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LIST OF ABBREVIATIONS

CBD – CENTRAL BUSINESS DISTRICT
HOA – HOME OWNERS ASSOCIATION
IDP – INTEGRATED DEVELOPMENT PLAN
NEMA – NATIONAL ENVIRONMENTAL MANAGEMENT ACT
PSDF – PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
RDP – RECONSTRUCTION & DEVELOPMENT PROGRAM
SBM – SALDANHA BAY MUNICIPALITY
SDF – SPATIAL DEVELOPMENT FRAMEWORK

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1. INTRODUCTION & CONTEXTUAL OVERVIEW

1.1 PURPOSE OF THE STUDY

- The Saldanha Bay Municipality appointed Creative Profile Town and Regional Planners to carry out a detail planning and urban design strategy plan for Langebaan North [hereinafter referred to as a “precinct”] in order to comply with the broader objectives of the approved long term planning “masterplan” or SPATIAL DEVELOPMENT FRAMEWORK PLAN (SDF) of Saldanha Bay Municipality.

- The goal is to realise the inherent potential of Langebaan’s identified precinct areas with the formalization of an implementable vision based on the SDF approval.

- The strategy plan must be carried out to ensure that the study area can grow over time in a functionally planned and aesthetic manner to ensure that future needs are met.

- The urban design strategy plan draws the “portrait of the town” and establishes its main qualities.

- The focus of the strategy plan will be on URBAN PLACEMAKING, URBAN FORM AND THE INTEGRATION OF USES, driven largely by the study area’s natural features, existing roads and view corridors.

WHAT IS A STRATEGY PLAN?

It is a plan that spells out the detail design guidelines for a specific zone (herein referred to as “precincts”) and is based on the broad goals that have been set out by the “master plan” or SPATIAL DEVELOPMENT FRAMEWORK PLAN FOR THE TOWN AND REGION.
1.2 LOCALITY OF STUDY AREA

The Langebaan North precinct is strategically located directly north of the CBD in the centre of town as can be seen from Figure 1.
1.3 THE SPATIAL DEVELOPMENT FRAMEWORK PROCESS

- In terms of the Municipal System Act 2000 (Act 32 of 2000) every Local Municipality must prepare its own INTEGRATED DEVELOPMENT PLAN (IDP) to guide development planning and management. As the IDP is a legislative requirement it has a legal status and therefore supersedes all other plans that guide development at local government level.

- One of the core components of the IDP is the compilation of a SPATIAL DEVELOPMENT FRAMEWORK (SDF) which forms an integral input into the IDP process as a Sectoral Plan.

- The purpose of the SDF according to the Municipal Systems Act (32 of 2000) is to provide general direction to guide decision making on an ongoing basis, aiming at the creation of integrated, sustainable and habitable regions, cities, towns and residential areas.

- This statutory process which involved the Langebaan community, creates a spatially based policy whereby changes, needs and growths in the Langebaan and Saldanha Bay Municipality can be managed positively to the benefit of everyone. It also focuses on how land is to be used within the broader context of protecting the value of the municipal area as a natural resource and enhancing the sub-region as a popular eco-tourist destination.

- The above-mentioned SDF was compiled by independent Planning Consultants for the Saldanha Bay Municipality over a period of 8 years of public participation and approved on 17 February 2011 by Council. The SDF plan replaces all the previous planning structure and policy plans applicable and we conveniently refer to it as the “master plan” for long term planning in Saldanha Bay and Langebaan jurisdictions.

- The current central CBD experienced numerous urban problems that further include haphazard development and a general lack of specific urban design and architectural guidelines. These problems are due to a lack of an integrated planning approach to guide the renewed growth in the CBD and surrounding residential areas. Current development pressures in the precinct will inevitably compound these problems if the present situation is maintained.

- In 2000 a Langebaan Central Business District Development Plan (Creative Profile, 2000) was compiled and approved. The principles of the CBD plan were included in the SDF and also extend to the south of Breë Street to include a node specifically for Professional and Tourist Related Businesses. This plan was in part instigated by the development of the Langebaan Retirement Village and soft business (i.e parking, attorneys offices, guesthouse and Hobie Shop) located to the east of Main Street. Development in Oostewal Street was slow and allowed to take place in a haphazard and half-hearted manner without any attention to aesthetic guidelines. This problem is largely due to “road ownership” with Oostewal Street categorized as a provincial road which has hindered and delayed proper development. Ownership of Oostewal Street has now been handed over to the municipality who are in a better position to manage and control potential development.

- Whilst the SDF is a more “broad brush” plan with no detail description of land uses permissible, required density, parking requirements, aesthetics and landscaping, a further sectoral plan in the hierarchy of development plans is necessary to ensure that the SDF planning ideology is achieved through a sense of harmony and spatial cohesion/ integration.

- The Langebaan North strategy plan, as discussed in this document aims to establish the essential character of the zone and prescribe and provide the necessary design methods and detail that lacks in the approved SDF, in order to direct future development and ensure a quality area for the community and tourists.
EXCERPT FROM APPROVED SPATIAL DEVELOPMENT FRAMEWORK (FEBRUARY 2011) FIGURE 2
1.4 DEVELOPMENT POTENTIAL

The West Coast region has seen a dramatic population growth over the past decade that has resulted in additional demands for a variety of community facilities, which must receive urgent attention in order to accomplish positive change.

- The pristine landscape and a series of unused dramatic interfaces with the lagoon must be positively utilized for the community and tourists.

- Langebaan, “the jewel of the West Coast” is a town with outstanding natural attributes combined with a unique culinary and carefree lifestyle that attracts thousands of tourists a year to the town and region. The West Coast landscape and National Park with its own unique fauna and flora ensures a diverse eco-tourism experience whilst the Ramsar certified lagoon, provides a more active water sport tourism experience.

- A healthy local economy is vital for a town and community and therefore one must build on the town’s assets to promote economic development.

- One of the primary income sources of Langebaan town is the tourism sector, which should be promoted and every attempt made to expose and improve this source for the benefit of the greater community.

- Langebaan North is characterized by an existing tourism node that has exception potential for re-development due to is location adjacent to the lagoon.

- In order to rid the town of it’s current urban degradation and ‘suburbia’ status requires radical re-planning of the urban form where a uniform community appearance is placed first as opposed to the individual architectural expression of structures, which is currently the norm.

- To achieve the aforementioned, Langebaan North precinct requires positive planning and urban design codes that will inspire the community and developers to take bold actions in order to achieve an improved character.

- Through land use planning and responsible revitalization, the strategy plan aims to expand the tourist and business sectors to help achieve the full potential of the area and guide future development to a sustainable entity.
KEY ELEMENTS OF TOURISM

- Casino
- Wildlife
- Beaches
- Local Flavors
- Nature
- Historicalsites
- Water sports
- Beach activities
1.5 VALUE & NEED OF THE STRATEGY PLAN FOR THE COMMUNITY AND ENTREPRENEURS

The value and need of this design strategy is:-

• To protect Langebaan North from excess and ad-hoc developments. It is important to control a harmony and balance of buildings to isolate oversized and iconic architecture.

• To offer an environment where positive and safe investment is ensured.

• To protect vast concentrations of both private (buildings) and public sector (infrastructure) investments.

• To create a precinct that is sustainable over the long term by providing an identifiable, durable place to which people will be attracted and to establish the image of a town in the minds of people (particularly the tourist).

• To direct new growth into existing areas which is close to natural attributes and existing tourist nodes and will make a positive contribution to quality tourist attractions and facilities. Langebaan North’s revitalization will promote tourism that is the primary source of income for the town.

• To formulate development proposals and strategies for Langebaan North that are based on aspects of environmental quality and financial considerations.

• The revitalization of Langebaan North will definitely provide the local workforce with a potentially permanent employment and offer training opportunities on an on-going basis. The strategy plan is an enormous opportunity to revitalize the existing tourist and residential nodes. The revitalization will create a balanced land use pattern and ensure the aesthetic upgrading of some of the derelict tourist facilities and existing vacant properties which in turn will have an immense positive affect on the value of surrounding land.

• This precinct design strategy is done through a planning process where spatial and detail proposals are formulated that are based on aspects of urban planning, architecture, environmental quality and financial considerations. These proposals will provide specific direction for the future built form and public space preconditions for developers, consultants, land owners and broader public.
1.6 VALUE AND NEED OF THE STRATEGY PLAN FOR COUNCIL AND MUNICIPAL OFFICIALS

- The strategy plan will be a blueprint for the long-term development of Langebaan North.

- The strategy plan, once approved by Council (after public participation) will serve as the municipal policy document that will collectively control new development or revitalization within the Langebaan North precinct.

- The strategy plan will provide officials with a practical tool for evaluating development and land use applications in Langebaan North whilst serving as guidelines for developers, investors, consultants in implementing the goals and vision it embodies.

- The orderly development and revitalization of Langebaan North is vital for the municipality as it ensures the local authority of a sustainable source of income through property taxes and sale of services which is then fed back into the broader community for essential facilities.

- The strategy plan provides direction and ensures sufficient future capacity of infrastructure needed in re-development of Langebaan North.

- The aim of the strategy plan is also to ensure the economical use of existing municipal services.
2 PLANNING APPROACH

2.1 KEY ISSUES AFFECTING LANGEBAAN NORTH

- The rapid growth of Langebaan town, the undesirable physical “ribboned” layout of the town, the ad-hoc developments over years, the lack of proper management, have resulted in no intimacy, order and identity that has impacted negatively on the appearance of the town and region.

- The existing urban development along the Langebaan coastline is characterized by low density, suburban-type sprawl with no or little sense of place in the minds of the community and visitors [Paternoster and Jacobsbaai on the West Coast have to some degree incorporated urban design characteristics such as uniformity in colour and architecture, that have made both towns extremely popular amongst the tourist and investors markets].

- The systematic development of urban sprawl over the past few decades is largely based on architectural expression in our neighbourhoods. This suburbia status must be redesigned with radical redevelopment of urban form where the community is placed first.

- Land that was subdivided with rows and rows of free-standing houses within a system of streets, “laid out” in a hierarchical fashion to provide for mainly the motor vehicle has to lead to large scale suburban sprawl, separation and fragmentation.

- The aforementioned has lead to the degradation of the look of the town, degradation of tourist facilities, immense social problems, a divided community and environmental threats.

- The lack of clear and concise strategies that are not described in the SDF, leads to ineffective management of existing and future development and undermines the attractiveness of the area as an investment opportunity.

- Undeveloped vacant Council land undermines coherence and legibility.

- There is a shortage of social and gap housing that must addressed.

- The lack of a centralized, active sports facility for the community at large must be addressed.

- The existing tourist facilities in Langebaan North are derelict and underutilized. Given the unique locality of the existing facility adjacent to the lagoon, the property does not meet the potential in respect of tourism.

- Langebaan North has a large natural tract of land comprising vegetation and wetlands that must be protected.

- The above key issues will become more serious in future as:
  - Langebaan has no large industries and mostly relies on tourism as the economic backbone of the town;
  - The West Coast Region is characterized by low rainfall and serious water shortages which forces the combination of different land uses and
  - The availability of land for provision of housing for the poor is limited, as the refuse sites in Langebaan have sterilized large 700m radius tracts of municipal land that are not suitable for habitation.
2.2 THE APPROACH

The methodology followed in the development of the urban design strategy for the Langebaan North Precinct is not to dwell on what is wrong in the town, but rather take a positive approach by setting out a practical programme of action in order to create a high quality environment, with a closely knit precinct in a uniform manner, in order to realize the principles set out by the SDF.

The approach is as follows:

- Provide a vision, development objectives and a strategy based on context informants and existing land use patterns for Langebaan North Precinct.

- Analyse and incorporate previous planning studies to form the basis of a contextual analysis of the study area.

- Develop specific design guidelines for the Langebaan North Precinct. These design guidelines focus on creating a sense of place through urban form, architectural guidelines, landscaping guidelines and ensure an integrated society.
2.3 PUBLIC PARTICIPATION

"No one knows as much as everyone"

The strategy plan aims to provide a plan with development guidelines by using a “collaborative dialogue of discovery” with the community where the community can produce the best ideas and create ownership of the plan.

- Often the general public defines design and place very differently to planners as they are not familiar with the rules, principles or design language.

- To improve design communication, a more pro-active approach was envisaged together with the community that live and work in Langebaan – there is no better source than in-house expertise.

- To infuse a stronger sense of ownership in decisions internal to the community, a design focus group was established gathering a combination of local stakeholders, working together for a series of workshops where the role players can participate, describe their needs, provide inputs and possible idealized outcomes. The strategy plan is not only for the community but also to guide the future of the community. 3 work sessions were held with 2 separate feedback meetings to the Portfolio Committee of Ward 6.

- The purpose of the focus group is to:
  - Identify any problems, fears and new ideas
  - Add qualitative improvements to the concept design
  - Enhance innovative community orientated design
  - Produce consensus on a design direction
  - Integrate a project into the community
  - Accumulate local support for the bigger picture
  - Engage the community in the process of “place making”.

CREATIVE PROFILE: LANGEBAAN NORTH PRECINCT
URBAN DESIGN STRATEGY PLAN AND GUIDELINES - 2013

The Focus Group
The group of community volunteers who worked closely with the planning team to develop a preliminary strategy plan for the Langebaan North precinct are:

Francois du Toit – Creative Profile
Andre Kruger – Councillor Ward 6
Jaco Kotze – Business & Langebaan Ratepayers
Wilhelm America – Ward 6 Sport
Mel Richter – Independent
Frans Palm – Langebaan Ratepayers
Jacques Marais – Saldanhaabai Municipality
Maryam Alie – Ward 6 Welfare
Roy Masters – Ward 6 Welfare
Solene Smith – Ward 6 Safety and Security
Kobus Steyn – Langebaan Ratepayers
Miranda Mathews – Ward 6 Safety & Security
Mrs Flack – Independent
Jimmy Walsh – Ward 6 Service Delivery & Environment
Marius Koen – Councillor
Nick vd Merwe – Langebaan Ratepayers
Pierre Nel – Sanparks
Dave Osborne – Langebaan Tourism
Wilna Thys – Ward 6 Welfare
Charlton Nieuwoudt – Ward 6 Sport
Johan Akron
Gareth Richards – Langebaan-On-Line

As a point of departure, the outline of the concept precinct plan was already established from a town planning perspective and thereafter presented to the focus group.

Apart from the above focus group, an open house was advertised in the Weslander and a pamphlet drop was arranged in Langebaan North. This open house was held on 19 March 2013 to present the final concept plans to the broader public and council members. The final concept integrated the concerns and proposals into the bigger context of designing for a healthy, sustainable future, while building on the physical and communal traditions of the past.

As with any public participation process, publicity for the process and open house did coincide with advertisements in the press and flyers dropped off specifically at properties in Langebaan North.

The meetings and open day findings were widely published by Langebaan-On-Line, a local electronic newspaper published by Gareth Richards who attended 2 of the work sessions.

The concept plans, options, analysis and proposals were also placed on the Saldanha Bay website from 25 March 2013 and the public were afforded the opportunity to provide comment until 15 April 2013.
3 CONTEXTUAL ANALYSIS & STUDY INFORMANTS: LANGEBAAN NORTH

In order to prepare a strategy plan for the primary zone in the Langebaan North Precinct, it was accepted that the planning and design of the area must ensure that the built environment has character, beauty, functionality and contribute to the town in a positive and sustainable manner.

To achieve the above it is necessary to evaluate:

- previous approved structure/development guide plans as a point of departure;
- assess the existing development patterns, mobility, open spaces, beauty, charm and character.

3.1 PREVIOUS & EXISTING GUIDE PLANS (STRUCTURE PLAN, SDF, INTEGRATED COASTAL MANAGEMENT ACT)

- To form the basis of the study, one has to look at previous approved local structure and spatial framework plans compiled for Langebaan so that one can build and expand on these.
- Both of these planning documents are representative of the communities priorities and needs.

In 2002, a Local Structure Plan for Langebaan was approved, that replaced all previous policy plans for Langebaan Country Club, Langebaan Septembersklip and Langebaan North, as well as the Langebaan CBD. This statutory plan lapsed in June 2012.

As indicated in paragraph 1.3 the Saldanha Bay Spatial Development Framework, approved in February 2011, supersedes or replaces all the above policies. The goals and principles of the SDF are based on future development and take cognizance of the aforementioned plans.

3.1.1 LANGEBAAN LOCAL STRUCTURE PLAN (BCD 2002)

- Langebaan’s economic base is vested in tourism and therefore a tourism development plan must be compiled which will positively contribute to the up-liftment of the living standards of all residents in the Langebaan community.
• Due to the town’s linear form and historic layout, several tourist nodes along the lagoon have been identified, each representing a different recreational experience, and these nodes need to be extended.

• Proposals for formal boat launching facilities must be investigated and this will form part of a tourism action plan.

