residential Zone I  | Private   | 6.9       |
| 27   | 28      | Residential Zone V  | Private   | 8.4       |
| 28   | 29      | Residential Zone I  | Private   | 4.6       |
| 29   | 30      | Residential Zone I  | Private   | 5.5       |
| 30   | 31      | Residential Zone I  | Private   | 4.6       |
| 31   | 32      | Residential Zone I  | Private   | 4.4       |
| 32   | 33      | Residential Zone I  | Private   | 4.7       |
| 33   | 34      | Residential Zone I  | Private   | 5.0       |
| 34   | 35      | Residential Zone I  | Private   | 5.1       |
| 35   | 36      | Residential Zone I  | Private   | 4.6       |
| 36   | 37      | Residential Zone I  | Private   | 4.1       |
| 37   | 38      | Residential Zone I  | Private   | 4.1       |

|  |            |                     |                         |       |
|--|------------|---------------------|-------------------------|-------|
| <b>BIRKENHEAD SUB-PRECINCT</b>                 |            |                     |                         |       |
| 38   | 39         | Residential Zone I  | Private                 | 3.2   |
| 39   | 40         | Business Zone II    | Private                 | 0.4   |
| 40   | 41         | Business Zone II    | Private                 | 0.3   |
| 41   | 42         | Authority Zone      | Private                 | 0.3   |
| 42   | 43         | Business Zone II    | Private                 | 0.4   |
| 43   | 44         | Business Zone II    | Private                 | 0.4   |
| 44   | 45         | Business Zone II    | Private                 | 0.4   |
| 45   | 46         | Business Zone II    | Private                 | 0.4   |
| 46   | 47         | Business Zone II    | Private                 | 0.4   |
| 47   | 48         | Business Zone II    | Private                 | 0.5   |
| 48   | 54         | Open Space Zone I   | Private                 | 1.4   |
| 49   | 57         | Residential Zone I  | Private                 | 2.1   |
| 50   | 58         | Residential Zone I  | Private                 | 0.5   |
| 51   | 59         | Residential Zone I  | Private                 | 0.5   |
| 52   | 61         | Residential Zone I  | Private                 | 4.9   |
| <b>REMAINDER OF PRECINCT PLAN STUDY AREA</b>   |            |                     |                         |       |
| <b>SOUTH OF R 43</b>                           |            |                     |                         |       |
| 1  | 708/47     | Agricultural Zone I | Private                 | 14.7  |
| 2  | 711/30     | Agricultural Zone I | Private                 | 30.5  |
| 3  | 1467       |                     | Private                 | 1.7   |
| 4  | 1468       | Agricultural Zone I | Private                 | 1.8   |
| <b>SOUTH OF R 43 - PUBLICLY OWNED</b>          |            |                     |                         |       |
| 1  | 708/3      | Agricultural Zone I | Overstrand Municipality | 1.7   |
| 2  | 210 (Ptn.) | Undetermined Zone   | Overstrand Municipality | 105.9 |
| <b>ROMANS BAAI PROPERTIES</b>                  |            |                     |                         |       |
| 1  | 711/40     | Agricultural Zone I | Private                 | 6.6   |
| <b>DANGERPOINT PENINSULA AND COASTAL STRIP</b> |            |                     |                         |       |
| 1  | RE/711     | Agricultural Zone I | Private (I&J)           | 311.2 |
| 2  | 711/8      | Agricultural Zone I | Private                 | 13.1  |
| <b>BIRKENHEAD AREA</b>                         |            |                     |                         |       |
| 1  | 711/16     | Agricultural Zone I | Private                 | 38.4  |
| 2  | 711/29     | Agricultural Zone I | Private                 | 22.5  |

