



VELDDRIF / LAAIPILEK

PRECINCT PLAN FINAL REPORT

November 2014

EXECUTIVE SUMMARY

The need for a more detailed local plan for the Velddrif / Laaiplek precinct area was identified and prioritised during the Bergrivier municipal SDF process. This report provides a more detailed plan in the form of a precinct plan for the Velddrif and Laaiplek precinct area (as defined by the Terms of Reference). Through synthesising the key policy directives relative to the precinct area and through stakeholder engagement workshops the vision for the future growth and development of Velddrif and Laaiplek was determined as the primary point of departure, towards “transforming Velddrif and Laaiplek into a vibrant, well managed and attractive town which offers safe, integrated open space, streets and amenities, where the unique landscape, cultural and social assets of the town create opportunities for residents and attract tourists”.

Through a strategic analysis of the biophysical, socio-economic and built environment the report identifies the context, role and key issues that the precinct is currently facing. Spatial proposals are developed that aim to address these key issues while capitalising on opportunities presented. These focus on establishing a connected system of destinations, reinforcing these destinations through investment in public space and landscape while guiding investment to respond appropriately. Supporting guidelines for the spatial proposals are also provided in further detail.

The report finally sets out an implementation action plan through identifying 8 key priority focus areas and their associated costing estimates as well as required implementation arrangements. This precinct plan therefore serves as an important policy instrument by which the local authority can promote specific objectives while ensuring for the implementation and “on the ground” manifestation of broader strategic spatial objectives as reflected in the Western Cape PSDF, the Bergrivier Municipality’s SDF and other policy directives at the local level.

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GLOSSARY OF TERMS & ABBREVIATIONS

BAU - BUSINESS-AS-USUAL

BNG – BREAKING NEW GROUND

CBA – CRITICAL BIODIVERSITY AREA

CBD – CENTRAL BUSINESS DISTRICT

CMR – CAPE METROPOLITAN REGION

CRDP – COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME

DEADP - DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING (WCG)

DOHS - DEPARTMENT OF HUMAN SETTLEMENTS

EIA – ENVIRONMENTAL IMPACT ASSESSMENT

FA - FOCUS AREA

GDP – GROSS DOMESTIC PRODUCT

HWC - HERITAGE WESTERN CAPE

IBA - IMPORTANT BIRD AREA

IDP – INTEGRATED DEVELOPMENT PLAN

IDZ – INDUSTRIAL DEVELOPMENT ZONE

ITP – INTEGRATED TRANSPORT PLAN

LED – LOCAL ECONOMIC DEVELOPMENT

LUMS – LAND USE MANAGEMENT SYSTEM

NDP – NATIONAL DEVELOPMENT PLAN

NHRA - NATIONAL HERITAGE RESOURCES ACT

NMT – NON-MOTORISED TRANSPORT

PSDF – PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

POS – PUBLIC OPEN SPACE

SANBI – SOUTH AFRICAN NATIONAL BIODIVERSITY INSTITUTE

SBR – SALDANHA BAY REGION

SDF – SPATIAL DEVELOPMENT FRAMEWORK

SPC – SPATIAL PLANNING CATEGORY

SPLUMA – SPATIAL PLANNING AND LAND USE MANAGEMENT ACT

V.O.C. - VEREENIGDE OOST-INDISCHE COMPAGNIE

WCG – WESTERN CAPE GOVERNMENT

WCIF – WESTERN CAPE INFRASTRUCTURE FRAMEWORK

WMA – WATER MANAGEMENT AREA

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1. BACKGROUND AND PURPOSE

1.1. INTRODUCTION

During the formulation of the Bergrivier Spatial Development Framework (SDF) various challenges were highlighted around the proposals for future development in Velddrif and Laaiplek. The SDF identified that a more detailed scale of planning needs to be applied to this area. City Think Space has been appointed by the Department of Rural Development and Land Reform to develop a precinct plan for the precinct area consisting of the towns of Velddrif and Laaiplek.

Due to the area's unique natural conditions there is a growing need to positively balance the conservation of biodiversity, ecological systems and other natural features with ongoing agricultural rural and urban development pressures. The creation of sustainable, integrated urban areas within Velddrif and Laaiplek as well as the strengthening of tourism have also become primary priorities requiring focused interventions, guidelines and implementation plans. These contextual concerns and future objectives have led to the need for the development of a precinct plan for Velddrif and Laaiplek.

1.2. PROJECT OBJECTIVES

The primary purpose of this precinct plan is to provide innovative and practical planning solutions for the challenges faced in Velddrif and Laaiplek, identified through stakeholder engagements and analysis processes, while describing in more detail the proposed strategies required to achieve the desired spatial and socio-economic transformation for the area. As set out in the Terms of Reference (TOR) the precinct plan must:

1. give effect to the development principles contained in the Spatial Planning and Land Use Management Act (SPLUMA Act 16 of 2013);
2. contain strategies, policies and plans which must:
 - indicate desired patterns of land use within the precinct;
 - address the spatial reconstruction of the location and nature of development within the identified precinct; and
 - provide strategic guidance in respect of the nature of development within the precinct;
3. set out basic guidelines for a land use management system in the precinct;

4. identify programmes, projects and restructuring elements for the development of land within the precinct; and
5. provide a visual representation of the desired spatial form of the precinct which must:
 - indicate where public and private land development and infrastructure investment should take place;
 - indicate desired or undesired utilisation of space;
 - identify areas where strategic intervention is required; and
 - provide guidelines to enhance the aesthetic appeal.

1.3. GUIDING PRINCIPLES

The proposals set out in this report are fundamentally guided by the principles promulgated by SPLUMA, i.e. spatial justice, spatial sustainability, efficiency, spatial resilience and good administration. The proposals contained in this precinct plan will inform overall development based on medium to long-term strategic interventions that promote the development of spatially and economically integrated neighbourhoods that are:



- attractive;
- efficient;
- convenient;
- safe; and
- effectively managed.

The proposals thus aim to achieve:

- restructuring and integration of the precinct via strategic urban development and improved movement systems;
- creating a more sustainable, viable and safe community;
- enhancing the local sense of place and identity;
- capitalising on existing character and activities to promote an attractive environment for tourism and investment to support socio-economic development;
- unlocking opportunities for local economic development to aid in poverty alleviation; and
- developing strategies to ensure for the environmental sustainability of the region.

1.4. APPROACH & METHODOLOGY

The project follows a collaborative approach for the analysis of the precinct's current status quo as well as for the identification and confirmation of strategies and proposals. This allows role players with differing views to hear one another's perspectives and contribute to co-creating the solutions. The incorporation of stakeholder workshops and meetings in the project programme has informed the project's sequential methodology to ensure for collaboration of ideas and general acceptance of the final outcomes. The project follows the steps as outlined in the TOR, and is expanded around 6 project phases over a 10 month period. The associated activities and deliverables are briefly expanded upon per phase:

1.4.1. PHASE 1: INCEPTION

This phase entailed the establishment of the primary project objectives as well as the identification of key stakeholders and engagement requirements.

1.4.2. PHASE 2: STATUS QUO, ISSUES & VISION

A rapid review of the current legislative and policy context was completed during this phase. During this phase sourcing, assessing and synthesizing of all relevant data, base mapping, reports and proposals relevant to the precinct plan area also took place. The desktop study as well as stakeholder engagements aimed to capture the key issues and collaboratively formulate a provisional vision for the precinct.

1.4.3. PHASE 3: PRECINCT PLAN DRAFTING

Through synthesising the key findings a range of development options were explored and tested and then formulated into an optimal set of draft precinct plan proposals. An implementation framework was also developed to identify project priorities and programmes in accordance to key focus areas for intervention.

1.4.4. PHASE 4: PUBLIC PARTICIPATION

The purpose of this phase was to circulate the draft precinct plan and engage with the community and stakeholders to formally obtain their comment, feedback and approval.

1.4.5. PHASE 5: INCORPORATION OF COMMENTS

Through collating, synthesising and evaluating all comments received a final revision and update of the report took place.

1.4.6. PHASE 6: SUBMISSION & APPROVAL

Once completed the final documents were submitted for approval, i.e a precinct plan and implementation framework supported with place-specific guidelines as well as accompanying brochures, posters and a final presentation to the community.



1.5. INTRODUCING THE PRECINCT

Velddrif and Laaiplek is located within the Bergrivier Municipality along the West Coast of South Africa, 95 km north of Cape Town. The municipal area is approximately 4407km² in size consisting of eight settlements of which three can be classified as major towns within the regional context, namely Piketberg, Porterville and Velddrif.

Laaiplek and Velddrif are classified as coastal towns characterised by an economic landscape that recently changed from a centre for services and processing of fish and agricultural products to a more service-based tourism town. With a population of 11 017 people in 2011 and a projected growth rate of 5-6%, it is estimated that the population will steadily grow to about 18 800 people by 2020 (Bergrivier SDF, 2013).

Situated in the pristine Berg River estuary, the precinct is bordered by the banks of the river, the Atlantic Ocean and surrounding cultivated farmlands.

Known as the “hidden jewel” of the West Coast and abundant in undiscovered gems, these towns as well as Dwarskersbos have become popular visiting destinations due to the authentic mix of friendly hospitality, rich fynbos and wild flowers, the tranquil river setting and vast beaches with its fishing and sailing activities as well as various water sport events. The unique scenic natural environment is celebrated as a bird-watching mecca due to huge flocks of Flamingos feeding in the river estuary and pelicans sunning themselves on the surrounding islands.



FIGURE 1. THE PRECINCT PLAN BOUNDARY

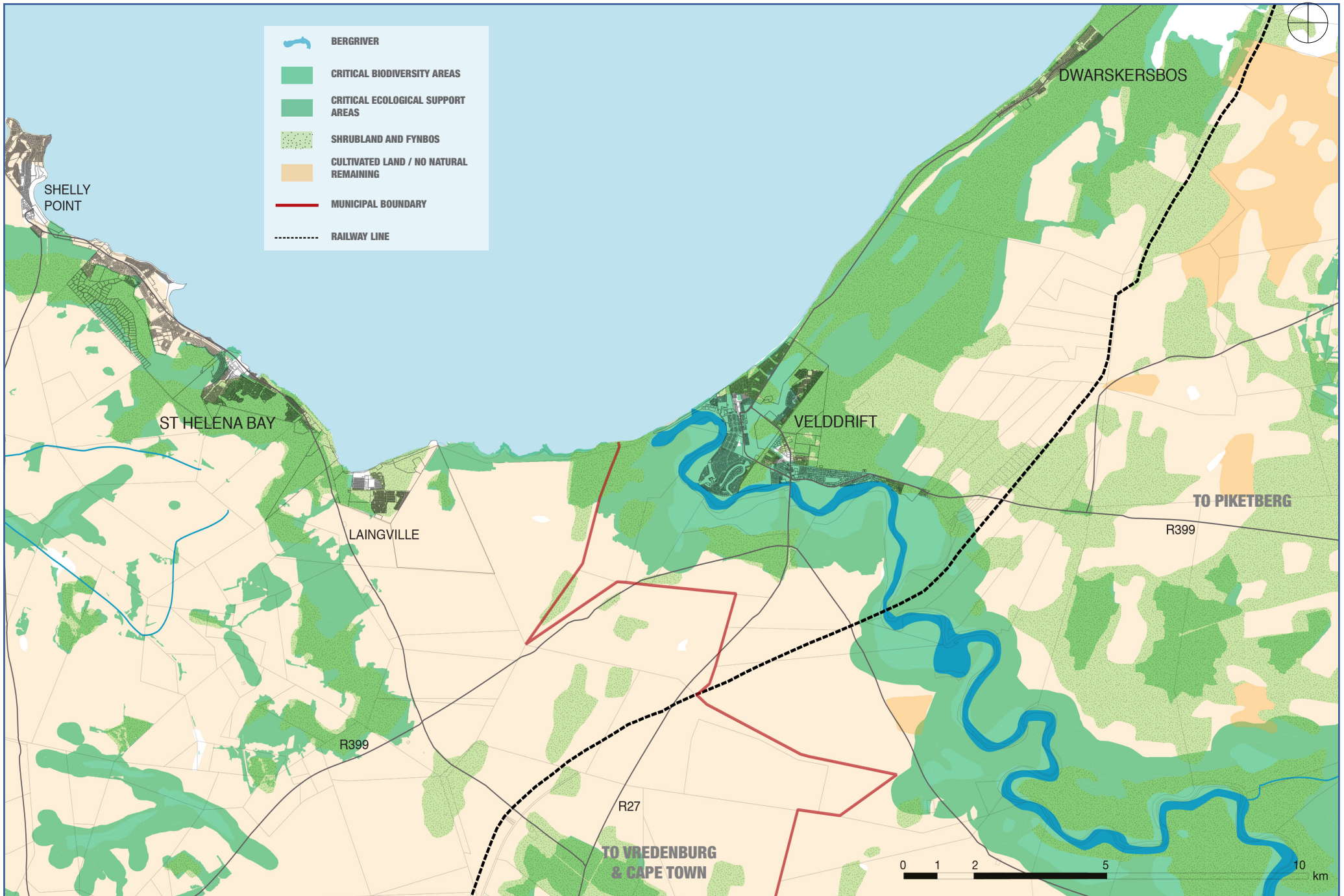


FIGURE 2. REGIONAL LOCATION OF THE PRECINCT IN RELATION TO ACCESS, JURISDICTIONAL BOUNDARIES AND SURROUNDING ENVIRONMENTAL CONDITIONS

2. POLICY CONTEXT AND VISION DIRECTIVE

The proposals contained within this document takes its strategic direction from the NDP and provincial strategic vision, while supporting local planning policies to ensure alignment and integration with existing and future public infrastructure investment focus areas. Whilst a range of initiatives across various scales relevant to the framing of this proposal exists, only key strategic informants are covered below, highlighting complementary agendas while strategically assessing relevant policy statements that has direct relevance to the Velddrif/Laaipek precinct.

2.1. NATIONAL DEVELOPMENT PLAN (2011)

The National Development Plan (NDP) as developed by the National Planning Commission (NPC) in 2011 sets out the key objectives to be achieved by the year 2030, with the main focus being on eliminating income poverty and reducing inequality.

Of particular relevance are the NDP's spatial priorities for building the required infrastructural capacity to support economic growth and job creation. The document states that South Africa needs to maintain and expand its electricity, water, transport and telecommunications infrastructure in order to support economic growth and social development goals. This directly relates to the study area due to recently discovered natural gas resources just off the West Coast. The NDP proposes that these gas resources should be developed through investments in liquefied natural gas import infrastructure, therefore identifying the development of off-shore gas for power production as a strategic short-term strategy to ensure for a transition to a different energy context by 2030. This will could have significant economic implications on the settlements of the West Coast, especially towns surrounding Saldanha such as Vredenburg and Velddrif.

The NDP emphasises that other economic opportunities must be developed to supplement the livelihoods of fishing communities through developing industries such as tourism and small enterprises where potential exists. Ease of doing business as well as availability of appropriate levels of tourism infrastructure (such as transport, tourism offerings, products and accommodation) will play an important role in attracting different types of tourists. It is believed that regions can do more to develop as international tourist destinations by emphasising the broader biodiversity, cultural diversity, scenic beauty and range of tourism products.

In general, the NDP's human settlement targets focuses on 3 overarching elements:

- more people living closer to their places of work
- better quality public transport
- more jobs in proximity to townships

To achieve these targets it advocates strong measures to prevent further development of housing in marginal places, calling for urban development centered on creating sustainable livelihood strategies to ultimately support viable socio-economic conditions.

2.2. WESTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK (2014)

The Western Cape's coastal zone is known as a desirable location for human settlement, diverse economic activities, harvesting of natural resources, and recreation. Inevitably these regions are subject to increasing pressures, and it is for this reason that the Provincial Spatial Development Framework (PSDF), currently under review, places central focus on safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources on which the tourism and fishing economy depends.

The framework proposes that regions must capitalise on provincial assets such as iconic landscapes and coastal lifestyle offerings while celebrating unique regional identities & experiences, such as the West Coast. Here tools such as the current delineation of

appropriate coastal development set-back lines must be utilised to mitigate against impacts and reduce risks.

For the Western Cape's vulnerable and degraded estuaries, it is proposed that management plans are

compiled and implemented as a basis for reconciling ecological, social and economic interests. In relation to conservation, the document proposes that undeveloped coastal landscapes under major development pressure form part of priority focus areas or protection.

The strategies relating to settlement state that development along the coast should only take place adjacent to existing settlements, in a highly contained manner with a limited footprint that ensures the maintenance of ecological integrity, tourism potential and landscape character. Public access to the coast must also be ensured at all times via appropriate development layouts and access routes.

2.3. WEST COAST DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (2008)

According to the District Spatial Development Framework (SDF), many unique features in the West Coast Region offer tourism opportunities that are of regional importance, particularly from an economic perspective. Simultaneously, large portions of the West Coast Region have been classified as sensitive biodiversity areas. The framework stresses the importance of integrating these features with other land uses and future developments in a sustainable manner. The framework also encourages the establishment and prioritization of major coast-to-inland biodiversity corridors, of which the Berg River Estuary plays a crucial role.

“Actively support the development of plans that cross municipal, and even provincial boundaries that would promote collaborative action in fields such as biodiversity protection, climate-change adaptation, tourism and transportation.”
(NDP, 2011, pg 286)

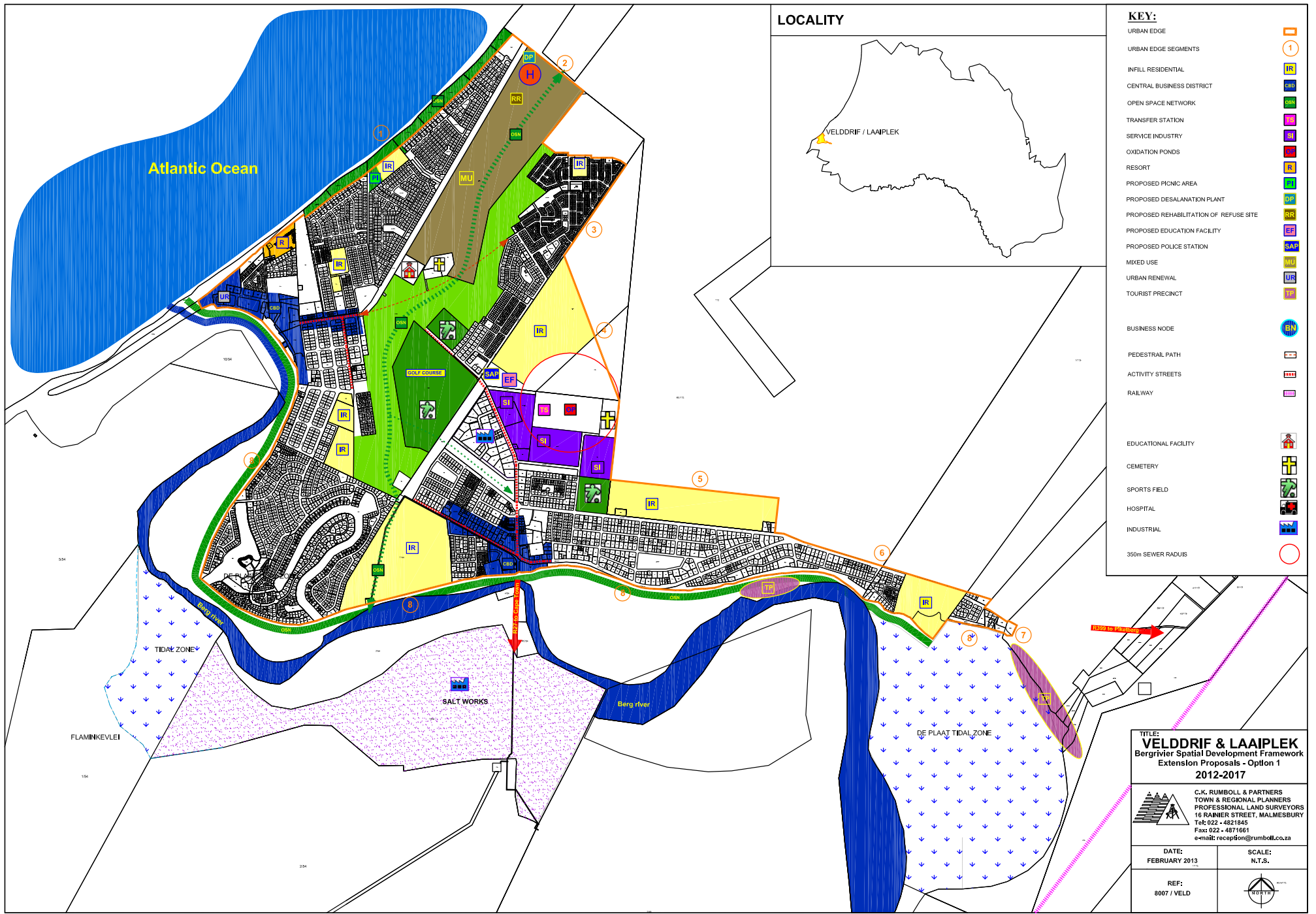


FIGURE 3. SPATIAL DEVELOPMENT FRAMEWORK FOR VELDDRIF/LAAIPEK (BERGRIVER SDF, 2013)

A transport corridor between Vredenburg and St Helena Bay/Velddrif/Laaipek is expected to develop as these coastal destinations become more and more attractive as secondary property investments to people who live elsewhere, particularly in the Cape Metropole. The document therefore proposes that strategies as well as development implications are explored to define the opportunity to establish a development corridor between Vredenburg and Velddrif/Laaipek.

2.4. BERGRIVIER SPATIAL DEVELOPMENT FRAMEWORK (2012-2017)

The Saldanha Bay area has been identified as an emerging settlement cluster and strategic regional economic node due to the development of the Saldanha-Northern Cape corridor through rail and port expansion as well as investment priorities for back-of-port industrial capacity increase via the development of an Industrial Development Zone (IDZ) in the region.

The Saldanha region is thus foreseen to become a primary urban focus area for growth and infrastructure investment which could possibly lead to a spill-over effect onto the Bergrivier municipal area. Economic linkages between Velddrif and Saldanha Bay will become stronger and the steady expansion of the Saldanha/Vredenburg urban-growth area is likely to bring more residential developments to the region. These anticipations have been considered as part of the Bergrivier SDF which calls for the identification of developable land and the provision of settlement-related infrastructure.

The SDF identifies Velddrif, Laaipek and Noordhoek as highly fragile due to the negative impacts that future urban growth and development could have on the unique visual experience of the area. The SDF therefore proposes that the natural features which define the urban structure, such as the estuary and the coast line, must act as primary informants to future growth as to ensure more compact urban development. Urban development on the southern banks of the river should consolidate biodiversity conservation and tourism opportunities through appropriate land-

use which, according to the SDF, will also contribute significantly to unlocking inherent tourism potential to support and encourage local economic growth.

The SDF identifies the need for improved connectivity through proposing linkages via certain road alignments, activity routes and pedestrian linkages. Public areas and future areas for residential development are delineated accordingly and service infrastructure investments are prioritised (see Figure 3). Tourism development proposals are centered on strengthening and supporting existing tourism-related activity such as water and endurance sport and recreation, whale and bird watching attractions, local heritage destinations and marina-orientated holiday activities. It is proposed that Bokkomlaan is conserved as a primary cultural asset and that all areas surrounding the estuary be delineated as conservation zones with various tourist precincts.

Ultimately, the strategies aim to support closer integration between Velddrif, Noordhoek and the coastal suburbs within Laaipek through promoting development of medium density and higher residential housing along activity streets, on commonage land and other strategically located land parcels.

2.5. BIODIVERSITY SECTOR PLAN (2010)

According to the Biodiversity Sector Plan for the Saldanha Bay, Bergrivier, Cederberg and Matzikama Municipality (2010), the urban area of Velddrif is situated between a terrestrial biodiversity area (natural areas to the north) and an aquatic critical biodiversity area (the river corridor). The town is therefore located within a critical biodiversity aquatic buffer area (see Figure 4) referred to as "Core 1" in terms of the spatial planning categories (SPC's).

The sector plan identifies the desired management objectives for each SPC, encouraging only land or resource-use activities that are compatible with maintaining these objectives. The plan states that in formal Critical Biodiversity Areas (Core 1) it is important to maintain both biodiversity patterns and ecological processes. The desired management objectives for

Critical Biodiversity aquatic buffer areas, as is the case of Velddrif, are:

- to maintain natural land
- to rehabilitate degraded land to natural or near natural
- to manage for no further degradation

Land uses allowed and encouraged in Critical Biodiversity Aquatic buffer areas are limited to conservation. Land uses restricted or possible under strict controls only in order to avoid impacts on biodiversity within these areas include activities related to:

- Agriculture
- Holiday Accommodation
- Rural Housing
- Low impact Tourist and Recreational facilities
- Rural business
- Infrastructure Installations

Prohibited land uses in Core 1 areas include:

- High impact Tourist and Recreational facilities
- Rural Industry
- Smallholdings
- Community Facilities & Institutions
- Urban Expansion
- New settlements

The sector plan emphasises that terrestrial and aquatic resources are interdependent, with one affecting the other. Therefore, in order to ensure the healthy functioning of rivers, wetlands and estuaries, it is essential to safeguard buffering riverine vegetation because these plants prevent soil erosion, sedimentation and water pollution.

It is important to acknowledge these land use guidelines as well as the sensitivity of the biophysical environment when considering the future development of Velddrif and Laaipek.