• A development plan for open spaces and pathways must be formulated to conserve the natural elements of the environment and to provide pathways for the community and tourists.

• The structure plan recommended that Leentjesklip No 1 nature area comprising a prominent dune system and sensitive strandveld and dune vegetation must be protected and zoned to Open Space III (nature reserve).

3.1.2 LANGEBAAN SPATIAL DEVELOPMENT FRAMEWORK (URBAN DYNAMICS 2011)

In short, this document recommends the following informants that are applicable to the study area:-

• Promote the development of tourist infrastructure that conforms to place-specific, architectural, environmental and aesthetic requirements.

• Promote tourism as a community based, community driven industry with substantial potential for providing direct and indirect economic benefits to the community.

• The future development in Langebaan should strengthen the tourist potential of the town with sufficient provision for future residential expansion.

• Langebaan North’s tourist node (which forms the edge of the precinct) should be prominently developed and future expansion should be encouraged. The node should also contain tourist accommodation to increase densities.

• Residential densities must be increased to reduce urban sprawl which is also confirmed in the Provincial Spatial Development Framework. It is recommended that 50 units/ha be advocated.
3.2 EXISTING DEVELOPMENT PATTERN

3.2.1 NATURAL ENVIRONMENT

- A characteristic of Langebaan North precinct is the variety of topographic levels in the area. The large flat portion of Erf 9787 adjacent to the coast is characterized by large scale coastal erosion as a result of wave action. This situation has for the most part been brought under control but large parts of the beach have been eroded which has a negative impact on the area as a tourist destination.

- This flat portion of land has been partially developed.

- This flat portion of land has a steep gradient to the east followed by a large, vacant plateau. The western portion of this plateau has panoramic views of the lagoon and Saldanha Bay.

- The eastern portion of the plateau is located adjacent to Jon Olafsson Street that forms a prominent link between Langebaan’s central business area and residential areas located north around the Mykonos Casino. This eastern section of the plateau has no sea views and Langebaan town’s main water pipeline forms the line of demarcation between between the east and the west of the plateau.

- Centrally located to Erf 9787 Langebaan is a prominent wetland with a unique eco-system that must be conserved.

- The most prominent feature of this natural area in this precinct is the high concentration of granite outcrops that forms small, protected beaches and bays (a popular swimming area for locals) that form a prominent focal point along the coastline. This concentration of stone outcrops is know as Leentjesklip 1.

- Directly to the east of Leentjesklip 1 is a natural dune area characterized by sensitive, natural dune ‘sandveld’ vegetation. Portions of the property are characterized by large scale erosion as a result of uncontrolled pedestrian movement and sand ‘blow outs. A definitive demarcation line of this erosion is clearly evident on aerial photographs.

- Directly to the east of this demarcation line (actually an extension of a steep gradient) is a valuable portion of natural environment that has been earmarked in previous planning documents as a nature reserve for zoning to Open Space III to ensure protection of the area.
This precinct is not only characterized by exceptional development potential owing to the location adjacent to the coast, but there is a potential to create a balance between built and natural environments for future preservation and sustainability.

3.2.2 BUILTENVIRONMENT

The built form of the precinct is currently fragmented into isolated developments that create poor accessibility and little opportunity for integration.

The flat portion of Erf 9787 Langebaan, located adjacent to the coast, was historically developed as a tourism resort funded by the provincial administration. The resort comprises a centrally located, control point that provides access to the chalet park, day visitors area, caravan and tent park. The general appearance of the resort is anaesthetic and does not comprise a quality tourist attraction as security has become an issue while the resort has a poor maintenance record.

The first phase of the chalet park was developed in a linear pattern along the coast. No further phases were developed resulting in large vacant portions of undeveloped land located within the demarcated resort area. The occupancy of the chalet park is unremarkable as a result of the poor quality of services.

The day visitor’s area is derelict with no structure or formal appearance.

Large sections of the caravan and tent park have been eroded and destroyed by wave action that has lead to the degradation of the area.

Langebaan town’s only rugby field is located directly to the east of the caravan and tent park that has essentially rendered further extension of the resort impossible. The location of the rugby field is not economically sustainable and there is no possibility for extension of the sports facility owing to steep topographic gradients of surrounding land and the location of the sensitive wetlands directly to the north.

The Strandloper Open Air Restaurant is a well known landmark in Langebaan and owing to it’s location and outstanding natural attributes is an excellent tourist attraction that offers visitors a relaxed, informal culinary experience unique to the West Coast. The current parking area must remain un-tarred but requires some improvements to ensure that the sensitive area is preserved.

The informal sand and gravel access road from Jon Olafsson is problematic and constitutes a vehicular and pedestrian conflict point because of poor sight lines and uneven junction with the tarred road.
• Adjacent to the gateway of Langebaan at the crossing of Jon Olafsson and Oostewal, Erf 5746 owned by SBM is earmarked for a new municipal node. The location of this vacant land has immense potential to serve as a focus point and this centrally located position ensures that the greater Langebaan area has easier access to municipal offices, particularly the immediate community who have the lowest vehicle ownership. The current vacant status of the property lends to the fragmented appearance of land uses at the entrance to town.

• The adjacent public open space on Erf 6052 has been enclosed with an aesthetic wall and must be integrated with the proposed municipal facilities. This enclosed portion of land forms a secure area that can be linked with the Sea View Park area for optimal use by the local community.

• A portion of vacant and unutilized land located between Jon Olafsson/ Oostewal Street and Jon Olafsson/ Main Street crossing adds to the fragmented and derelict appearance of Langebaan North. This Erf 1916 located directly adjacent to Jon Olafsson Street has a steep gradient that flattens out in an westerly direction. This vacant land is zoned as open space and owing to the linear shape has little or no role to play in the hierarchy of open space within Langebaan. The property has excellent access from Protea Street and must be filled in with urban development.

• Directly adjacent to this open space are 9 vacant plots belonging to SANPARKS. The location of these plots (1915, 1914, 1913, 1912, 1888, 1887, 1886, 1885, 1884) together with Erf 1916, if consolidated, offer an excellent opportunity for a development that will improve the aesthetic appearance of the entrance to Langebaan. The low-lying profile of these erven can be positively used in the in-fill redevelopment of this site.

• Langebaan North precinct is largely dominated by Sea View Park residential area that comprises social housing. This neighbourhood was established with full municipal services as part of the historic Reconstruction and Development Program (RDP). The existing row upon row of plots and houses vary in land size from 180 - 250m² with no variation in the provision of housing structures. During construction of the RDP houses a concerted effort was made to provide the design of the structures with basic West Coast vernacular elements such as white walls, black roofs and gables to ensure a harmonious unity. These elements were complimented by the provision of an aesthetic Calcite Stone wall that is typical of the West Coast architectural idiom. Since completion of the development many of the residents have extended their homes both vertically and horizontally. However the formal renovations and extensions have been negatively impacted by the incorporation of informal shelters and wooden structures on properties that are rented out to the general community. The construction materials of these informal structures varies from unpainted wood to metal sheeting and has ruined the general visual streetscape at the entrance to Langebaan.
• Individual community facilities are located within the residential neighbourhood, but most of the communal spending is carried out in the Langebaan CBD. Observations clearly indicate a shortage of community facilities that meet the direct needs of the local residents.

• Ad hoc development of surrounding access roads (the alignment of Jon Olafsson was planned north east of Sea View Park between the current residential area of the langebaan Golf Estate and the retention dams) has seen Langebaan North completely fragmented and deprived of the opportunity for a single node to be developed with a variety of communal facilities.

• The portion of land to the west of Sea View Park and adjacent to Jon Olafsson must be filled in with housing and communal facilities and a wall constructed on the perimeter to visually and aesthetically round off the area. A waiting list comprising approximately 600 housing applicants must urgently be validated by the municipal housing department to establish the exact number of qualifying applicants to determine the exact housing needs.

• An additional limitation in this precinct is the location of an historic dumping site on a large portion of the northern plateau of Erf 9787 which sterilizes the area with respect to urban development. The vacant plateau area with panoramic views of bay was previously disturbed by agricultural activities and is further fragmented by Langebaan’s main water pipeline.

• The poor east-west pedestrian connectivity exists with numerous informal foot paths located throughout the area which have lead to erosion.

• It is evident that there is no overall vision for the precinct to guide future development.

• The coastal erosion which is cyclic in nature must be monitored for protection of landward development.

**Summary**
The precinct has the potential to accommodate a variety of land uses that will ensure this precinct is afforded it’s rightful place within Langebaan’s urban structure. The value of the municipal land within Langebaan North is considered too expensive to be utilized for sport facilities only, recreational facilities only, or residential functions only.
4. DESIRED CHARACTER AND VISION

4.1 CHARACTER & VISION

A vision for the Langebaan North Precinct is about how a place should look and function in the future. One needs to develop an understanding of what kind of place one wants to establish - a decision that influences planning strategies and specific action to be taken to achieve the required look and character.

There must however be an underlying ‘sense of purpose’. Langebaan North has been neglected for many years with little attention given to the potential of the area. During the analysis and discussions with the focus groups it was clear that Langebaan North has a great deal of potential to become an important tourist node within the town owing to the locality around a unique natural environment at Leentjiesklip 1 and proximity to the lagoon. There is sufficient space in Langebaan North to provide a variety of integrated land uses that can support a tourist node and the community and create a sense of place. The quality development of tourism in Langebaan North will act as catalyst to draw people to the area and this vibrancy will ensure a positive character within the precinct where the community and tourists can live, work and play.
4.2 ASSESS HISTORIC INFORMANTS

Most towns and neighbourhoods in South Africa have little or no ‘sense of place’ due to the absence of specific, compulsory, aesthetic guidelines and the fact that residents attempt to differ as much as possible from their neighbour.

In general it is also noted that in Langebaan, little design effort was put into structures to compliment the region’s vernacular building style.

From a town planning perspective it is necessary to look at/ or investigate previous studies of historic towns particularly in Europe and spaces to get information on what provides a medieval town with its character, beauty and charm and encourages people to want to visit or live there.

Look at historic precedents to employ wisdom of previous generations as a guiding informant in contemporary developments. From the historic precedents and various intellectual studies it is clear that the following “rules” are valuable inputs to serve as a basis in design proposals:-

“One must just look at historic development patterns, analyze the why and the how and then do the same – we don’t have re-invent the wheel – we are all copy cats at heart” – David Sucher

- SOLIDARITY
There is harmony in the complexity by utilizing a consistent architectural vocabulary.
ASSESS HISTORIC INFORMANTS (CONTINUED)

• COLOUR
Visually these old towns are harmonious in colour and texture that are pleasing to the eye

• SCALE
Historic buildings are built to a human scale, a scale that does not overpower the surroundings.
ASSESS HISTORIC INFORMANTS (CONTINUED)

• IRREGULARITY
The structure in medieval towns is simple and based upon straightforward decisions and local materials. Buildings have irregular heights that are in proportion with their neighbours.

• FRONTAGES
Medieval towns promote continuous frontages facing straight to the road with no gardens intervening.
ASSESS HISTORIC INFORMANTS (CONTINUED)

- **VARIETY**
  Medieval towns show richness in detail and expression by providing a variety of community facilities and land uses, based on their culture and traditions.

- **COMPACT**
  Medieval towns are compact where buildings crowd together with higher densities.
ASSESS HISTORIC INFORMANTS (CONTINUED)

• CONTINUATION OF HIERARCHY OF SPACE
  The layout/form of medieval towns shows a hierarchy of public spaces, gateways, focus points, churches that are individually enclosed but linked to each other in a continuous way – see footprint study of the CBD area

• POSSIBILITY OF CHOICE
  There are a variety of housing options, business units, public spaces all linked together by interesting pedestrian routes where the community can work and play
ASSESS HISTORIC INFORMANTS (CONTINUED)

• PEDESTRIAN ORIENTATED
Medieval towns were designed for the pedestrian with quality public facilities due to the absence of the motor vehicle.
The modern world is designed around the motor vehicle with great destruction to community interaction and domination of land uses
• **FOCAL POINTS**

Medieval towns are proud of their variety of focal points such as prominent entrances, fountains, squares, statues or landmarks that emphasize the old adage – ‘familiarity in a city breeds comfort.’
ASSESS HISTORIC INFORMANTS (CONTINUED)

• QUALITY ELEMENTS
Public spaces are provided with quality resting areas that include benches, lighting, shelter and soft landscaping to soften the built environment.
ASSESS HISTORIC INFORMANTS (CONTINUED)

- **CONTEXT**
  In medieval towns there is an overwhelming sense of appropriateness that anchors the architecture and lifestyle to the region. A “sense of place” prevails through uniqueness in design.
4.3 DEVELOPMENT OBJECTIVE

THE FOLLOWING TRIED AND TESTED TOWN PLANNING OBJECTIVES ARE VALUABLE INPUTS THAT SERVE AS A BASIS IN DESIGN PROPOSALS TO ACHIEVE THE VISION AND DESIRED CHARACTER FOR LANGEBAAN NORTH. DEFINITION: AN OBJECTIVE IS A SPECIFIC RESULT THAT WE AIM TO ACHIEVE AND ARE BASIC TOOLS THAT UNDERLY ALL PLANNING ACTIVITIES.

OBJECTIVE: PLACE MAKING

- A “sense of place” or a place with a special character provides the community with a balanced mix of places for arts, events, informal trading, different markets, festivals and heritage reminders of the town’s past, where the community and tourists can gather and build social relationships that strengthen the community.
- It needs to be recognized that the character of a place is determined by how and which types of material are used for buildings and structures, their colour and texture, how spaces rise to the sky, the attention given to urban design, hard and soft landscaping, which together define the boundaries of the precinct. The shapes and qualities of architectural spaces greatly influence human experiences and behaviour. A good example on the West Coast is the town of Paternoster which has a very special “sense of place” by virtue of strict architectural guidelines and has become a famous international and local tourist destination.
- The provision of public places where people can see and be seen create a “sense of community” and a unique feel that is valued by tourists and residents. When evaluating Langebaan the only obvious public place is the lagoon.
- The West Coast is characterized by certain distinctive elements such as the use of Calcite Stone in the architectural vernacular, relaxed lifestyle, distinctive seafood culinary delights, open-air restaurants, unique indigenous flora and prevalent water sport activities which must be reinforced in future development.
- Provide architectural guidelines for a harmonious appearance and to contribute to the quality of the precinct and community life.

OBJECTIVE: ALLOW MIXED LAND USES

- “The definition of mixed land use refers to the horizontal and vertical integration of suitable and compatible residential and non residential land uses within the same area or on the same parcel of land” (CTSDF)
- The purpose of mixing uses is to foster more complex and intertwined human relations and thus more interesting and stimulating places. The main purpose is to help create human connections and interaction.
- By mixing recreation, retail, community services, open spaces, parks with residential areas where people can walk discourages the use a motor vehicle where possible.
- The Langebaan North precinct must accommodate a full range of uses including residential which guarantees continuous activity and creates a sustainable all-in-one precinct that provides the economic buying power of local businesses.
- A diverse housing stock can encourage the long-term use and re-use of the community by providing a variety of residential units which allow people to remain in the community at different stages of their lives.
- When assessing Langebaan, it is clear that the town is divided into distinct compartments specifically meant for sleeping, working and shopping. This occurrence can only rectified by revising existing zoning codes to allow changes in land use to occur naturally over time.
OBJECTIVE: DENSIFICATION & COMPACTNESS

- Compact land use patterns in all spheres of living must be encouraged in the precinct to minimize sprawl, cost of infrastructure, transportation cost, etc.
- The focus of revitalizing Langebaan North is to make use of the existing land that is strategically located to the lagoon and natural areas. The aim is to develop these areas to function as a compact tourist and community space with diversity of residential options.
- Concentrating on the existing infrastructure and unused land in Langebaan North is less costly than building facilities on the outskirts of the town.
- Densification also guides future re-development in a manner where each building block contributes towards a more balanced whole.
- The precinct can only be activated by people. Creating human presence must be one of the main objectives to provide vitality in the area.
- When evaluating Langebaan, the existing sub divisional style or land use pattern with rows and rows of single residential houses creates negative spaces. These spaces (normally created by building lines), are meaningless and do not positively influence the principle of compactness and community living.
- When considering densification in an area, care should be taken to ensure that the increased density and coverage does not adversely affect the overall character of the area.
- Key to long term housing developments is the way the available space is used, the efficiency of structures and the social dynamics of the community at large.

OBJECTIVE: PEDESTRIANIZATION & MOBILITY

- The provision of interesting and safe pedestrian routes that connect the different land uses and public places are one of the most important goals of a compact and integrated precinct.
- Walking, bicycling and public transport must get preference to vehicles and these aspects must be designed to support and be integrated with the public space network (which includes the beach areas).
- Non-motorized mobility, public spaces and pedestrian routes will contribute to community interaction and help to preserve the environment.
- The focus must be on the quality of the pedestrian environment and pedestrian experience.
DEVELOPMENT OBJECTIVES (CONTINUED)

OBJECTIVE: **LEGIBILITY**

- By providing prominent urban elements such as tourist nodes, attractive gateways, landmarks, urban art, heritage focal points of various scales enable tourists and the community to orientate themselves in this precinct.