## **APPENDIX 2**

---

### **Birkenhead Township General Plan**

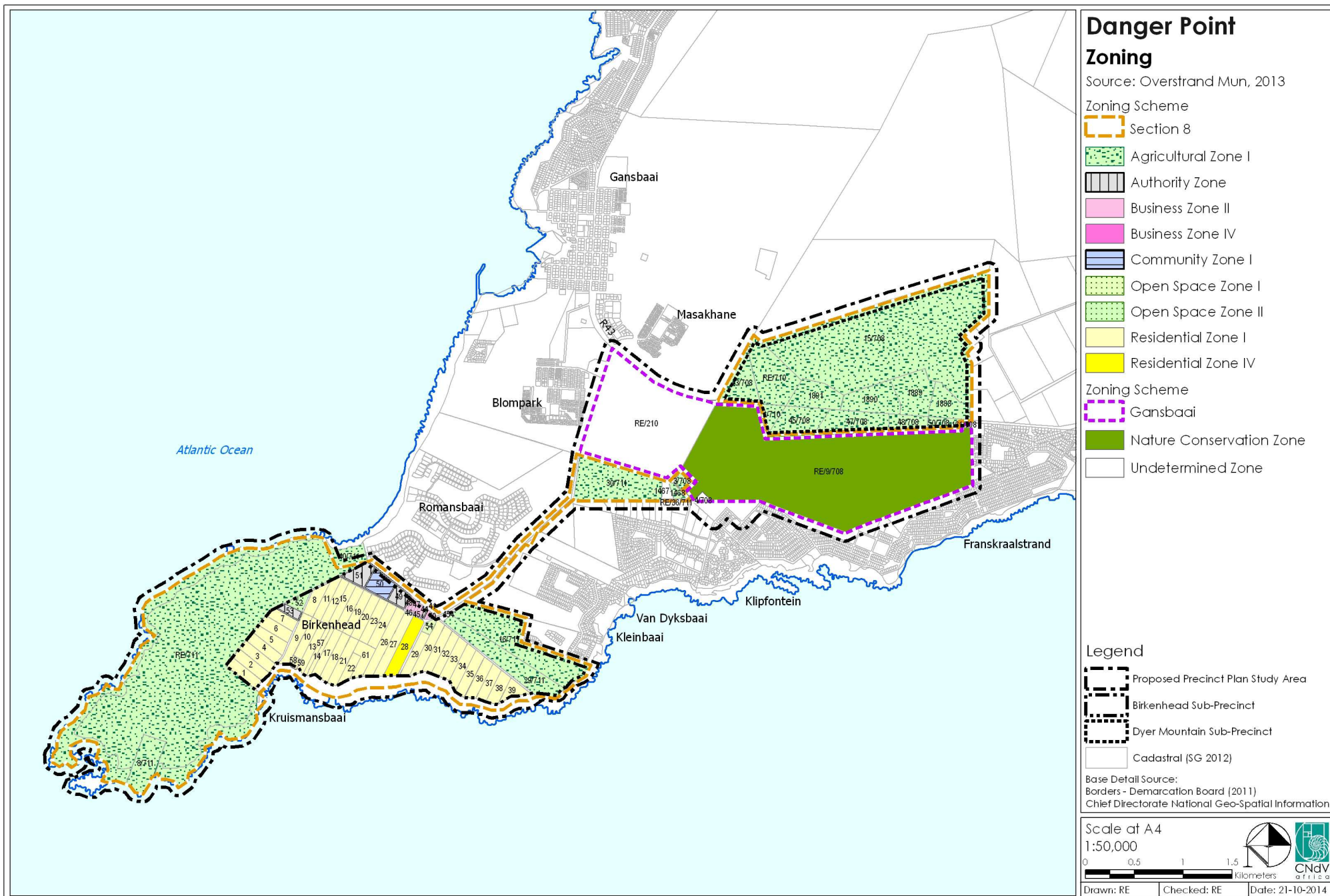
Degree Sheet A1-58  
8/10/40 *gri*

## APPENDIX 3

---

### Zoning Scheme Map





# APPENDIX 4

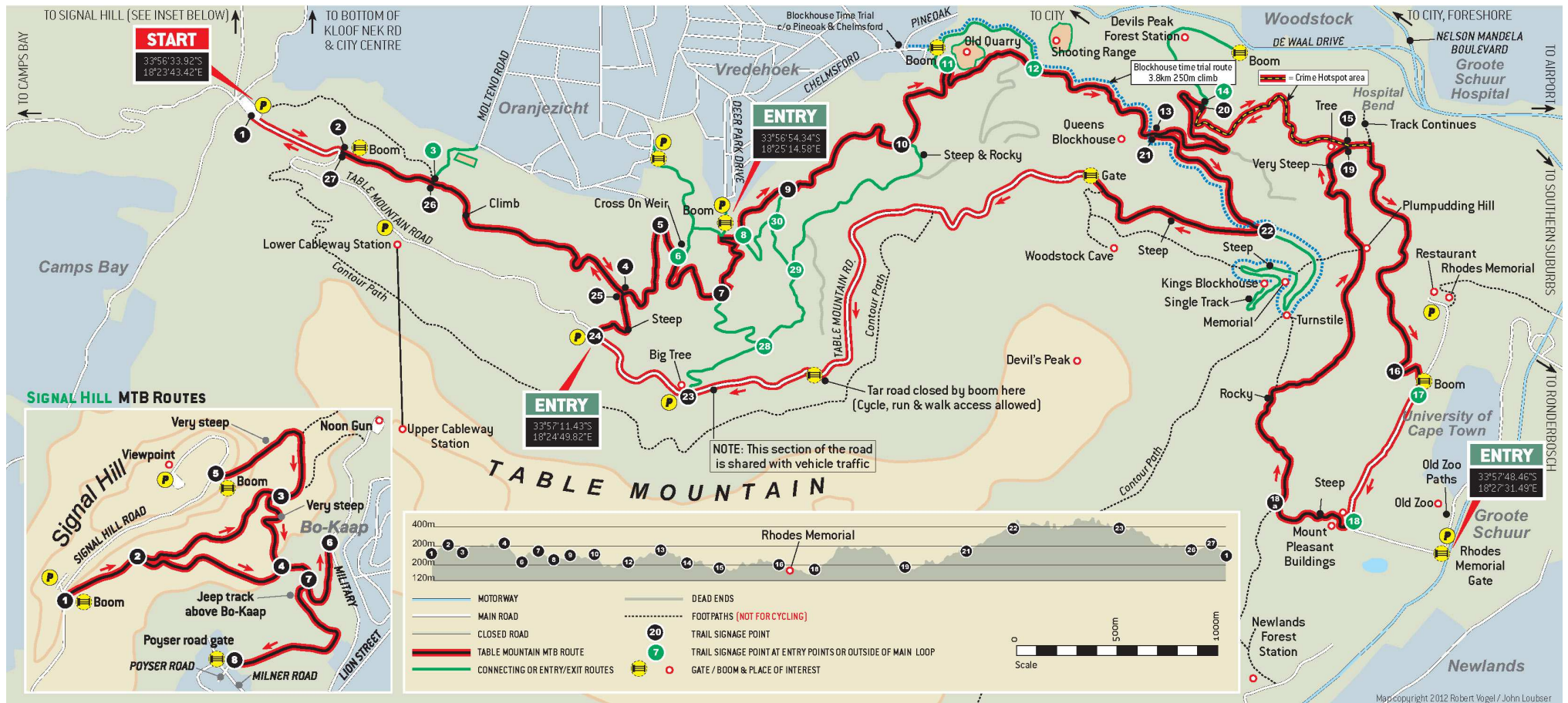
## Zoning Scheme Conditions

| OVERSTRAND INTEGRATED SCHEME REGULATIONS |   |  |              |  |  |         |  |   |   |  |
|--|---|--|--------------|--|--|---------|--|---|---|--|
| Zoning                                   | Primary Use   | Consent Use  | Floor Factor | Coverage   | Height                                   | Setback | Street Building Line   | Side Building Line  | Rear Building Line  | Parking                                    |
| Agriculture Zone 1                       | Agriculture, Dwelling house, day care centre, guest rooms, home occupation.   | Additional Dwelling, Agricultural Industry, Animal care centre, Aquaculture, creche, Farm Shop/Stall, Guest House, Hotel, Institution, Intensive Animal Farming, Intensive Horticulture, Mining, Place of Assembly, Place of Entertainment, Place of Instruction, Plant nursery, Riding Stables, Rooftop Base Station, Service Trade, Tourist Accommodation, Tourist Facilities, Transmission Tower, Utility Services, Wellness Centre, 4X4 trail. | -            | -  | Dwelling unit: 8m<br>Agric Building: 12m | -       | Land Area > 10 ha = 30m<br>Land Area ≤ 10 ha ≥ 1m = 10m<br>Land Area < 1 ha = 4m                                       | Land Area > 10 ha = 30m<br>Land Area ≤ 10 ha ≥ 1m = 10m<br>Land Area < 1 ha = 4m  | -   | Parking shall be provided on the land unit |
| Authority Zone                           | Authority Use, Rooftop Base Station   | Cemetery, Transmission Tower, Utility Service, any other use determined by council   | -            | -  | -  | -       | -  | -   | -   | -  |