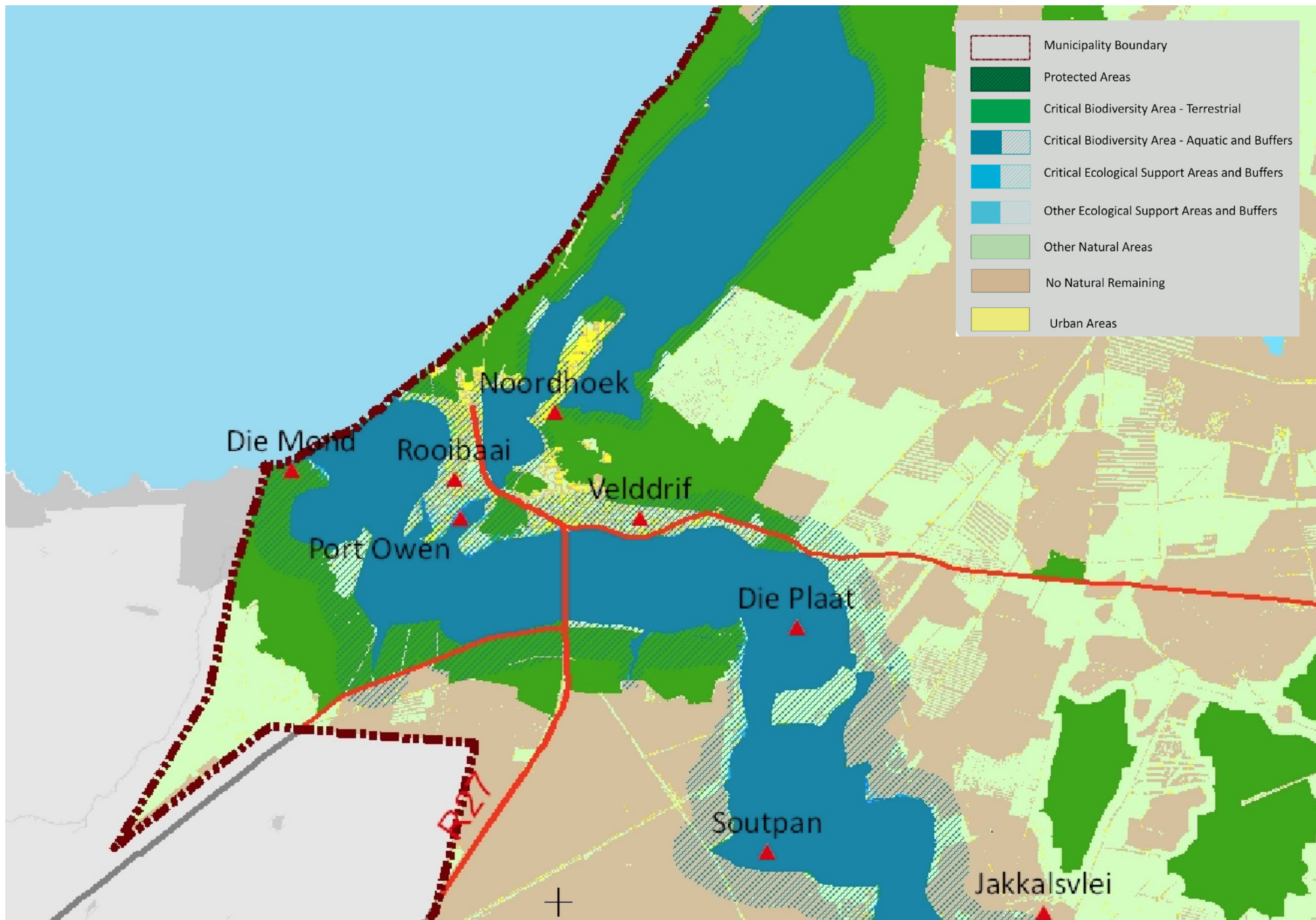


FIGURE 4. ZOOMED IN MAP OF THE BIODIVERSITY SECTOR PLAN FOR THE BERGRIVIER MUNICIPALITY (MAREE & VROMANS 2010)

2.6. STAKEHOLDER ISSUES & VISION WORKSHOP

In order to engage with the community and draw from their personal experiences, an “Issues and Vision” workshop was held on the 11th of December in Velddrif. This was attended by local business owners as well as representatives of the local community, local & provincial government institutions and CapeNature.

The main objectives of the workshop were to discuss key issues of the precinct and the surrounding area against which the technical analysis took place whereafter a provisional vision for Velddrif and Laaiplek was to be formulated on a collaborative basis.

2.6.1. KEY FINDINGS

During the workshop process the main assets, problems and opportunities were recorded as follows:

ASSETS

All stakeholders agreed that Velddrif and Laaiplek are attractive coastal fishing villages with untapped potential. With its strategic location only 95km from Cape Town opportunities for growth and economic development are infinite. It was also agreed that the unique natural landscape, the estuary and the unspoiled coastline are the precinct’s greatest assets.

Opportunities also exists for a more compact form of urban growth due to strategic parcels of vacant land across the precinct area. Capacity exists to add to almost all urban qualities - such as the conservation of environmental and cultural features, creation of a defined business area, efficient use of vacant land and reassessment of allocated urban land-uses and public open spaces.

The fishing industry - traditionally the greatest natural asset of the precinct - provides for a unique local identity while at the same time providing local economic opportunities. However, due to the negative effects of changing climatic conditions on local fish stock and the closing down of the fishing factory, the precinct

relies quite heavily on outside economic input through tourism.

Stakeholders therefore agreed that by positively exploiting the unique local natural assets the precinct can significantly increase its economic sustainability while providing local employment opportunities.

PROBLEMS

The unique character traits of the precinct have not yet been optimized to achieve their full social and economic potential. Characterised by vacant or underutilised harbour and sea front developments, the towns suffer from fragmentation and isolation within and between neighbourhoods. This is exacerbated by high levels of unemployment and limited economic diversity and opportunity. Social support is also an issue due to the general lack and degrading quality of public and community facilities. Similarly the lack of positive public space has had negative impacts on the quality of life of the community as well as the potential for the precinct to develop economically.

Degradation and disruption of the natural estuary and coastline by insensitive man-made interventions and development were highlighted as crucial issues that need urgent attention. The negative impacts of illegal fishing, pollution and alien vegetation were highlighted as highly damaging to the significant ecological systems of the river and coastal zone. The need for environmental regeneration and protection was prioritised as very important for both tourism and biodiversity functioning.

The general lack of public access to the water and lack of well functioning, recreational green social open spaces was also seen as a major problem that requires urgent attention.

OPPORTUNITIES

All stakeholders agreed that significant opportunity exists to regenerate the precinct through better design, use, integration and management of natural resources, cultural assets and unique landscape features. These



FIGURE 6. THE WORK GROUPS IN DISCUSSION



FIGURE 5. GROUP WORKSHOP MAPS - GREEN=ASSET, RED=PROBLEM, YELLOW=OPPORTUNITY

assets have the potential to strengthen the town's current identity if they are integrated into a coherent network of destinations, routes, landmarks and spaces that draw people and activities. Appropriate places, activities and built form in turn become attractions in their own right and these places can offer opportunities for socio-economic inclusion and a wide range of new economic opportunities.

The small scale of the town is a significant opportunity as one of the features of towns with strong tourist economies is a sense of walkability. The vast open spaces and underutilised land that currently dominate the town undermine the walkability of the precinct. However these could be transformed through appropriate infill development, place making, landscaping and activity.

2.6.2. THE BIG IDEAS

Stakeholders were asked to propose their one "big idea" for the future of Velddrif and Laaiplek. Proposals focused on the need to improve public access to the water in a sustainable and responsible manner that will maximize the untapped tourism potential of the area. It was also envisioned that the development of public space in the urban areas create spaces of social interaction while attracting by-passers, tourists, visitors and surrounding communities.

Stakeholders envisioned that further development of the precinct provide for public space facilities which respect the environment while creating a variety of movement linkages between vibrant activity and tourism nodes. Stakeholders proposed that environmental problems must be addressed in conjunction with economic development plans and the improvement of community education and awareness around these issues.

2.6.3. PROVISIONAL VISION STATEMENT

The issues and ideas gained from the workshop, together with the stated project objectives have been framed into a provisional vision statement which will guide the framing of the concepts and proposals for the precinct. The provisional vision for the precinct plan is set out in the text bubble to the right:

"Transform Velddrif and Laaiplek into a vibrant, well managed and attractive town which offers safe, integrated open space, streets and amenities, where the unique landscape, cultural and social assets of the town create opportunities for residents and attract tourists."

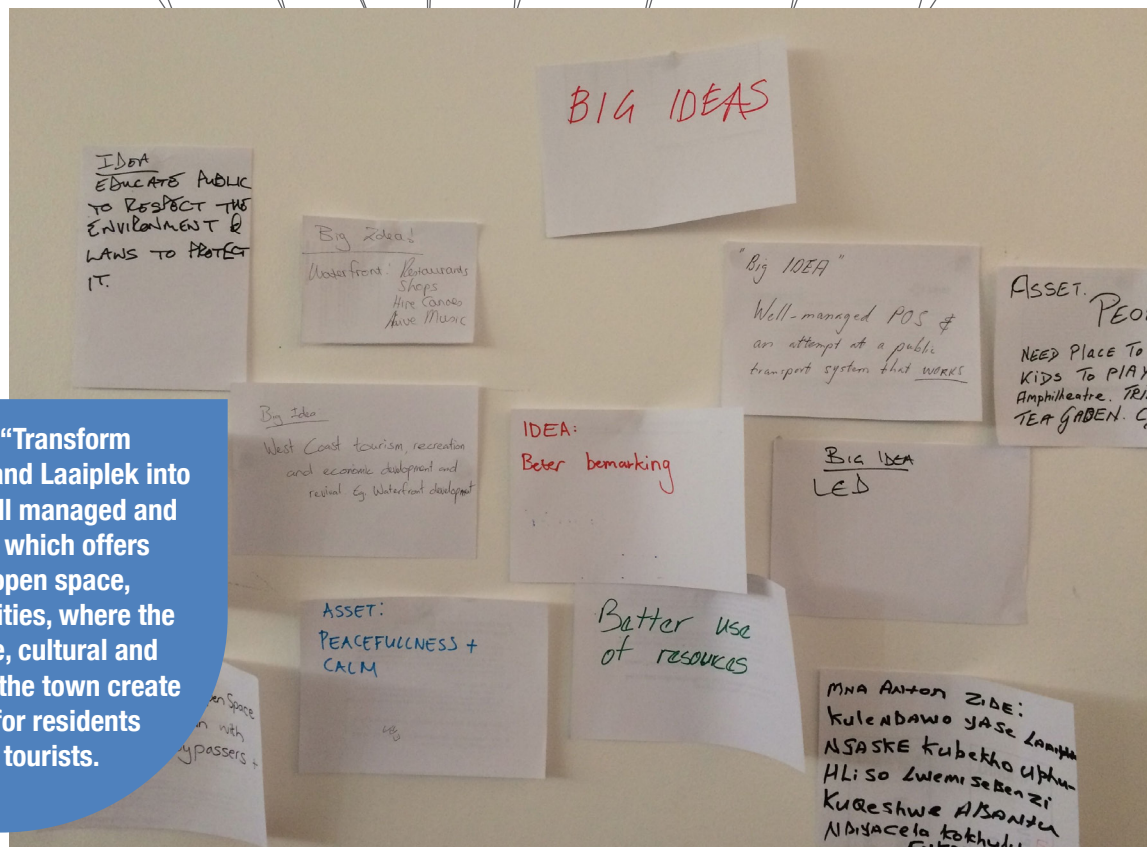
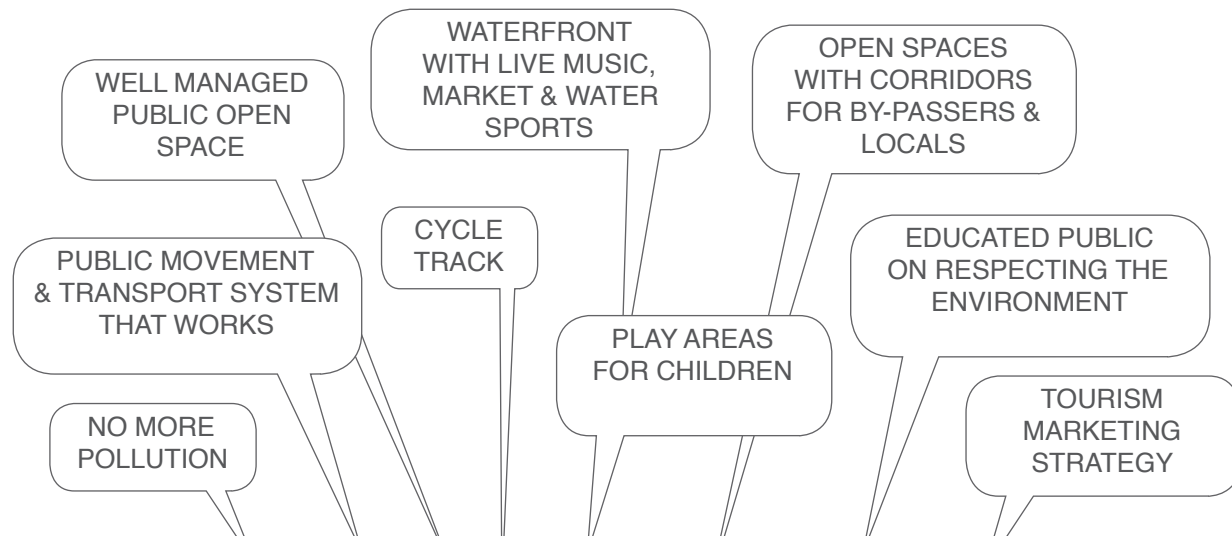


FIGURE 7. STAKEHOLDERS' BIG IDEAS

3. CONTEXTUAL ANALYSIS

3.1. BIOPHYSICAL ANALYSIS

3.1.1. EXISTING NATURAL CONDITIONS

Velddrif and Laaiplek is defined by the unique existing natural conditions shaped by the Berg River estuary and its flood plains, the Atlantic Ocean to the west and the low-lying wetland areas. The coastline is characterised by a long stretch of white sand and calm, cold water. A fossil bar is also present along the northern stretch of Laaiplek’s coastline, which represents a prograding coastline - one of few occurring along the South African Coast. Such seaward growth of the shoreline has preserved Holocene and Pleistocene beach levels with the fossil bar being an important indicator of sea level and palaeo-environmental change.

In general the natural landscape of the area consists largely of flat coastal land characterised by dry well-drained soil which supports a variety of endemic vegetation such as the Langebaan Dune Strandveld and the Saldanha Flats Strandveld while also providing suitable conditions for the farming of wheat and potatoes. The flood plains and wetland areas support the Cape Estuarine Salt Marsh vegetation which is host to a large variety of bird species. It is estimated that about 30 000 wading birds migrate to the estuary annually. The area has officially been declared as an Important Bird Area (IBA) and is considered the third most important estuary in South Africa (WDCM, 2010).



FIGURE 8. LOCAL COASTAL VEGETATION

Wind conditions in Velddrif and Laaiplek play an important role in defining the natural climatic and landscape conditions due to its biophysical impacts on the landscape and built environment. The West Coast is prone to hot, dry and turbulent berg winds that are comprised of subsiding air masses which blow seawards from the interior and increase their temperature by descent and compression. Typically these develop with the approach of a cold front, causing drops or increases in temperature depending on the season and the time of day. Gale force berg winds also frequently occur on the West Coast which can carry dust over 500km seawards. The area is also prone to the development of advective sea fog, usually associated with the development of longshore movement of coastal lows after cold water upwelling has occurred.

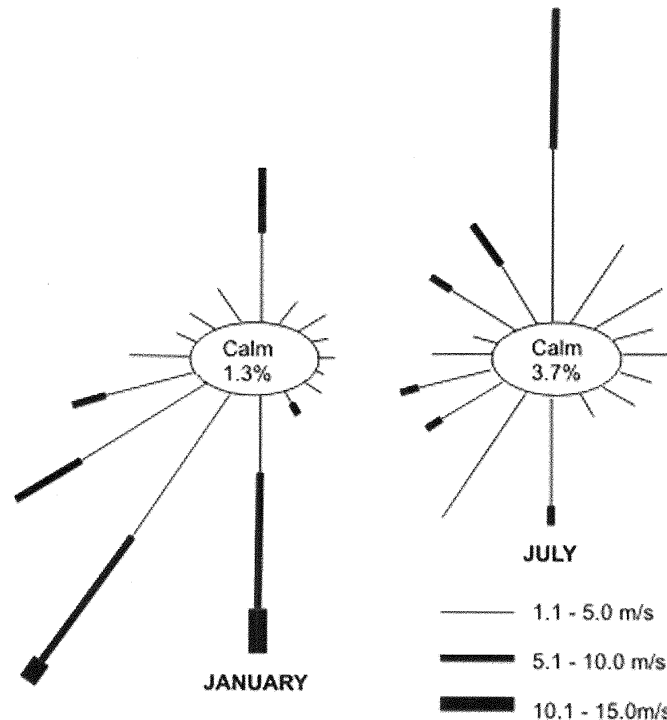


FIGURE 9. SUMMER AND WINTER WIND ROSES FOR LANGEBAANWEG 25KM SOUTH OF VELDDRIF (AGRICULTURAL RESEARCH COUNCIL)



FIGURE 10. VIEWS OF LAAIPEK'S COASTLINE IN A SOUTHERN DIRECTION TOWARDS THE RIVER MOUTH

Summer winds along the West Coast occur in a south-westerly or southern direction and during winter these prevailing winds shift towards a northern direction. In Velddrif and Laaiplek one can distinguish between two overarching wind types, as set out below.

1. Prevailing winds: these occur in a SW and S direction during summer months and in a N direction during winter,
2. Land and sea breezes: these occur usually at right angles to the coast. Land breezes are frequent during the night or early morning time periods in a E – NE directions (down the Berg River). Sea breezes are more prominent in the afternoons in a SW and W direction.



FIGURE 11. NORTHERN VIEWS OF LAAIPEK'S COASTLINE

Strong prevailing summer winds are evident from Port Owen towards the Harbour in a SW or S direction. An afternoon sea breeze is often evident in a SW and W direction from Port Owen towards Velddrif. Winds down the river are predominantly in a easterly direction causing a night and early morning breeze due to katabatic/temperature inversion flows.

(Source: Heydorn & Tinley, 1980)

3.1.2. ENVIRONMENTAL CHALLENGES

The environmental integrity and biodiversity of large portions of the coastal zone, the Berg River wetlands and the surrounding salt marshes are important building blocks in both local and regional ecosystems and biodiversity corridors, particularly due to landscape gradients such as the Greater Cederberg Biodiversity Corridor as well as natural heritage and archeological sites in relation to the Berg River. However, activities relating to cultivation and urban development have resulted in encroachment onto natural land which have impacted on the natural status of the ecosystems and caused local vegetation reaching critical biodiversity status.

The area faces challenges in terms of minimising encroachment into the highly sensitive areas while encouraging rehabilitation and conservation to optimise ecosystem functioning. The existing and historical wetland areas and water courses also present growth-related challenges as they should be avoided by development due to their environmental sensitivity and construction concerns.

The West Coast District Municipality (WCMD) in association with a number of partners are currently working towards registering the Berg River estuary ecosystem as a Special Protected Area. As part of their Integrated Estuary Management Plan (2010), the estuary has been divided into seven zones (see Figure 12). These zones have been created in order to ensure the control of boat traffic and the conservation of the wetland. Different zones are earmarked based on different activities allowed (see Figure 15) emphasising the importance that urban activities must be aligned to complement the river and its ecosystems.

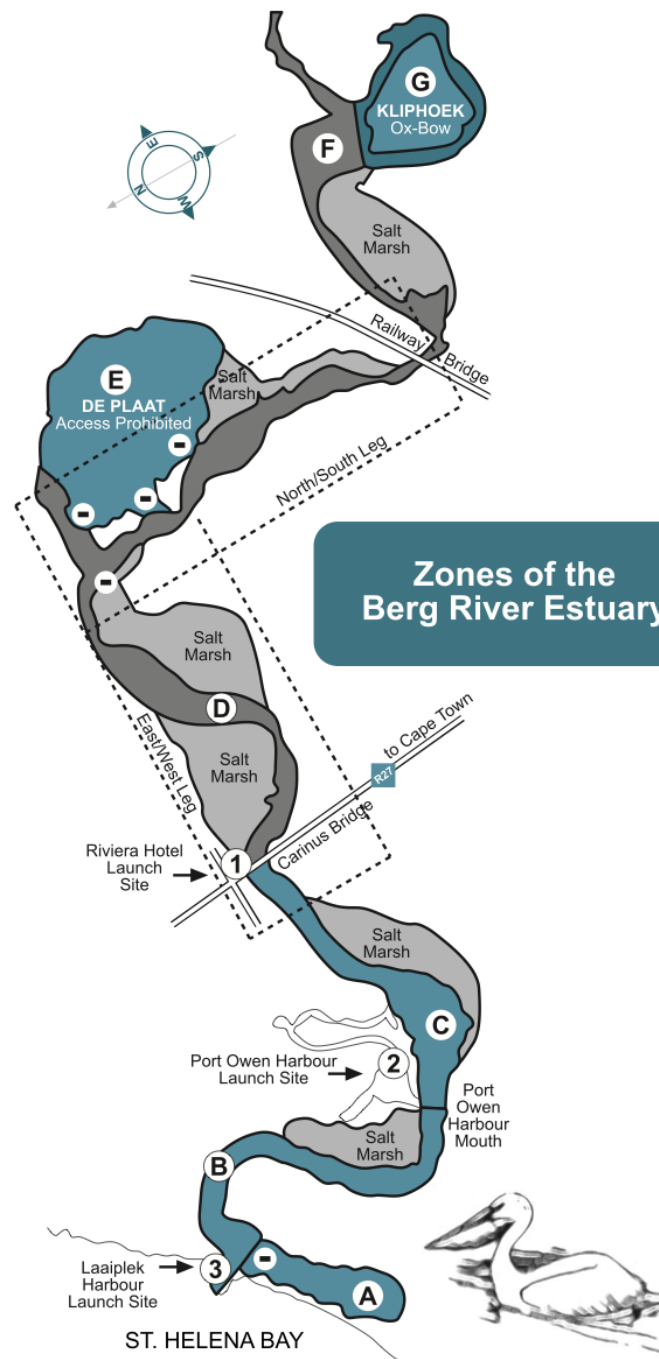


FIGURE 12. THE 7 ZONES OF THE ESTUARY AS DELINEATED BY WCMD



FIGURE 13. VIEWS OF THE BERG RIVER AND THE JETTIES IN BOKKOMLAAN DURING SUNSET



FIGURE 14. THE BERG RIVER ESTUARY MANAGEMENT ZONE

Zone A:	Old Mouth Lagoon. A very sensitive area, no entry.
Zone B:	Commercial Zone. Speed limit, angling allowed.
Zone C:	Recreational Area. All water sports as well as angling allowed.
Zone D:	Conservation Area. High human activity, ecologically sensitive area. Boat transit area, proceed with care, within demarcated channel. Angling and access to bird-hide in Zone D allowed.
Zone E:	De Laat Bird Sanctuary. Extremely sensitive area, no entry.
Zone F & G:	No-take Zones. Water sports allowed.

NB: No jet-propelled craft is allowed on the river. Visitors are not allowed access to the marshes anywhere along the waterway.

FIGURE 15. EARMARKED ACTIVITIES FOR EACH ZONES OF THE ESTUARY AS DELINEATED BY WCMD



FIGURE 16. JETTIES ALONG THE BERG RIVER



FIGURE 17. SCENIC VIEWS OF THE BERG RIVER ESTUARY

Restrictions on fishing and boat speed have been put in place but there is still a greater need to enforce these measures. Pollution and water abstraction associated with these activities are placing major pressure on the river and thus need to be curbed through delineation and provision of appropriate boat fuelling areas.

Urban development and the removal of vegetation along the coastline have resulted in wind blown sand to penetrate the surrounding urban areas, accumulating in the neighbourhood of Noordhoek (see Figure 19). Due to the windy nature of the local climate, the strong south easterly winds pose constraints to new development, particularly in the more exposed areas such as the undeveloped sites along the coast and Noordhoek.

Man-made construction of the harbour mouth has resulted in erosion to the east of the breakwater, restricting development in this area. Laaiplek harbour and Pelican harbour are also placing environmental stress on the river mouth and ocean through pollution from boat oil.



FIGURE 18. SCENIC VIEWS OF THE BERG RIVER ESTUARY



FIGURE 19. ANALYSIS OF THE NATURAL LANDSCAPE AND BIOPHYSICAL CHALLENGES OF THE PRECINCT

3.2. SOCIO-ECONOMIC ANALYSIS

3.2.1. CULTURAL HISTORY

During pre-colonial times local Khoi inhabitants exploited the marine resources of the West Coast. Discovered by the Portuguese seafarer Vasco da Gama in 1497 when he entered St Helena Bay looking for water the area and with the advent of colonisation this exploitation was intensified and before the end of the 17th century the mouth of the Berg River was used as a harbour by free burghers stationed on the West Coast by the V.O.C to supply the Company with fish. One of the first Europeans to arrive and settle at the mouth of the Berg river was the fish merchant Carl Stephan who, together with his brothers, soon established a flourishing shipping, fishing and farming enterprise.

During the 18th century the V.O.C encouraged free burghers to become farmers in the region, using the river to transport grains and commodities between Cape Town and the West Coast Ports. The loading area used for agricultural products along the coast by the harbour was termed "Laaiplaats" from which the settlement of Laaiplek's name originates. During this time the name "Velddrif" also came into use when T.E. Smith purchased farmland to the east, naming it after the drift in the veld through which he had to travel his stock.

The origins of the fishing communities that sprang up at the Berg River mouth and elsewhere along the coast of St. Helena Bay may be found in the importance of "ratsoennis" to a growing agricultural economy in the Sandveld and its eastern hinterland. In 1819 a fish house at Laaiplek was erected where fishing boats landed their catch, cleaned the fish and salted them down in barrels. Snoek and harders were also salted and dried here. Economic activities thrived on the then well-established West Coast fishing industry.

In 1899 a pont was built to ferry people and their livestock across the river. It stayed in service until 1950 until eventually in 1959 the Carinus Bridge was completed, which gave permanent access to the Cape to the people of Velddrif. The towns of Laaiplek

and Velddrif began to flourish. However, in the 20th century the economy of Laaiplek declined due to the coming of the railway line as a more efficient mode of transportation of grain to Cape Town. Nevertheless, the fortunes of Laaiplek changed again with the emergence of the fish factory, which not only revolutionised the fishing industry of the area but also the lives of its inhabitants.

The famous local bokkom industry originated in Velddrif due to ideal weather conditions, access to the coast and fresh water as well as the extensive sea salt pans. This delicacy of salted fish is dried in the sun and wind and is then eaten raw after peeling off the skin (see Figure 20). Around 95% of South Africa's bokkoms are produced in Velddrif and Laaiplek in a series of small individual factories located along the Berg River. The well-known Bokkomlaan along the banks of the river - the very first road in Velddrif - is where fisherman are still found drying fish and preparing bokkoms in the traditional way. Some of these factories are national monuments and still provide local fishermen with their primary livelihood.