- When evaluating Langebaan, there is a clear lack of building cohesion with unaesthetic buildings overpowering certain parts of the town.

- The streetscape appears haphazard owing to large differences in heights, the use of different, non-complimentary materials and no integration between pedestrian and vehicle movement.

- There are also no continuous building facades and spaces are hidden behind unattractive vibre crete boundary walls.

- There is little harmonious development in Langebaan with various different building styles. Langebaan is a kaleidoscope of colour, texture and style.

OBJECTIVE: **SUSTAINABLE URBANISM**

- Sustainability is all about achieving a sound balance between the built and natural environment. The aim is to ensure that all future developments protect and enhance the natural environment through sustainable design.

- Sustainability is about social and economic values as much as it is about saving energy and greening the town, and includes the following:
  - **the lagoon and beach must be protected** at all times.
  - Protecting biodiversity corridors - connect to the environment.
  - Protecting high performance heritage buildings.
  - Economical use of existing infrastructure.
  - Protect site qualities.
  - Support healthy ecosystems.
  - Support a continuous open space system that is accessible to the community and tourists.
  - Protect and enhance ecologically sensitive areas.
  - Provide buffers and setbacks.
  - Provide trees.
  - Designing new buildings and retrofit existing buildings for low energy use.
  - Treat storm water runoff on site to the maximum by integrating retention ponds with the open space system to filter water run-off so that polluted water does not run directly into the lagoon.
OBJECTIVE: INTEGRATION (NO FRAGMENTATION)

The aim must be to build an inclusive and integrated community for everyone. This can be achieved by encouraging public/private partnerships to develop integrated human settlements and diversify housing options and by not creating new imbalances. It is imperative to ensure that social, gap and bonded housing be integrated as a community with a variety of social, recreational and public facilities.
5. STRATEGY PLAN AND DEVELOPMENT GUIDELINES:- LANGEBAAN NORTH

The following chapter illustrates how the above design objectives, different historic concepts, previous studies, existing guidelines and urban patterns have been brought together in a composite strategy plan which will be described in detail below.

In order for the municipality and the community to consider any future development proposals in Langebaan North (be it infill or re-development), the following broad design strategies and development guidelines must be applied and implemented in order to achieve the desired appearance. *It must noted that repeated mention is made of certain aspects which has been done for reasons of completeness and cross reference.*

There is also sufficient scope within the strategy plan that allows for developers and entrepreneurs to offer complimenting and interesting design proposals.

5.1 ZONE DEMARCATION OF LANGEBAAN NORTH

Owing to the scale and complexity of community requirements in Langebaan which include social housing, secondary school facilities and a sport complex, these aforementioned facilities have been accommodated on portions of the Farm Septembersklip, as indicated on the Strategy Plan Septembersklip. The zone demarcation of Langebaan North therefore includes the area indicated on the Langebaan North Precinct Strategy Plan and Strategy Plan Septembersklip.
5.2 PRESCRIBED ZONING REGULATIONS AND PERMISSIBLE LAND USES ALLOWED IN LANGEBAAAN NORTH

5.2.1 DESCRIPTION:-

- The Langebaan Scheme Regulations (in terms of Section 7 of the Land Use Planning Ordinance No 15 of 1985) is the statutory document that regulates and prescribes the zoning of land in Langebaan (the land uses for example: industrial, residential, business), as well as the parameters within which the land may be developed (for example: height, density, building lines, etc).
- The aforementioned zoning scheme controls the placement of structures, the size of structures, the use of structures and the density of development, and as a result plays a large role in gaining the desired character.

5.2.2 DESIRED SUSTAINABLE DEVELOPMENT PATTERN

- To fulfil the SDF plan vision and objectives, a re-development/ revitalization/ or retrofit precinct must consist of a combination of high intensity mixed use land uses, higher residential densities, a variety of open spaces and balance between vehicle and pedestrian movement.
- Whilst not ideal when attempting to achieve the aforementioned, the existing Langebaan Scheme Regulations approved in April of 1990 (too archaic, limiting and conventional) is the only statutory document that can be applied for regulating development.
- The scheme does however have sufficient flexibility to allow Langebaan North to successfully develop over time. It is particularly the regulations pertaining to height that is considered a problem in certain portions of Langebaan North. These heights must be adapted as set out in the detail in-fill and redevelopment proposals to achieve the desired character. SBM will address these height restrictions and any other deviations in land use planning applications (such as densities) as conditions of approval.
- More user friendly and better integrated scheme regulations under which all towns within the Saldanha Bay Municipal jurisdiction resort, has been compiled. However, this new scheme is still subject to a public participation process and a Provincial Administration approval and therefore not yet in practice.
- It is foreseen that these new integrated scheme regulations will replace the existing regulations as they are more modern and geared at accommodating high intensity development and mixed land uses as prescribed by the SDF and PSDF.

The standard scheme regulations for Langebaan will apply to the proposed facilities in this precinct i.e. Sport (Open Space II: Primary Use Primary Open Space), Nature Reserve (Open Space III: Primary Use Nature and Conservation Area), and proposed chalet park (Resort Zone I: Primary Use Holiday Accommodation). The incremental and integrated housing scheme will be subject to the Department of Human Settlements rules governing social housing schemes or as set out in the new
5.2.3 BUSINESS PROPOSED AT THE MIXED USE AND TOURIST NODE

In order to retain the character of the mixed use and tourist node certain business types are specifically included and others excluded from the mixed use and tourist node. Hereunder are examples of business types considered acceptable or not acceptable. This list is merely a guideline and the SBM must evaluate land use applications on merit:

- Professional offices (includes attorneys, auditors, financial advisors, architects, land surveyors, medical practitioners, town planners, estate agents and similar)
- Shops specifically catering to the tourism sector (includes ice cream parlours, fast food outlets, bakeries, delis, launderette, dry-cleaning, specialist restaurants, jewellery shops, art gallery, specialist clothing, gift shops, bric-a-brac, surf shops, vinotique (specialist wine shop); artisan shops; book shops; hairdressers; health spa, skin & nail boutiques; coffee shops
- Tourist accommodation (self catering, Youth hostels, B&B’s, Guest houses, Boutique Hotels, Boutique Lodges)
- Residential accommodation (medium [town and group housing at 35 units per ha] and high density residential [flats and apartments at maximum of 50 - 75 units per ha])
- Automated Teller Machines permitted
- Museums and similar community uses
- Franchise restaurants (large family restaurants)

Business types excluded from the mixed use and tourist node are:

- No bottle stores as defined in the relevant scheme regulations applicable to Langebaan
- No service stations as defined in the relevant scheme regulations applicable to Langebaan
- No public garages as defined in the relevant scheme regulations applicable to Langebaan
- No industries as defined in the in the relevant scheme regulations applicable to Langebaan (including service industries)
- No noxious trades
- No supermarkets as defined in the in the relevant scheme regulations applicable to Langebaan
- No companion clubs or sex shops.
- No institutions as defined in the relevant scheme regulations applicable to Langebaan (including crèches; schools)
- No places of assembly as defined in the relevant scheme regulations applicable to Langebaan
- No camp sites
- No financial institutions
- No furniture shops
- No show rooms (ie household goods, motor vehicles, boats)
- No libraries
- No pet shops
- No nursery
The following business use is applicable in the Langebaan North Precinct and is an excerpt from the Langebaan Scheme Regulations:

**BUSINESS ZONE I**

3.7.1 Primary Use: business premises
Consent Uses: town house, flats residential building, place of assembly, place of entertainment, place of instruction, institution, bottle store, supermarket, service trade, companion clubs, sex shops, guest house

3.7.2 Land use restrictions
Floor factor: at most 3.0
Coverage: 100%
Setback: at least 6.5 meters
Height: at most 3 storeys *(or as stipulated in paragraph 5.3 & 5.4)*
Street building line: zero
Side building line: zero, provided that the council may lay down side building lines in the interest of public health or order to enforce any law or right.
Parking: at least 1 parking by per 25m² of the total floor space.

3.7.3 Additional provisions
(a) Alternative Parking requirements
(i) As an alternative to the parking requirement in regulation 3.7.2, the owner may, with the consent of council, where it is of the opinion that it is undesirable or impractical from a planning point of view to provide the required parking space on the site, acquire the prescribed area of land for the relevant parking facilities concerned elsewhere in a position approved by the council; provided that he shall register a notarial deed against such land to the effect that the council and the public shall have free access thereto for the purpose of parking, and the owner shall be bound to level this land and surface and maintain it to the satisfaction of the council; the cost of registration of the servitude shall be borne by the owner.

(ii) As an alternative regulation 3.7.3 (a)(ii), the owner may, with the consent of the council, pay a cash sum to the council, equal to the estimated market value per m² of the land on which the building is erected, multiplied by the area in m² of the land which is required to be provided in terms of regulation 3.7.2, in which event the council itself shall be responsible for acquiring the necessary land for such parking purposes when and where the council desires.

(b) Further parking and site access requirements
(i) The vehicular access/exit ways shall be restricted to not more than one each per site per street abutting on the site.
(ii) The vehicular access and exit ways shall be restricted to a maximum total width of 6m where they cross the street boundary.
(iii) If the corner at a street intersection is not splayed, vehicular access or exit ways shall not be closer than 10m to such comer.
(iv) If the comer at a street intersection is splayed, vehicular access or exit ways shall not be closer than 10m to such comer or 5m measured from the point where the splay reaches the road boundary whichever is the greater distance from the comer.
(v) Such parking areas shall be duly constructed to the satisfaction of council.
(vi) Such parking areas shall be used exclusively for the parking of vehicles which are lawfully allowed on them and may not be used for trading or any other purposes.

(vii) The way in which it is intended that vehicles should park in and gain access to or exit from such parking areas shall be indicated on a plan which shall be submitted to the council, which may approve or reject it or lay down any conditions deemed necessary by it.

(viii) The council may lay down more restrictive requirements than those in regulation 3.7.3(b)(i) to (iv) if deemed necessary from any traffic point of view.

(c) Basements

Subject to the provisions of section 190(17) of the Divisional Councils Ordinance 1976 (Ordinance 17 of 1976), the building line restrictions need not be complied with in so far as basements are concerned.

(d) Projections

In this zone, projections, excluding advertising signs approved by the council in accordance with the provisions of any other law, over streets and buildings lines shall be limited to minor architectural features and one cantilevered open canopy to within 0.5m of the pavement edge; provided that no portion of a projection shall be less than 3m above the pavement and there shall be no access from the building to the canopy.

3.7.4 Places of assembly

Notwithstanding regulation 4.8, the following land use restrictions shall be applicable with regard to places of assembly over and above the other applicable land use restrictions which are not in conflict therewith:

- Street building line: at least 4.5m
- Parking: at least 1 parking bay per 8 seats that are provided in the building

3.7.5 Flats and residential buildings

Notwithstanding regulation 4.8, the following land use restrictions shall be applicable with regard to flats and residential buildings over and above the other applicable land use restrictions which are not in conflict therewith:

- Floor factor: at most 1.0
- Coverage: at most 75%
- Height: at most 2 storeys
- Parking: at least 1.25 parking bays per flat or, with regard to residential buildings, at least 0.7 parking bays per bedroom. With regards to flats, 25% or more, if so required by the council, of the required number of parking bays and with regard to residential buildings which are licensed hotels, at least 20 additional parking bays shall be provided uncovered on the site and shall be clearly demarcated and properly indicated by means of a notice board to the satisfaction of the council for the exclusive use of visitors.

3.7.6 Guest houses

Notwithstanding regulation 4.8 the following land use restrictions shall be applicable with regard to guest houses over and above the other applicable land use restrictions which are not in conflict therewith:

- Guest room: 1 – 8 rooms
- Floor factor: at most 1.0
- Coverage: at most 75%
- Parking: at least one parking bay per guest room and one parking bay for owner, manager or host on the land unit.
5.2.4 WHY “BUSINESS ZONE I” FOR THE MIXED USE & TOURIST NODE AT THE LANGEBAAN NORTH PRECINCT

Business Zone 1 zoning for Langebaan North is proposed for the following reasons:-

- FIRSTLY: Although Business Zone 1, in the Langebaan Scheme Regulations permits a height restriction of 12 meters, this height is not desirable within the proposed node. It is proposed that a height restriction of a of 10 meters be imposed in this zone irrespective of the allowances made under the business zone scheme regulations. This height will be determined in accordance with the relevant scheme regulations applicable to Langebaan in respect of natural ground level (which means the level of the ground before any building work has taken place and coincides with those certified by a land surveyor for the relevant boundary pegs); and

- SECONDLY: When assessing the Business Zone uses it is paramount that cognizance be taken of the definitions. For instance: Business Zone 1 has “business premises” as the primary use but DOES NOT INCLUDE PLACES OF ASSEMBLY OR ENTERTAINMENT, INSTITUTIONS, SERVICE STATIONS, PUBLIC GARAGES, INDUSTRIES, NOXIOUS TRADES, BOTTLE STORES, SUPERMARKETS, COMPANION CLUBS OR SEX SHOPS.

While Business Zone 2 has “shop” as the primary use and MEANS A SITE OR BUILDING OR STRUCTURE UTILISED FOR THE PURPOSES OF CARRYING ON A RETAIL CONCERN, AND INCLUDES A NURSERY, RESTAURANT, LAUNDRETE, A DRY-CLEANER OR RETAIL CONCERN WHERE GOODS WHICH ARE SOLD IN SUCH CONCERN ARE MANUFACTURED OR REPAIRED......

Based on the latter definition allowing for manufacturing and repairing, this zoning is considered unsuitable and it is considered that Business Zone 1 is more acceptable and can be better controlled by Council and the community.

5.2.5 DEFINITIONS OF USES UNDER BUSINESS ZONE I

BUSINESS PREMISES means a site or building or structure on or in which business is done and includes shops, offices, financial institutions, restaurants or buildings, structures or premises for similar purposes, but does not include places of assembly or entertainment, institutions, service stations, public garages, industries, noxious trades, bottle-stores, supermarkets, companion clubs or sex shops.

FLATS means a building containing three or more dwelling units for human habitation, together with such outbuildings as are ordinarily used therewith; provided that in those zones here flats are permissible, fewer than three dwelling units shall also be permissible, whether or not with the special consent of the council, as the case may be, in a building approved for other purposes that for flats.

GUEST HOUSE means a dwelling or unit for the provision of bed and breakfast accommodation in guest rooms, which has as its primary source of business the supply of tourist and traveller accommodation and a breakfast for resident guests, provided that-
the individual guest rooms may be marketed by means of short-term renting only;
ii. the building may, in terms of the Liquor Act, 1989 (Act 27 of 1989) be licensed only for the purposes of on-site consumption and subject to any conditions of restrictions which the council may impose;
iii. that guests have 24 hour access to the guest house;
iv. a motel and licensed hotel are not included in the definition; and
v. that the owner, manager or host resides on the property.

INSTITUTION means a building or portion of a building utilised or intended to be utilised as a social or welfare institution or for the administration thereof, and includes a hospital, clinic, reformatory or place of detention, whether private or public, but does not include a jail.

PLACE OF ASSEMBLY means a public hall, hall for social functions, music hall, concert hall or exhibition hall which is not directly related to a commercial undertaking, or a town hall or a civic centre.

PLACE OF ENTERTAINMENT means a theatre, bioscope, dance hall, amusement park, sport centre, billiard-room, skating rink or a similar place.

PLACE OF INSTRUCTION means a crèche, pre-primary school, primary school, high school, college, technikon, university, research centre, convent, public library, public art gallery, or museum or some other centre which is utilised for instruction purposes and includes a hostel appertaining thereto, but does not include a building or land unit which is mainly utilised as a certified reformatory or industrial school or as an institution.

RESIDENTIAL BUILDING means a building (other than a dwelling-house, group house, town house or block of flats) for human habitation, together with such outbuildings as are normally used therewith, and includes a boarding house, residential rooms, a licensed hotel (excluding an off-sales facility) an old age home, children’s home and a hostel, but does not include buildings mentioned whether by way of inclusion or exclusion in the definition of “place of instruction” or “institution”.

SERVICE TRADE means the utilization of a building or of premises for an enterprise which is primarily involved in the rendering of a service to the local environs; where at most ten people are employed, and which is exempted from section 2 of the Physical Planning Act, 1967 (Act 88 of 1967), but does not include an abattoir, a brick making site, sewage works, a service station or a public garage.