| Business Zone 2                          | Business Premises, conference facility, flats (above ground floor), guest house, place of assembly, place of instruction, rooftop use, utility services, warehouse. | Adult entertainment business, bottle store, crematorium, dwelling unit, flats (on ground floor) funeral parlour, informal trading, institution, motor repair garage, place of entertainment, recreational facilities, residential building, second dwelling unit, service station, transmission tower, transport use, utility services, warehouse.   | 1.5          | 80%  | 10.5m                                    | 6.5m    | 0m   | 0m  | 0m, except where B2 zone property abuts a residential or community zone, then building line becomes 3m.                     | Parking shall be provided on site          |
| Business Zone 4                          | Service Station, rooftop base station   | heavy vehicle service station, motor repair garage, multiple parking garage, restaurant, transmission tower, transport use, utility service.   | 1            | 75%  | 8.5m                                     | 8m      | 5m   | 0m, provided that when a property zoned Business Zone 4 abuts a residential or community zone, the side building line is 3m | 0m, provided that when a property zoned Business Zone 4 abuts a residential or community zone, the side building line is 3m | Parking shall be provided on site          |
| Community Zone 1                         | Clinic, creche, day care centre, multi-Purpose, place of assembly, place of instruction, place of worship.  | Dwelling Units, cemetery, conference facility, dwelling house, hospital, institution, recreational facilities, residential building, rooftop base station, transmission tower, urban agriculture.  | 1.2          | 60%  | 10.5m                                    | 8m      | 5m   | 5m  | 5m  | Parking shall be provided on site          |