The nature of these historical events play an important role in defining the character and identity of Velddrif and Laaiplek.

(Sourced from Ellis, 2008)



FIGURE 22. DIE OU BOKKOM HUISIE IN BOKKOMLAAN



FIGURE 20. THE DRYING OUT OF BOKKOMMS CAN STILL BE SEEN TAKING PLACE TODAY IN AREAS SUCH AS BOKKOMLAAN



FIGURE 21. A HISTORICAL IMAGE OF FISHING ACTIVITIES IN LAAIPEK (SOURCE: WWW.TRAWLERHERITAGE.CO.ZA)



FIGURE 23. THE SA FISHERIES MUSEUM IN VELDDRIF CAPTURES THE LOCAL FISHING HISTORY WITH RARE ARTEFACTS, BOOKS AND PHOTOS

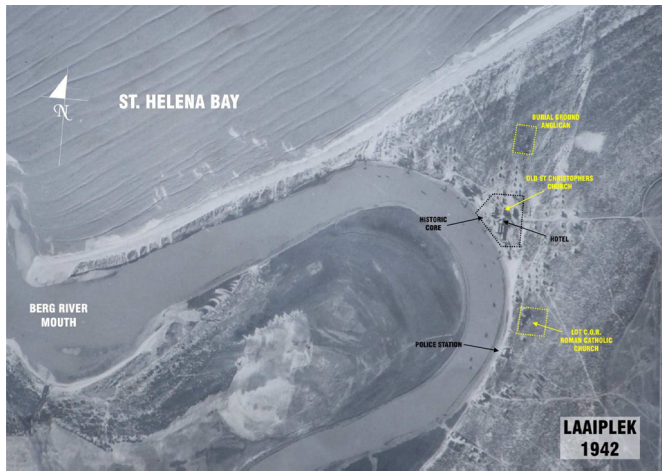


FIGURE 24. AN AERIAL VIEW OF LAAIPEK IN 1942 (ELLIS, 2008)



FIGURE 25. AN AERIAL VIEW OF LAAIPEK IN 1960 (ELLIS, 2008)



FIGURE 26. HISTORICAL IMAGE FROM 1938 OF SETTLEMENT IN VELDDRIF ALONG VOORTREKKER ROAD (DRDLR MAPS AND SURVEY, 2014)

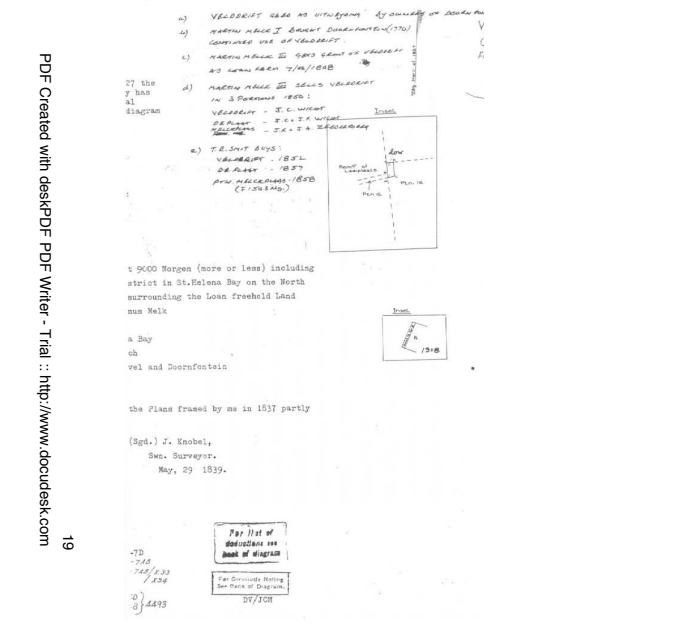
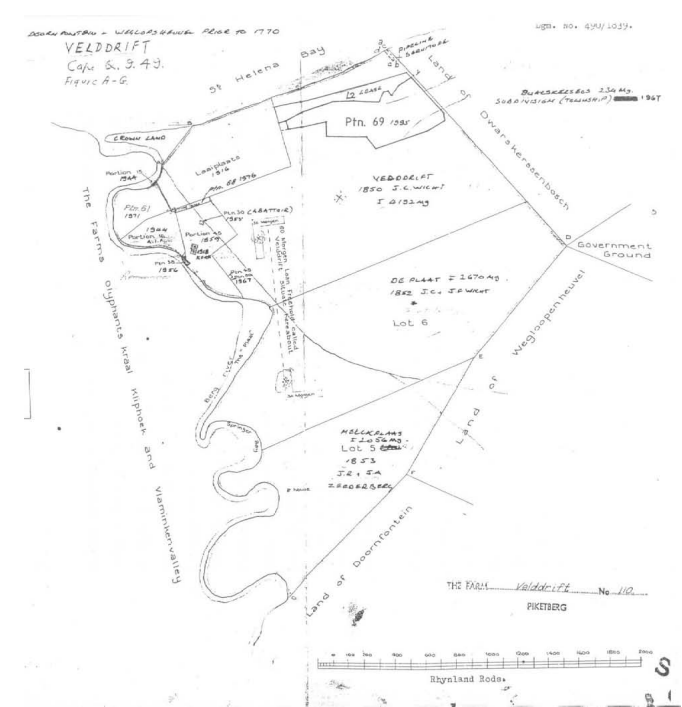


FIGURE 27. SECTIONS OF THE ORIGINAL SURVEYOR GENERAL DIAGRAM FOR VELDDRIFT AND LAAIPEK (ELLIS, 2008)

3.2.2. EXISTING SENSE OF PLACE & CHARACTER

Velddrif, with its location on the northern banks of the Berg River about 2 kilometers from where the river enters the sea, and Laaiplek situated around the river mouth, are both bountiful in character and unique aesthetics. The distinctive ambiance and coastal atmosphere is dominated by the setting of the river, fishing and harbour activities, boats and factory buildings as well as the defining coastline. The river's visual impact is most prominent when entering from Cape Town and crossing the Carinus Bridge with a 180 degrees vista of the river floodplain. However, the urban landscape is almost completely separated from these features as access to the water's edge is limited. The general lack of visual connection to the water - due to blank edges and dead-ends facing onto the water edges - also contributes to the general sense of disconnection.

The main identity-defining activities of the precinct occur at the Laaiplek harbour, Pelican harbour and Bokkomlaan due to their historical value and the fact that these areas have contained their unique West Coast aesthetic. At certain points along the river mouth the mooring of fishing boats stimulates highly unique scenic views of small yachts and larger vessels in combination with industrial activities. A diverse selection of water birds such as White Pelicans and Lesser Flamingos can be seen here, with various bird hides located along this stretch of the river (see Figures 28 & 30). The main entry into the precinct at the Carinus bridge into Velddrif creates a defined gateway space and sense of arrival, whereas entry from Piketberg and Dwarskerbos is predominantly undefined.

An impression of openness dominates the urban landscapes of Velddrif, Laaiplek and Noordhoek due to vast tracks of vacant land, the dispersed built character of the town and the wide road layouts. The visual impression created along the coastal road to Laaiplek resembles a combination of built-up areas, underutilised open spaces and a river interface dominated by private development. Other elements that negatively impact on the sense of place and character of the precinct area are incomplete housing projects

situated along the northern coast in Laaiplek, the location of vacant properties throughout the settlements and the degrading nature of building facades in the urban centers.

The peripheral neighbourhood of Noordhoek lacks any sense of place or identify due to its degrading urban character and the complete separation from all natural attributes due to its segregated location. The physical connection between the urban areas of Velddrif, Laaiplek and Noordhoek is not clearly defined as vacant land parcels are the dominant feature, with no topographical definition in these areas other than flat terrain. The location of the golf course also serves as a major buffer between the three urban areas with development in this buffer area constrained due to the existing watercourse and high water table.



FIGURE 29. FISHERMEN IN LAAIPEK



FIGURE 30. FLAMINGOS RESTING ALONG THE RIVER BANK

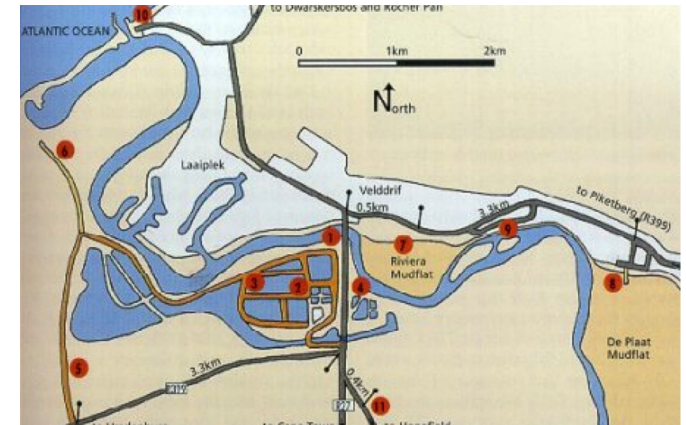


FIGURE 28. MAP OF BIRD HIDES AND BIRD-WATCHING SPOTS IN VELDDRIF & LAAIPEK (SOURCE: WWW.CAPEBIRDINGROUTE.ORG)



FIGURE 31. THE VAST TRACK OF VACANT LAND BETWEEN VELDDRIF AND LAAIPEK - CREATING A SENSE OF "NO MAN'S LAND"



FIGURE 32. BOATS ANCHORED ALONG THE JETTIES CREATE SCENIC AND COLOURFUL VIEWS

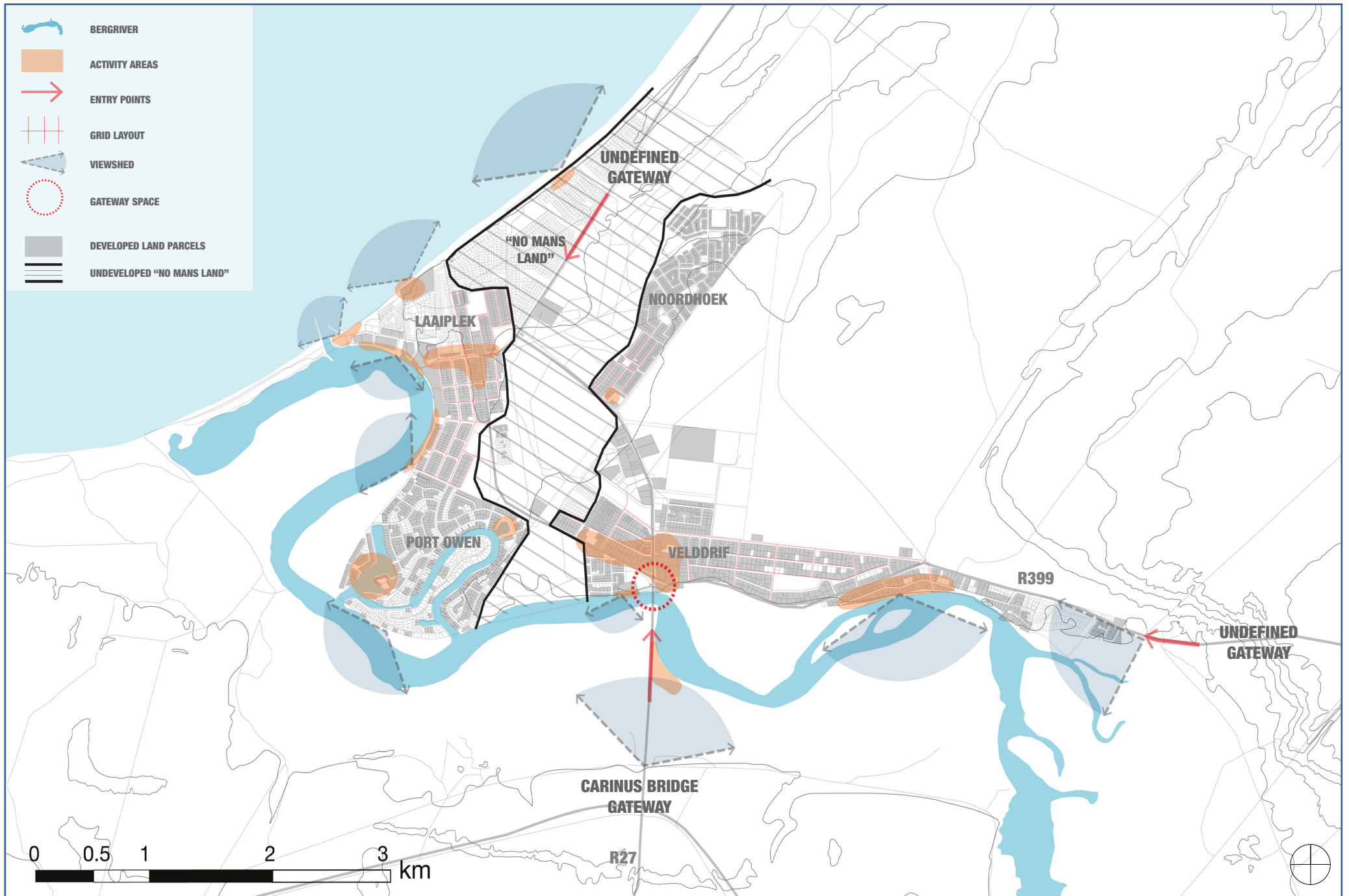


FIGURE 33. ANALYSIS OF THE EXISTING SENSE OF PLACE AND CHARACTER OF THE PRECINCT

3.2.3. SOCIO-ECONOMIC ACTIVITY PATTERNS

The economic landscape of Velddrif and Laaiplek has changed from a centre for services and processing of fish and agricultural products to a more service-based tourism town. Laaiplek is host to the mechanized components of the fishing industry, boasting a vibrant yet somewhat degrading central business district. Velddrif serves as a community and service centre while also providing economic opportunities to the community of Noordhoek via the light industrial area to the north along Church Street. Velddrif, Laaiplek and Noordhoek are home to year-round local residents whereas Port Owen is more seasonally occupied. Velddrif also offers various accommodation and tourism-related activities.

Areas of concentrated activity primarily consists of the historic and commercial cores of Velddrif and Laaiplek (see Figure 38). Secondary nodes include the Port Owen Marina development, the two coastal resorts (Stywelyne and Pelikaan Holiday Resort) as well as Bokkomlaan, the Laaiplek and Pelican harbours and the associated industrial areas. Similarly, the coastal site by the river mouth just north of the Laaiplek harbour is a popular destination as a view point or for swimming and fishing, as is the riverbank to the south-east of the Carinus bridge where fisherman can regularly be seen fishing. However, it is important to note that these activities occur in fragmented pockets with large tracks of inactive or undeveloped areas between nodes or hotspots.

The scale and nature of current businesses in the precinct are characterised by small shops and cafes, some tourism curio shops, fishing and agriculture-orientated services, small-scale supermarkets and basic community stores such as pharmacies, hairdressers etc. Major retail outlets are not currently operational in the towns except for OK, Spar, PEP and Checkin so small-scale businesses characterise the commercial areas.

Currently access to the beach is very limited due to the dominance of incomplete private developments edging the coastline and river mouth. The current urban structure and form does not support walkability

and ease of movement, especially for tourists and local pedestrians due to vast open spaces between the various activity centres and the general lack of cycle routes and clearly defined pedestrian pathways. Pedestrian movement is active along the two access streets into Noordhoek (Church & Lofdal) due to Noordhoek residents traveling to the central business nodes of Laaiplek and Velddrif and to the secondary schools situated along Voortrekker and Main road. Most of these routes however are unpaved and surrounded by vast open spaces, therefore often perceived as unsafe.

An active taxi rank is located at the intersection of Lofdal, Church and Albatross street, serving the community of Noordhoek. The local community centre is also situated here but lacks further, complementary uses. Some spaza shops and house cafes are also prominent in this neighbourhood, for which the municipality is currently drafting a policy.

Land use activity in Velddrif and Laaiplek is generally quite complementary and concentrated, with the majority of businesses and facilities located within the two central nodal centres and concentrated along the associated movement corridors. However, as previously made apparent, the already minimal activity in these areas are continuing to degrade due to the dominance of blank facades and the general lack of diversity (see Figure 36).



FIGURE 36. A BLANK BUILDING FACADE OF A RETAIL CENTRE IN LAAIPEK



FIGURE 34. RETAIL ACTIVITY ALONG VOORTREKKER ROAD



FIGURE 35. THE RESTAURANT AND MARKET IN PELICAN HARBOUR



FIGURE 37. REPAIRS AND MAINTENANCE WORKS TO A SHIP IN THE LAAIPEK HARBOUR

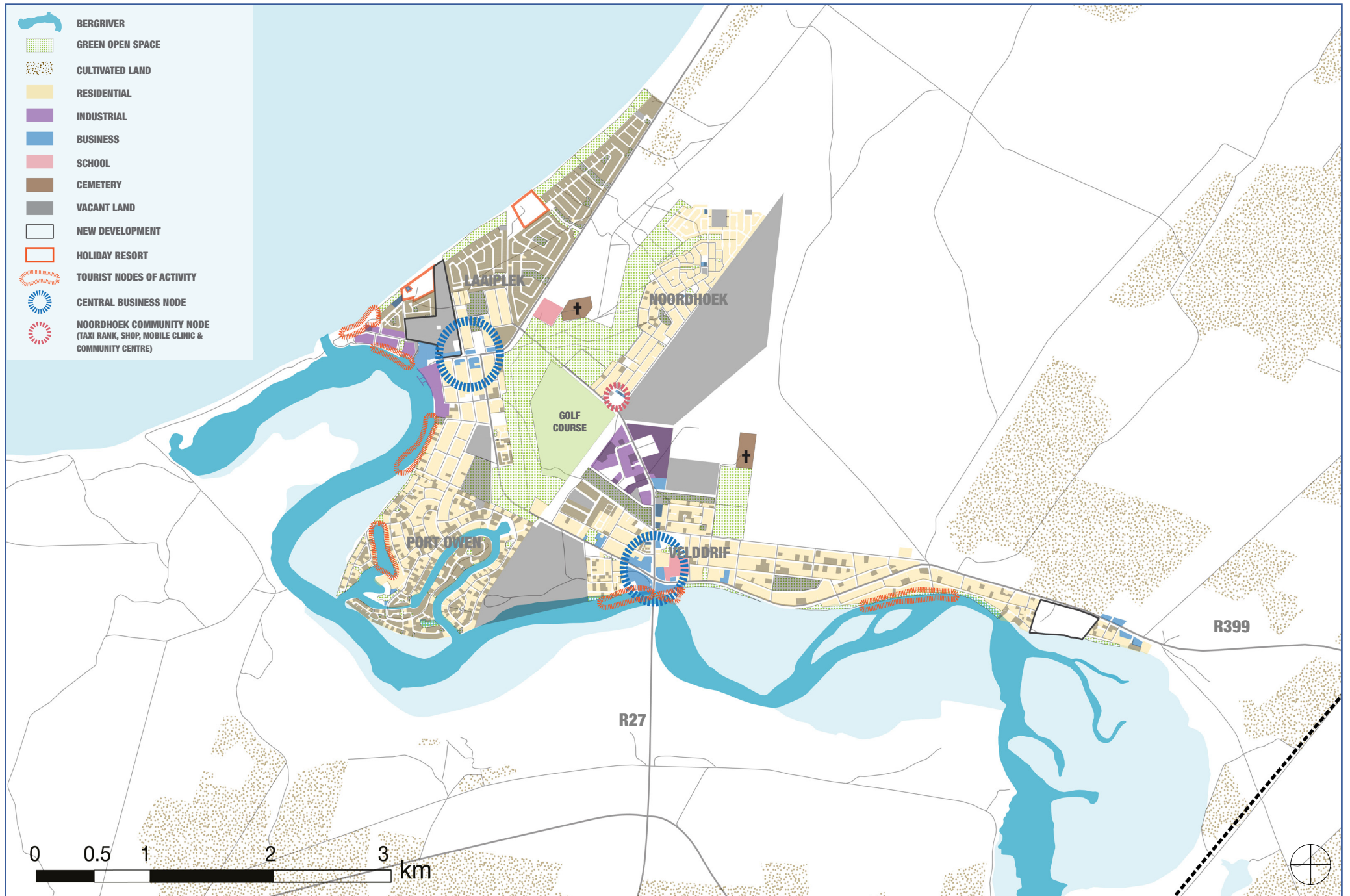


FIGURE 38. ANALYSIS OF KEY ACTIVITIES AND LAND USES OF THE STUDY AREA

3.3. BUILT ENVIRONMENT ANALYSIS

3.3.1. THE HISTORIC URBAN ENVIRONMENT

In South Africa it is of the norm that platteland towns mostly developed upon land given to the N.G. Kerk by farmers, which was then subdivided into erven in a grid-like pattern. This was not the case with Velddrif, where the original quit rent farm owned by Martin Melck, which stretched along the north bank of the river from the sea to the adjoining farm (Doornfontein) for a distance of 15 km, was sold off in three portions, i.e. Velddrif, De Plaat and Melckplaas in 1850. The Stephans acquired rights to a portion of the farm Velddrif via T.E. Smit where fisherman constructed their reed and mud dwellings followed later by the mud brick fisherman's cottages still standing today. These stretched haphazardly along the river bank from around the Pont eastwards to De Plaat. Thus Laaiplek developed initially as a node around the Stephans commercial structures (see Figure 42), whilst Velddrif took a linear form, related to fishing along the lower reaches of the river (see Figure 39).

It is therefore clear that, due to the economy originally being based on maritime trading (Laaiplek) and artisanal fishing (Velddrif), settlement form was dictated by access to the river and easy and safe transfers of men and cargoes from boat to shore and visa versa. This was provided by the north bank, save for a piece of low lying marshland between Laaiplek and Velddrif which was uninhabitable when the Berg river was in flood, (the site of the present Port Owen).

This historic background to the physical and economic manifestation of Velddrif and Laaiplek has had a direct influence on the way in which settlement patterns have evolved over time. Similarly, a unique coastal character of the built environment derived from historic responses to the natural landscape from a biophysical and socio-economic perspective. This is evident in the old "werf" layouts, fisherman's cottages and the placement of trees around farmsteads and houses to create shields from the wind.



FIGURE 41. A DEGRADING OLD BARN ALONG VOORTREKKER ROAD



FIGURE 42. HISTORICAL AERIAL IMAGE OF LAAIPEK DATING 1942



FIGURE 40. A RETAINED FISHERMAN'S COTTAGE IN VELDDRIF



FIGURE 39. A HISTORICAL PHOTOGRAPH OF VELDDRIF TOWN CENTRE, ILLUSTRATING THE TOWN SQUARE AND THE USE OF TREES AS WINDBREAKS (DRDLR MAPS AND SURVEY, 2014)



FIGURE 43. TYPICAL WETS COAST LANDSCAPING OF WERF SPACE AT COENRADENBERG FARM WERF (SOURCE: FRANSEN 2004)

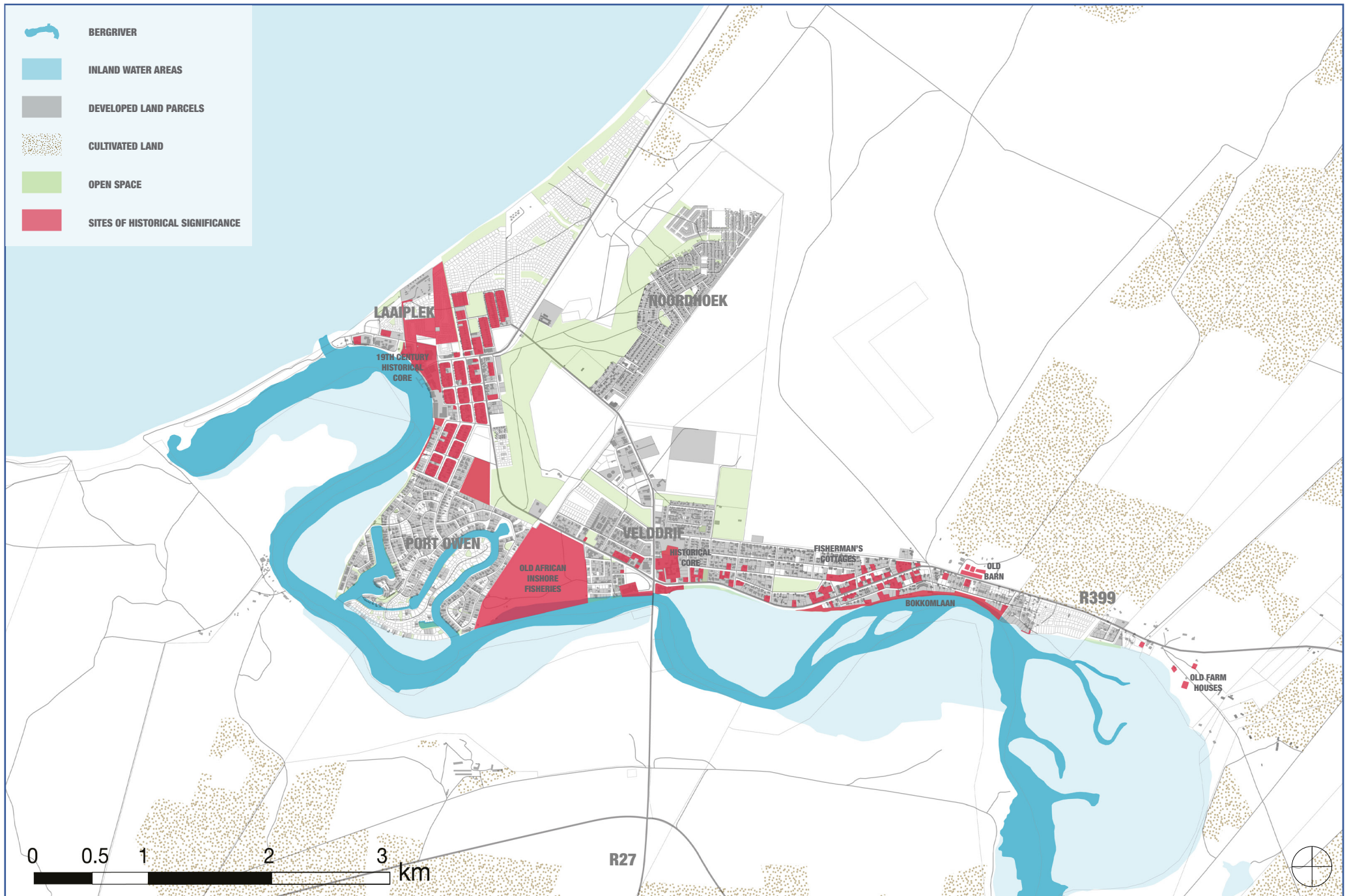


FIGURE 44. SITES OF HERITAGE SIGNIFICANCE IN VELODRIF AND LAAIPEK - BASED ON FIELD ANALYSIS UNDERTAKEN BY THE VELODRIF HERITAGE FOUNDATION AND THEIR HERITAGE DATABASE

3.3.2. URBAN FORM & STRUCTURE

The primary urban structure of the study area defined by leading movement patterns created by the layout of the R27 and Voortrekker Road, creates two distinct spinal access routes (see Figure 49). Voortrekker Road runs from Piketburg in the east to Laaiplek in the west and then northwards along the coast towards the holiday village of Dwarskersbos. The sections of this spinal route that run through the two nodal areas of Velddrif and Laaiplek are lined with some shops and business. The stretch of Voortrekker Road between the two nodes however are currently inactive due to large tracks of vacant land, the position of the golf course and other constricting natural conditions which creates major disjuncture in the overall structural legibility of the precinct (see Figure 46).