SHOP means a site or building or structure utilised for the purpose of carrying on a retail concern, and includes a nursery, restaurant, launderette, a dry-cleaner or retail concern where goods which are sold in such a concern are manufactured and repaired; provided that the floor area relating to such manufacture or repair shall not comprise more than one third of the floor area of the shop; shop does not include an industry or a public garage, service station, bottle store or supermarket.

SUPERMARKET means a retail concern with a net retail floor space of not less than 350m², which is used for sales on a basis of self service and in which the goods for sale fall in one or more of the following categories:-
(a) foodstuffs;
(b) toiletries, and
(c) household cleansing agents.

TOWN HOUSE means a dwelling unit which forms part of a town housing scheme.
5.3 SITE SPECIFIC: RE-DEVELOPMENT OPPORTUNITIES

5.3.1 DESCRIPTION:

- It is the relationship between buildings, the parking areas and the sidewalk that determine the character or feel of a place. This feel combined with other critical physical qualities (such as comfort, safety, participation) is necessary to create a vibrant social and economic precinct.
- To achieve the above, and to comply with the broad objectives as set out in Chapter 6.3 and aforementioned guidelines, the following detail land use directions are prescribed.
- Re-development properties refer to land that is developed or partially developed within the study area.

5.3.2 RE-DEVELOPMENT TO THE WEST OF JON OLAFSSON STREET

- RE-DEVELOPMENT OF PORTION OF ERF 9787 - EXISTING SEA BREEZE CHALET PARK [OWNED BY SBM]

- The SBM has a responsibility to provide tourist accommodation and promote tourism in conjunction with the private sector within the municipal jurisdiction area.
- Sea Breeze Chalet Park currently forms part of the total Sea Breeze Resort
- The location of this facility is excellent and its position directly adjacent to the coast must be retained for tourist accommodation.
- The existing layout of the chalets must be redesigned and redeveloped to provide a quality facility that maximises the potential of the total site. The large vacant portions of land between the existing chalets must be filled in with additional units to increase the density.
There is sufficient space in the redevelopment of the tourist chalets for the establishment of a community market facility. This facility is critical for improving tourism through the provision of an alternative tourist attraction.

It is important that the chalet and communal market areas are not seen as separate entities but will be visually and physically integrated with the remainder of the tourist node.

The height of the proposed building is limited to 8 meters to ensure a diversity of heights with the adjacent mixed use tourist node.

LIFE PASSES THROUGH THE MARKET. GENERATIONS COME AND GO BUT THE MARKETS REMAIN FEEDING THE COMMUNITY. LANGEBAAN MISSES THE VIBRANCY OF A LOCAL FARMERS MARKET
RE-DEVELOPMENT OF PORTION OF ERF 9787 - EXISTING SEA BREEZE CARAVAN PARK, DAY VISITORS AREA AND RUGBY FIELD

THE FOLLOWING KEY ELEMENTS TO INFORM THE PROSED DEVELOPMENT MUST APPLY IN THIS NODE TO PROVIDE GUIDANCE FOR PLACE MAKING, FORM AND INTEGRATION OF USES

1. **LANDMARK**:- This portion of land owned by the SBM is extremely valuable owing to its location adjacent to the coastline. It is common knowledge that all beach front properties have a higher land value and many people strive to live adjacent to the coast with sea views. The principle of “good location” is key to an increase in property values. This property is considered a major structuring element in Langebaan town and will provide character and legibility in Langebaan North. Therefore a **MIXED LAND USE AND TOURIST NODE** is proposed on the aforementioned property which will become a landmark and ultimately tourist destination in Langebaan North.

2. **PROVIDE RESIDENTIAL DIVERSITY & INTENSIFICATION OF DEVELOPMENT**:- This node requires a critical mass of people to ensure the desired vibrancy at this property.
   - This justifies the principle of providing higher densities at the coast to provide more prospective land owners with the opportunity of owning a sea view unit. This concept of higher densities is prevalent along coastlines around the world to maximise panoramic sea views.
The flat portion of the property adjacent to the coast has the potential to be optimally utilized for providing a quality mixed-use node where tourist businesses and accommodations with higher residential densities [50-75 units per hectare is proposed] are grouped together.

Provide a diversity of housing types and sizes, orientation and prices to facilitate an integrated mix of young and older people in the area.

A diversity of housing brings the necessary “feet” to the node and ensures economic sustainability over the long term.

It is imperative that a “mother” Home Owners Association Constitution be compiled for this node with separate developments comprising smaller Home Owners constitutions that include maintenance plans.

3. PROVIDE TOURIST ACCOMMODATION:- To ensure sustained vibrancy throughout the year, it is imperative that a variety of tourist accommodations are provided to support the adjacent chalet park and the eco-resort proposed on an alternative portion of Erf 9787. The tourist accommodation should therefore include a variety of self-catering apartments.

4. PROVIDE MIXED USES:- Owing to the absence of a sandy beach along this stretch of coastline, alternative uses and recreational facilities must be investigated in lieu of the current non-sustainable facilities. The current derelict public resort is not sufficient to promote a priority destination and this needs to be rectified to ensure future sustainable income for the SBM.

The provision of small tourist related businesses at this node will be zoned as business zone I and conform to the parameters set in Paragraph 5.2 of this document. **It is important to note that no retail is permitted within this node owing to the limited access to the node and the high traffic generation associated with this type of business.**

Provide business kiosks. To support the small businesses it is recommended that free standing kiosk be strategically placed on the promenade and on pedestrian desire lines to contribute towards the success of the street activity and generate footfall in the area.
Boats, yachts and water sport are inherent to Langebaan with many yachting events being hosted annually that brings quality tourism to town. The annual Mykonos Offshore Race which has an average of over 90 participating vessels is a good example of a superior tourist attraction. After discussions with boating enthusiasts taking part in the local sailing event it was clear that a proposal for a small boat harbour at Leentjesklip 1 was strongly supported. The proposed position with prominent rock formations is an ideal spot for a protected small boat harbour and continuous breakwater as conceptually indicated on the Strategy Plan. Members of the Royal Cape Yacht Club in Cape Town have also indicated that there is a dire need for alternative moorings due to a lack of space in the Cape Town basin and Leentjesklip could offer them a very favourable alternative. This proposal of a small boat harbour is a positive development option for ensuring a priority destination in Langebaan as boat activities and small harbours are powerful tourist magnets.

An additional boat launching facility is also part of the proposal as this is the only position in Langebaan where direct access can be provided for boats without moving over sensitive beach areas. This facility will definitely become a necessity in future and can provide an additional source of revenue for the SBM.

5. PROVIDE BUILDING FORM: the following key elements that will provide the node with a human scale and ensure a vibrant, public environment include following:-

- **Volume & Massing.** Avoid large development blocks. Smaller building footprints are supported to facilitate a pedestrian hierarchy and interesting spaces.

- **Build close to the sidewalk.** It is important that ground floor uses are connected to the sidewalk through permeable facades. Locate land uses that spill out onto the sidewalk such as restaurants and coffee shops.

- **Height.** Owing to the low lying profile of the node a height restriction of 10 meters is applicable in this zone to ensure that the node is built to a human scale and the height of buildings does not negatively impact on surrounding land uses. Varying heights are important to respect the sea view sight lines from surrounding buildings.

- **Stacking ratios.** To prevent unsightly one dimensional urban blocks it is proposed that no development of buildings will be allowed to repeat 100% of the ground floor footprint.

  GROUND FLOOR USES MUST CONNECT WITH THE SIDEWALK
6. **Provide a series of public places with focal points**:

- An important requirement of high intensity development and high density residential is that these facilities be combined with quality public spaces, courtyards and squares. Vernacular architecture combined with high quality soft and hard landscaping elements that cater to the pedestrian is key to a successful development.

- The function of mixed use tourist node is to bring people together, to encourage human connections through business and social interaction. To create a sense of community one needs to provide “environments of communication”.

- This portion land is very exposed to the prevailing north westerly and south easterly winds. Building placement is therefore vital to protect outdoor recreational spaces against prevailing winds.

- The following guidelines must be applied in the provision of public outdoor spaces:
  - Provide wind protected squares, courtyards, semi-courtyards, alleys and side yards that are geared at outdoor relaxation and placed perpendicular to the coastline.
  - Provide outdoor seating/restaurant areas that physically and visually link with pedestrian routes and sea-views.
  - The intimacy of the space is part of its charm, therefore make provision for natural sunlight, shade structures, water features, landscaping and focus points.
  - For safety and surveillance, most of the buildings must open out onto the edges of the courtyards / outdoor rooms.
  - These public spaces must maximise sea views.
7. PEDESTRIANIZATION IS IMPORTANT FOR SUCCESS:

- Outdoor seating must be prioritized along the promenade, pedestrian corridor and within public spaces to ensure an interactive environment.

- The existing communal hall on the property must be incorporated into a public square. This building can be utilized for communal functions such as weddings and conferences.

- Provide focal points through the use of urban art and highly visible places within the node. These urban art items will become points of reference. All developments submitted must include a suitable focal point in the squares and courtyards.

- 1% generated from the sale of municipal land must be reinvested in public urban art projects through commissioning local West Coast artists. The latter can be appointed to make design proposals based on specific positions that are predetermined for the location of urban art.

- Outdoor seating must be prioritized along the promenades, pedestrian corridor and within public spaces.
➢ Provide a continuous pedestrian beach path/walk to satisfy pedestrian desire lines that link tourist nodes with Langebaan. This path links Leentjiesklip 2 with the proposed tourist node via the promenade, which continues to Breë Street between the rock piling and sea front erven boundaries that ends in Alabama Street.

➢ The proposed corridor is earmarked to link the tourist node with the surrounding Langebaan North residential areas.

➢ The buildings within the tourist node must provide protrusions for the protection of pedestrians against poor weather conditions.

➢ Provide seating and pedestrian amenities such as rubbish bins, lighting, soft landscaping along the length of the promenade and pedestrian corridor. These amenities must be grouped together to form a unit.

➢ Erect signage that conforms to existing signage already erected within the CBD for signage continuity.

➢ Provide structured tree planting along pedestrian routes [refer to List of Plan Species under Soft Landscaping].
8. **ACCESS, BEACH AND BOAT PARKING**:-

- Owing to the topographical layout of the area and the location of the wetland to the north, access to this node is only possible from the extension of Main Street via Jon Olaffson Street in an easterly direction as well as the extension of Main Street from a southerly direction.

- The extension of Main Street in a northerly direction forms a primary collector from which the surrounding land uses branch off. This road ends in a turning circle and boat launching facility.

- Fragmented public parking for the facilities and beach visitors will be provided in this node to allow the general public easier access to the tourist node and beach area as conceptually indicated on the strategy plan. Large sterile parking areas are not supported.

- Provision for trailer parking must be made within this node.

- Landscaping of parking areas must be in accordance with landscaping guidelines.

9. **PROTECT THE COAST AS THE PRIMARY ASSET**:- Large scale coastal erosion at this node has occurred over years and large scale rock piling has been used in an attempt to protect the area. It is recommended that a continuous breakwater or sea wall be investigated to protect the inland development.

10. **BENEFITS OF THIS DEVELOPMENT FOR THE COMMUNITY**:-

i. an increase in job and training opportunities within walking distance of the local community

ii. to serve as catalyst the development of the numerous vacant coastal and inner properties in this precinct

iii. it will result in a dramatic increase in land values of surrounding properties

iv. it will provide a variety of housing options with regards to price, size and orientation at a prime coastal location

v. the provision of small, medium and micro enterprise opportunities.
11. DETAIL DEVELOPMENT FRAMEWORK

It is anticipated that development will occur in an incremental and phased manner over the medium to long term. New developments should therefore be directed to occur first on the edges of blocks to achieve the most immediate impact.

It is imperative for the SBM to compile a more detailed development framework for this node to ensure that development can occur in phases.

A public/private partnership is recommended to ensure this proposed development becomes a reality. For realizing development, the SBM must consider the ‘Package of Plan’ principle for this redevelopment. This principle encompasses the hierarchical ‘cascade’ of plans, descending right from broad council policy down to the building plans. This package of plan procedure starts with a development framework for the entire site and then subdivides the entire development area into pockets. These pockets serve as development phases that are accompanied by detail site development and building plans.
FIGURE 4: A SMALL BOAT HARBOUR AND BOAT LAUNCH FACILITY TOGETHER WITH MIXED LAND USES THAT INCLUDE RESIDENTIAL AND TOURIST BUSINESS WILL PROVIDE A SUCCESSFUL TOURIST MAGNET IN LANGEBAAN NORTH
5.4 SITE SPECIFIC: IN-FILL OPPORTUNITIES

5.4.1 DESCRIPTION:- The in-fill development properties refers to land that is vacant within the study area.

5.4.2 IN FILL DEVELOPMENT TO THE EAST OF JON OLAFSSON STREET

- IN-FILL DEVELOPMENT OF VACANT ERF 5745 & 6052 LANGEBAAAN – PROPOSED MUNICIPAL NODE

- This vacant portions of land Erf 5745 & 6052 belong to local government, and together with the surrounding Arboretum (located on a portion of Erf 1916) and the Villa Diamante business node, forms the front door/beginning of the primary CBD business zone.

- Erf 5742 is located adjacent to the Oostewal/ Jon Olafsson crossing and is the first position where increased urban development in Langebaan is experienced. The broad road reserve of the MR233 (that brings traffic from surrounding towns and the Cape Metropolis to Langebaan) is straddled on both sides by the Langebaan Country Club Golf Course with a low residential density, distant views of the lagoon and Saldanha Bay. A continuous transparent fence, stone walls and structured tree planting provides the visitor with a definite rural and green vista along the entrance to Langebaan.

- The centrally located Erf 5745, adjacent to Oostewal/ Jon Olaffson Street crossing, forms a strategic focal point at the “gateway” to the greater Langebaan urban area.
It is an ideal position for new municipal offices and a community hall. Ancillary uses such as library, tourist office and cultural centre comprising market stalls that sell handmade goods and products from the area, form part of this node. Access to the property is from Jon Olafsson and includes a landscaped parking area in accordance with landscaping guidelines. Public ablutions on the most northerly seam near the Taxi pick-up and drop-off point form part of this node.

Developing this municipal complex with a typical West Coast architectural vernacular will provide the town with a strong focus point that depicts the heritage of the West Coast.

The building will also ensure easier access to a large portion of the community who have the lowest vehicle ownership.

Owing to the fact that Langebaan is developing in a northerly direction around Mykonos the provision of municipal offices at this central position, will ensure that vehicles and residents are not drawn unnecessarily into the CBD.

The total site must be enclosed with a low “werf” wall constructed from the typical calcite stone, the same as the stone used on the boundary wall of the adjacent Seaview Park residential area.

The existing public open space Erf 6052 which is fully enclosed has been designed to accommodate storm water runoff from the hinterland, but must be re-designed for a more functional use for the benefit the Sea View Park residents. Market stalls and high quality landscaping with children’s play areas comprising climbing apparatus must be provided.

As the local residents were given an undertaking by SBM that the proposed market stalls would be provided on a portion of Erf 6052. These market stalls will be directly linked to the tourist office and parking area on Erf 5745. This site, which is enclosed, acts as a typical buffer between different land uses. The key is to design a quality public place that is geared at community service and interaction.
Only a few market stalls will be provided on the short term to establish the economic viability of this function. In the medium to long term, it is proposed that these market stalls move to the new redeveloped Sea Breeze chalet park where the market traders will have access to a bigger diversity of shoppers at a mixed use tourist node, and the informal trading area can become a permanent feature of Langebaan’s community market facility adjacent to the coast.

Although access to the proposed municipal node is poor (owing to poor sight lines), the planned traffic circle at the Oostewal/Jon Olaffson crossing will bring about safer and improved traffic circulation.

The height of buildings must not exceed 6.5 meters (traditional West Coast architectural guideline), be visible and landscaped in accordance with landscaping guidelines.

**IN-FILL DEVELOPMENT OF VACANT PORTION ERF 5745-3 - SEA VIEW PARK UNDEVELOPED WESTERN SEAM**

At the entrance to Sea View Park the 4 way stop and raised vehicle calming facility ensures an ideal position for a taxi & bus pick up and drop off point. Sufficient space is available in the road reserve on the western side of Jon Olaffson which is currently used informally for this purpose.

Directly opposite this position is an unutilized, vacant portion of “left over” space on the south western corner of Erf 5745-3 which is ideal for a taxi and bus pick up and drop off point for traffic from the north and does not negatively impact through-traffic.

The unutilized portion of land (Erf 5745-3) adjacent to Jon Olafsson Street must be filled in with high density row and duplex housing in order to increase density. This type of residence will accommodate more people on the housing waiting list and provide a variety of residential options.
The historic provision of RDP housing on 250m² erven is not economically viable and smaller plots with a size of 6m X 12m (see sketch) are proposed. Only 2 centrally located parking areas will be provided and the residential units will be linked via pedestrian walkways.

A centrally located public open space must be provided with the proposed double storey units facing the open space for surveillance and safe use.