| Residential Zone 1                       | Day care centre, dwelling house, guest rooms, home occupation, second dwelling unit   | creche, green house, guest house, house shop, institution, place of institution, place of worship, residential building, tourist accommodation.  |              | If Net Erf Area (NEA) is less than 400 m <sup>2</sup> = 65% and If Net Erf Area is greater than 400 m <sup>2</sup> = 50% | 8m                                       | -       | If Net Erf Area (NEA) is less than 400 m <sup>2</sup> = 2m and If Net Erf Area is greater than 400 m <sup>2</sup> = 4m | If Net Erf Area (NEA) is less than 400 m <sup>2</sup> = 1m and If Net Erf Area is greater than 400 m <sup>2</sup> = 4m      | If Net Erf Area (NEA) is less than 400 m <sup>2</sup> = 1m and If Net Erf Area is greater than 400 m <sup>2</sup> = 4m      | Parking shall be provided on site          |
| Residential Zone 4                       | Blocks of flats, town house, residential buildings  | Creche, day care centre, home occupation, hotel, institution, place of assembly, place of instruction, place of worship, retirement village, rooftop base station, tourist accommodation, transmission tower.  | 1.5          | 80%  | 9m                                       | 8m      | 4m   | 4.5m council may require that the 4th storey be set back 6m   | 3m council may require that the 4th storey be set back 6m   | Parking shall be provided on site          |
| GANSBAAI ZONING SCHEME                   |   |  |              |  |  |         |  |   |   |  |
| Nature Conservation                      | Nature reserve, Conservancy   | Aqua culture, uses approved by Council   | -            | -  | -  | -       | -  | -   | -   | -  |
| Undetermined                             | None  | None   | -            | -  | -  | -       | -  | -   | -   | -  |