The neighbourhood of Noordhoek with its peripheral location contributes to the fragmented nature of the town's general urban structure. The neighbourhood lacks diversity in choice for movement connectors to the surrounding urban areas, with vehicular connection between central Velddrif and Noordhoek limited to

the Church street connector route and to Laaiplek via Lofdald Street.

The Carinus Bridge acts as the primary entry point into Velddrif from Cape Town & Saldanha via the R27, providing direct, well-defined access across the river into town. However when entering Velddrif this access route is interrupted due to the currently ineffective four-way intersection - over-capacitated by large amounts of trucks and general thoroughfare and very unfriendly to pedestrians (see Figure 45).

In Laaiplek the "cul de sac" main road has an unusual effect on general movement and legibility of this main activity area which also constrains access to the Laaiplek harbour and coast (see Figure 48). In the older neighbourhoods of Laaiplek and Velddrif the historic street grid ensures for ease of access and orientation whereas in more recent developments such as Port Owen the curvilinear street network constrains permeability and general thoroughfare. This negatively impacts on the precinct's general urban form and structure as well as the relationship between sense of place and legibility.



FIGURE 46. VACANT LAND PARCELS ALONG VOORTREKKER ROAD WHICH CREATES A BUFFER BETWEEN LAAIPEK & VELDDRIF



FIGURE 47. A MAP IN VELDDRIF WHICH ILLUSTRATES THE PRECINCT'S NEIGHBOURHOODS - GIVING A SIMPLIFIED VERSION OF THE GENERAL URBAN STRUCTURE



FIGURE 45. THE R27 - R399 INTERSECTION AT THE ENTRANCE INTO VELDDRIF



FIGURE 48. THE CUL-DE-SAC IN LAAIPEK



FIGURE 49. ANALYSIS OF CURRENT URBAN FORM & STRUCTURE OF THE STUDY AREA

3.4. SYNTHESIS

3.4.1. KEY ISSUES AND PRIORITIES

The technical analysis of the biophysical, socio-economic, and built environment, together with key findings from the stakeholder workshop, have been synthesised in order to identify the key issues that the precinct area is currently facing. These issues have been spatialised - as depicted in Figure 50. The table below indicates how these issues could possibly be addressed in order to inform the development of strategic proposals for the precinct area.

KEY ISSUE IDENTIFIED:	HOW THIS COULD BE ADDRESSED:
Local vegetation reaching critical biodiversity status	<ul style="list-style-type: none"> • Conservation of wetland • Minimise urban expansion
Pollution and water abstraction - impacts of illegal fishing and alien vegetation	<ul style="list-style-type: none"> • Control of boat traffic • Conservation Plan
Prevailing winds	<ul style="list-style-type: none"> • Appropriate built edges • Wind breaks and landscaping
High levels of unemployment due to limited economic diversity and opportunity	<ul style="list-style-type: none"> • Encourage tourism related investment and small-scale industrial / commercial activities • Facilitate socio-economic sustainability through urban agriculture, good public transport and adequate social facilities
Lack of well functioning recreational green social open spaces	<ul style="list-style-type: none"> • Rehabilitate wetlands and utilise green spaces for recreational activities and pedestrian walkways
Lack of investment in public space	<ul style="list-style-type: none"> • Reinforce destinations through investment in public space and landscaping
Major buffers between the three neighbourhoods - urban fragmentation and isolation	<ul style="list-style-type: none"> • Establish a connected system of destination
Major disjuncture in overall structural legibility	<ul style="list-style-type: none"> • Establish a connected system of movement and routes
Dispersed built urban character and wide road layouts	<ul style="list-style-type: none"> • Urban renewal and beautification • Consolidation of on-street activities
Inappropriate development - negative impacts on sense of place and local character	<ul style="list-style-type: none"> • Set out guidelines to ensure that public and private investment respond appropriately to local sense of place
Coastline characterised by vacant or underutilised harbour and sea front developments - Limited access to beach or water edge	<ul style="list-style-type: none"> • Renew attraction to coast through scenic vistas, public spaces and appropriate private investment

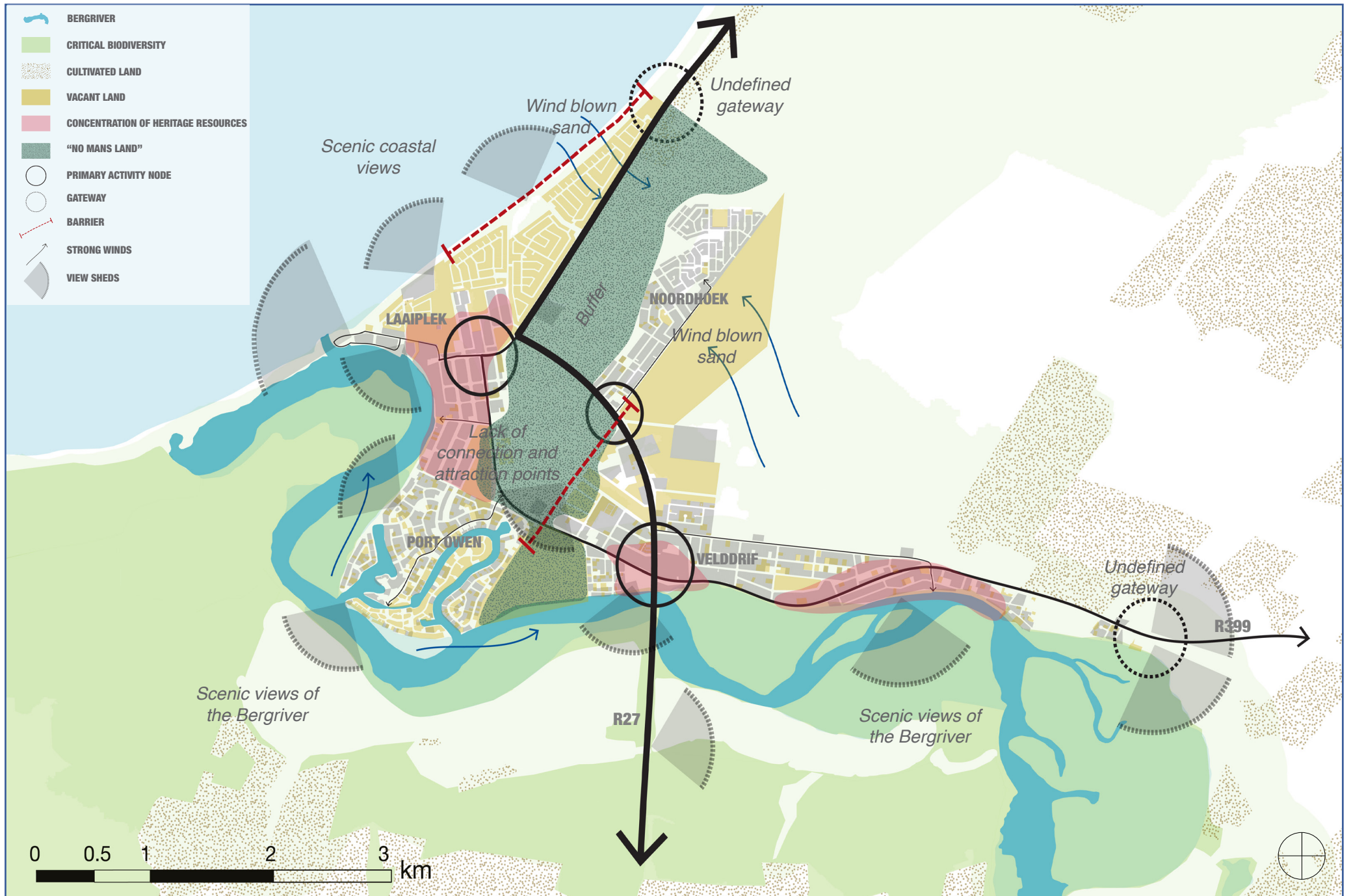


FIGURE 50. SYNTHESIS OF THE KEY BIOPHYSICAL, SOCIO-ECONOMIC AND BUILT ENVIRONMENT CHALLENGES FACING THE PRECINCT

4. SPATIAL PROPOSALS

4.1. ESTABLISH A CONNECTED SYSTEM OF DESTINATIONS

PRINCIPLES

Establish a hierarchical grid to increase connectivity between different parts of the settlement and to improve permeability and walkability.

Align movement hierarchy and locations of greatest access with the clustering of public facilities, services and economic opportunities.

Locate activity nodes at points of high accessibility within the movement network.

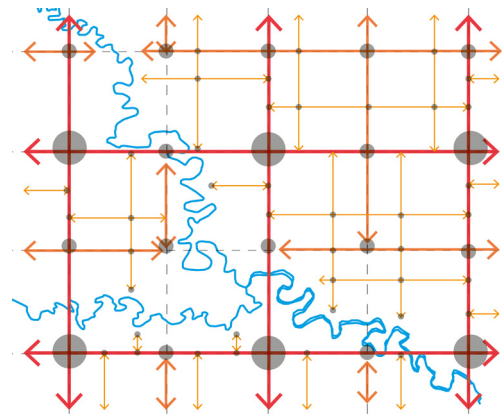
Create public spaces within activity nodes and cluster social and public facilities around these public spaces.

Support thresholds for the clustering of amenities and economic activities through appropriate street networks and movement patterns.

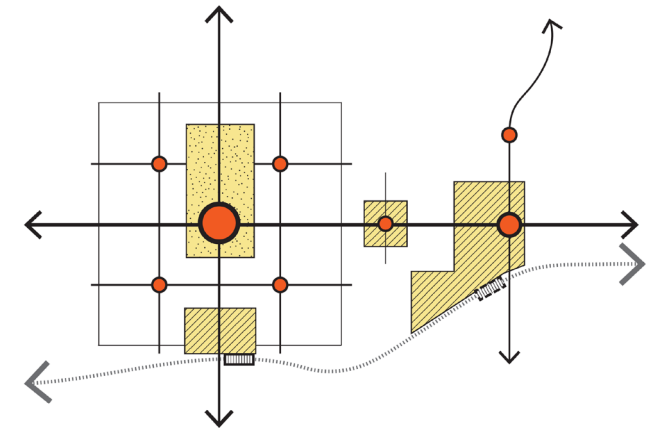
Align pedestrian and NMT paths with the movement system and encourage convenient, safe and attractive routes and spaces for all NMT users.

ELEMENTS

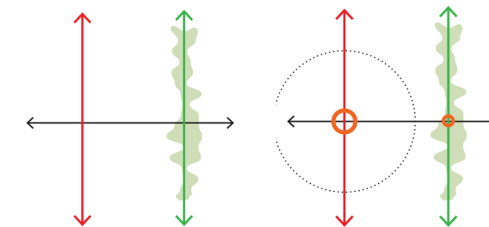
1. A clear system of destinations, nodes and gateways that are defined and differentiated based on their location, character and purpose.
2. A hierarchy of public social facilities and services that support land use and activity patterns in a clustered and concentrated manner within the connected system.
3. A street network that is developed around clear road hierarchies to provide linkages between destinations.
4. A supporting pedestrian and NMT system that facilitates ease of movement and access.
5. The establishment of new routes and road extensions to reinforce and support the established connections and movement patterns.



structured grid of routes and nodes

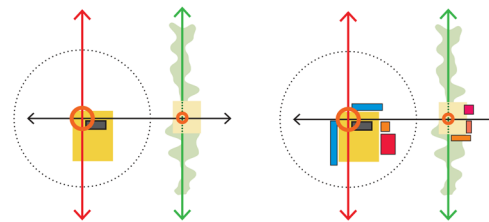


movement linkages between nodes and clustered activity



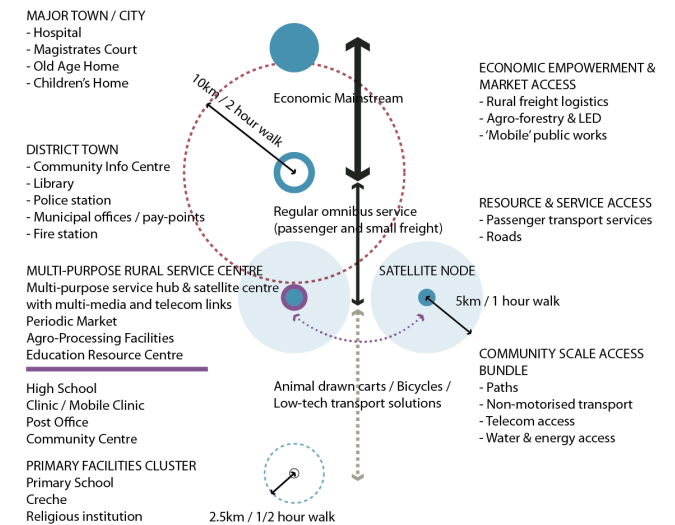
intersection of routes

accessible location - node



public space at node

clustering activities



hierarchy of public facilities and services

MAJOR TOWN / CITY
- Hospital
- Magistrates Court
- Old Age Home
- Children's Home

DISTRICT TOWN
- Community Info Centre
- Library
- Police station
- Municipal offices / pay-points
- Fire station

MULTI-PURPOSE RURAL SERVICE CENTRE
Multi-purpose service hub & satellite centre with multi-media and telecom links
Periodic Market
Agro-Processing Facilities
Education Resource Centre

High School
Clinic / Mobile Clinic
Post Office
Community Centre

PRIMARY FACILITIES CLUSTER
Primary School
Creche
Religious institution

ECONOMIC EMPOWERMENT & MARKET ACCESS
- Rural freight logistics
- Agro-forestry & LED
- 'Mobile' public works

RESOURCE & SERVICE ACCESS
- Passenger transport services
- Roads

COMMUNITY SCALE ACCESS BUNDLE
- Paths
- Non-motorised transport
- Telecom access
- Water & energy access

10km / 2 hour walk

5km / 1 hour walk

2.5km / 1/2 hour walk

Animal drawn carts / Bicycles / Low-tech transport solutions

Economic Mainstream

Regular omnibus service (passenger and small freight)

SATELLITE NODE

MULTI-PURPOSE RURAL SERVICE CENTRE

PRIMARY FACILITIES CLUSTER

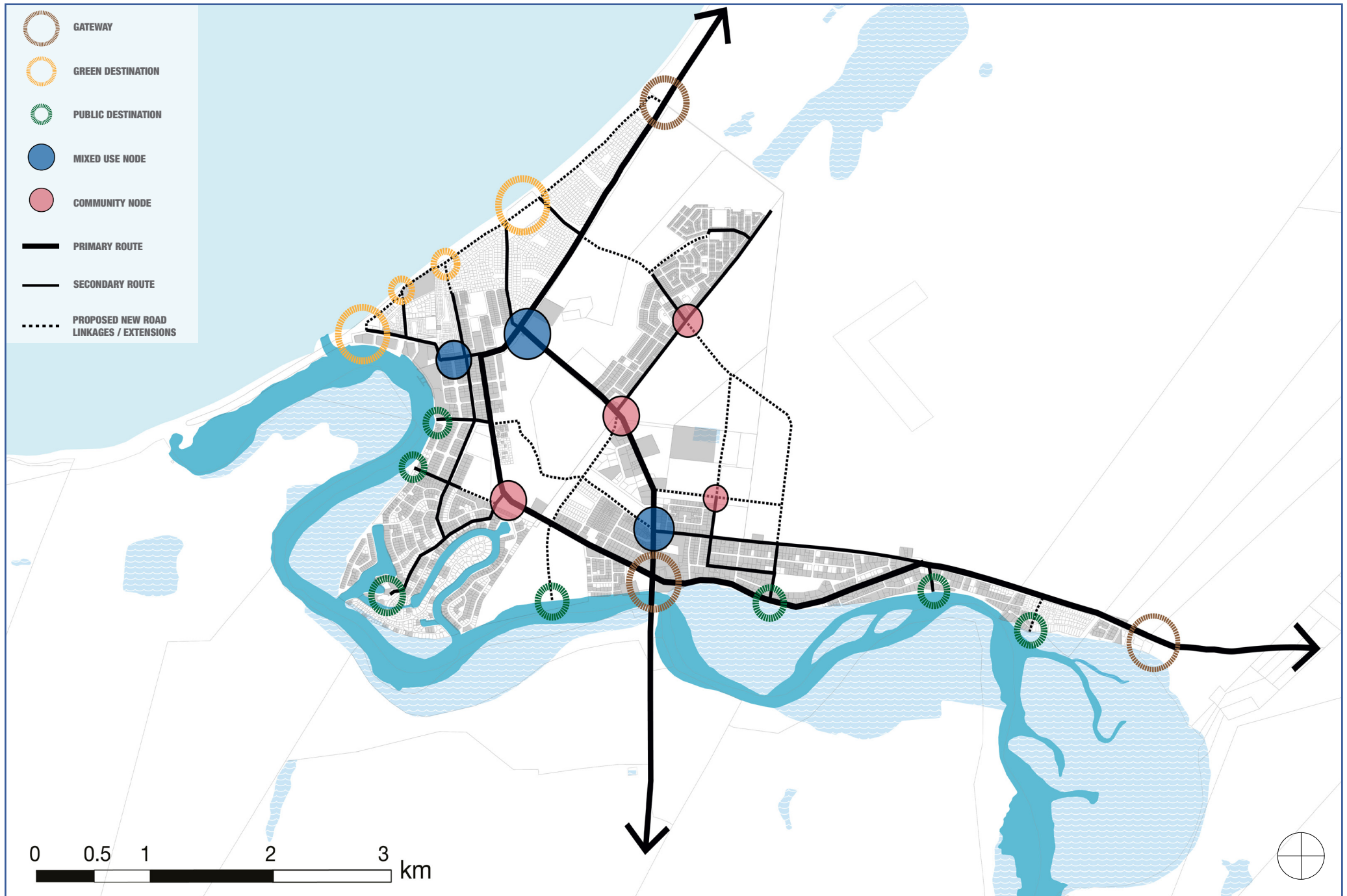


FIGURE 51. A CONNECTED SYSTEM OF DESTINATIONS AND THE SUPPORTING MOVEMENT SYSTEM - CONCEPTUAL PROPOSAL

4.2. REINFORCE DESTINATIONS THROUGH INVESTMENT IN PUBLIC SPACE AND LANDSCAPE

PRINCIPLES

Promote and celebrate visual connections, view corridors and positive responses to the landscape features.

Provide continuous green networks that are accessible and aligned with pedestrian movement and public spaces.

Provide appropriate landscaping to improve the micro-climate of streets and spaces.

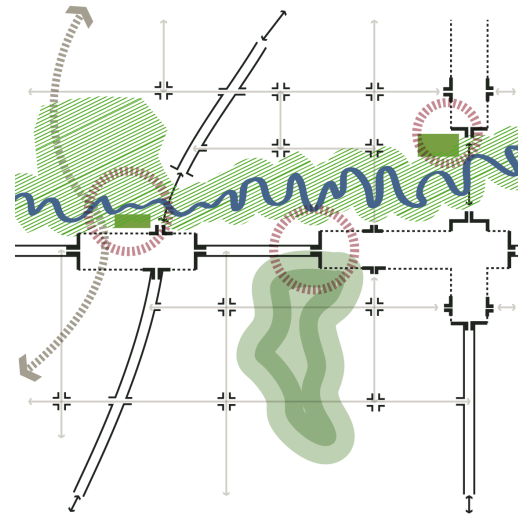
Provide pedestrian protection by means of sheltered NMT walkways and trees.

Optimise comfort, surveillance and safety, shade and wind protection of public places through planting of appropriate, robust and indigenous tree species.

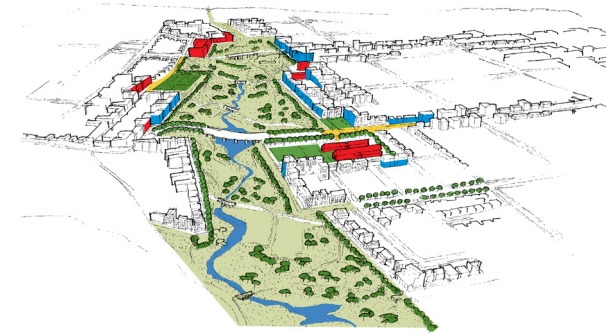
Promote and enable the multi-functional use of streets and urban public spaces that accommodate a range of social, economic and cultural activities and events.

ELEMENTS

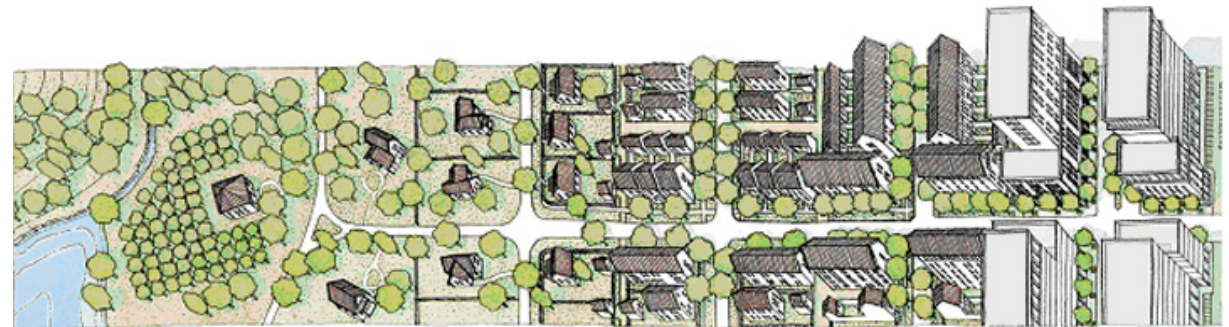
1. Connected ecological corridors and green networks that are rehabilitated, well-maintained and open for public access.
2. Scenic vehicular and pedestrian routes through the protection of unique views and vistas which supports the green network.
3. Protection and celebration of the river system and its edges and ecological biodiversity activities.
4. Protection and celebration of the coastline and its edges and paleontological characteristics.
5. Landscaped streets and public spaces to support safe and convenient NMT routes and linkages and to provide wind breaks and shelter.



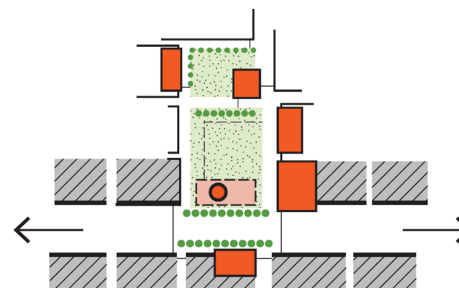
connected green network system structured around the movement grid and public access points



establishing a green corridor within an urban environment



creating a clear transition from rural/natural to urban/built areas



clustering activities to face onto central landscaped public spaces



FIGURE 52. LANDSCAPE CONCEPTUAL PROPOSAL

4.3. GUIDE INVESTMENT TO RESPOND APPROPRIATELY

PRINCIPLES

Celebrate cultural landscapes and their significance in place-making and building local identity and distinctiveness.

Reinforce, celebrate and protect the unique local sense of place and legibility defined by the natural features, landmarks, heritage and built environment.

Enhance the unique quality, character, identity and sensory qualities of place through appropriate built form.

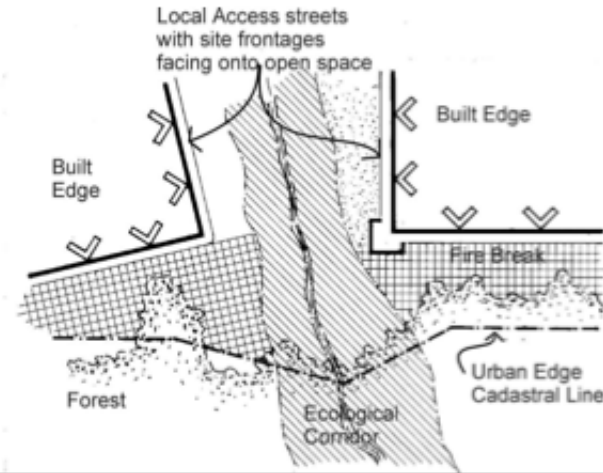
Discourage foreign and insensitive styles of site layout and buildings to create a defined built form while minimise negative visual impact.

Promote active interfaces where buildings are directly facing onto streets and public spaces to provide surveillance and continuous activity.

Accommodate informality by planning proactively for it in the structure and quality of the public environment.

ELEMENTS

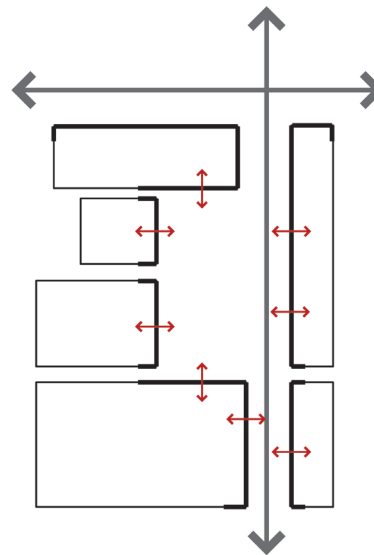
1. Clearly defined land use patterns through distinguished appropriate activities according to their location, role and scale.
2. Continuous activities, built edges and interface characterisation that reinforces and supports the connected system of routes destinations, gateways and nodes.
3. Differentiated built form styles and edges based on their location, purpose and function within the precinct.
4. Protected natural coastal and river edges that are defined by appropriate land uses, built edges and scenic qualities.