Provide the same Calcite stone wall on the eastern side of Jon Olafsson Street that matches the wall already built along MR223.

2 pedestrian thoroughfares are proposed from Sea View Park that link with the taxi drop & go on Jon Olafsson and future development to the west (as indicated on the Strategy Plan).

Densification of 50-75 units per hectare is recommended (nett)

Height of structures in this area is restricted to 8 meters.
5.4.3 IN FILL DEVELOPMENT TO THE WEST OF JON OLAFSSON STREET

12. IN-FILL DEVELOPMENT OF VACANT ERVEN 1916, 1915, 1914, 1913, 1912, 1888, 1887, 1886, 1885, 1884 LANGEBAAAN

- Owing to the low lying profile of the aforementioned erven all of which belong to SANPARKS with the exception of Erf 1916 (open space) that is owned by SBM, it is proposed that residential development comprising group housing and town houses (similar to those of Villa Diamante or Helios Place at Mykonos entrance) be considered for these sites.

- Access to this proposed development will be from Protea Street. Access from Main Street to these properties is undesirable owing to the gradient of Main Street and future traffic volumes that may result with the redevelopment of the Sea Breeze Chalet and Caravan Park.

- Owing to the topography of these properties, it is proposed that the buildings will have a maximum height of 10 meters to ensure structures that are in proportion with surrounding land uses.

- The Guideline: Stacking Ratios must be applied to the proposed structures to ensure a human scale adjacent to Protea Street. No development of buildings will be allowed to repeat 100% of the ground floor footprint, i.e. Ground floor 100%, first floor 80%, second floor 60%. The provision of balconies and stacking ratios are critical to the success and appearance of the building mass, particularly at the gateway of Langebaan.

- Densification of 50-75 units per hectare is recommended (nett)
Langebaan is spatially characterized by a surplus of middle to high income housing options of which ±2200 properties were approved in 2012/2013 alone (Langebaan Golf Estate, Meeuwklip, Shark Bay). It can be concluded that there is sufficient housing stock for this category of the market for the next 10 – 20 years given the fact that Laguna and Oliphantskop are earmarked for the same category housing.

It therefore proposed that this portion of the plateau be earmarked for an integrated and inclusive housing project with a combination of communal land uses that will support the daily social facilities, recreational and public functions of the neighbourhood.

The historical RDP Housing Schemes often lead to urban sprawl due to low density housing solutions that are autonomous and incur severe inefficiencies in terms of land use, infrastructure provision and social terms. This ongoing sprawl is one of the primary reasons that social housing projects are forced to look for land that costs as little as possible. This results in most RDP developments being stranded far away from places of work and shopping facilities. Although the house is free it becomes a liability because of disposable income spent on transport.

The norm was to provide rows and rows of unified property sizes and houses with low specs that result in an environment without a soul or aesthetic value. These developments have few community facilities, no variety of housing types, little if any landscaping and the end result is a negative built environment that often results in a slum.

When architectural spaces lose their specific characteristics it becomes a purely functional setting that can be copied and transferred from one place to another. It therefore becomes a consumer commodity without an intimate relationship with either its user or context. It loses the aspect of continuity and its link to a living heritage.
We are required to experiment with housing alternatives to make efficient use of limited land. One cannot roll out little boxes in rows in the same position and dump the poor on the periphery of towns.

**THE FOCUS OF THE INTEGRATED HOUSING PROJECT IS ON THE DESIGN OF DIFFERENT VARIETIES OF HOUSING OPTIONS AND DENSITIES IN A SINGLE NEIGHBOURHOOD.**

- **The goal of this integrated housing project is to:**
  - Not just provide a roof over someone’s head, but to create a home (a place with a soul)
  - Ensure a place where the community can strive for higher living standards without falling into a state of pessimism owing to their monotonous surroundings
  - Ensure a place where the community can feel safe and support one another
  - Ensure a place where groups of the community do not live in isolation but develop a lifestyle of integration with the rest of the local community.
  - To avoid a pattern *where tomorrow and the next day are merely the repeat of yesterday and the day before* - this leads to social conflict and the degeneration of an area.

- **The following broad proposals are applicable to the successful implementation of a proposed integrated housing development on the plateau portion of Erf 9787 Langebaan:**
  - The housing development proposed for the plateau area must be carried out in totality and together with the in-fill of the western seam of Sea View Park, should address a considerable amount of the need for social housing. The layout of the development as indicated on the strategy plan is merely to provide an indication of possibilities and does not constitute a formal sub division.
  - Develop a variety of housing types with different plot and house sizes to offer a broader housing spectrum to residents.
  - This includes a variety of subsidized, social housing options (row, duplex and gap housing) and bonded housing. *Bonded and Gap housing will be accommodated on the western section of the plateau to maximise the panoramic views over Saldanha Bay*, while the remainder of the housing options are located on the eastern portion.
  - The bonded and gap housing must be provided with a density of 40 units per hectare
  - The proposed subsidized social housing (row, duplex and gap housing) must be provided with a density of 50 – 75 units per hectare (nett).
  - The social housing must be “pepper-potted” or spread within the integrated housing zone in order to avoid stigmatization.
  - Provide centrally located erven (preferably at the entrance to the neighbourhood) where a variety of community, social and recreational facilities can be implemented over time.
• The mobility pattern for the eastern portion of the plateau must be geared to accommodate safe and convenient pedestrian movement and is focused on the pedestrian.
• The landscaping of public open spaces and street reserves must form part of the development plan and be implemented during construction phase.
• The major water pipeline to Langebaan must be accommodated in a servitude such as a green corridor or safe, broad road reserve as indicated on the strategy plan to ensure maintenance accessibility and protection of the pipe.
• The formalization of the existing gravel road at the entrance to the Strandloper Restaurant must be provided with a formal junction perpendicular to Jon Olafsson Street to improve vehicular safety. This road will serve as a ring road within the proposed housing development.
• Standard to this integrated housing development is the establishment of a Home Owners Association that includes urban management rules that must be enforced. These rules must address the development limitation of a second dwelling on erven smaller than 500m².

➢ To provide a socially integrated neighbourhood the SBM must engage in a public/private partnership as a matter of urgency in order to address the backlog of social housing requirements in Langebaan.

➢ It is proposed that a partnership is formed with a single developer who can carry out a turnkey housing development. In effect this results in a one-stop service where the developer is simultaneously the contractor.

➢ The Ward Committee could serve as a community redevelopment agency and act as a match maker in bringing the private developer and municipal housing officials together with the requirements of the local community.

➢ Various financial models should be considered in financing social housing. The option where the housing subsidy from the Department of Human Settlements is used as a gearing mechanism to make the project affordable for all parties without any financial burden to the municipality and local ratepayer is considered most favourable. The cost of the land which belongs to the SBM is recouped from the end user at market value, while bulk services are borne by the developer via the SBM trading account for housing and infrastructure and also finally recouped from the end user.

URBAN AGRICULTURE

➢ The historic dumping site that forms part of the northern seam of the plateau area is reserved for a communal urban agriculture zone and community gardens.

• The proposed use of tunnel agriculture together with a play park is the only suitable use for this site.
• Special attention must be paid to fencing off the area owing to the location of the site directly adjacent to the busy Jon Olafsson vehicular route.

• The proposal for an urban agricultural site as part of the integrated housing development was positively received by the focus group. This proposal was followed by a request from a local NGO group [Circle of Friends - Langebaan] for agricultural tunnels and submitted with a business plan at the public session on 19 March 2013. This proposal is supported. The aim of the proposal is to provide the local community with training opportunities and encourage self sustainability. The proposal does not require intensive soil testing as the agriculture will be carried out in tunnels above ground level.

• Owing to the visibly prominent location of this site adjacent to Jon Olafsson and the entrance to the famous and popular Strandloper Restaurant, it is proposed that the development of this site must be accompanied by a formal land use application [consent] and a site development plan indicating pedestrian and vehicular access, location of tunnels, ablution facilities, water tanks, water retention and mobile storage. The design of the proposed tunnels must be submitted to the aesthetics committee and must address, material, colour, form and size.

○ IN-FILL DEVELOPMENT OF VACANT PORTION ERF 9787 – ECO-LODGE & NATURE AREA

- The area from Leentjiesklip Caravan Park (on the northern border of the precinct) up to the access road of the Strandloper Restaurant (to the south) and Jon Olafsson (to the east) and the coastline in the west including the wetland, will be cordoned off as a nature area as stipulated in previous town planning studies and rezoned to Open Space III.

- While the land is extremely valuable for development, owing to its location adjacent to the coastline, it is critically important to achieve a balance between the built and natural environments. This portion consists of sensitive dune and West Coast ‘strandveld’ vegetation and forms a continuous ecological corridor from the beach area to the hinterland via the adjacent Langebaan Golf Estate which is important for plant and animal migration.
➢ To simply fence off this conservation area is not desirable for the long term preservation and maintenance of this portion of land. Therefore one must find a suitable use to optimize the potential of the property whilst ensuring that any proposed land uses do not disturb the natural environment.

➢ This site offers a unique setting in a pristine nature area for the development of an eco-lodge on the south-west portion of the nature area that has been disturbed by sand blowouts and erosion as indicated on the strategy plan. This eco-lodge that offers a passive tourism experience comprises a main building with a maximum footprint of 250m² linked to 15 (maximum) separate tourist chalets with boardwalks and integrated into the natural environment.

➢ The development of an eco-lodge that is low impact, nature based, with sustainable accommodation will help to protect the sensitive nature area and offer tourists an interactive experience with West Coast culture.

➢ An authentic eco-lodge must comply to the following principles:

   i. Use alternative and sustainable means of water acquisition, sewerage treatment systems, renewable energy sources and recycling of solid waste;

   ii. The use of environmentally friendly building materials is a must to fit in with the cultural context. Careful attention must be given to the form, colour and use of vernacular architecture;

   iii. The local community must benefit from this development through job and training opportunities.

➢ This proposed facility can compliment the adjacent Strandloper open air Restaurant. The restaurant is unique to the West Coast and must be maintained for tourism where culinary delights can be enjoyed by the local and overseas visitors to Langebaan. The Strandloper Restaurant has a unique ambience resulting from its location between rocky outcrops and small sandy beaches. In order to protect the ambience and natural beauty of the area around the restaurant and eco-lodge [within a demarcated nature reserve], it is proposed that the existing gravel access road and parking area be retained in their current informal state.
6. STRATEGY PLAN: SEPTEMBERSKLIP

6.1 SITE SPECIFIC: IN-FILL OPPORTUNITIES

6.1.1 DESCRIPTION:
The in-fill development properties refers to land that is vacant within the study area.

6.1.2 IN-FILL DEVELOPMENT OF VACANT PORTION OF FARM SEPTEMBERSKLIP - AFFORDABLE HOUSING

- Social housing is usually provided on municipal or state land owing to the fact that private land is too expensive to purchase for the provision of social housing developments. In the local context of Langebaan, most suitably sized land parcels are in private ownership. Since the SBM will be forced to utilize their own cheaper property assets for meeting the needs of social and subsidized housing, the Farm Septembersklip is the only alternative. However, this property is located far from the town's CBD and established community facilities, while the community that require subsidized housing, have the lowest motor vehicle ownership and rely on bicycles and walking to commute.

- The **suggestion of utilizing Farm Septembersklip for meeting immediate social housing needs will result in social conflict** as the ownership of a house is more of a liability when it is placed on large tracts of land far removed from existing facilities.

- It is proposed that the immediate need for social housing must be addressed first on foremost on the plateau area of Erf 9787.

- Owing to a lack of alternative land, the SBM will be forced to accommodate future additional housing needs on the Farm Septembersklip [owned by the municipality] where there is sufficient area to provide a variety of residential housing options. This position will not be in conflict with future golf estate residential extensions.

- As indicated on the Strategy Plan Septembersklip, the proposed position of future social housing is located on the south eastern portion of Septembersklip and not adjacent to the dump site as recommended by the SDF 2011 as there are restrictive buffer zones of 700m in radius according to Department of Water Affairs and Forestry [Permit 13/2/7/G 100/D88/21/P293] which does not allow any residential or industrial land use within this buffer zone.

- Densification of 50-75 units per hectare is recommended (nett)
6.1.3 IN-FILL DEVELOPMENT OF VACANT PORTION OF FARM SEPTEMBERSKLIP – COMMUNITY FACILITIES

- **COMMUNAL SPORTS FIELDS**

- It is proposed that a communal sports facility of approximately 8 hectares be allocated for all active sports usually associated with large spectator numbers and traffic which include rugby, cricket, soccer, and athletics.

- The current sports facilities in Langebaan are fragmented around town and need to be combined in a single complex that will meet the objectives of integration and compaction.

- As indicated on Strategy Plan: Septembersklip the proposed location of this sports complex, adjacent to the MR 233 is based on:
  - The proximity of the facility to the sewerage treatment works to utilize treated water for irrigation purposes;
  - The sewerage treatment works has a buffer area with a 300m diameter that disallows any residential development. The proposed sports complex is therefore an optimal use for a predominantly sterilized portion of land;
  - The location of the sports complex supports the rural character of the area along the MR233 that has been created by the low density small holding area and the Langebaan Golf Estate;
  - The position of the sports complex can be well accessed from the MR233 and does not draw large volumes of traffic typically associated with this land use into the residential neighbourhoods or CBD of Langebaan;
  - The location ensures that the impact of noise pollution usually associated with these facilities is kept to a minimum.
  - The linear development pattern adjacent to the MR 233 facilitates the ideal north-south orientation of sports fields.
  - The existing Flamingo Dance Club sterilizes the immediate vicinity for proposed residential land uses. The proposed position of the sports complex will act as a buffer and ensure no negative impacts on residential uses.

- The public proposal of accommodating the sports complex facility on the dump site further east of this proposed position is not supported. The proposal, whilst a reasonable option, is not supported, as the dump site location is too isolated and far removed from other proposed land uses at Septembersklip and cannot be integrated with a land use such as the proposed public secondary school, the latter of which is urgently needed in the short term. In addition, from a visual perspective on the approach to Langebaan from the R27 the rehabilitation of the existing refuse site would be more appropriate if kept in a natural state versus a built sports complex located on the crest of the hill and horizon line surrounded by farmland and natural area.
The population explosion and increase in younger community members of Langebaan and the greater West Coast area has led to the establishment of a number of private schools in and around Langebaan town.

The only secondary school in Langebaan is a private facility which is not affordable for the vast majority of parents in Langebaan. There are several primary schools in town that function as feeder schools to the secondary school base. However many local children are forced to travel great distances to public secondary schools located as far afield as Hopefield and Vredenburg owing to a lack of a public secondary school in Langebaan.

Due to water constraints the secondary school with a spatial budget of 3.5 hectares is proposed south of the proposed sports complex at Septemberskloof to optimise the sports function through the combined use of facilities. This school forms a unit with the proposed sports fields and surrounding residential land uses and is easily accessible from the MR233.
7. GENERAL DEVELOPMENT GUIDELINES

7.1 DESCRIPTION

Municipal control over development (particularly planning, engineering, health and safety sectors) is mainly limited to land use and building regulation. For quality development, the municipality mostly rely on the aesthetic committee and a small voluntary group of architects operating within the Saldanha Bay jurisdiction area. This committee has limited control and also look at proposed development applications as a “site specific” or in isolation - a site development plan is put in front of them to evaluate, but it is the bigger picture or streetscape that must be evaluated in an integrated context, to ensure that development succeeds and makes a quality contribution.

In order to overcome this shortcoming, it is necessary to provide specific or basic urban design actions to support the land use applications with an urban form checklist combined with compulsory architectural and landscaping guidelines to achieve the desired character.

Design is not only a high level activity but has an impact on everybody’s lives. One of the major challenges facing Langebaan is to redesign the existing urban spaces and buildings to benefit the broader community. This challenge must be a collective attempt and requires communal and political will.

**Investment in design is an investment in the future of Langebaan.**

The following urban design guidelines are both aesthetic and functional and are prescribed to positively influence the urban form and structure of Langebaan North.
HARD LANDSCAPING IMAGE

1. **EXISTING TREND/ PROBLEMS** - With the urban growth that has taken place in Langebaan and the shortage of a clear guideline for hard landscaping, has seen the town develop with an unsightly streetscape and every developer and land owner forcing their own taste onto the streetscape with regards to paving, signage, rubbish bins, advertising boards, etc.

2. **PURPOSE AND USE OF HARD LANDSCAPING** - Hard landscaping elements such as seating, bollards, lights, paving, signage, all play a leading role in making communities and tourists presence in public places more frequent, agreeable and comfortable.

   It is also the aesthetic value, resistance to harsh climate conditions and anti vandalism that plays a vital role in the success of quality placemaking in a characterful CBD.