# 1. WHOLE PRECINCT: RUNNING, WALKING AND MTB, TRAIL



a. Example of MTB trail system: Table Mountain





## 2. WHOLE PRECINCT: RURAL ECONOMIC GROWTH AND EMPLOYMENT GENERATION: FARM STALLS & RESORTS ALONG R43



a. Farmstall: R27/Yserfontein



b. Farmstall: R27/Melkbos



c. Farmstall: R27 Vygevalley



d. Phantom Beach Resort



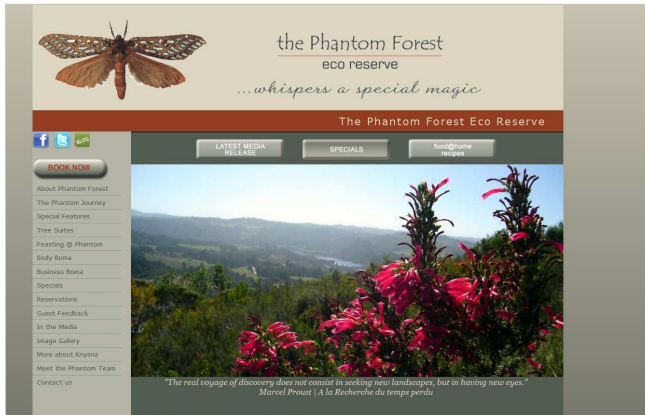
e. Phantom Beach Resort



f. Phantom Beach Resort



g. Phantom Forest Mountain resort



h. Phantom Forest Mountain resort



i. Phantom Forest Mountain resort



### 3. PRECEDENT: BIRKENHEAD SUB-PRECINCT: SENSITIVE DESIGN



a. Close relationship between natural and built environment

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 3:
    - Single storey; and,
    - Set low in the landscape.

Note: colour palette and design requires review, see some ideas on Figure 4.
  - Sea Ranch: California, see Figure 5:
    - 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 6:
    - Careful coastal fishing village design controls;
    - Small units 175m<sup>2</sup>;
    - All services off-grid, solar PV, solar HWC, rainwater harvesting (waste water conservancy tanks); and,
    - Security challenges.
  - House Kerswill: Newlands upmarket dwelling off the grid.



b. Building set low in landscape to minimise visual impact

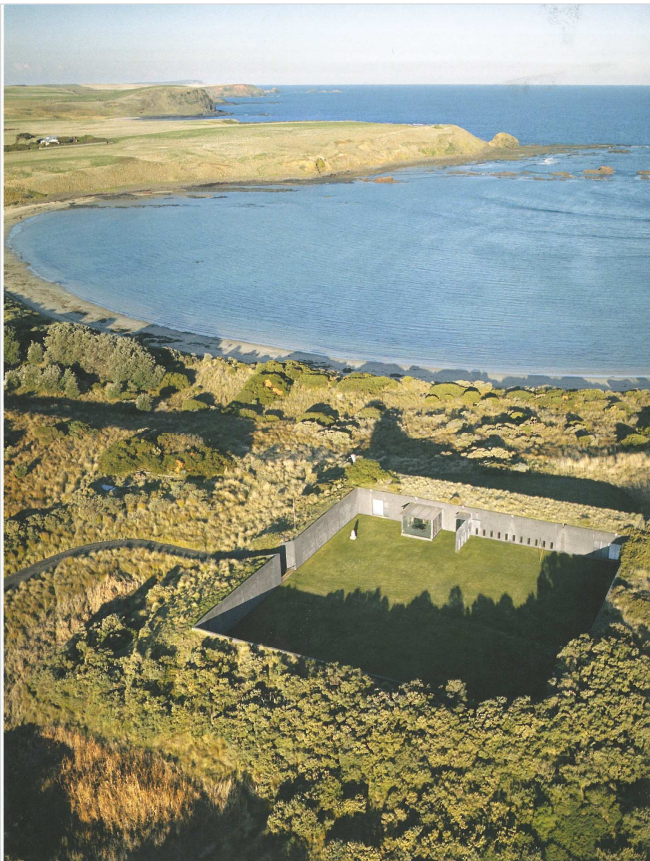
source: Fagan, G, 2005.  
Twenty Cape Houses  
(Breestraat Publikasies)