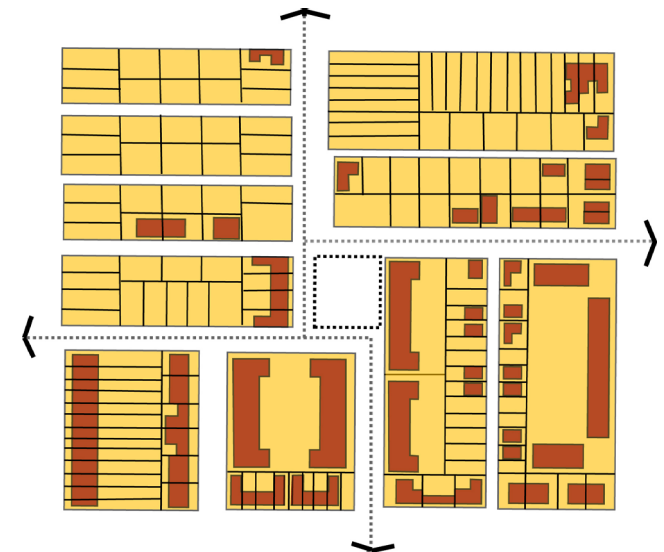
using appropriate edges to define the urban and rural environment



promoting active residential interfaces onto green space to create surveillance



promoting active interfaces onto public space to define the public environment



ensuring for on-street built form that defines the street and public realm



FIGURE 53. BUILT FORM & CHARACTER CONCEPTUAL PROPOSAL

5. IMPLEMENTATION PLAN

5.1. LAND USE GUIDELINES

GENERIC GUIDELINES

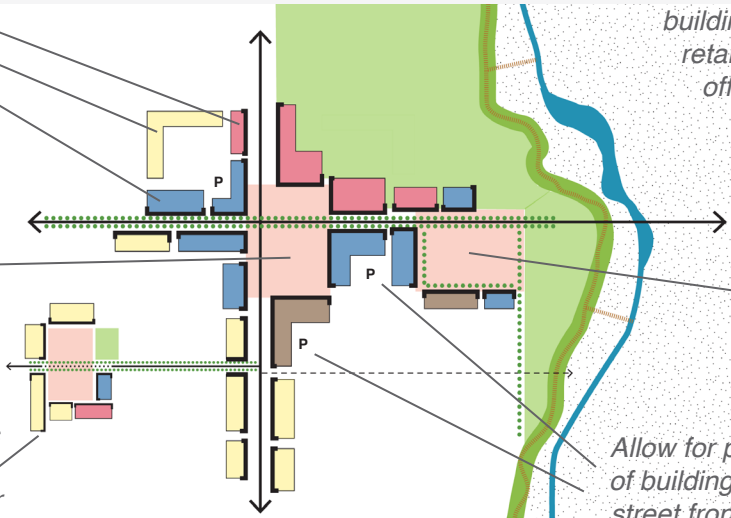
LOCAL EXAMPLE

5.1.1. MIXED USE NODE

Clustering of a broad range of uses (commercial, retail, residential, public facilities, hotels etc.)

Cluster retail and commercial facilities around a public open space or square.

Create strong linkages with other nodes (community node, river or coastal node).



Encourage mixed use buildings (eg. ground floor retail with residential or office space above)

Establish clear pedestrian routes and public realm through market spaces or small-scale retail to support economic activity.

Allow for parking at back of buildings to create on-street frontage and ease of access for pedestrians.



5.1.2. COMMUNITY NODE

Clustering of public facilities around a central public open space or square.

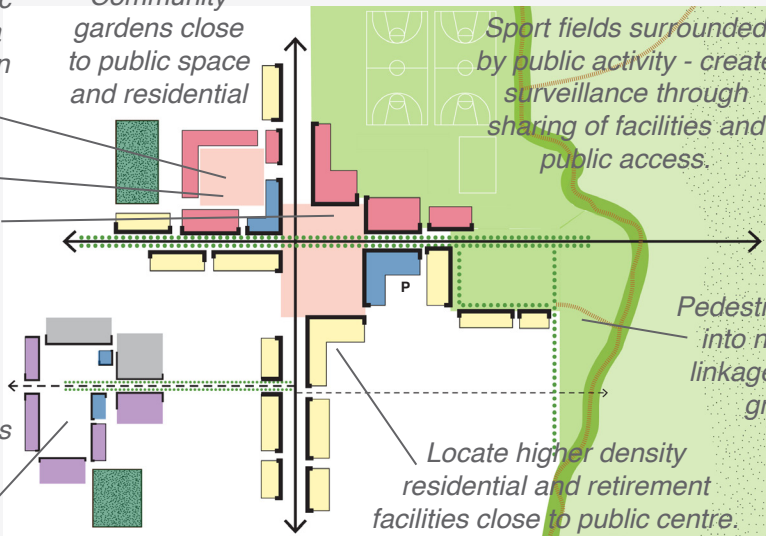
Public transport facilities and drop-off spaces next to public facilities.

Accommodate informal trading in public spaces.

Create strong linkages with employment centres (industrial, business etc.)

Community gardens close to public space and residential

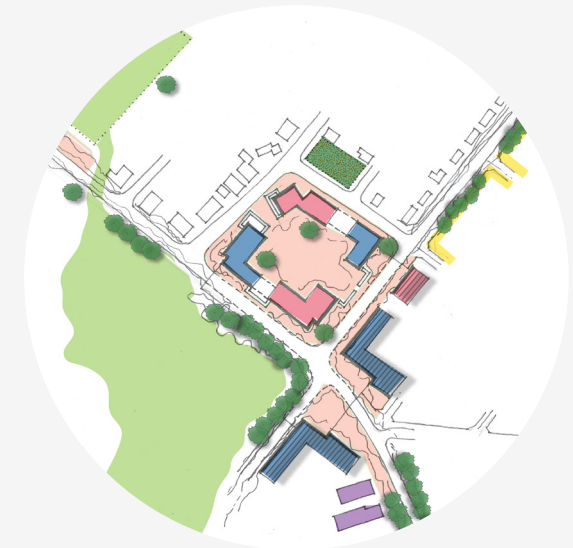
Sport fields surrounded by public activity - create surveillance through sharing of facilities and public access.



Sharing and flexibility of facilities (eg. school library accessible to wider community, school hall used as conference facility or community centre, mobile clinic, pop-up stores and markets etc.)

Pedestrian routes leading into nodal centre with linkages to surrounding green spaces.

Locate higher density residential and retirement facilities close to public centre.



PRECEDENT



FIGURE 54. AN ARTIST'S IMPRESSION OF A MIXED USE PEDESTRIAN STREET WITH PUBLIC SEATING AND COMMERCIAL ACTIVITY FACING ONTO THE STREET



FIGURE 55. EXAMPLE OF EXTERNALISED COMMERCIAL ACTIVITY AT THE EIKESTAD MALL IN STELLENBOSCH



FIGURE 56. VPUU'S COMMERCIAL NODE IN KHAYELITSHA



FIGURE 57. THE KNYSNA MALL EXAMPLE OF EXTERNALISED MIXED USE ACTIVITY



FIGURE 58. A PUBLIC SQUARE SURROUNDED BY RETAIL ACTIVITY



FIGURE 59. THE COMMUNITY NODE IN KHAYELITSHA'S VPUU PROJECT WHERE MULTIPURPOSE COMMUNITY CENTRE IS SURROUNDED BY SPORT FIELDS AND RESIDENTIAL



FIGURE 60. AN ARTIST'S IMPRESSION OF A COMMUNITY SQUARE THAT INCLUDES URBAN AGRICULTURE AND PUBLIC SEATING



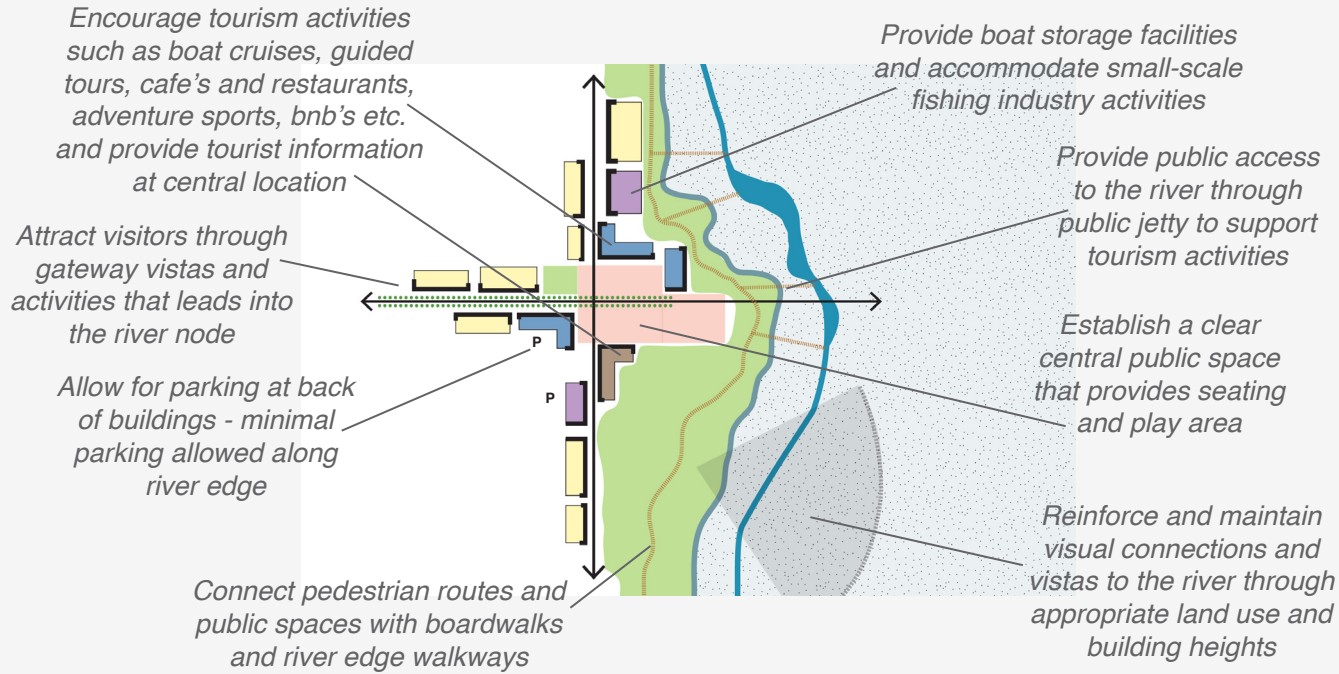
FIGURE 61. A CIVIC SQUARE IN MELBOURNE, AUSTRALIA THAT INCLUDES PUBLIC SEATING AND SOCIAL FACILITIES SURROUNDED BY RETAIL AND COMMERCIAL ACTIVITY

5.1. LAND USE GUIDELINES (CONTINUED)

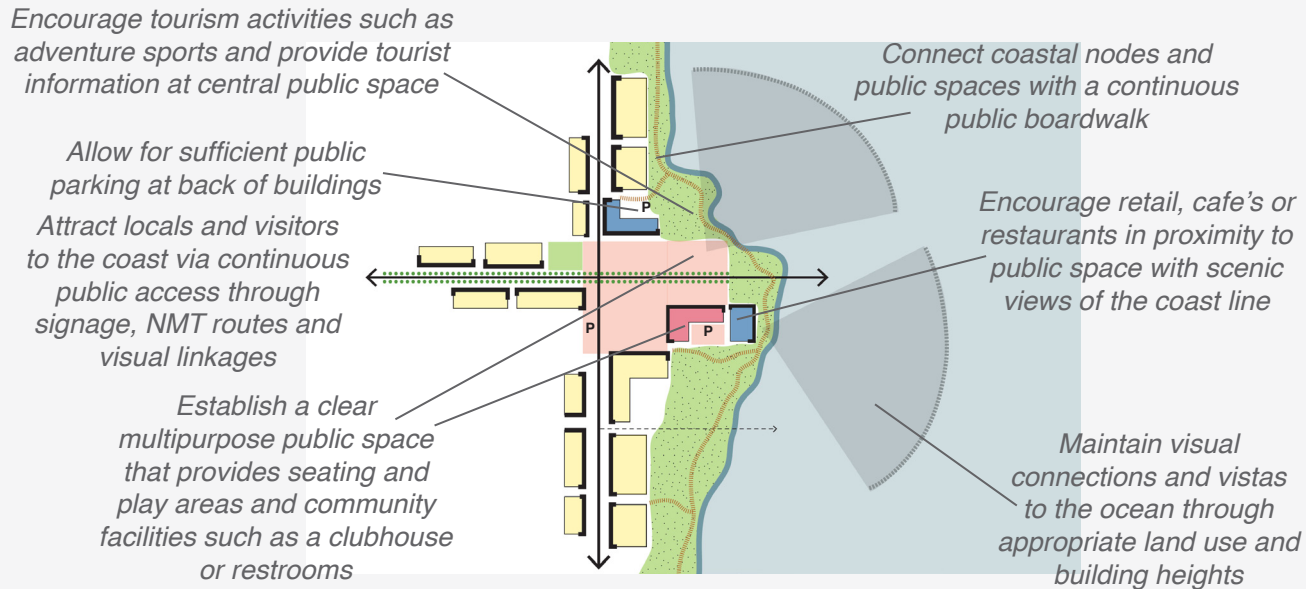
GENERIC GUIDELINES

LOCAL EXAMPLE

5.1.3. RIVER NODE



5.1.4. COASTAL NODE



PRECEDENT



FIGURE 63. A PUBLIC WALKWAY WITH RESTAURANTS FACING ONTO HARBOUR EDGE



FIGURE 62. THE KNYSNA HARBOUR AND THE PUBLIC WALKWAY WITH RESTAURANTS EDGING ONTO THE WATER



FIGURE 64. AN ARTIST'S ILLUSTRATION OF A PUBLIC RIVER JETTY



FIGURE 66. THE SALDANHA HARBOUR WITH PUBLIC WALKWAYS ALONG WHICH RESTAURANTS AND INDUSTRY ARE INTEGRATED WITH A LOCAL FEEL



FIGURE 65. THE RIVER BOAT CRUISE IN ROBERTSON ALONG THE BREEDE RIVER IS POPULAR UNDER TOURISTS AND LOCALS AND IS USED FOR FESTIVALS AND SPECIAL OCCASIONS



FIGURE 67. A RESTAURANT IN LANGEBAAN FACING ONTO THE COAST WITH PUBLIC OPEN SPACE AND SCENIC VIEWS OF THE OCEAN.



FIGURE 69. A COASTAL PLAY AREA IN HERMANUS BY GROTTO BEACH

FIGURE 70. THE VOORSTRANDT RESTAURANT IN PATERNOSTER

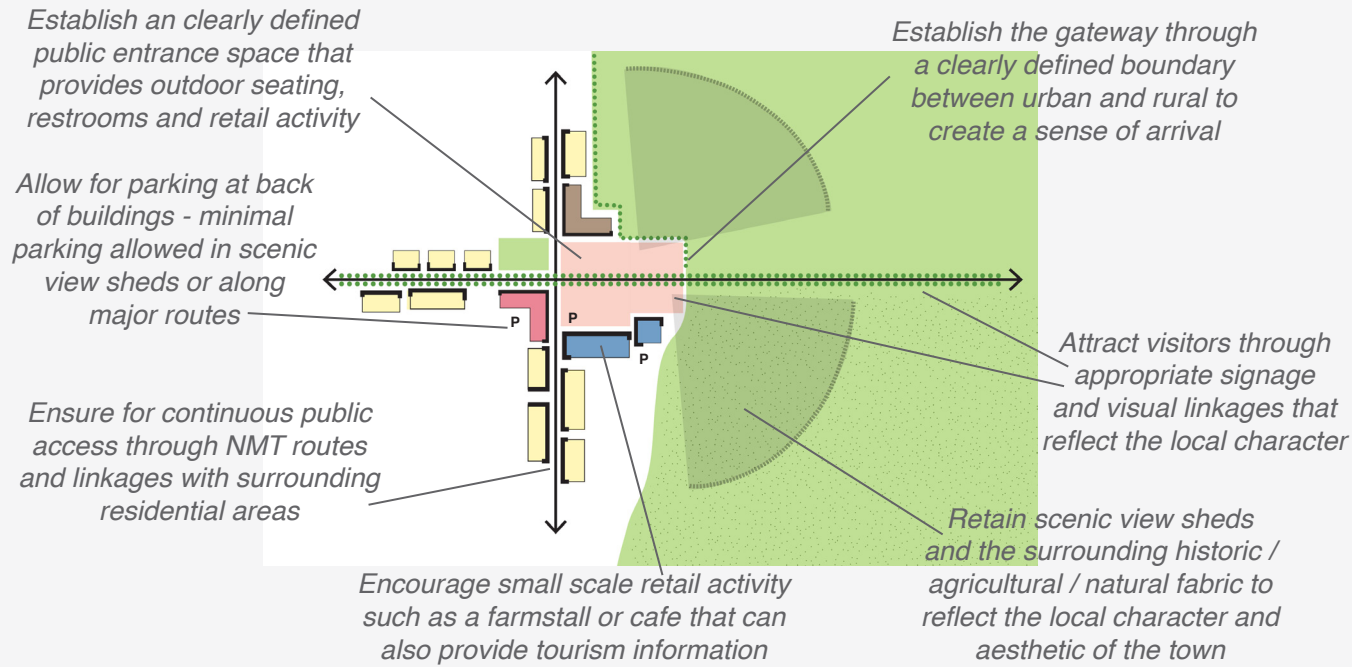


FIGURE 68. OUTDOOR SEAFOOD RESTAURANTS HAVE BECOME HIGHLY POPULAR ALONG THE WEST COAST, GIVING TOURISTS A UNIQUE EXPERIENCE OF THE LOCAL CUISINE. EX. THE STRANDLOPER RESTAURANT IN LANGEBAAN (FAR LEFT) AND MUISBOSSKERM IN LAMBERTSBAAI (LEFT)

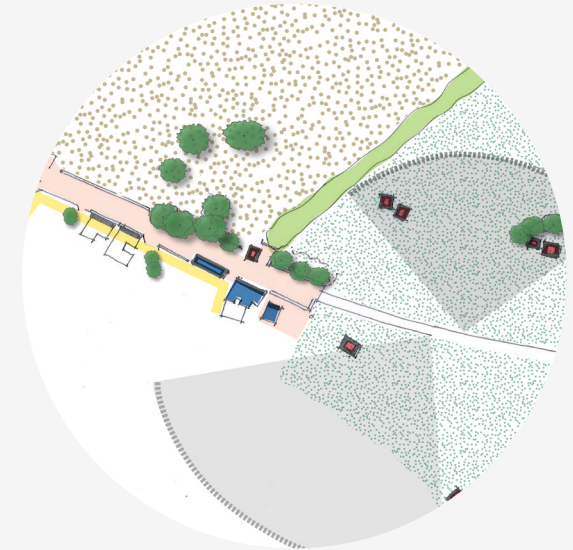


5.1. LAND USE GUIDELINES (CONTINUED)

GENERIC GUIDELINES



LOCAL EXAMPLE



PRECEDENT



FIGURE 71. DIE KLOOF PADSTAL IN MOTAGU, SITUATED AT THE ENTRANCE OF TOWN WITH ACTIVITIES LIKE DONKEY CART RIDES AND COFFEE SHOP ATTRACTING TOURISTS



FIGURE 74. AS ONE ENTERS PATERNOSTER THE LOCAL CHARACTER OF THE TOWN IS DISPLAYED ALONG THE GATEWAY ROUTE THROUGH ARTEFACTS AND PADSTAL DECORATION



FIGURE 72. AN ARTIST'S ILLUSTRATION OF A SIGNAGE WALL DESIGNED OUT OF LOCAL MATERIAL AND SURROUNDED BY PLANTS AND LOW WALLS TO WELCOME VISITORS TO THE TOWN.



FIGURE 73. THE MOERSE PADSTAL JUST OUTSIDE OF NAPIER MAKES USE OF EFFECTIVE SIGNAGE AND ADVERTISEMENT TO ATTRACT VISITORS

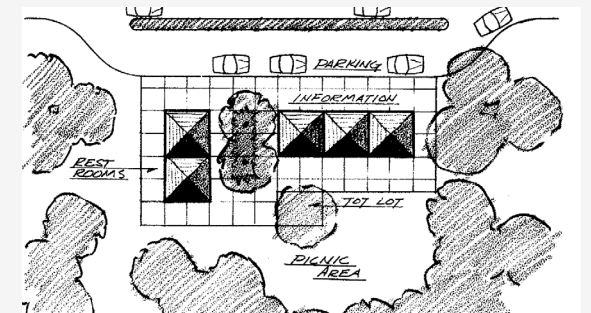


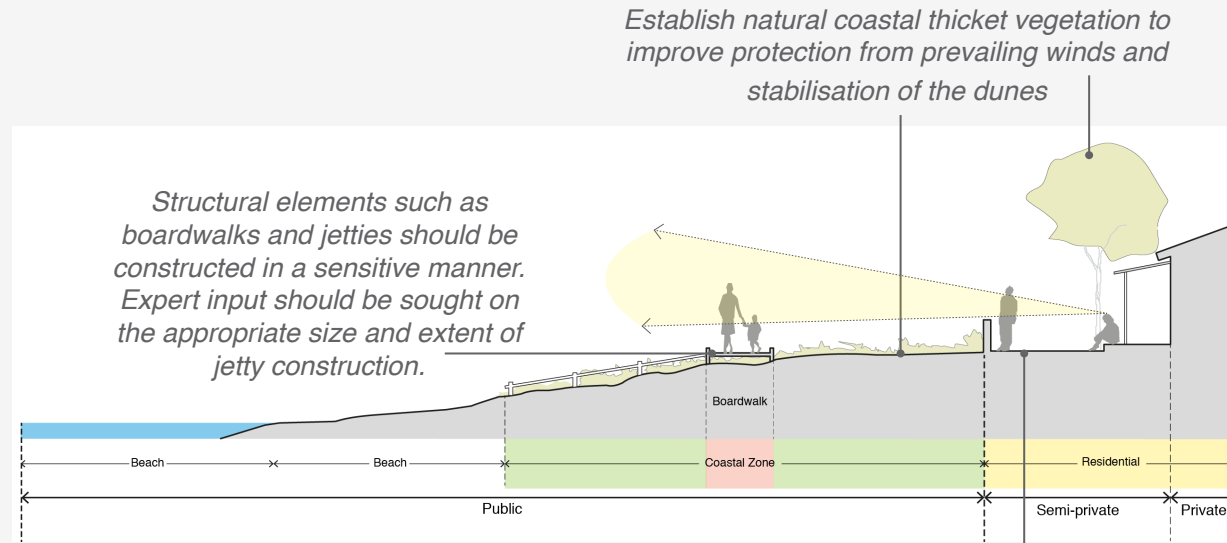
FIGURE 75. A SKETCH BY THE ILLINOIS COLLEGE OF AGRICULTURAL, CONSUMER AND ENVIRONMENTAL SCIENCES WHICH AIMS TO ILLUSTRATE HOW TO CREATE A CLEAR TOWN GATEWAY THROUGH A COMMUNITY ENTRANCE SPACE WITH APPROPRIATE PLANTINGS, A TOURIST INFORMATION CENTER AND A VARIETY OF SERVICES SUCH AS SEATING, RECREATION, PARKING AND PICNIC FACILITIES

5.2. LANDSCAPE GUIDELINES

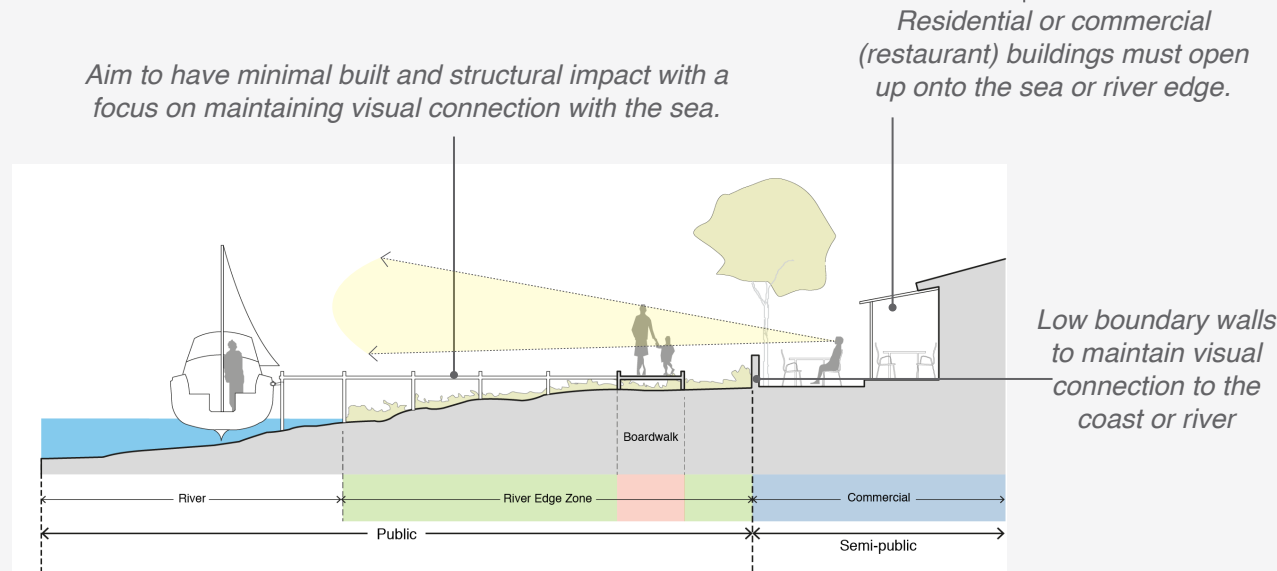
LANDSCAPE ELEMENTS: SECTION

LOCAL EXAMPLE: PLAN

5.2.1. COASTAL



5.2.2. RIVER



SUITABLE PLANTS

Small to medium coastal thicket shrubs. Suitable plants that are wind, sea spray tolerant and grow well in sandy well drained soils.