   To rectify the existing unsightly streetscape as illustrated in photographs, the following aspects need to be addressed:-

   - **Provide a uniform or “family” of furniture with a central theme**
   - **Integrate** the different street furniture elements so that they can be used as a unit (the elements must therefore compliment each other when used together)
   - The different elements must be **functional and make people comfortable** in a place
   - Street furniture must be **used consistently throughout the CBD** to provide the necessary appearance.
   - **Uniform paving types and paving patterns** are important to ensure continuity in the urban streetscape.

3. **THE ADVANTAGE OF A CENTRAL THEME** - Outside of the aesthetic and functional benefits, the purpose of a central theme of street furniture creates a chain reaction amongs individual land owners and developers to also improve their immediate environment and creates an attitude where the goal is that “the public good should prevail over private interest”. This can be seen with the consistent use of calcite stown by a number of private land owners and developers in Langebaan.

   The haphazard erection of signage along Oostewal and at the entrance to Langebaan is visually and aesthetically unacceptable and has ensured that Langebaan town has the appearance of a place where each person can erect what they want and where they want – “chaos reigns in road reserves.”
The Proposed Street Furniture Theme - A vintage theme is proposed which provides Langebaan with its own uniqueness and that complements the existing use of lighting. This look coupled with the introduction of additional elements (signage, etc.) will complement the 'village' atmosphere.

The key design principles are:-
- A predominantly green or grey colour scheme that reflects a village atmosphere and the rock formations in the local environment
- The use of natural wood
- The vintage theme can be mixed with the use of sails and other maritime elements such as ropes, chains and flags

The street furniture which includes benches, bollards, litter bins, planters, kiosks, pergolas - all form part of a co-ordinated system of standardized elements of related form, design, scale, colour and texture as indicated below. The individual items can be purchased 'off the rack' and the contact details are indicated on the attached list of suppliers.

Signage
- Signage must be kept to a minimum and grouped together where possible to avoid visual clutter. Boards should be rationalized to ensure that there is not a multitude of poles clustered together at one spot.
- A variety of information boards that differ in form and size must be erected and a pre-requisite is that positions for signs are pre-identified (one of the primary reasons why the entrance to Langebaan is visually unattractive is because of the multitude of signs that are cluttered in a disorderly fashion at stop streets and along the road reserve.
- Signage should preferably be placed on buildings to reduce the number of supports/poles
- Signage on buildings must be placed centrally on beam structure of lean-to roofs and not on the gables of the buildings
- Signage must be placed where it does not obstruct pedestrian and vehicular movement.
- Where signs cannot avoid a support system, the heights of the signs must be uniform and as low as possible.
- No backlit or neon signage is to be permitted.
- It is vital that the town planning department and the aesthetic committee of the SBM set out in approval conditions what the design and placement criteria of signage is.
HARD LANDSCAPING IMAGE PROPOSALS (CONTINUED)

LIGHTING

- **The illumination level of the lights should be tailored to suit the function and character of the various public spaces i.e. pedestrian walkways, squares, parks and vehicular routes.**

- **The new standardized street lights [Boschenmeer light] in dark green that have already been erected in large portions of the CBD must also be provided in Langebaan North within new residential and mixed used developments to ensure continuity of similar elements throughout Langebaan.**

- **Preference must be given to lights that can be integrated with walls and buildings**

  6.5m Boschenmeer stepped pole with two reducer castings, galvanized and powder coated. The color of the powder coat must be green. Pole must be complete with inspection door and 2 x 6 A 6KA MCB’s, gland plate and footplate. The bottom 1.5m must be coated with Coal Tar Epoxy. See the attached drawing.

  **The extension arm**

  Must be the single Boschenmeer Arylic Art “FLAIR ART” bell type arm, galvanized and powder coated. The color powder coat must be green. See the attached drawing.

  **The Luminaires**

  Must be the Arylic Art, Flair Art Bell fitting (AA-CBF 57–03) with 70W HPS control gear and lamp. The lens/diffuser must be clear and the lens/diffuser shape must be semi-sphere. The entire luminaire body, including the two-piece top dome and flared bell canopy, must be manufactured from grade 1200 corrosion resistant aluminium. The color powder coat must be green.

  ![Diagram of light pole](image)

  **The specifications and description of poles**

  THE SINGLE BOSCHENMEER LIGHTS MUST BE CONTINUED IN INFILL AND REDEVELOPMENT IN LANGEBAAN NORTH.
HARD LANDSCAPING IMAGE PROPOSALS (CONTINUED)

PAVING

- **SINCE ASPHALT TOGETHER WITH WHITE/YELLOW PAINT IS THE “LANGUAGE” OF THE VEHICLE, THE SURFACE TREATMENT FOR PEDESTRIANS IN THE CBD MUST BE EMPLOYED IN A WAY THAT CONTRIBU TES TO THE ‘SENSE OF PLACE’. THIS REQUIRES THEMATIC USE OF QUALITY PAVING AND WORKMANSHIP.**

- **TO CONTRIBUTE TO THE CONSOLIDATION OF LANGEBAAN NORTH ZONE AS A UNIT THE PEDESTRIAN ROUTES/ WALKWAYS IS TO CONSENTRATE ON THE COLOUR CODE THAT EXISTS IN THE CBD AND MANY OTHER PARTS OF LANGEBAAN.**

- **WHEN ASSESSING THE CURRENT USE OF PAVING IT IS APPARENT THAT THE EXISTING COLOR SCHEME IS PREDOMINANTLY GREY AND RED. TO ENSURE COHESION AND CONTINUITY IN THE AREA THIS COLOR SCHEME WILL BE RECOMMENDED FOR ALL FUTURE PAVING.**

- **IN MANY PARTS OF LANGEBAAN, THE EXISTING USE OF CEMENT BRICK INDICATES THAT THIS MATERIAL IS NOT SUITABLE FOR PEDESTRIAN MOVEMENT OWING TO THE EXTENSIVE EROSION AS A RESULT OF THE SEASIDE CLIMATIC CONDITIONS.**

- **THE PROPOSED PAVING DESIGN RECOMMENDS A DOUBLE COBBLE STONE IN CHARCOAL ALONG PEDESTRIAN ROUTES THAT REDUCES SURFACE RUN OFF AND MAXIMISES INFILTRATION. THE “SMARTSTONE” HERITAGE COBBLE WITH ITS REPETITIVE EFFECT IS ASSOCIATED WITH A ‘VILLAGE’ ATMOSPHERE AND COMPLIMENTS THE EXISTING STYLE OF LIGHTING ERECTED IN THE CBD. THIS COBBLE HAS A STRONG CEMENT COMPACTON (AVERAGE 30-40Mpa) THAT ENSURES DURABILITY AND A QUALITY ENVIRONMENT. THE COBBLE REPLACES THE USE OF CEMENT PAVERS AND WILL ALSO BE UTILIZED FOR PARKING AREAS (HERE THE RED CONSTANTIA PAVER WILL BE USED TO DEMARCATE BAYS - NO PAINTED LINES).**

- **THE RED CLAY BRICK (C.RO.BRICK CONSTANTIA PAVER) IS PRIMARILY USED AS A DIRECTIONAL ELEMENT OR AS “BANDING” (BORDER) THAT BREAKS UP THE MONOTOXY OF GREY COBBLES WHEN USED ON THEIR OWN.**

BENCHES

- **MUST BE PLACED TO FOSTER CONVERSATIONS (BENCHES SHOULD FACE EACH OTHER)**

- **ORIENTATION TO THE STREET IS PERMISSABLE**

- **CREATE SPACES WHERE INTERACTION IS ENHANCED WITHOUT INTERFERING WITH THE FLOW OF PEOPLE MOVEMENT**

- **PERMANENT BENCHES MUST BE ANTI VANDALISM**

RECOMMENDATION:
ERICA BENCH
OLD WORLD CONCRETES CC CAPE
www.oldworld.co.za
Tel 021 935 1390

ERICA BENCH
1,600 x 500 x 500
HARD LANDSCAPING IMAGE PROPOSALS (CONTINUED)

BOLLARDS
CIVIC RANGE
OLD WORLD CONCRETES CC CAPE
www.oldworld.co.za
Tel 021 935 1390

RECOMMENDATION:
• CIVIC ROUND 250/900 PLAIN & CIVIC ROUND 180/900 PLAIN (CHARCOAL GREY)

RUBBISH BINS
CIVIC RANGE
OLD WORLD CONCRETES CC CAPE
www.oldworld.co.za
Tel 021 935 1390

RECOMMENDATION:
• CIVIC LITTER BIN ROUND (CHARCOAL GREY) 760mm HIGH x 495mm DIAM

SUPPLIERS:

LIGHTING
• ACRYLIC ART LIGHTING AND POLE MANUFACTURERS
Postal Address:
P.O. Box 9483,
Brentwood Park,
1505
Office Tel: 087 310 2230
Office Cell: 079 692 0617
Fax: 086 537 5272
E-mail: info@acrylicart.co.za

PAVING
• CHARCOAL GREY HERITAGE COBBLE
SMARTSTONE
1 Coaten Street, Wellington, Cape Town
Call: 0861 SMART 1 (0861 76278 1)
Tel: 021 873 5482
Fax: 086 611 6427
Email: capetown@smartstone.co.za

• COROBRIK CONSTANTIA
PAVER (RED BRICK)
COROBRICK
West Coast Centre
Vredenburg
Tel: 022 713 5478/4/0
Fax: 022 713 4854
1. **Structured Street Tree Planting** – As the West Coast is notably a treeless type landscape, formal tree planting will be confined to principle roads, parking areas and bigger public spaces like squares. The use of structured planting of trees in road reserves is important for the following reasons:-

A. **To Beautify and green the pedestrianized CBD**
B. **To provide a sense of orientation/ direction and legibility**
C. **To visually shape both the pedestrian and vehicular realms**
D. **To protect Pedestrians**
E. **To provide shade to pedestrians**
F. **String together different land uses**

**Existing, Structured Tree Planting in Oostewal Street Must Be Respected and Continued Along Oostewal Street**

**Structured Tree Planting on Parking Lots is Vital to Improve Character. A Medium Structure Tree is Proposed Every 3 Parking Bays**
SOFT LANDSCAPING IMAGE PROPOSALS

1. **"THE RIGHT TREE AT THE RIGHT PLACE"** - The use of indigenous, endemic plant species is imperative for the survival of plants in an area which is well known for its low rainfall and expensive water. The tree and plant species list of medium height is proposed for road reserves, pedestrian walkways, courtyards, squares or transitional areas between developments (see list at end of guideline).

2. **REMOVAL OF EXISTING TREES** - Any trees located between the road curb line and the adjacent building line must be retained and may not be removed (even if the tree is alien) without SBM Parks Department’s written approval. Existing trees must be retained in situ which will lend to an established and settled character with any new developments.

3. **THE PLANTING PATTERN** in established public areas such as sidewalks, should be maintained, and includes the same species and height.

4. **PLANTING TREES IN COURTYARDS AND SQUARES** - Provide a single tree or group of trees as focal point or to provide shade and character to the public space.

5. **TREE PLANTING ON PARKING LOTS** - It is vital to landscape all parking areas to improve the character and soften hard, monotonous areas. The prescribed provision of tree planting on any parking area is compulsory and a medium structured tree must be provided for every 3 parking bays.

6. **TREE PLANTING ON REDEVELOPMENT ERVEN IN THE MIXED USE TOURIST NODE** - As the built environment gets denser with re-development, the available green space is reduced. To counteract this occurrence, the following guidelines are provided:
   
   A. Every infill or redevelopment portion of land must plant 4 (four) stand-alone, indigenous trees (in addition to parking areas and road reserves) or combined with soft or hard landscaping cells within the boarders of the redevelopment erf.
   
   B. In addition, developers will plant indigenous trees (minimum of 50 litres) in the pedestrian corridor of the tourist node ±5 - 7.5 meters apart (refer to ‘trees’ on plant species list). *Ekebergia capensis* (Cape Ash) is recommended owing to a non-aggressive root system.
7. **TRANSITIONAL PLANTING** - All transitional spaces between buildings and pedestrian paths or parking and buildings or vacant areas must be landscaped to beautify or soften the interface.

8. **GRAVEL CHIPS** - Owing to the region's low rainfall and shortage of potable water, the use of Worcester Brown gravel chips is recommended for ground cover on large and small transitional areas that require landscaping. The use of gravel chips and a single, 'sculptural' plant such as tree aloes grouped together, make an excellent focal point. The gravel chips provide aesthetic simplicity and are water-wise.

9. **WATER USAGE AND PLANT MANAGEMENT** - The conservation of water is to be prioritized, and only water-wise plant species are to be used. Various irrigation systems should be considered to save water, such as an automated drip system for high profile areas and turf valves with drag lines for road reserves. (The intention is to shut off all irrigation after 5 years once vegetation has established.)

- Structured tree planting on parking lots is vital to improve character. A medium structure tree is proposed every 3 parking bays.
- Landscaping of transitional and interface areas is critical for softening the areas.
- Water wise usage of gravel chips on an interface is an excellent aesthetic finish in a low rainfall area.
11. **Grassed Areas** are not recommended and only “Fynkweek” (Cynodon Dactylon) or Buffalo Grass (Stenotaphrum secundatum) may be used for commercial or residential grassed areas. Planting of Kikuyu grass is prohibited.

12. Tree and shrub planting form a compulsory part of a landscaping guideline and must always be submitted with a site development plan.

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**Water wise soft and hard landscaping proposed for traffic circles. Avoid solid structures that can result in severe injury in the event of accidents**

**Blank walls have no personality**

**Blank walls must be softened**

**Mixture of hard and soft landscaping on a traffic circle is preferable**
SOFT LANDSCAPING IMAGE PROPOSALS (CONTINUED)

LIST OF RECOMMENDED PLANT SPECIES

**TREES**
- Brachylaena (Coast Silver Oak)
- Tarchonanthus camphoratus (Camphor Bush)
- Olea europaea subspecies africana (Wild olive)
- Sideroxylon inerme (Milkwood)
- Erythrina caftrra (Coastal Coral tree)
- Ekebergia capensis (Cape Ash)

**PLANTS FOR HEDGES (CAN BE TRIMMED TO 2 METERS HIGH)**
- Lycium ferrossissima (thorns for security)
- Rhus crenata
- Maytenus acuminata (thorns for security)

**PERENNIALS (LARGE)**
- Leonotus leonorum (Wild dagga)
- Melianthus major (Herb touch me not)
- Maytenus oleoides (Mountain maytenus)
- Lycium ferossissima (African boxthorn)
- Polygalia myrtifolia (September bush)
- Diospyros glabra (Blueberry bush)
- Maytenus acuminata (Silky bark)
- Crysanthemooides monolifera (Tick berry)
- Euclea racemosa (Sea or Dune guarrie)
- Coleonema album (White Confetti Bush)
- Freylinia visseri (Honey bell bush)
- Leonotis ocymifolia (Lions tail)
- Leucadendron coniferum (Dune cone bush)
- Metalasia muricata (White Bristle Bush)
- Nylandtia spinosa (Tortoise Berry)
- Salvia africana (Blue sage)
- Suntherhlandia frutescens (Cancer bush)

**PERENNIALS (SMALL)**
- Lebostermon laevigatus (Agtdaegeneesbossie)
- Agathosma varie-teite (Buchu)
- Crysanthemooides incana
- Nylandtia scoparia
- Lycium species with smaller leaves
- Zygophyllum species
- Salvia africana lutea
- Thamnocortis
- Felicia filifolia
- Pteronia divaricata
- Salvia africana caerulea
- Lobostermon laevigata
- Pelargonium species
- Euphorbia maanitanica

**GROUNDCOVERS**
- Carpobrotus sp. (Suurvytyjie)
- Mesembrianthemum sp.
- Gazania sp.
- Arctotis sp.
- Brunsvigia orientalis
- Lachenalia sp.
- Geranium incanum
- Helichrysum sp.
- Lampranthus sp.
- Pelargonium capitum

**REEDS**
- Chondropetalum tectorum
- Schoenoplectus scirpoides

**SUCCULENTS**
- Aloe distans
- Lampranthus sp
- Othonna cylindrical
ARCHITECTURAL IMAGE

1. THE FOLLOWING BASIC GUIDELINES THAT REPRESENT THE WEST COAST ARCHITECTURAL VERNACULAR ARE PRESCRIBED IN ORDER TO ESTABLISH A **UNIFIED DIVERSITY OR LEVEL OF BUILDING CONSISTENCY** IN THE GREATER LANGEBAAN NORTH AREA.

2. THESE BASIC RULES ARE BASED ON COMPOSITION AND ARTICULATION FROM EXISTING HISTORIC AND OTHER DEVELOPMENT EXAMPLES FOUND IN THE CAPE AND MORE SPECIFICALLY ON THE WEST COAST.