#### 4. PRECEDENT: BIRKENHEAD SUB-PRECINCT: COLOURS, MATERIALS, DESIGN WITH THE LANDSCAPE



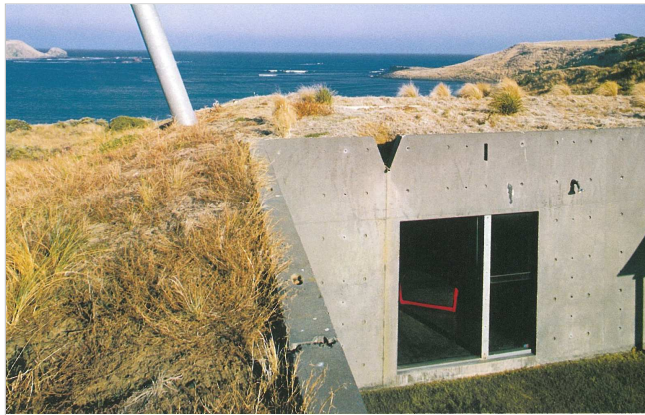
Natural materials blend in well



Minimal disturbance where visual carrying capacity is low



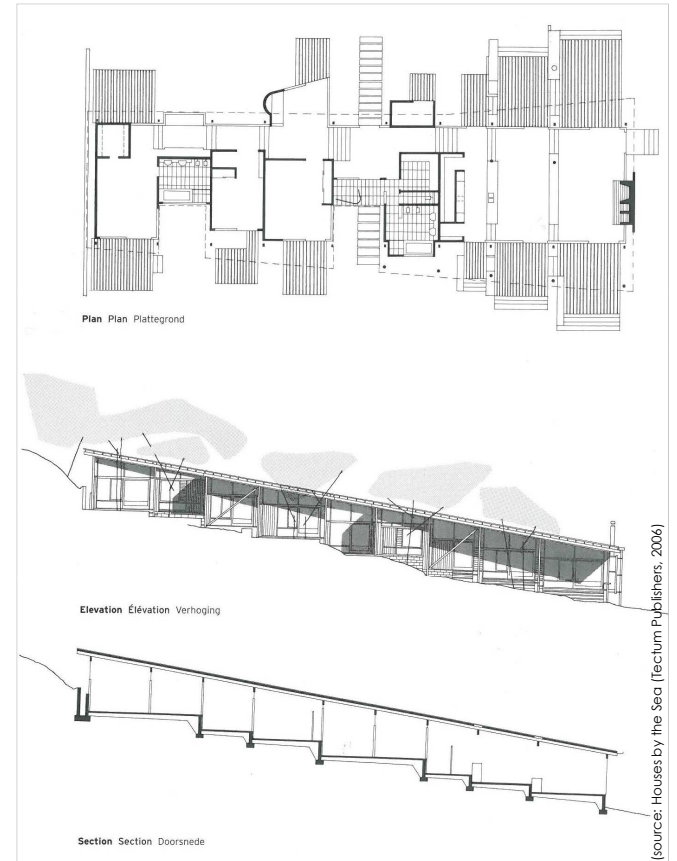
Light buildings set into the landscape



Earth architecture creates minimal visual disruption



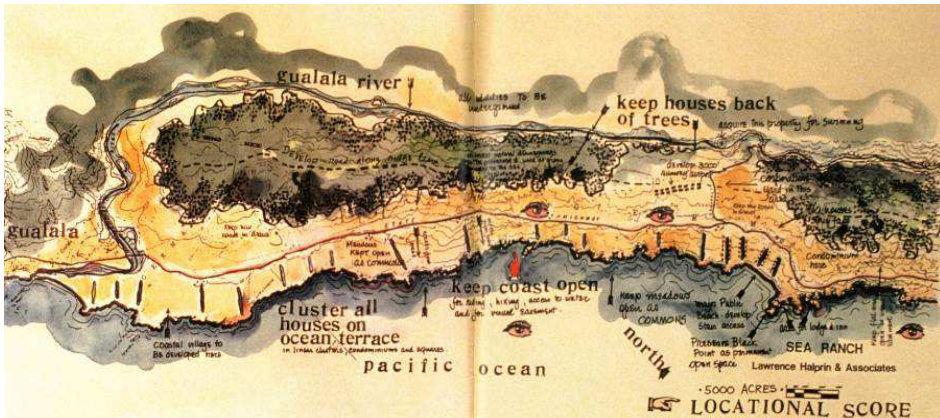
Colours and geometry echo natural palette and topography (source: CNdV, 1990)



Design aligned with topography



## 5. PRECEDENT: BIRKENHEAD SUB-PRECINCT: SEA RANCH: HIGHWAY ONE, CALIFORNIA, A SENSE OF POSSIBILITIES



Original concept plan

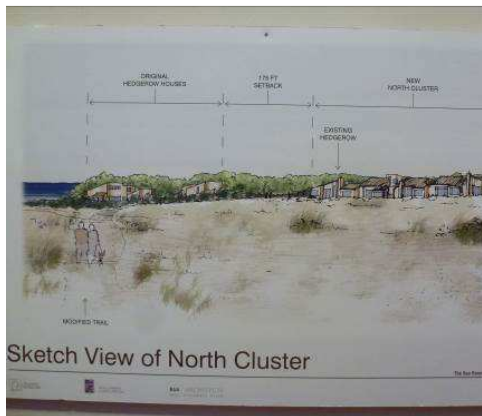
source: Lyndon, D et al. 2004, The Sea Ranch (Princeton Architectural Press)