Ground covers: Sour fig (*Carobrotus edulis*), Vygies (*Lampranthus spp.*), Pigs ear (*Cotyledon orbiculata*)

Tall shrubs (suitable for stabilising dunes and wind break): Wild Camphor (*Tarconanthus camphoratus*), Blombos (*Metalsia muricata*), Dune crowberry (*Sersia crenata*)

Low to medium shrubs: Blombos (*Metalsia muricata*), Wild Rosemary (*Eriocephalus africanus*), Camphor pelargonium (*Pelargonium betulinum*)

Trees: White Milkwood (*Sideroxylon inerme*)

No planting is recommended for the river banks, but rather the removal of alien vegetation where necessary to allow for the re-establishment of natural riparian and salt-marsh vegetation.

SUITABLE MATERIALS

- Seating and paving surfaces should be of robust, simple materials.
- Locally sourced timber for boardwalks.
- Permeable materials for the surfacing of public spaces and parking areas such as laterite or recycled rubble.
- Concrete: *in-situ* cast is recommended for the construction of low walls
- Locally sourced timber for boardwalks, benches and jetties.
- Surfacing on minor pathways should be left as natural sandy pathways. Timber poles can be used as an edging to define pathways.

PRECEDENT



FIGURE 76. A PUBLIC OPEN SPACE AND BRAAI AREA ALONG DURBAN'S COASTAL PUBLIC PROMENADE



FIGURE 77. EXAMPLES OF BOARDWALKS AND LANDSCAPING: PUBLIC BOARDWALK ALONG DURBAN'S COAST AND THE NEW BOARDWALK IN CAPE AGULHAS WITH INFORMATION BOARDS AND PUBLIC SEATING



FIGURE 79. DAY VISITORS AT THE WEST COAST NATIONAL PARK MAKE USE OF THE PUBLIC BOARDWALKS AND JETTIES FOR PICNICS AND TO EXPLORE TO SCENIC ENVIRONMENT. THE LANDSCAPING IS SENSITIVE TO THE NATURAL HABITAT AND THE PUBLIC VERSUS PRIVATE JETTIES ARE CLEARLY DEFINED THROUGH APPROPRIATE SIGNAGE



FIGURE 78. AN ARTIST'S ILLUSTRATION OF A LANDSCAPED PUBLIC SPACE NEXT TO A RIVER WITH TREES AND WALKWAYS CREATING ACCESS AND CONNECTION TO THE WATER



FIGURE 80. A SENSITIVELY CONSTRUCTED BOARDWALK IN A NATURAL ESTUARY WITH SEATING FOR BIRD WATCHING

5.2. LANDSCAPE GUIDELINES

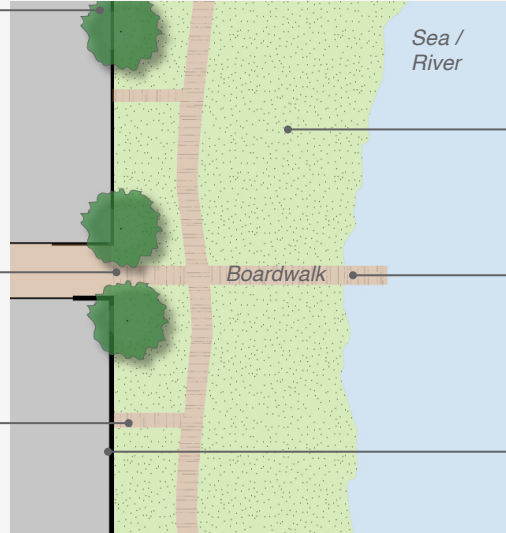
LANDSCAPE ELEMENTS

Planting should be suitable for the region with minimal maintenance and watering requirements

Tourist / information signage should be incorporated into boardwalk uprights or as part of low seating walls so and not to clutter the public environment.

Pathways should be either:

- Natural and sandy with a timber edging;
- Timber boardwalks across sensitive vegetation, dunes and marshy areas

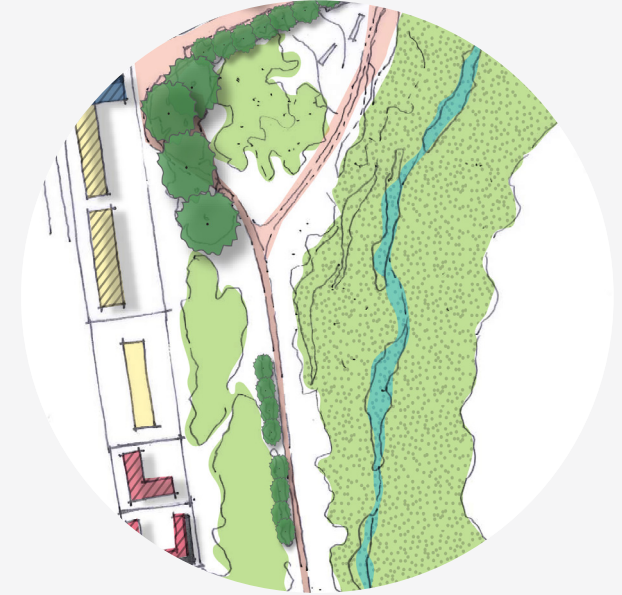


Rehabilitate wetlands and coastal vegetation to create system of positive green network spaces that must be treated in a sensitive manner

Where ever possible locally sourced timber should be used for surface boardwalks and pathway edging.

No back yards / doors onto public space: Buildings edging public space should open up onto the space.

LOCAL EXAMPLE

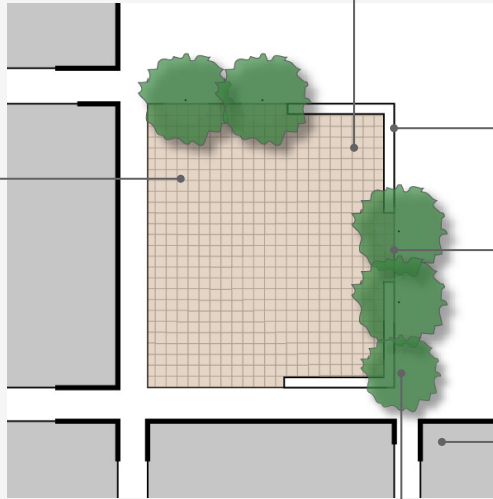


Pave high foot traffic public spaces and pathways.

Paving materials should be simple and locally available e.g. gravel, rubble, laterite or sand.

Materials should be selected to reflect the character of the coastal town.

Make use of the same pallet of paving materials throughout the town to establish a common language of materials and design.

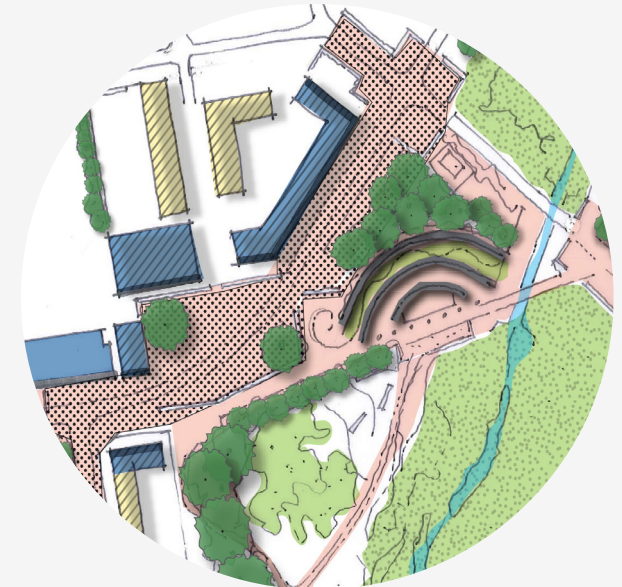


Use low walls to define public space. These walls can be used for seating and should be made of robust simple materials

Suitable planting and screens should be used to protect public open space from prevailing winds

No back yards / doors onto public space: All buildings should open up onto the public space

Avoid raised, structured planters



SUITABLE PLANTS

Plants are those that are tolerant of wind and some salt spay and grow well in coastal regions:

Ground covers: Sour fig (*Carobrotus edulis*), Vygies (*Lampranthus spp.*), Pigs ear (*Cotyledon orbiculata*), mesem spp

Bulbs: Candelabra flower (*Brunsvigia orientalis*)

Tall shrubs (suitable as a wind break): Wild Camphor (*Tarconanthus camphoratus*), Blombos (*Metalasia muricata*), Dune crowberry (*Sersia crenata*)

Low to medium shrubs: Blombos (*Metalasia muricata*), Wild Rosemary (*Eriocephalus africanus*), Camphor pelargonium (*Pelargoniun betulinum*), Retios spp. (*Elegegia tectorum*) and (*Thamnochotus insignis*)

Accent / Focal plants: Restio spp (*Elegegia tectorum*) and (*Thamnochotus insignis*)

Plants that are wind tolerant and grow well in sandy soils:

Ground covers: Sour fig (*Carobrotus edulis*), Vygies (*Lampranthus spp.*), Pigs ear (*Cotyledon orbiculata*).

Tall shrubs (suitable as a wind break): Wild Camphor (*Tarconanthus camphoratus*), Blombos (*Metalasia muricata*). Dune crowberry (*Sersia crenata*)

Low to medium shrubs: Blombos (*Metalasia muricata*), Wild Rosemary (*Eriocephalus africanus*), Camphor pelargonium (*Pelargoniun betulinum*), Retios spp. (*Elegegia tectorum*).

Accent / Focal plants: Restio spp (*Elegegia tectorum*) and (*Thamnochotus insignis*), Tree aloe (*Aloe barbaeae*)

Shade trees / Street trees: Cape Ash (*Ekebergia capensis*), Wild Plum (*Harpehyllum caffrum*)

Wind break buffer trees: Cape Ash (*Ekebergia capensis*), Wild Plum (*Harpehyllum caffrum*) Karee tree (*Sersia pendulina*), Wild olive (*Olea euopea subs africana*)

Climbing screening: Canary creeper (*senecio tamoides*)

PRECEDENT

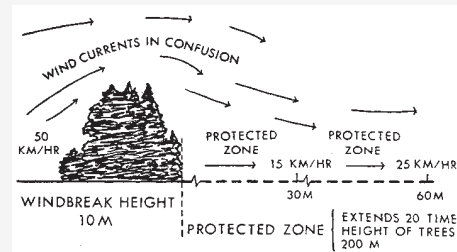


FIGURE 81. EXAMPLES OF WINDBREAK ZONE EXTENTS AND GENERAL APPROACH

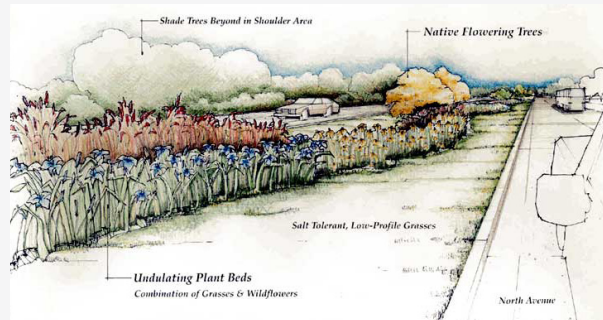


FIGURE 82. SOFT LANDSCAPING ALONG A VEHICULAR ROUTE

Best type of windbreak:

deflection with some permeability

The wind's effect is reduced, it's speed slowed. Protection for the land on the leeward side can reach up to 15 times the height of the wind-break.

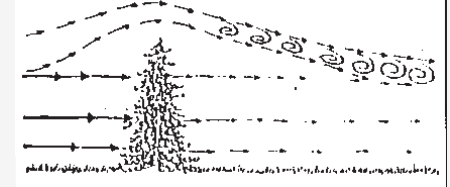


FIGURE 83. FLOWERING GUMS AVENUE



FIGURE 84. SHADING PROVIDED THROUGH LANDSCAPING AND SOFTENING OF FACADES



FIGURE 85. ARTIST'S IMPRESSION OF A VIBRANT AND ACTIVE PUBLIC SPACE WITH SEATING AND TREES FOR SHADING



FIGURE 86. THE ALPHEN HOTEL PARKING AREA - PRECEDENT FOR LANDSCAPING, LATERITE PAVING AND USE OF LOW WALLS

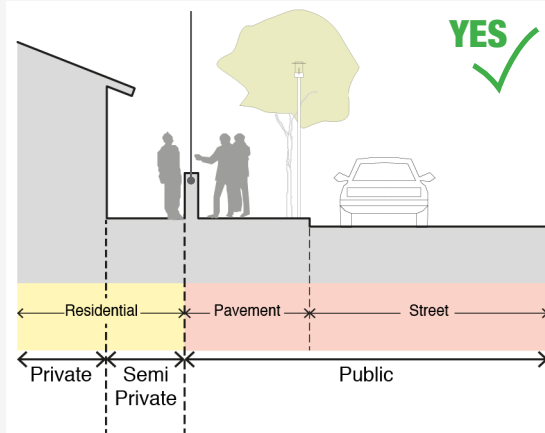


FIGURE 87. EXAMPLE OF LANDSCAPING FOR NATURAL AMPHITHEATER

5.3. BUILT FORM GUIDELINES

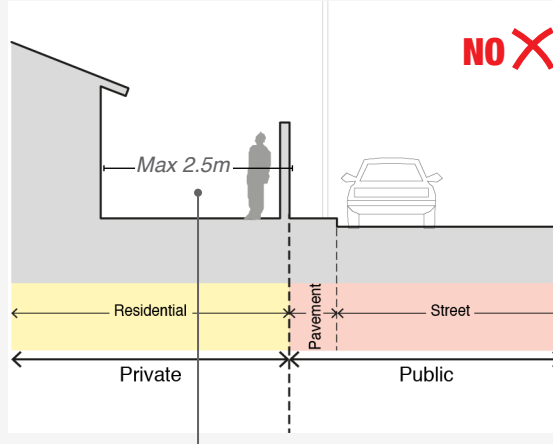
TYPICAL BUILT EDGE SECTION

Low boundary walls to increase street surveillance



Residential buildings must always positively relate to the street with doors and windows facing onto the street

No backyards or high walls facing onto the public realm



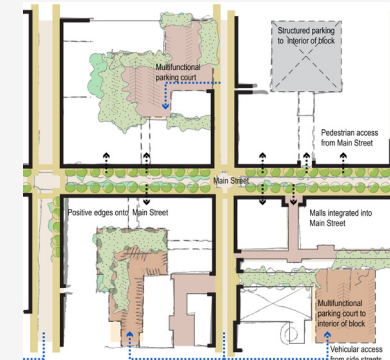
Maximum 2.5m building setback from the street edge

DESIGN PREFERENCES

- The use of permeable boundary wall treatments should be encouraged.



- Limit service entrances to the back of buildings.
- Limit on-street parking in front of active edges through providing back of building parking space



- Minimum of 2m wide pavements in commercial areas

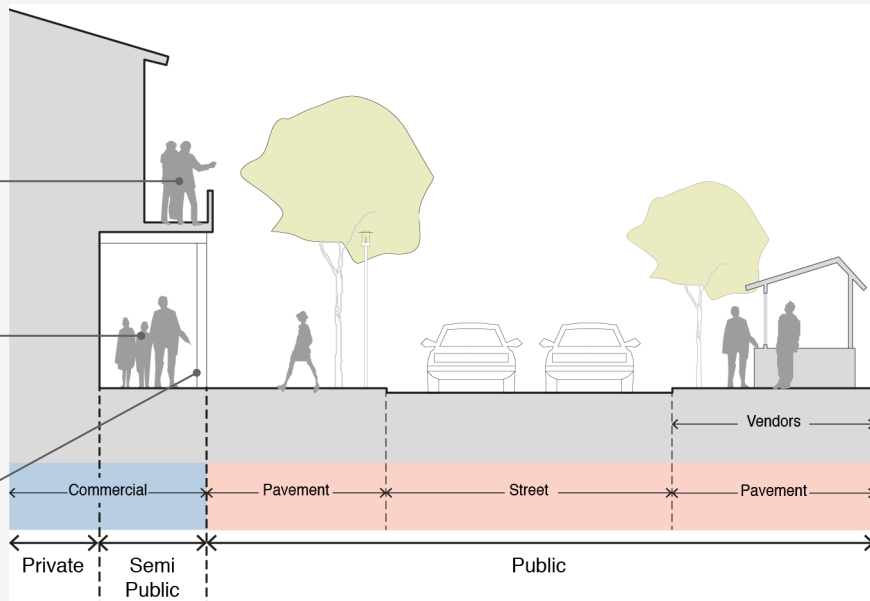
5.3.1. RESIDENTIAL

5.3.2. COMMERCIAL

Overlooking features e.g. balcony on the upper floors to provide surveillance over the street.

Active and transparent ground floor. to encourage on-street activity e.g. cafe with seating.

Maximum of 2m building setback from street edge



PRECEDENT



FIGURE 88. EXAMPLES OF THE UNIQUE BUILDING STYLE THAT IS ALREADY PROMINENT IN THE PRECINCT - USE OF LOW WALLS TO DEFINE THE ERF AND LOCAL MATERIALS TO STAY TRUE TO THE WEST COAST FEEL



FIGURE 89. A RESTAURANT IN KNYSNA'S THESEN ISLAND WHERE PUBLIC SPACE IS EDGED BY WELL DEFINED COMMERCIAL AND RETAIL ACTIVITY CREATING A TRANSITION INTO THE PUBLIC ARENA



FIGURE 90. ON-STREET HOSPITALITY ACTIVITY TO ATTRACT TOURISTS WHILE PROVIDING SCENIC VIEWS AND EYES ON THE STREET

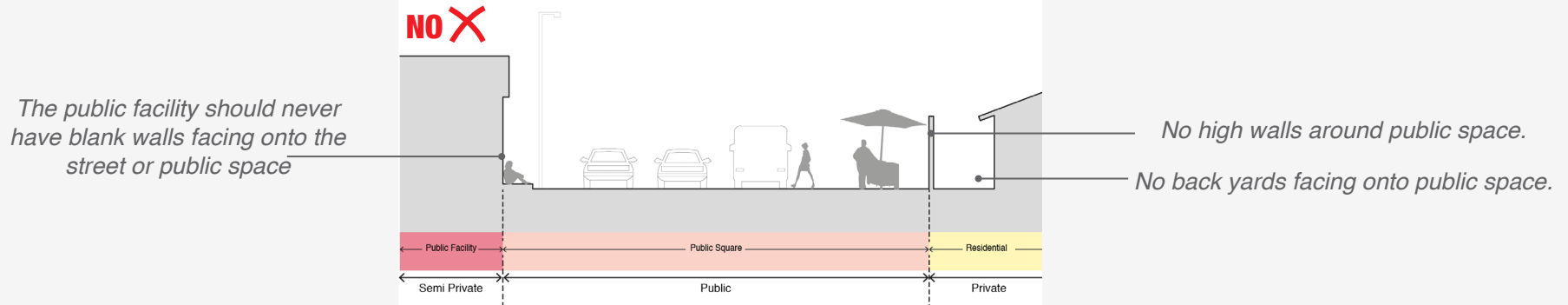
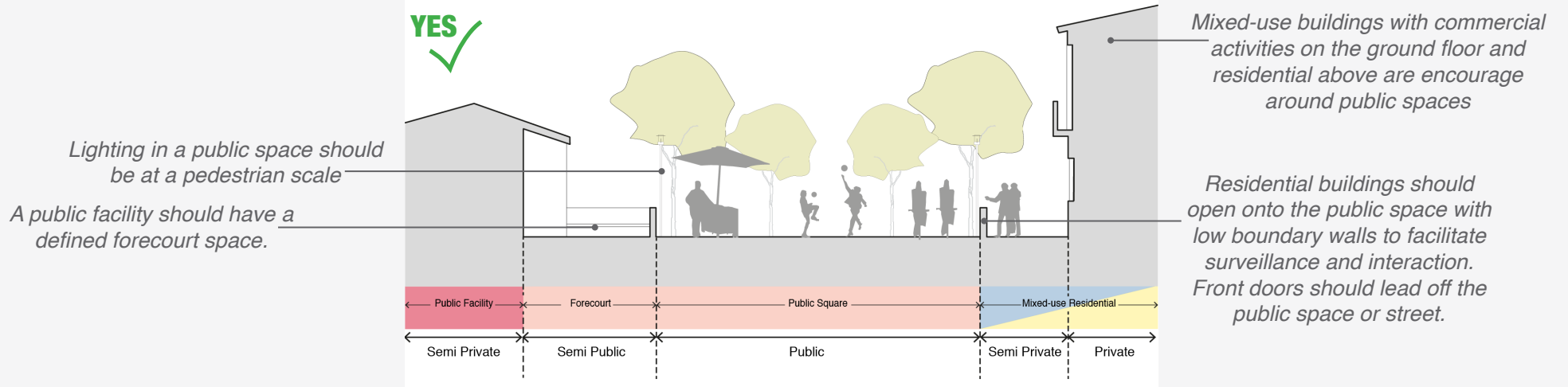


FIGURE 91. EXTERNALISED MIXED USE ACTIVITY EDGING ONTO THE PUBLIC SPACE

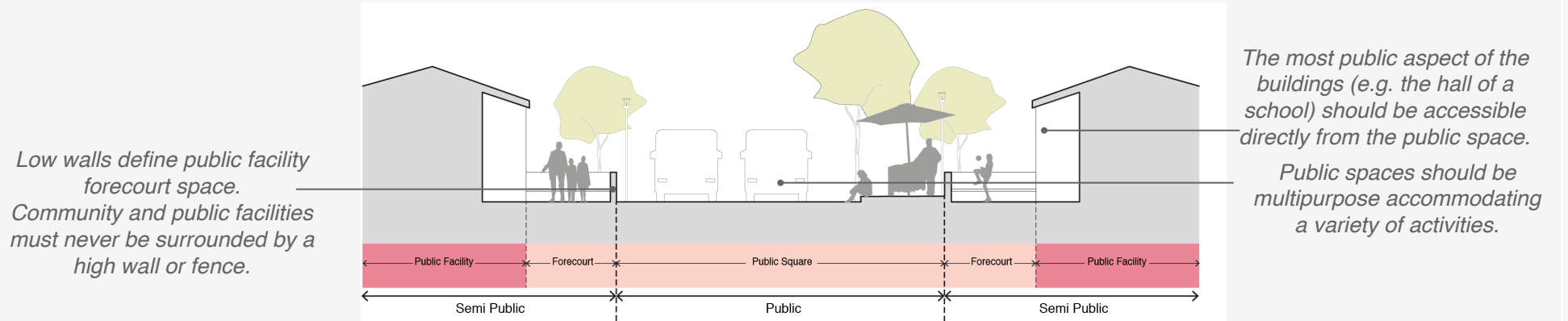
5.3. BUILT FORM GUIDELINES (CONTINUED)

TYPICAL BUILT EDGE SECTION

5.3.3. PUBLIC EDGE: RESIDENTIAL



5.3.4. PUBLIC EDGE



PRECEDENT



FIGURE 93. A DEVELOPMENT IN NOORDHOEK, CAPE TOWN, WHERE THE PUBLIC EDGE IS DEFINED THROUGH RESTAURANTS AND THE USE OF LOW WALLS



FIGURE 94. HIGH DENSITY RESIDENTIAL BUILDINGS EDGED WITH GREEN OPEN SPACE



FIGURE 97. ARTIST'S IMPRESSION OF A RIVER SIDE PUBLIC SPACE

FIGURE 92. THE KUYASA
TRANSPORT INTERCHANGE
- DESIGNED TO OPTIMISE
PUBLIC ACCESS
(MEYER AND VORSTER
ARCHITECTS)



FIGURE 95. A PUBLIC WALKWAY EDGED WITH ON-STREET ATTRACTIONS



FIGURE 96. PUBLIC INTERFACE
BETWEEN BUILDING AND PARKING AREA

FIGURE 98. THE DESIGN FOR
THE NEW BISHAN PARK IN
SINGAPORE ILLUSTRATING
THE USE OF THE NATURAL
ENVIRONMENT AND PUBLIC
SEATING (HERBERT DREISEITL)



5.4. THE 8 FOCUS AREAS

8 Focus Areas have been identified based on their strategic location in relation to the spatial proposals identified and discussed in Section 4.1 - 4.3. These Focus Areas will therefore provide more detail to the spatial proposals and aims to encourage the cohesive implementation of the overall conceptual proposals.

The 8 Focus Areas, as listed below and mapped in Figure 99, are discussed in more detail in sections 5.4.1 - 5.4.8. Specific implementation projects have been identified for each Focus Area and is accompanied by a conceptual diagrammatic representation of the proposals. Finally, these diagrams have been compiled into a composite Precinct Plan map for the Velddrif / Laaiplek precinct area (see Figure 100).

It is critical that the Focus Areas are not approached in isolation but that the implementation of the proposals are seen in close relation to each other in order to ensure that the broader spatial proposals are realised consistently and cohesively.