3. ALTHOUGH THE ARCHITECTURAL GUIDELINES FOCUS MAINLY ON A LIMITED SET OF VARIABLES I.E. COLOUR, ROOFS AND MATERIALS, BOTH THE COMPOSITION OF THE FORM AND THE MORE ARCHITECTURAL DETAIL ARE ESSENTIAL FOR DESIGNING STRUCTURES IN LANGEBAAN NORTH.

4. THE TRADITIONAL VERNACULAR OF WHITE WASHED WALLS, INDIVIDUAL ROOF STRUCTURES AND SMALL PUNCTURED WINDOWS ARE UNDERSTATED AND FORM AN APPROPRIATE RESPONSE TO THE LOCAL ENVIRONMENT. FURTHERMORE, THE ARCHITECTURE IS CHARACTERIZED BY ITS SIMPLE MASSING OF ELEMENTARY BUILDING FORMS, EXECUTED IN LIMITED MATERIALS AND COLOUR.

5. THE BROAD ARCHITECTURAL GUIDELINES ARE PROVIDED TO ALLOW SUFFICIENT ROOM FOR THE INDIVIDUALIST, BUT WITHIN THE CONTEXT OF THE WIDER GROUP’S INTEREST. **THE “WHOLE” ABOVE THE “PARTS” - THE PUBLIC GOOD SHOULD PREVAIL OVER PRIVATE INTEREST.**

6. DESIGNERS MUST TAKE NOTE OF THE SEASIDE CLIMATIC CONDITIONS WHEN SPECIFYING IRONMONGERY OR MATERIALS.

7. AS WITH ANY HEALTHY TOWN, IT IS NECESSARY TO PROVIDE ROOM FOR NEW AND UNEXPECTED DESIGN, PARTICULARLY IN VISUAL APPEARANCE. SURPRISE IS PART OF THE CHARACTER OF A TOWN. IF CIRCUMSTANCES DictATE THAT A HARMONIOUS BUILDING CONCEPT CAN FIT IN, WE SHOULD LEAVE ROOM FOR EXPERIMENTS. THE AESTHETIC COMMITTEE, WHO HAVE SUFFICIENT SKILL AND TRAINING WILL CAREFULLY INVESTIGATE ALL PROPOSALS AND MAKE A FINAL RECOMMENDATION.

8. **WHEN THE AESTHETIC COMMITTEE EVALUATE AND MAKE RECOMMENDATIONS ON INDIVIDUAL BUILDINGS, COGNISANCE MUST BE TAKEN OF HOW THE BUILDING FITS IN WITH THE SURROUNDING ENVIRONMENT AND HOW THE BUILDING AFFECTS THE STREETSCAPE.**
1. PROPORTIONS:-

- **USE HARMONIOUS PROPORTIONS** with ratios 2 - 1, 1½ - 1, 1 - 2.
- **USE RECTANGULAR SHAPES** - buildings to be composed as a group of smaller articulated components.
- **BUILDINGS MUST BE TOWARDS THE STREETS.** Erven with street or public spaces (courtyards, plazas, squares, alleys, etc.) must address the street or public place.
- **NO BLANK WALLS** are allowed and must be treated as facades.
- **THE RATIO OF OPENINGS TO WALL SURFACES** is important.
- **LONG FAÇADES MUST BE AVOIDED AND BROKEN UP BY PROVIDING A VARIETY OF VERTICAL AND HORIZONTAL SOLIDS AND VOIDS, COLONNANDES (COVERED WALKWAYS), CANOPIES, PERGOLAS, RECESSED BALCONIES.**
- **THE HUMAN SCALE OF THE BUILDINGS AND SIMPLICITY MUST BE THE OBJECTIVE.**

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CREATIVE PROFILE:- LANGEBAAN NORTH PRECINCT
URBAN DESIGN STRATEGY PLAN AND GUIDELINES - 2013
2. ROOFS & GABLES:-

- **ROOFS SHALL BE EITHER SIMPLE, DOUBLE PITCHED ROOFS OR A FLAT ROOF BEHIND PARAPET WALLS.**
- **THE PITCHED ROOFS COULD EITHER BE WITH GABLE ENDS OR WITHOUT NO HIPS OR VALLEYS ARE ALLOWED.** THE USE OF GLASS AT ROOF ENDS IN LIEU OF GABLES IS ENCOURAGED FOR A MORE CONTEMPORARY FEEL.
- **AVOID LARGE ROOFS - BREAK ROOFS INTO A GROUP OF SMALLER COMPONENTS AS A REPETITIVE FEATURE.**
- **ROOFS MUST BE ARRANGED AT 90º ANGLES TO EACH OTHER**
- **EACH STRUCTURE COMPONENT MUST BE COVERED SEPARATELY.**
- **FOR DOUBLE PITCH ROOFS, THE LENGTH OF THE BUILDING IN PLAN MUST BE AT LEAST TWICE THAT OF ITS WIDTH TO BE IN PROPORTION IN TERMS OF WEST COAST VERNACULAR.**
- **ONLY SHEET METAL (I.E. CHROMODEK OR S-PROFILE) IS PERMITTED.**
- **ONLY DARK GREY COLOUR IS PERMITTED.**
- **ROOF LIGHTS ARE PERMITTED AND MUST BE SET INTO THE PLANE OF THE ROOF.**
- **GABLES SHALL BE OF SIMPLE STRAIGHT TYPE WITHOUT PLASTER MOULDINGS AND A MAXIMUM HEIGHT OF 230MM MEASURED FROM ROOF FINISH TO TOP OF PARAPET.**

![Typical West Coast Architectural Vernacular (courtesy Hannes Meiring)](image1)

![Solidarity in the use of similar roof materials and gables](image2)

![Pitched roofs without gabled ends](image3)

![Smartly Box - Pastel colours are not recommended and do not suit the West Coast Architectural Vernacular](image4)
ARCHITECTURAL IMAGE PROPOSALS (CONTINUED)

3. FACADES AND WALLS:-

- **Walls are to be plastered and painted white** (Variations of white permitted).
- **No face brick and earth colours are permitted**.
- When building up to the zero building line, voids must be provided on the ground floor with predominantly solids on the upper levels.
- Provide covered walkways, pergolas, balconies for pedestrians.
- **The use of local calcite stone** (left in natural state) is encouraged as it represents the vernacular. The use of calcite stone must not exceed 30% of the total building surface and must be mainly used for focus walls. No artificial stone is permitted.
- **Stone wall appearance must be one of “dry stacking” with no cement in-fills.**
- Calcite stone can also be used as a plinth element, for columns, buttresses or boundary walls.
- “Werf” walls are permitted to a maximum height of 1.2 meters and a minimum height of 430mm.
- **Balustrade walls are not to exceed 900mm in height**.
- Any other railing’s must emphasize horizontal lines. Treated wood and stainless steel must be considered owing to the corrosive qualities of the natural environment.
- **No plaster bands or projected mouldings are permitted.**
- Timber and corrugated S-profile cladding are historically located within the west coast architectural vernacular and are to be used as focal points.
- Buttresses and built-in seats on buildings are encouraged.

“The quality of simplicity”

**Longacres Country Estate**

**Oliphantskop**

**Facebrick and bright colours do not compliment west coast architectural vernacular**

**Werf walls are permitted to maximum height of 1.2 meters**

**Buttresses are complimentary and typical of the west coast**

**Exotic building styles do not compliment the west coast and must be avoided**

**The similar use of calcite stone walls at several neighbourhood entrances is encouraged**

**The use of imitation stone is to be avoided at all costs**
ARCHITECTURAL IMAGE PROPOSALS (CONTINUED)

4. DOORS AND WINDOWS:-
- Window proportions at the front of buildings must take on a vertical or square shape.
- Aluminium and wooden doors and window frames are allowed in either white or dark grey (no pastel colours). Timber windows and doors can be left natural.
- No mirrored glass or coloured film will be allowed.
- No burglar bars or trellidors visible from the outside will be allowed on the ground floor.
- All windows must be on the inside of the building.
- No dormer windows are permitted. Only roof lights that are set into the plane of the roof are permissible.
- Timber and aluminium shutters are permitted (hinge or sliding) painted in a dark grey or dark green as approved by the Aesthetics Committee. Wooden shutters can be coated or sealed with an opaque stain to bring out the natural colour of the wood.
- All shutters must be functional. No false shutters are permitted.

5. BOUNDARY WALLS, FENCING & YARD ENCLOSURES:-
- In areas where security is required, in delivery yards, where elements need to be concealed - the screening will take place with painted plaster masonry walls, painted white.
- Where business developments are located adjacent to residential functions, screening walls of at least 2.1 meters will be provided.
- The placement of delivery areas, cooling/air conditioning systems, fire and braai outlets, must all be handled with the utmost sensitivity to ensure that there are no negative impacts on adjacent land uses.
- Top of boundary walls shall be rounded with no coping permitted.
- All security fencing along Oostewal Street to be visually permeable in either steel pallusade or welded mesh in dark green without masonry columns or plinth walls.
- No pre-cast concrete, concrete pallusade or timber slatted fencing is permitted.
- Buttresses are permitted as a design feature.

6. PAVING:-
See Hard Landscaping

Mirrored windows and colour film on glass not suitable for sidewalk permeability

Security fencing to be visually permeable
ARCHITECTURAL IMAGE PROPOSALS (CONTINUED)

7. OTHER ELEMENTS:-

SINCE THE FOLLOWING ELEMENTS ARE NOT USUALLY LOCATED WITHIN BUSINESS AREAS BUT ARE MORE PROMINENT IN RESIDENTIAL DEVELOPMENT, PROVISION CAN BE MADE OF SAID ELEMENTS TO ENCOURAGE THEIR USE:-

A) CHIMNEYS

- EXTERNAL CHIMNEYS FORM AN IMPORTANT VISUAL ELEMENT IN THE WEST COAST VERNACULAR.
- NO VISISIBLE METAL OR MODERN CHIMNEYS ARE PERMITTED. CHIMNEYS MUST BE BUILT MASONRY, PLASTERED AND PAINTED WHITE.
- NO METAL REVOLVING COWL IS PERMITTED AND THE CHIMNEY MUST BE FINISHED OFF BY MEANS OF EITHER A SEMI CIRCULAR OR RECTANGULAR HOLE. A MORE CONTEMPORARY FLAT OR CURVED METAL PLATE IN THE FORM OF AN ARCH MAY ALSO BE CONSIDERED.

B) STOEPS, BALCONIES VERANDAS & Pergolas

- PROMOTE THE USE OF BALCONIES ON STREETS FOR SURVEILLANCE.
- LEAN-TO VERANDAS OR COVERED STOEPS ACTING AS COVERED WALKWAYS FOR PEDESTRIANS ARE IMPORTANT AND ENCOURAGED. MAXIMUM ROOF PITCH 15º.
- COVERING OF STOEPS/VERANDAS EITHER WITH TANALITH TREATED ROUNDED TIMBER POLES AND UPRIGHTS (THAT IS A RUSTIC IN APPEARANCE) OR A MORE FORMAL, CONTEMPORARY LIGHTWEIGHT TIMBER STRUCTURE. ALL WOOD TO BE PAINTED WHITE OR LEFT NATURAL.
- NO VICTORIAN CAST IRON POSTS OR “BROEKIE LACE” WILL BE PERMITTED.
- BRICKWORK COLUMNS TO BE PLASTERED AND PAINTED WHITE.
- COVERING OF PERGOLAS WITH “LATJIE” MUST BE ENCOURAGED WITH AN AVERAGE CIRCUMFERENCE OF 50MM.
- THE USE OF CREEPERS AS VERTICAL AND HORIZONTAL “GREEN” COVERINGS ARE ALSO ENCOURAGED.
- ANY COVERING OF A VERANDA WITH TRANSLUCENT MATERIAL/PLASTIC SHEETING TO PROVIDE NATURAL SUNLIGHT MUST BE OF A CLEAR PLASTIC AND NOT VISIBLE FROM THE UNDERSIDE.
- CARPORTS WITH WOODEN PERGOLAS COVERED WITH “LATJIES” ARE ENCOURAGED. NO STANDARD STEEL AND NETTING CARPORTS ARE PERMITTED.

C) SOLAR HEATERS

- SHALL BE PERMITTED ON FLAT ROOF SECTIONS ONLY, BASED UPON APPROVAL OF TYPE AND POSITION OF INSTALLATION. NO SOLAR HEATERS MAY BE INSTALLED AT GREATER ANGLES THAN THE ROOF PITCH.

D) PLUMBING

- ALL PLUMBING PIPES MUST BE CONCEALED WITHIN THE THICKNESS OF THE WALLS.

E) WATER FEATURES & REFLECTION POND

- MUST BE RAISED TO A MAXIMUM OF 500MM AND SAFEGUARDED AGAINST TODDLERS. THE BUILT UP EDGES CAN ALSO SERVE AS SEATING FOR THE PUBLIC.

F) WATER TANKS

- WATER TANKS ARE STRONGLY RECOMMENDED AND MUST BE CONCEALED BEHIND SCREENS OF WOOD OR VERTICAL “LATIE” OR S-PROFILE SHEETING.

G) OUTSIDE STAIRS

- OUTSIDE STAIRS ARE ALSO A TRADITIONAL FEATURE OF WEST COAST VERNACULAR ELEMENTS PARTICULARLY IN RESIDENTIAL STRUCTURES, BUT CAN BE INCORPORATED INTO MIXED USE COMPLEXES.

CHIMNEYS TO BE BUILT MASONRY, PLASTERED AND PAINTED WHITE.

THE USE OF “LATJIES” AS SHADING STRUCTURES IS RECOMMENDED.

THE USE OF SHADE CLOTH CARPORTS IS NOT PERMITTED AS THIS STYLE DOES NOT CONFORM TO WEST COAST ARCHITECTURAL ELEMENTS.
SOLIDARITY IN USING MATERIALS AND DESIGN DISTINCT TO THE WEST COAST

1. In order to ensure a harmonious and characterful Langebaan North Precint, it is necessary to ensure a consistent use of West Coast architectural vernacular elements and materials.

2. The different elements may be different, but when displayed together, form a harmonious unit. The repeated use of the same materials, colour, and texture is necessary to ensure that the architectural vocabulary is drawn through the town which is pleasing to the eye.

PROPOSALS

1. The use of local calcite stone is recommended and all imitation stone must be avoided. Elements (i.e. focus walls, stairs, buttresses) of natural stone can be used and it is therefore recommended that no more than 30% of a structure should comprise calcite stone.

2. The use of face brick, slate or concrete roof tiles does not conform to the West Coast regional idiom and is must be avoided at all times.

3. The use of “Latte” as shading or screening structures is recommended.
ALLOW INDIVIDUALS OR ORGANIZED COMMUNITY GROUPS TO TAKE OWNERSHIP OF OPEN SPACES

1. OWING TO THE FACT THAT THE SALDANHA BAY MUNICIPALITY DOES NOT HAVE THE CAPACITY OR MANPOWER TO TRANSFORM OPEN SPACES INTO FUNCTIONAL SPACES FOR THE COMMUNITY, ESTABLISHED COMMUNITY NGO’S SUCH AS CIRCLE OF FRIENDS, REYGRANDE RATEPAYERS AND RESIDENTS ASSOCIATION OR ANY OTHER COMMUNITY BASED ORGANIZATION OR TRUST SHOULD BE PERMITTED TO TAKE SYMBOLIC OWNERSHIP. THESE ORGANIZATIONS CAN, IN ACCORDANCE WITH BASIC GUIDELINES AND REGULATIONS, ENCLOSE AREAS, PROVIDE CHILDREN’S PLAY STRUCTURES, MANAGE AND MAINTAIN THESE AREAS FREE OF MUNICIPAL CHARGES.