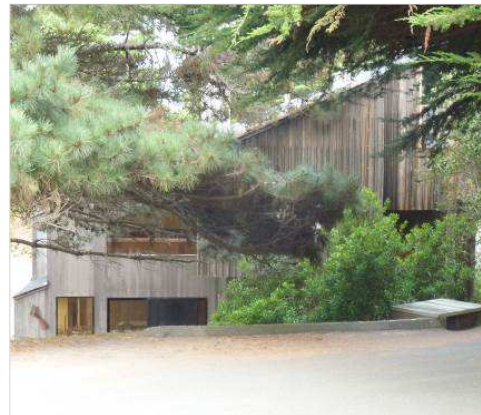
Buildings arranged to limit visual impact and retain landscape character



Landscape of freelines and meadows



Sensitive building location



Local materials



Roof slopes follow topography



Buildings below skylines



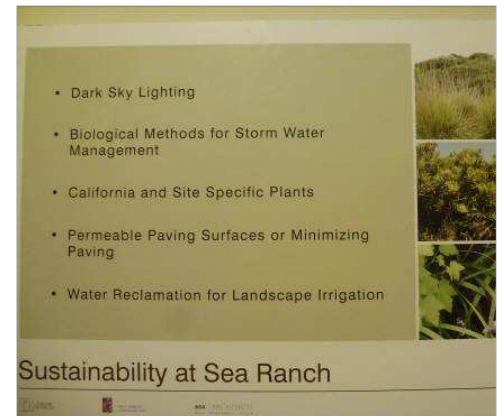
Materials blend in with landscapes



Landscape components inform building design



Energy sustainability



Water and landscape sustainability



## 6. PRECEDENT: CHURCHHAVEN: SIMILAR CHALLENGES AND POTENTIAL



Churchhaven: Stoffbergfontein



West Coast National Park entrance gate



Churchhaven security control



175m² off-grid holiday house



Houses have 10 000 – 30 000 litre 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. ☺