1. Pelikaan Beach Node
2. Laaiplek Harbour
3. Lofdalen Intersection Node
4. Voortrekker Road River Gateway
5. Noordhoek Community Node
6. Velddrif Gateway
7. Bokkomlaan
8. De Plaat Gateway

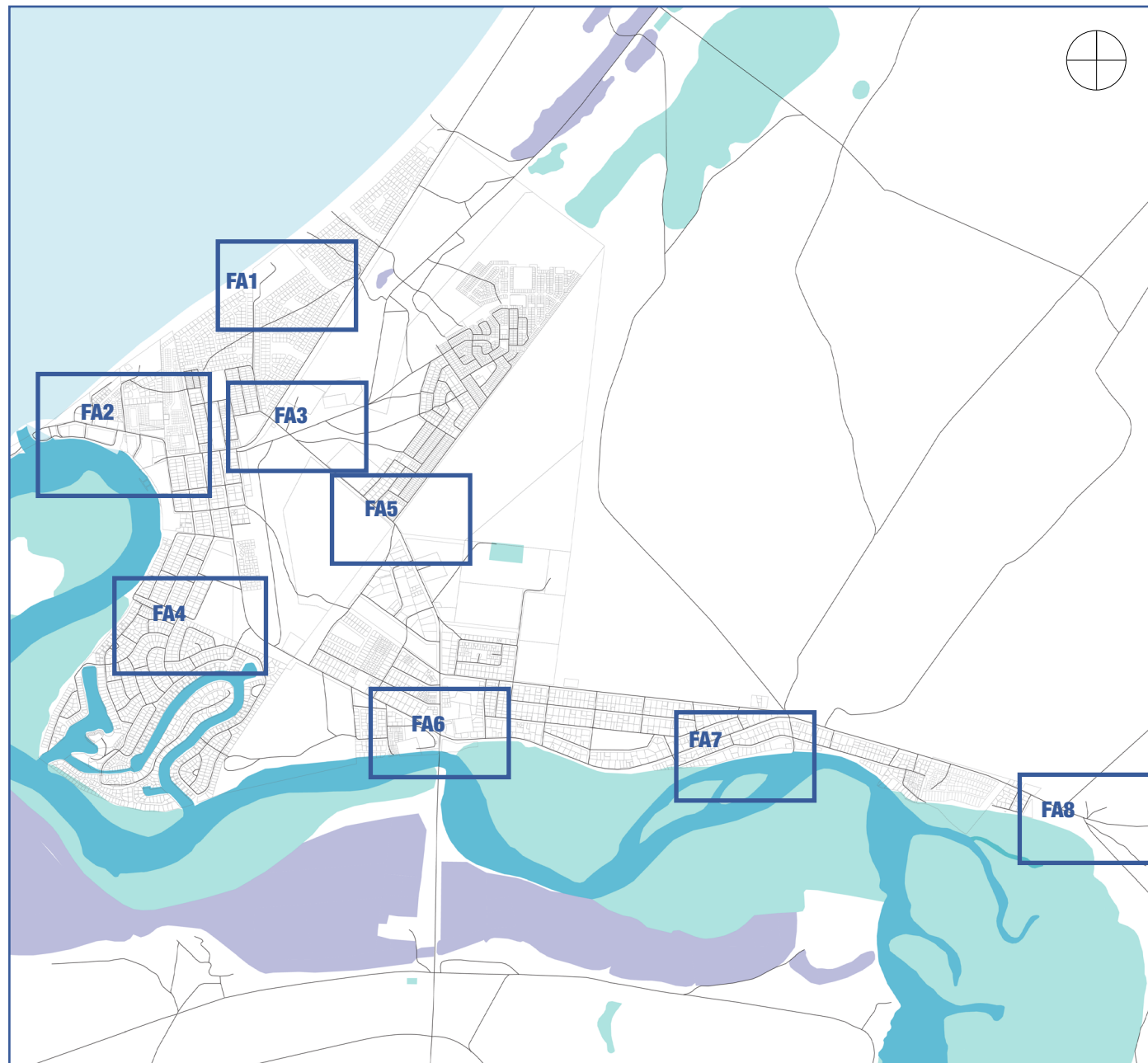


FIGURE 99. THE 8 FOCUS AREAS AND THEIR LOCATION WITHIN THE PRECINCT



FIGURE 100. COMPOSITE PRECINCT PLAN OF THE 8 FOCUS AREA PROPOSALS











FA1. PELIKAAN BEACH NODE



5.4.1. ACTION PLAN FOR FA1. PELIKAAN BEACH NODE

PROJECT NAME	FA1.1 PLAY PARK AND PUBLIC SPACE	FA1.2 CONNECTED BOARDWALK	FA1.3 NMT ROUTES	FA1.4 RECONFIGURE CARAVAN PARK
PROJECT DESCRIPTION	Create a primary public open space that can act as a multi-purpose lawn area where recreational activities is encouraged, a play park for children can be included, seating is provided and coastal adventure sports can operate from.	Linking the existing coastal boardwalk to create a continuous connected walkway that is open to the public and linked to public spaces along the coast all the way to the Harbour. To include seating and information boards (see Cape Agulhas precedent)	Paved, shaded and tree-lined NMT routes that include pedestrian walkways, cycle lanes and seating along Visvanger and Oos street to lead locals and tourists to the coast.	Reconfigure and consolidate the caravan park to southern portion and upgrade the existing park facilities so that public access is ensured and so that the public areas (braai facilities etc.) can be used year-round.
RELATED PROJECTS	FA1.4 Reconfigured Caravan Park	FA1.3 Pedestrian & NMT Routes FA2.2 Public Promenade and Walkway	FA1.2 Connected Boardwalk FA1.4 Play Park and Public Space	FA1.3 NMT Routes
PRECONDITIONS	Archeological / paleontological studies and coastal management / protection measurements and guidelines Clear signage from the main road with good supporting marketing strategy Complementary tourism / recreational activities	The boardwalk must be open and optimally accessibly by the public. Residential properties must not have facing backs onto the boardwalk but must rather connect with pathways from their gardens. Seating must be included.	Land along Visvanger and Oos Street to be rezoned to POS and handed over to Municipality by Atlantic Waves/Sands developers Compliance with ROD conditions of Atlantic Waves/Sands development Continuation of Visvanger Street as a NMT route into Noordhoek	The upgrading of the existing accommodation sites and the beautification of the current resort entrance is crucial The current braai facilities must be upgraded and made open to the public m ²
PROJECT STAGE	Public Participation in process - final inputs to determine proposals	Conceptualisation stage - only requires construction plan	Current - amendment of Site Development Plan	Public Participation in process - final inputs to determine proposals
TIMEFRAME	2 - 3 years	1 - 2 years	2 - 4 years	2 - 3 years
PROJECT OWNER	Bergervier Municipality	Bergervier Municipality	Bergervier Municipality	Bergervier Municipality
IMPLEMENTING AGENT	Bergervier Municipality West Coast Tourism	Bergervier Municipality	Partnership between Municipality and Tarsius Agtien Bpk and Vestbest Developers	Bergervier Municipality Possible private owner / land lease
POSSIBLE FUNDING SOURCES	Western Cape Government Department of Cultural Affairs and Sport West Coast District Municipality	Western Cape Government Department of Public Works Bergervier Municipality	Western Cape Government Department of Public Works Bergervier Municipality	Bergervier Municipality Possible private owner

FA2. LAAIPEK HARBOUR

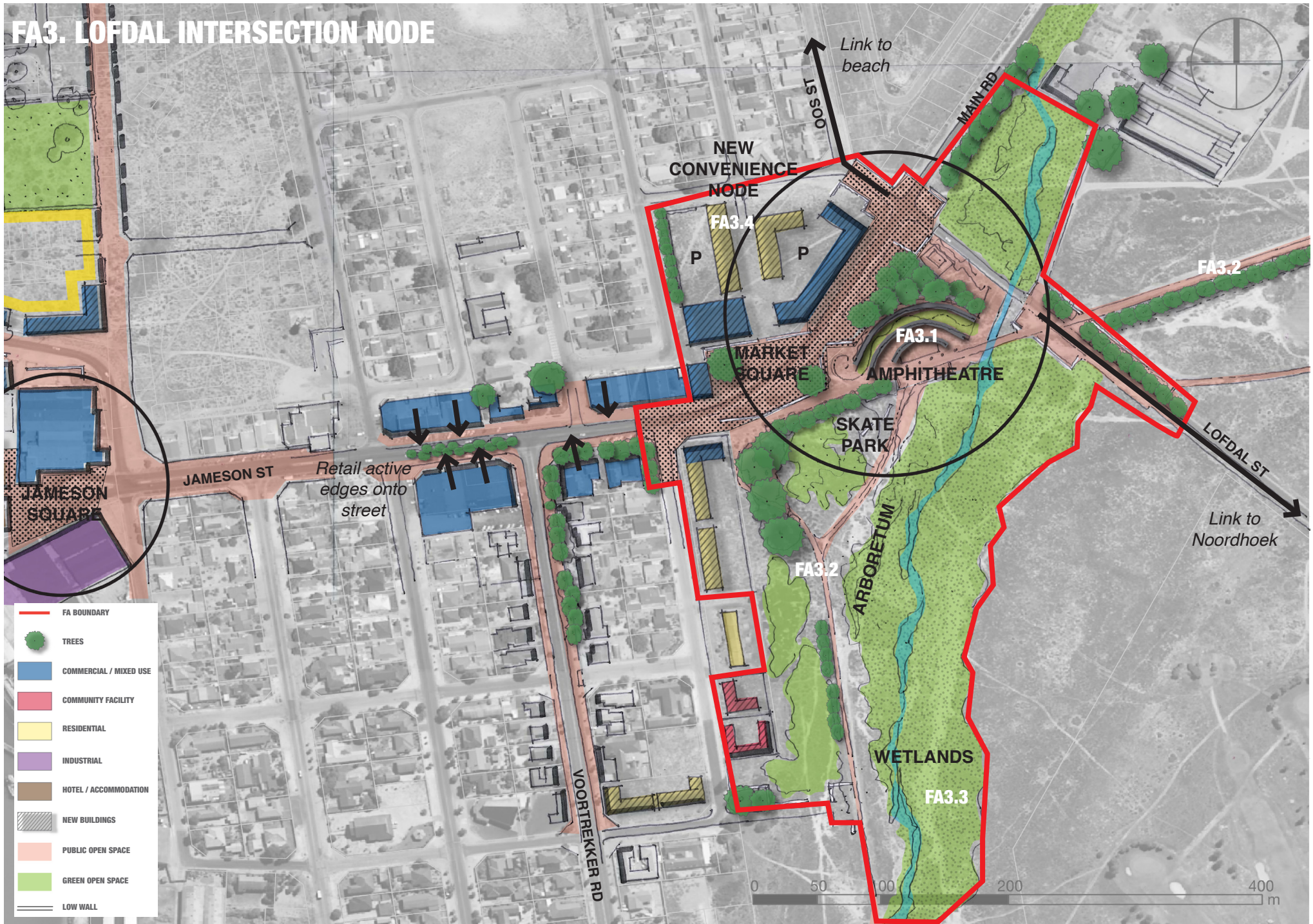
- FA BOUNDARY
-  TREES
-  COMMERCIAL / MIXED USE
-  COMMUNITY FACILITY
-  RESIDENTIAL
-  INDUSTRIAL
-  HOTEL / ACCOMMODATION
-  NEW BUILDINGS
-  PUBLIC OPEN SPACE
-  GREEN OPEN SPACE
-  LOW WALL



5.4.2. ACTION PLAN FOR FA2. LAAIPLEK HARBOUR

PROJECT NAME	FA2.1 JAMESON SQUARE	FA2.2 HARBOUR PROMENADE AND COASTAL BOARDWALK	FA2.3 BOUTIQUE HOTEL	FA2.4 HERITAGE PRECINCT
PROJECT DESCRIPTION	Redesign of the circle area in front of Laaiplek Hotel into a public square with seating and landscaping, where locals can enjoy lunch and tourists can walk through towards the museum along the harbour promenade.	A harbour promenade that starts at Jameson Square and is connected through to the museum and Heritage Square, over the jetties and along the harbour edge, past the Boutique Hotel into a public recreational mooring quay.	The development of a Boutique Hotel that includes retail activities, a restaurant and private apartments or rentals. Revitalising the area by attracting tourists and private investment while supporting existing small scale fishing activities.	The consolidation of heritage-worthy activities in the area through promoting the museum as the central heritage information station with linkages to the Hangbos, the cemetery memorial and other cultural destinations in the harbour.
RELATED PROJECTS	FA2.2 Harbour Promenade FA2.4 Heritage Square	FA2.1 Jameson Square FA1.2 Connected Boardwalk	FA2.2 Harbour Promenade FA2.4 Heritage Square	FA2.3 Harbour Promenade
PRECONDITIONS	Road and public surface must be paved with the same material (see fan walk in Cape Town precedent) Parking and vehicular access must still be provided Clear signage boards to lead tourists and pedestrians to promenade	A pedestrian crossing will be required across the jetties (state owned land Rem 2840) and the walkway must link up with the coastal boardwalk The edge of the Boutique Hotel facing onto the harbour must be active - lined with retail and other public activities	The development of state owned erven 2833-2836 along De Villiers St for commercial/industrial use The hotel must include riverside commercial activities to ensure attraction to the Harbour Promenade and recreational mooring quay	Hangbos and the cemetery must be restored and contained Gravel paving and low wall seating and landscaping must be provided to soften the space and create a sense of arrival and public attraction
PROJECT STAGE	Initial conceptualisation stage	Concept has been included in proposals for the Boutique Hotel as well as the Laaiplek Harbour Draft SEDF (see Delta BEC Report)	Van Biljon Barnardo Architects have completed the design and Top Gear Investments (PTY) Ltd are currently working on the application	Initial conceptualisation stage
TIMEFRAME	2 - 6 years	1 - 5 years	3 - 10 years	2 - 6 years
PROJECT OWNER	Bergrivier Municipality Laaiplek Hotel	Bergrivier Municipality Department of Public Works	Top Gear Investments (PTY) Ltd	Bergrivier Municipality Possible private developer
IMPLEMENTING AGENT	Bergrivier Municipality - Engineering Department	Bergrivier Municipality	Top Gear Investments (PTY) Ltd Bergrivier Municipality	Implemented in alignment with Jameson Square Velddrif Heritage Foundation
POSSIBLE FUNDING SOURCES	Bergrivier Municipality Local businesses Laaiplek Hotel	National Department of Environment and Tourism	Top Gear Investments (PTY) Ltd	Bergrivier Municipality Local businesses Private funding

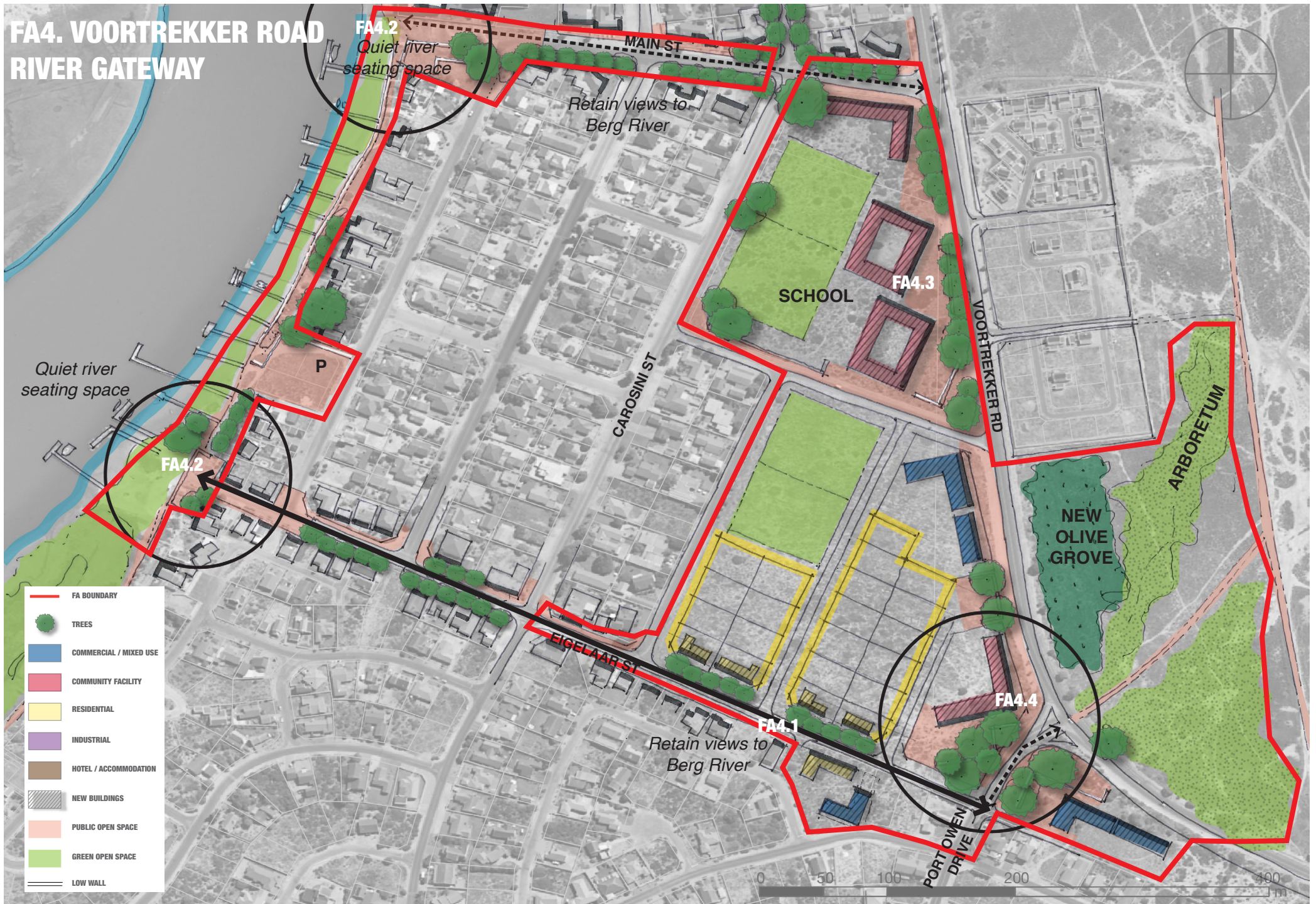
FA3. LOFDAL INTERSECTION NODE



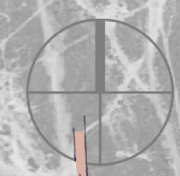
5.4.3. ACTION PLAN FOR FA3. LOFDAL INTERSECTION NODE

PROJECT NAME	FA3.1 AMPHITHEATRE	FA3.2 ARBORETUM AND NMT ROUTE	FA3.3 WETLAND REHABILITATION	FA3.4 NEW CONVENIENCE NODE
PROJECT DESCRIPTION	A primary public node / green park centered around an amphitheatre space where informal concerts and events can be held (precedent in guidelines section for ideas on design and layout). Space can also be used by the Primary School and a small skate park could also be incorporated.	The establishment of a continuous green belt along the original wetland course supported by the development and implementation of an Arboretum that can host indigenous trees or shrubs with information boards and signage (landscape guidelines and suitable plants)	The rehabilitation of the wetlands and the removal of alien vegetation and rubble to support the implementation of the arboretum and restore the area to its original natural condition. Relevel and replanting project can also provide community development and skills training for social upliftment purposes.	Erf 630 has been identified for rezoning as part of the Atlantic Waves/Sands application in order to promote a new commercial convenience node that will attract passers by and provide retail activity for surrounding residents. A market space and mixed use with residential above is included for this proposal.
RELATED PROJECTS	FA3.2 Arboretum	FA3.1 Amphitheatre FA3.3 Wetland Rehabilitation	FA3.2 Arboretum	FA1.3 Connected NMT Routes FA2.1 Jameson Square
PRECONDITIONS	The space must be open to the public, i.e. not fenced off Landscaping, low walls and public seating must soften the space Noordhoek community NMT links	Arboretum must be open to the public and linked to the surrounding communities, the amphitheater and the school via an NMT route The primary gateway must be in line with the Amphitheater entrance space	Community members must be involved in the project activities and educated through skills development The golf course must agree to act in conjunction with the project to avoid future degradation of the wetlands Salt mining must be discouraged	Parking must be provided at the back (not facing onto Main Rd) The primary commercial access route to the coastal node must be promoted as an extension of the convenience node along Oos St
PROJECT STAGE	Initial conceptualisation (project identified during Noordhoek Development Plan community session)	Initial conceptualisation (project identified in Bergrivier IDP 2013/14 as part of Biodiversity Conservation Initiatives - pg 70)	Initial conceptualisation	Application for rezoning to follow
TIMEFRAME	1 - 2 years	5 - 20 years	5 - 10 years	2 - 7 years
PROJECT OWNER	Bergrivier Municipality	Bergrivier Municipality	Bergrivier Municipality Local Community	Tarsius Agtien Bpk and Vestbest Developers
IMPLEMENTING AGENT	Bergrivier Municipality	Bergrivier Municipality (Possible links with Olive Grove project to extent plantation)	Bergrivier Municipality SANBI / Cape Nature	Bergrivier Municipality
POSSIBLE FUNDING SOURCES	Bergrivier Municipality Western Cape Government Department of Cultural Affairs and Sport	Department of Water Affairs and Forestry Working for Water and Working for Wetlands Programmes	Department of Water Affairs and Forestry Working for Water and Working for Wetlands Programmes	Tarsius Agtien Bpk and Vestbest Developers Private Developers / Home owners

FA4. VOORTREKKER ROAD RIVER GATEWAY



- FA BOUNDARY
- TREES
- COMMERCIAL / MIXED USE
- COMMUNITY FACILITY
- RESIDENTIAL
- INDUSTRIAL
- HOTEL / ACCOMMODATION
- NEW BUILDINGS
- PUBLIC OPEN SPACE
- GREEN OPEN SPACE
- LOW WALL



5.4.4. ACTION PLAN FOR FA4. VOORTREKKER ROAD RIVER GATEWAY

PROJECT NAME	FA4.1 EIGELAAR ST ROAD CONNECTION	FA4.2 RIVER SEATING AND PUBLIC SPACES	FA4.3 SCHOOL AND COMMUNITY CENTRE	FA4.4 PORT OWEN GATEWAY
PROJECT DESCRIPTION	The connection of Eigelaar Street and Port Owen Drive to the Port Owen entrance so that vehicular throughfare and pedestrian movement towards the river can be accommodated while creating scenic vistas and view sheds towards the river.	The promotion of a series of quiet public seating spaces along the river where people can sit and enjoy the scenic views across the river and enjoy walks along the water's edge towards Jameson Square and the Harbour Promenade. These could also act as hop-on-hop-off stops for river cruises between Bokkomlaan and the Harbour.	Erf 383 & 188 which is currently owned by the National Department of Public Works to be developed as a school or multi purpose educational facility that will provide local community with educational opportunities and community facilities.	The development of vacant land for residential, community and commercial use (Erf 192) to promote the entrance into Port Owen as the primary gateway to the river along Eigelaar Street, with strong tourism and pedestrian linkages with the Arboretum and surrounding walkways.
RELATED PROJECTS	FA4.1 River Seating FA4.4. Development of Vacant Land	FA2.2 Harbour Promenade FA4.1 Eigelaar Street Road Connection	FA4.4 Development of Vacant Land	FA4.1 Eigelaar Street Road Connection FA4.2 River Seating Spaces
PRECONDITIONS	The road extension must not intrude on existing property lines (i.e. Erf 192 will need to be reconfigured)	Views of the river from Voortrekker Road must be retained Urban design guidelines must be follow to minimise the impact of seating and parking on the natural river setting	School must edge onto Voortrekker street (see section 5.3 for built edge guidelines for public facilities) Sport fields must act as multi purpose open space Provide pedestrian and NMT linkages	Beautification and softening of Voortrekker Road is needed through tree planting and the possible expansion of olive grove project - links with Arboretum Upgrading and/or replacement of signage for the Port Owen entrance
PROJECT STAGE	Discussions with local municipality - general endorsement for the idea	Spaces already exists - just need small design interventions (benches, trees, signage etc.)	To be confirmed with Department of Education (check with Werner)	Discussions with local municipality - general endorsement for the idea
TIMEFRAME	6 months	6 months	3 - 6 years	2 - 5 years
PROJECT OWNER	Bergrivier Municipality - Engineering Department	Bergrivier Municipality	Department of Education (National or Provincial?)	Bergrivier Municipality
IMPLEMENTING AGENT	Bergrivier Municipality - Engineering Department	Bergrivier Municipality	Department of Education (National or Provincial?)	Bergrivier Municipality Private Developers
POSSIBLE FUNDING SOURCES	Western Cape Department of Public Works	Bergrivier Municipality Private land owners	Department of Education (National or Provincial)	Private Developers Port Owen Marina Authority / Home Owners Association

FA5. NOORDHOEK COMMUNITY NODE

FA5.4

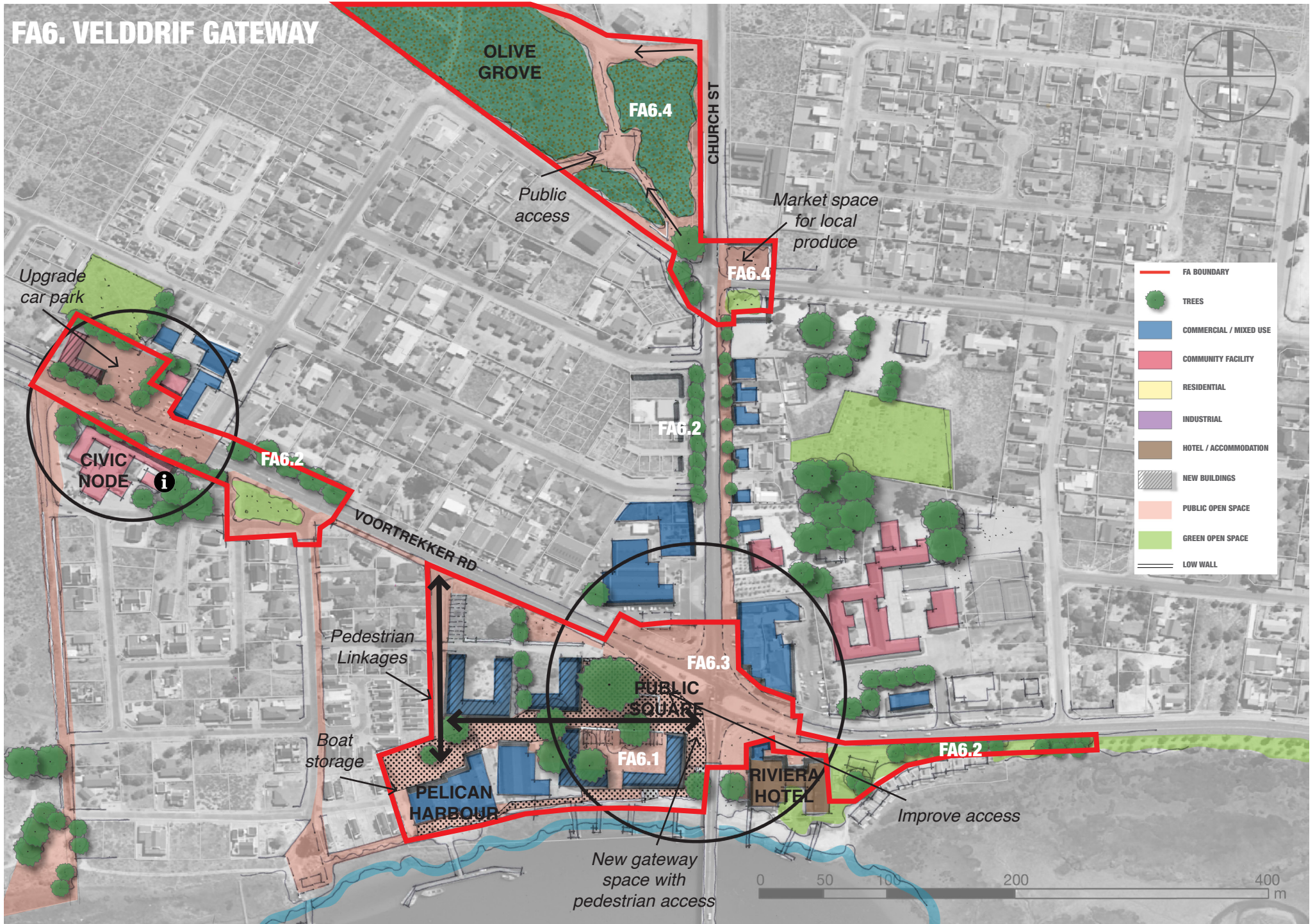


- FA BOUNDARY
- TREES
- COMMERCIAL / MIXED USE
- COMMUNITY FACILITY
- RESIDENTIAL
- INDUSTRIAL
- HOTEL / ACCOMMODATION
- NEW BUILDINGS
- PUBLIC OPEN SPACE
- GREEN OPEN SPACE
- LOW WALL

5.4.5. ACTION PLAN FOR FA5. NOORDHOEK COMMUNITY NODE

PROJECT NAME	FA5.1 PUBLIC SQUARE	FA5.2 NEW ROAD TOWARDS VOORTREKKER	FA5.3 INDUSTRIAL PRECINCT	FA5.4 URBAN AGRICULTURE
PROJECT DESCRIPTION	The reconfiguration of the current community node in Noordhoek to create an internal public square that can be used for informal trading, community gatherings, public transport facilities etc. surrounded by social facilities and commercial activity.	The extension of Albatros Street to connect with Abattoir Street and the road leading to the entrance of the golf course to create a connection between Noordhoek and Voortrekker Street. This road extension will also provide an alternative route entrance into the olive grove and industrial precinct.	The consolidation of industrial activities into a boutique, small-scale industrial precinct that provides a pleasant mixed use environment. The development of an overnight truck stop within the precinct on Erf 1093/4 that includes safe parking, kiosk, overnight and restroom facilities and a drive-through truck wash.	The promotion of urban agriculture through providing small scale plots that can be used for communal gardening. This can be initiated through expanding the existing tunnel farming project just west of the sewage works and through converting pockets of vacant land in Noordhoek into vegetable gardens.
RELATED PROJECTS	Professional Resource Team (PRT) - Provision of Affordable Housing on a Portion of Erf 1283, Noordhoek	FA4.4 Port Owen Gateway FA5.3 Industrial Precinct	FA5.2 New Road Extension FA6.4 Olive Grove Community Project	FA5.1 Market & Public Square
PRECONDITIONS	Internal square and parking area must be paved in similar material Proposed commercial activity included in PRT housing project must be aligned with and placed opposite the community node	The continuation of the tarring of the road that leads up to the golf course will be required Tree planting, lighting and pedestrian walkways must be provided along the new route	Good marketing strategy - precinct must be promoted to attract small industries that might want to relocate from Saldanha due to larger SEZ initiative Tax incentives	Good marketing of local produce - All public squares to include a space for trading where local produce can be sold to the surrounding community Incorporate industrial linkages through packaging or other manufacturing activities related to olive farming
PROJECT STAGE	Discussions with local municipality and PRT Team - general endorsement for the idea	Discussions with local municipality - general endorsement for the idea	Initial concept stage	Tunnel Farming currently active - rental contract expires after 3 years (needs to be extended)
TIMEFRAMES	2 - 3 years	1 - 2 years	3 - 8 years	1 - 6 years
PROJECT OWNER	Bergervier Municipality	Bergervier Municipality	Private Developer/s	Bergervier Municipality Noordhoek Community
IMPLEMENTING AGENT	Bergervier Municipality Private Developers	Bergervier Municipality	Private Developer Support from Bergervier Municipality	Bergervier Municipality Noordhoek Community
POSSIBLE FUNDING SOURCES	Bergervier Municipality Private Developers	Bergervier Municipality Possible private funding from golf course owner or industrial precinct private land owners	Private Owners Western Cape Province Economic Department's small-scale fishing industry support programmes	Bergervier Municipality Private investors Local community fund








FA6. VELDDRIF GATEWAY

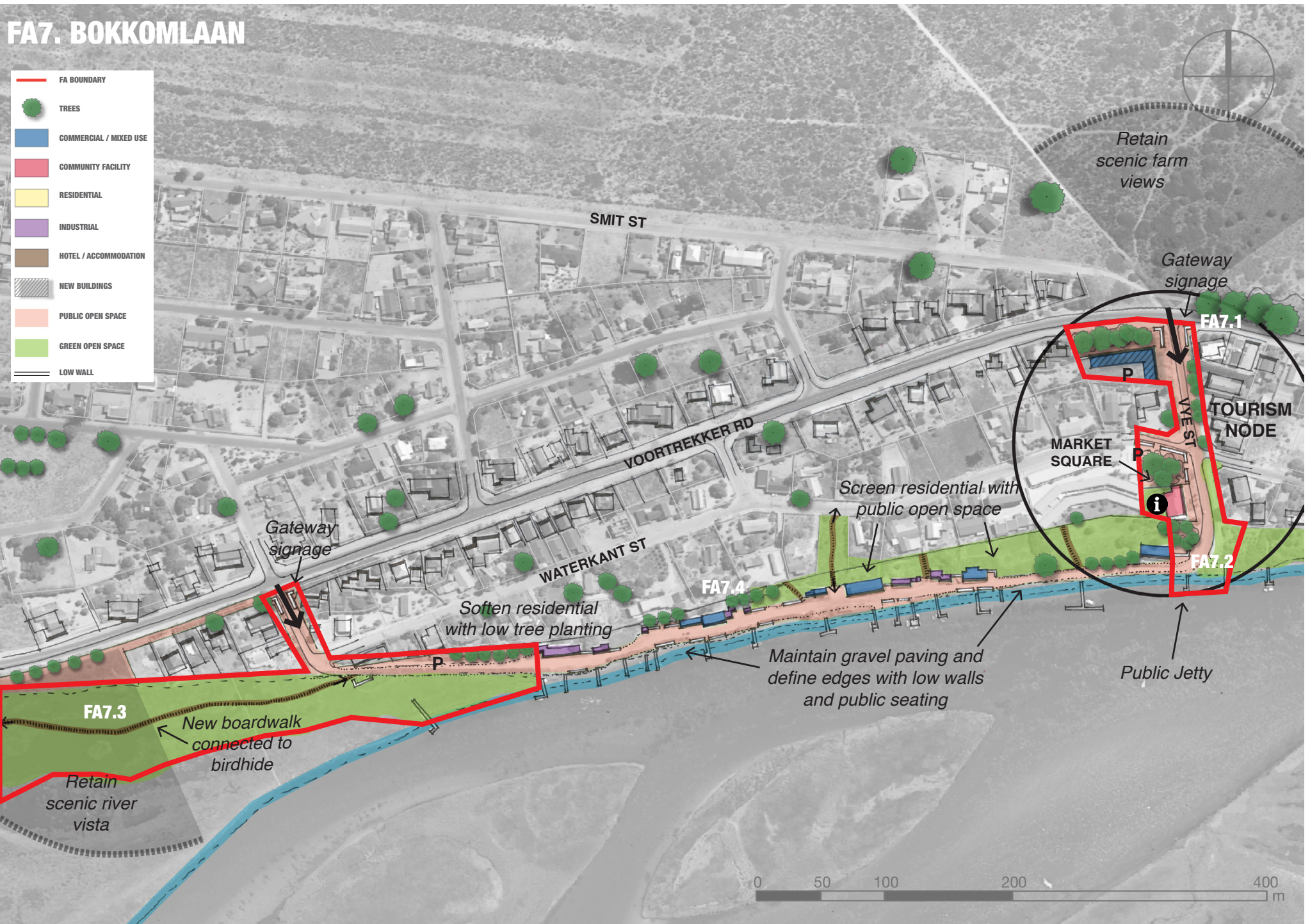


5.4.6. ACTION PLAN FOR FA6. VELDDRIF GATEWAY

PROJECT NAME	FA6.1 GATEWAY PUBLIC SQUARE	FA6.2 STREET LANDSCAPING	FA6.3 INTERSECTION REHABILITATION	FA6.4 OLIVE GROVE COMMUNITY PROJECT
PROJECT DESCRIPTION	Landscaping and beautification of open space on the corner of Voortrekker road and R27 to develop a public square as gateway entrance to Velddrif. Provide seating, pedestrian walkway and spaces for stalls with commercial activity opening up onto the central square.	Tree planting and basic landscaping along Church street to beautify the area, soften the visual impacts of the main entrance into town and to create sheltered walkways for pedestrians.	The redesign of the intersection at the entrance to Velddrif (Voortrekker road and R27 crossing) into a pedestrian friendly circle with legible and safe crossings that link into the Public Square and river walkway.	The expansion of the existing olive tree plantation project to create employment opportunities and provide greening of the area. The produce can be sold at a market space and educational tours and harvesting sessions can be facilitated.
RELATED PROJECTS	FA6.2 Street landscaping FA6.3 Intersection rehabilitation	FA6.1 Gateway Public Square FA6.4 Olive Plantation	FA6.1 Gateway Public Square Provincial project for the rehabilitation of Main Road 529 between Piketberg and Velddrif.	FA5.3 Industrial Precinct FA5.4 Urban Agriculture
PRECONDITIONS	Location of zebra crossings from intersection rehabilitation project must align with pedestrian walkway through public square See urban design guidelines for commercial building edges onto public space	Stick to simple designs such as sand and tyre stackings (see section 5.2 for landscaping guidelines and precedent) Make use of local materials and provide employment opportunities Plant only trees that are suitable to arid conditions	The design must be pedestrian orientated The design must not over-exaggerate the required accommodation of daily trucks - otherwise alternative truck routes must be considered.	Municipality to offer land to private coordinator Use of stormwater for watering of trees Activation of business rights on opposite properties along Church Street Ensure for constant public access
PROJECT STAGE	Initial concept - detailed urban design required	Initial concept - detailed landscape plan required	Finalisation of Options and final Design (TBC)	Currently in progress
TIMEFRAME	3 - 5 years	1 - 6 years	Uncertain - Jeffares & Green	1 - 3 years
PROJECT OWNER	Bergrivier Municipality Private Developer	Bergrivier Municipality	Western Cape Province - Department of Transport and Public Works	Cape West Coast Biosphere Reserve Private Investor
IMPLEMENTING AGENT	Bergrivier Municipality Private Developer	Bergrivier Municipality Local Business Owners	Western Cape Province - Department of Transport and Public Works	Coordinated by private individual - could be supported by Municipality for further expansion
POSSIBLE FUNDING SOURCES	Interested business owners Private developer Pelikaan Harbour	Western Cape Provincial Programmes Bergrivier Municipality	Western Cape Province - Department of Transport and Public Works	Cape World Fund Private land owners

FA7. BOKKOMLAAN

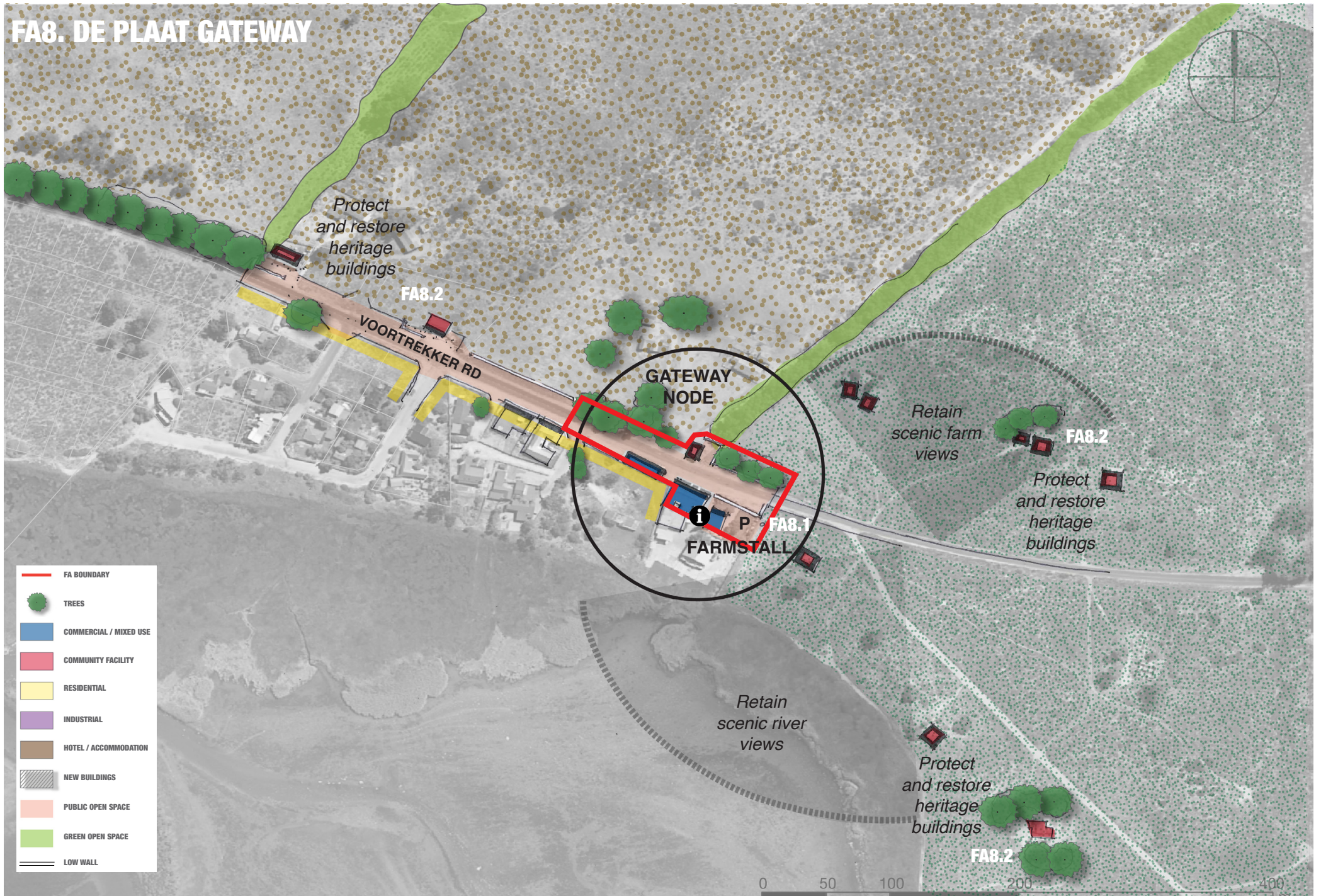
- FA BOUNDARY
-  TREES
-  COMMERCIAL / MIXED USE
-  COMMUNITY FACILITY
-  RESIDENTIAL
-  INDUSTRIAL
-  HOTEL / ACCOMMODATION
-  NEW BUILDINGS
-  PUBLIC OPEN SPACE
-  GREEN OPEN SPACE
-  LOW WALL



5.4.7. ACTION PLAN FOR FA7. BOKKOMLAAN

PROJECT NAME	FA7.1 TOURISM NODE	FA7.2 PUBLIC JETTY	FA7.3 RIVER WALKWAY	FA7.4 CONSERVATION PLAN
PROJECT DESCRIPTION	Initiate a tourism node along Vye Street and promote it as the primary entry point into Bokkomlaan. Create attraction through including an information centre, a market square for Bokkom festival, a small retail centre on the vacant portion along Voortrekker and clear signage.	Create a link via the river between Laaiplek Harbour and Bokkomlaan through establishing a public jetty at the tourism node so that people can visit Bokkomlaan by boat (private or public boat cruises). This will attract tourists and local people who would like a destination to go to when launching their boats and can have a meal at the existing restaurants in Bokkomlaan.	Create a river walkway that connects from the public jetty along Bokkomlaan and all the way east to the birdhide, with a possible extension to Pelikan Harbour. This route could link all the birdhide attractions and local river tourism activities to attract pedestrians and provide safe scenic walkways for locals.	Initiate the development of a detailed conservation plan for the Bokkomlaan area to ensure for the preservation of historic buildings and the local character of the area as well as appropriate management guidelines for the jetties, local businesses and fishing activities.
RELATED PROJECTS	FA7.2 Public Jetty	FA7.1 Tourism Node FA4.2 River Public Spaces	FA7.2 Public Jetty	
PRECONDITIONS	Tourist orientated activities must be consolidated around this node Parking must be provided behind the information centre and retail centre with walkways down to Bokkomlaan (minimise parking in Bokkomlaan)	Endorsement of the idea from private jetty owners Maintenance and up-keeping by municipality Clear signage and marketing	Minimal impact of walkway on natural environment (raised boardwalk made from local materials) Upgrading and beautification of existing birdhides Maintenance and up-keeping by municipality	Possibly establish a conservation management body and initiate a provincial conservation survey and plan to establish Bokkomlaan as a registered heritage site Endorsement and participation from private land owners
PROJECT STAGE	Initial concept	Initial concept - proposed by local community members	Initial concept - proposed by local community members	Initial concept - requested by local community members
TIMEFRAME	2 - 5 years	3 - 5 years	2 - 3 years	4 - 7 years
PROJECT OWNER	Bergrivier Municipality Private land owners	Bergrivier Municipality Local Community	Bergrivier Municipality	Bokkomlaan Conservation Body Velddrif Heritage Foundation
IMPLEMENTING AGENT	Bergrivier Municipality Private land owners / developer	Bergrivier Municipality Private land owners / interested parties	Bergrivier Municipality Provincial Government or SOE	Bokkomlaan Conservation Body Velddrif Heritage Foundation
POSSIBLE FUNDING SOURCES	Heritage Western Cape Western Cape Government DEADP Private land owners / developers	Heritage Western Cape Western Cape Government DEADP Private land owners / developers	Cape Nature SANBI Provincial Government or SOE	Heritage Western Cape Western Cape Government DEADP Private land owners / developers

FA8. DE PLAAT GATEWAY



- FA BOUNDARY
- TREES
- COMMERCIAL / MIXED USE
- COMMUNITY FACILITY
- RESIDENTIAL
- INDUSTRIAL
- HOTEL / ACCOMMODATION
- NEW BUILDINGS
- PUBLIC OPEN SPACE
- GREEN OPEN SPACE
- LOW WALL

0 50 100 200 400

5.4.8. ACTION PLAN FOR DE PLAAT GATEWAY

PROJECT NAME	FA8.1 GATEWAY NODE	FA8.2 HERITAGE PLAN
PROJECT DESCRIPTION	Create a gateway node around the existing De Plaat store that will attract visitors and locals through the establishment of a local produce market or farmstall and parking area. Make use of clear gateway signage and soften the area with appropriate trees and shrubs. Possibly introduce heritage tours of the area and provide tourist information (accommodation, sites etc.).	Initiate the development of a heritage management plan for the De Plaat area to ensure for the preservation and appropriate management of historic farm houses and barns and the retainment of the agricultural character. This will be critical to ensure for scenic views when entering Velddrif from Piketberg.
RELATED PROJECTS	FA8.2 Heritage Plan	FA8.1 Gateway Node (heritage tours)
PRECONDITIONS	<p>Use of signage must create a clear sense of arrival and promote De Plaat as a gateway space (See section 5.1.1 for precedent on the use of padstals and signage in similar contexts)</p> <p>Align proposals with heritage plan</p> <p>Ensure for minimal urban impact through sensitive design (see section 5.2 and 5.3 for guidelines on “werf” spaces and on landscaping design and appropriate vegetation)</p>	<p>Possibly establish a management body and initiate a conservation survey of the farmsteads through Heritage Western Cape</p> <p>Endorsement and participation from private land owners</p>
PROJECT STAGE	Initial concept - proposed by local municipality	Initiation phase - proposed by local farmers and Heritage Western Cape has been approached
TIMEFRAME	3 - 6 years	2 - 4 years
PROJECT OWNER	Bergrivier Municipality	Heritage Western Cape
IMPLEMENTING AGENT	Bergrivier Municipality Private developer / land owners	Bergrivier Municipality
POSSIBLE FUNDING SOURCES	Private land owners / developers	Heritage Western Cape Western Cape Government DEADP Private land owners / developers

5.5. IMPLEMENTATION COSTING ESTIMATES PER FOCUS AREA

The approximate costings have been determined based on new buildings required as well as the required hard and soft landscaping for each focus area. Estimates for all infrastructure works (civils and Infrastructure contributions) have been excluded from the estimate costings and no cost escalations for pre-contract periods have been allowed for in the construction of buildings as the timing and phasing of the various components of the projects are yet to be determined.

It is important to note that this “order of magnitude” estimate has been assembled using limited information and is primarily based on using the square metre rate method of estimating. Once more information becomes available, it is imperative that detailed cost plan estimates be undertaken for each element of the development in order to arrive at a more definite overall project cost.

The following are specifically excluded from the estimated improvement costs:

1. Land costs
2. Finance charges prior to construction and after completion of construction
3. Capitalised interest prior to construction (Phasing of Projects unknown)
4. All tenants fit-out, fixtures, fittings and signage
5. Protection and restoration of Heritage Buildings
6. Construction/Extension of existing Jetty - Pending more detailed design

The following tables provide an overview of the description and costs involved in new buildings that need to be constructed and hard and soft landscaping that will be required in accordance to the Focus Area Maps and Action Plans. Annexure X provides more detailed tabulations of the costings with regard to the precinct plan proposals.

FOCUS AREA	DESCRIPTION	LOCATION	Area (m ²)	HEIGHT
FA1. PELIKAAN BEACH NODE	Building for restaurant with stoep looking out onto ocean, tourism information centre and small café and public ablution block	at the end of Visvanger Street	2250	1 floor
	TOTAL		2250	
FA2. LAAIPEK HARBOUR	Tourism Interactive Centre	along De Villiers Street	600	1 floor
	Small scale fishing industry building	along De Villiers Street	400	1 floor
	Small scale fishing industry building	along De Villiers Street	400	1 floor
	Small scale fishing industry building	along De Villiers Street	800	1 floor
	Mixed Use Retail Strip	along De Villiers Street	1500	1 floor
TOTAL		3700		
FA3. LOFDAL INTERSECTION NODE	Retail / Commercial Centre	In New Convenience Node	600 + 600 = 1200	2 floors
	Mixed Use Building	In New Convenience Node	300 + 300 = 600	2 floors
	Residential Apartments	At back of Convenience Node	300 + 300 = 600	2 floors
	Residential Apartments	At back of Convenience Node	300 + 300 = 600	2 floors
TOTAL		3000		
FA4. VOORTREKKER ROAD RIVER GATEWAY	School	corner of Voortrekker and Main	2500	1 floor
	Retail / Commercial	along Voortrekker Road	500	1 floor
	Retail / Commercial	along Voortrekker Road	200	1 floor
TOTAL		3200		
FA5. NOORDHOEK COMMUNITY NODE	Overnight Truck Stop (Café and sleep over facilities)	along Church Street	700	
	Retail / Mixed Use Centre	at Church/Albatros intersection	800	
	Retail / Mixed Use Centre	at Church/Albatros intersection	600	
TOTAL		2100		
FA6. VELDDRIF GATEWAY	Retail / Commercial / Mixed Use Centre	East of Pelican Harbour	300	1 floor
	Retail / Commercial / Mixed Use Centre	East of Pelican Harbour	400	1 floor
	Retail / Commercial / Mixed Use Centre	East of Pelican Harbour	400	1 floor
	Retail / Commercial / Mixed Use Centre	North of Pelican Harbour	700	1 floor
TOTAL		1800		
FA7. BOKKOMLAAN	Retail / Mixed Use Centre	corner of Voortrekker Road and Vye Street	500	1 floor
	TOTAL		500	
FA8. DE PLAAT GATEWAY	<i>Not applicable</i>			
GRAND TOTAL			16 550	

FOCUS AREA		AREA (m ²)	RATE PER m ²	AMOUNT
FA1. PELIKAAN BEACH NODE	<i>Hard and Soft Landscaping</i>	49 258	R 554,36	R 26 814 000
	<i>New Buildings</i>	2250	R 8983,11	R 20 212 000
	TOTAL:			R 47 026 000
FA2. LAAIPEK HARBOUR	<i>Hard and Soft Landscaping</i>	59 270	R 731,74	R 43 370 000
	<i>New Buildings</i>	3700	R 8983,51	R 33 239 000
	TOTAL:			R 76 609 000
FA3. LOFDAL INTERSECTION NODE	<i>Hard and Soft Landscaping</i>	48 928	R 637,10	R 31 172 000
	<i>New Buildings</i>	3000	R 8983,133	R 26 950 000
	TOTAL:			R 58 122 000
FA4. VOORTREKKER ROAD RIVER GATEWAY	<i>Hard and Soft Landscaping</i>	37 600	R 602,90	R 22 669 000
	<i>New Buildings</i>	3200	R 8761,88	R 28 038 000
	TOTAL:			R 50 707 000
FA5. NOORDHOEK COMMUNITY NODE	<i>Hard and Soft Landscaping</i>	32 969	R 545,27	R 17 977 000
	<i>New Buildings</i>	2100	R 8983,81	R 18 866 000
	TOTAL:			R 36 843 000
FA6. VELDDRIF GATEWAY	<i>Hard and Soft Landscaping</i>	39 642	R 720,50	R 28 562 000
	<i>New Buildings</i>	1800	R 8983,33	R 16 170 000
	TOTAL:			R 44 732 000
FA7. BOKKOMLAAN	<i>Hard and Soft Landscaping</i>	11 285	R 810,10	R 9 142 000
	<i>New Buildings</i>	500	R 8984	R 4 492 000
	TOTAL:			R 13 634 000
FA8. DE PLAAT GATEWAY	<i>Hard and Soft Landscaping</i>	7112	R 1013,22	R 7 206 000
	<i>New Buildings</i>	<i>Not applicable</i>	<i>Not applicable</i>	<i>Not applicable</i>
	TOTAL:			R 7 206 000

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