2. THIS TYPE OF PARTNERSHIP WILL ENCOURAGE COMMUNITY PARTICIPATION AND MUST BE ENCOURAGED.

PROPOSALS

1. THE FOLLOWING PROPOSALS ARE APPLICABLE TO PUBLIC ‘OWNERSHIP’ OF OPEN SPACE IN LANGEBAAN NORTH:-
   - **AS INDICATED ON THE STRATEGY PLAN A PORTION OF ERF 9787 (NORTHERN SEAM OF THE PLATEAU AREA) LANGEBAAN – IS EARMARKED FOR URBAN AGRICULTURE.** THE AIMS OF THIS PROPOSAL IS TO PROVIDE THE LOCAL COMMUNITY WITH TRAINING OPPORTUNITIES AND ENCOURAGE SELF SUSTAINABILITY. THE PROPOSAL DOES NOT REQUIRE INTENSIVE SOIL TESTING AS THE AGRICULTURE WILL BE CARRIED OUT IN TUNNELS ABOVE GROUND LEVEL.
   - **A REQUEST FROM A LOCAL NGO GROUP [CIRCLE OF FRIENDS – LANGEBAAN] FOR AGRICULTURAL TUNNELS WAS SUBMITTED WITH A BUSINESS PLAN AT THE PUBLIC SESSION ON 19 MARCH 2013. THIS PROPOSAL IS SUPPORTED.**
   - **OWING TO THE VISIBLY PROMINENT LOCATION OF THIS SITE ADJACENT TO JON OLAFSSON AND THE ENTRANCE TO THE FAMOUS AND POPULAR STRANDLOPER RESTAURANT, IT IS PROPOSED THAT THE DEVELOPMENT OF THIS SITE MUST BE ACCOMPANIED BY A FORMAL LAND USE CONSENT APPLICATION AND A SITE DEVELOPMENT PLAN INDICATING PEDESTRIAN AND VEHICULAR ACCESS, LOCATION OF TUNNELS, ABLUTION FACILITIES, WATER TANKS, WATER RETENTION AND MOBILE STORAGE.** THE DESIGN OF THE PROPOSED TUNNELS MUST BE SUBMITTED TO THE AESTHETICS COMMITTEE AND SHOULD ADDRESS, MATERIAL, COLOUR, FORM AND SIZE.
   - **ERF 5695 SEABREEZE PARK – APPLICATION BY THE RESIDENTS ASSOCIATION FOR THE UTILIZATION OF ERF 5695 AS A TODDLER PARK IS SUPPORTED.** APPLICATION WAS MADE TO THE SBM BY THE SEA BREEZE PARK RESIDENTS ASSOCIATION AND IT IS RECOMMENDED THAT SBM APPROVE THE APPLICATION TO ALLOW THE COMMUNITY TO PREPARE THE PROPERTY FOR USE AS A TODDLER PARK.
8. ENVIRONMENTAL ASPECTS

- One of Langebaan’s most important natural attributes is the Lagoon and adjacent beaches that contribute to the communities overall quality of life and attract thousands of tourists to the region and town.

- There are existing rules and regulations that have been implemented by the National Parks Board to control and manage the lagoon, but any strategy plan will be incomplete if it does not address potential impacts that proposals may have on this natural asset, particularly given that this conservation area is also a recreational area.

- The following important strategy plan proposals have a direct or indirect impact on the natural environment and must be addressed in each prospective development proposal by developers and municipal officials:
  - The handling and treatment of storm water on development sites
  - Tree planting on sidewalks
  - Tree planting in parking areas
  - Main Street – sensitive construction of a boardwalk over the dunes in the front of Schapenzicht residential development
  - Langebaan North – the provision of a proposed boat launching facility and small boat harbour
  - Langebaan North – the fencing off of sensitive natural area Portion of Erf 9787 Langebaan
  - Main Street – the proposed formalizing of the western end of Breë Street adjacent to the beach and the removal of beach parking
  - Main Street – the development of the tourist nodes
  - Main Street – the search and rescue of conservation vegetation on Erven 302 & 1551 prior to development
  - Main & Oostewal Street – the fencing off of sensitive natural areas of Erven 1551, 9888 & 9785
  - The application of suitable zonings to protect conservation areas on Erf 1551, 9888, & 9785
  - Main Street – the landscaping proposals to soften blank walls.

- The SBM environmental officer must ensure that developers comply with the relevant, statutory environmental regulations, i.e. National Environmental Management Act (No 107 of 1998 (NEMA), the National Heritage Resources Act (No 25 of 1999) and the Integrated Coastal Management Act.
9. IMPLEMENTATION OF THE STRATEGY PLAN

- To respond to the above mentioned proposals and challenges, one must have a basic development checklist to inform developers and help the local authority to enforce and manage future development proposals in accordance with municipal budgets and funding.

- In order to facilitate future development within the precincts, it is imperative that short, medium and long term actions plans/priorities are set out for strategically located projects that will make a marked and improved difference to the form and aesthetic value of a precinct.

- This priority list must be coupled to the Integrated Development Plan of the SBM to enable monitoring of execution of priorities by the town's statutory NGO's and the public. It is necessary to collectively fight for the relevant changes.

- It is also important, as set out in Guideline 3: Architectural Image, that the aesthetics committee do not only look at an application and individual building plan in isolation, but must consider how the proposals fit in with the existing streetscape.

- It must also be reiterated that this document does not represent “the end all and be all” for future planning, but that the guidelines set out in this document are applied as far as possible to ensure that the goal and of the strategy plan is achieved.

- The goal is that all projects must make a significant contribution to the aesthetic and experimental quality of the area.
## 9.1 PRIORITY LIST FOR SBM

The following priority list for LANGEBAAN NORTH PRECINCT is **not** listed in any order of importance:

<table>
<thead>
<tr>
<th>PRIORITY DESCRIPTION</th>
<th>RESPONSIBILITY</th>
<th>SHORT 0-2yrs</th>
<th>MEDIUM 3-6yrs</th>
<th>LONG 7-10yrs</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 APPLICATIONS FOR THE USE OF SIDEWALK SPACE BY ADJACENT BUSINESS MUST BE ALLOWED WHERE POSSIBLE</td>
<td>SBM/PRIVATE</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2 URBAN ART POSITIONS MUST BE ENCOURAGED AND PROMOTED. SBM MUST REINVEST 1% OF LAND SALES FUNDS INTO HERITAGE AND PUBLIC ART PROJECTS FOR WEST COAST ARTISTS</td>
<td>SBM/PRIVATE</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3 SBM MUST POLICE/REMOVE ALL UNLAWFUL/UNNECESSARY INFORMATION SIGNS</td>
<td>SBM/PRIVATE</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 ALLOW INDIVIDUALS OR ORGANIZED COMMUNITY GROUPS TO TAKE OWNERSHIP OF OPEN SPACES - APPROVAL REQUEST FOR USE OF ERF 5695 FOR DEVELOPMENT OF A TODDLER PARK</td>
<td>SBM</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>5 REPLACE DIFFERENT SIGNAGE, LITTER BINS AND LIGHT FITTINGS WITH THE STANDARDIZED PRESCRIBED TYPE</td>
<td>SBM</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>6 DEVELOP NEW SUITABLY SIZED MUNICIPAL OFFICES, COMMUNITY HALL, TOURIST OFFICE, LIBRARY, PARKING AS PART OF THE GATEWAY TO THE CBD ON ERF 5745</td>
<td>SBM</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>7 SBM TO ENGAGE IN A PUBLIC/PRIVATE PARTNERSHIP TO DESIGN AND DEVELOP THE INTEGRATED HOUSING PROJECT AND DIVERSIFY HOUSING DELIVERY</td>
<td>SBM</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>PRIORITY DESCRIPTION</td>
<td>RESPONSIBILITY</td>
<td>TIME FRAME</td>
<td>REMARKS</td>
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<tr>
<td>8  SBM MUST TAKE LEADERSHIP WITH THE DESIGN AND PROVISION OF SOCIAL HOUSING AND PRIORITIZE THE COMPLETION OF THE EASTERN SEAM OF JON OLAFSSON AND INTEGRATE WITH THE EXISTING SEA VIEW PARK.</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9  SOCIAL HOUSING MUST BE INCORPORATED INTO THE IDP OF THE SALDANHA BAY MUNICIPALITY TO ENSURE CONTINUOUS HOUSING Provision</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 SBM TO AMEND 2011 SDF TO COMPLY WITH AMENDMENTS TO SEPTEMBERSKLIP AS PROPOSED ON STRATEGY PLAN: SEPTEMBERSKLIP TO ACCOMMODATE RESIDENTIAL OPTIONS, EDUCATIONAL AND SPORTS COMPLEX IN THE MIX USE AREA NORTH OF THE LANGEBAAN GOLF ESTATE &amp; PROVIDE A HOUSING DELIVERY PROGRAM</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 SBM TO AMEND 2011 SDF TO ACCOMMODATE MIXED USE AND TOURIST NODE ON PORTION OF ERF 9787 LANGEBAAN - EXISTING SEA BREEZE RESORT</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 SBM TO AMEND 2011 SDF TO ACCOMMODATE NATURE AREA (OPEN SPACE III) ON PORTION OF ERF 9787 LANGEBAAN - AS INDICATED ON STRATEGY PLAN</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 SBM TO ENGAGE IN A PUBLIC/PRIVATE PARTNERSHIP TO DESIGN AND DEVELOP THE MIXED USE AND TOURIST BUSINESS AND RECREATIONAL NODE ADJACENT TO THE LAGOON</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRIORITY DESCRIPTION</td>
<td>RESPONSIBILITY</td>
<td>TIME FRAME</td>
<td>REMARKS</td>
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<tr>
<td><strong>14</strong> SBM TO REDesign and REDEVELOP SEA BREEZE CHALET PARK INTO A COMPACT AND QUALITY TOURIST DESTINATION</td>
<td>SBM</td>
<td>0-2yrs</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>15</strong> IN ACCORDANCE WITH RULES GOVERNING THE ERECTION OF TEMPORARY STRUCTURES AT SEA VIEW PARK, SBM TO REMOVE ILLEGAL STRUCTURES IN ACCORDANCE WITH RULES OR ENSURE THAT ALL EXISTING STRUCTURES ARE PAINTED WHITE AND NO NEW STRUCTURES ARE ERECTED</td>
<td>SBM</td>
<td>0-2yrs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>16</strong> SBM TO CORDONE OFF NATURE RESERVE AREA ON PORTION OF ERF 9787 LANGEBAAN AS SOON AS POSSIBLE</td>
<td>SBM</td>
<td>0-2yrs</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>17</strong> THE SBM MUST LEASE THE HISTORIC DUMP SITE ON THE NORTHERN PORTION OF THE PLATEAU AREA ERF 9787 TO AN ORGANISED SOCIAL OR NGO GROUP TO MANAGE AND CONTROL CURRENT DERELICT OPEN SPACE. THE PROPOSAL FOR URBAN AGRICULTURE WITH THE USE OF TUNNELS IS SUPPORTED IN THIS STRATEGY PLAN AND A PROPOSAL FROM CIRCLE OF FRIENDS LANGEBAAN IS RECOMMENDED SUBJECT TO VISUAL IMPACTS AND POTENTIAL LAND USE CHANGE REQUIREMENTS. THE COST OF LEASING THE LAND MUST BE OFFSET AGAINST CAPITAL EXPENDITURE FOR THE PROPOSED PROJECT</td>
<td>SBM/PRIVATE</td>
<td>0-2yrs</td>
<td></td>
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</tbody>
</table>
**9.2 UPDATING THE STRATEGY PLAN**

Owing to the fact that the strategy plan comprises many different but related components like types of business, types of houses, transport services, etc. environments and needs change with time. It is therefore imperative that a strategy plan be upgraded every 5 - 10 years to allow for the change in circumstances.

The town is an organic system and changes constantly. Therefore planning and changing the town throughout its evolution must take place at a social and energetic level.

**9.3 CHECKLIST FOR PROSPECTIVE DEVELOPERS**

The list below is a basic, broad based checklist that must be issued to prospective developers for design purposes and the compilation of site development plans (SDP’s).

The individual development proposals discussed in the redevelopment and in-fill of specific development sites within the CBD must however be read in conjunction with this check list to ensure comprehensive cover of the propels contained in this document.

The checklist must in turn be verified by the aesthetic committee and planning officials represented on the aesthetic committee when evaluating rezoning, development and building plans.
<table>
<thead>
<tr>
<th></th>
<th>CHECKLIST FOR PROSPECTIVE DEVELOPERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>IS THE LAND USE APPLIED FOR APPROPRIATE IN RESPECT OF THIS STRATEGY PLAN</td>
</tr>
<tr>
<td>2</td>
<td>DOES THE SITE DEVELOPMENT PLAN COMPLY WITH THE APPROPRIATE DENSITY</td>
</tr>
<tr>
<td>3</td>
<td>HAVE THE STANDARD LANGEBAAN SCHEME REGULATIONS BEEN COMPLIED WITH</td>
</tr>
<tr>
<td>4</td>
<td>IS SUITABLE VEHICULAR ACCESS TO THE PROPERTY CLEARLY INDICATED ON THE SDP</td>
</tr>
<tr>
<td>5</td>
<td>IS THE LOCATION OF PARKING IN ACCORDANCE WITH PARKING REQUIREMENTS IN TERMS OF THIS STRATEGY PLAN</td>
</tr>
<tr>
<td>6</td>
<td>IS THE QUANTITY OF PARKING CORRECT (I.E. 4 PARKING BAYS / 100m²)</td>
</tr>
<tr>
<td>7</td>
<td>IS THE PARKING AREA ENCLOSED WITH A “WERF” OR GREEN WALL (WHERE APPLICABLE)</td>
</tr>
<tr>
<td>8</td>
<td>IS PEDESTRIAN ACCESS AND CIRCULATION INDICATED ON THE SDP</td>
</tr>
<tr>
<td>9</td>
<td>HAS PROVISION BEEN MADE FOR SUFFICIENT PEDESTRIAN SIDEWALK SPACE (OOSTEWAL STREET)</td>
</tr>
<tr>
<td>10</td>
<td>HAVE PROTECTED/ SHELTERED SIDEWALKS BEEN PROVIDED AS PART OF THE PROPOSED STRUCTURES</td>
</tr>
<tr>
<td>11</td>
<td>HAS PROVISION BEEN MADE FOR WHEELCHAIR ACCESS TO THE PROPOSED STRUCTURES</td>
</tr>
<tr>
<td>12</td>
<td>HAVE COURTYARDS OR SIDEYARDS BEEN CONSIDERED TO MITIGATE PREVAILING WINDS</td>
</tr>
<tr>
<td>13</td>
<td>ARE THE OUTSIDE SPACES PHYSICALLY AND VISUALLY LINKED WITH PEDESTRIAN AND VEHICULAR ROUTES</td>
</tr>
<tr>
<td>14</td>
<td>HAVE FOCAL POINTS, SOFT AND HARD LANDSCAPING BEEN PROVIDED IN THESE OUTSIDE SPACES TO ENSURE AND ENCOURAGE PUBLIC INTERACTION</td>
</tr>
<tr>
<td>15</td>
<td>ARE THE PROPOSED STRUCTURES CLOSE TO OR ON THE ZERO BUILDING LINE AT THE FRONT TO ENCOURAGE PUBLIC VITALITY</td>
</tr>
<tr>
<td>16</td>
<td>ARE THE FRONT OF STRUCTURES PERMEABLE AND LINKED WITH THE PEDESTRIAN SIDEWALK. NO BLANK WALLS ARE PERMITTED</td>
</tr>
<tr>
<td></td>
<td>Do the proposed structures “fit in” with the adjacent existing buildings with regards to proportions, colour, texture, materials and rooflines</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>17</td>
<td>Does the SDP comply with the specific prescribed height restriction, stacking ratio and massing</td>
</tr>
<tr>
<td>18</td>
<td>Have continuous building facades been provided adjacent to the sidewalk</td>
</tr>
<tr>
<td>19</td>
<td>Is the structure placed parallel to the street front</td>
</tr>
<tr>
<td>20</td>
<td>Has the correct signage been addressed in the application</td>
</tr>
<tr>
<td>21</td>
<td>Has a landscaping and maintenance plan been included with the SDP</td>
</tr>
<tr>
<td>22</td>
<td>Has the correct tree species and quantity been provided with the proposed parking layout (1 tree per 3 parking bays) and development (4 additional on site trees)</td>
</tr>
<tr>
<td>23</td>
<td>Has soft landscaping been provided at the interface between structures and parking</td>
</tr>
<tr>
<td>24</td>
<td>Have existing trees been integrated into the proposed development on the SDP</td>
</tr>
<tr>
<td>25</td>
<td>Does the SDP and buildings comply with the basic West Coast vernacular architectural guidelines</td>
</tr>
<tr>
<td>26</td>
<td>Has natural calcite stone been used in the proposed structures (no imitation stone or facebrick)</td>
</tr>
<tr>
<td>27</td>
<td>Does the SDP comply with the proposals of hard landscaping in respect of paving types, paving pattern and street furniture</td>
</tr>
<tr>
<td>28</td>
<td>Have Tanalith treated “Latzies” been incorporated into the design of shade structures</td>
</tr>
<tr>
<td>29</td>
<td>Has the architectural paid special attention to the aesthetics of the back of medium density housing that borders on to Oostewal Street</td>
</tr>
<tr>
<td>30</td>
<td>Does the Home Owners Constitution for medium density housing comprise a maintenance plan</td>
</tr>
<tr>
<td>31</td>
<td>Have developers complied with all relevant statutory environmental regulations, i.e. National Environmental Management Act (No 107 of 1998 (NEMA), The National Heritage Resources Act (No 25 of 1999), and the Integrated Coastal Management Act.</td>
</tr>
</tbody>
</table>

*CREATIVE PROFILE:- LANGEBAAN NORTH PRECINCT URBAN DESIGN STRATEGY PLAN AND GUIDELINES - 2013*
1. As indicated on the Langebaan North - Precinct Strategy Plan, the SDF 2011 must be amended to accommodate the proposed tourist mixed use node and nature area on portions of Erf 9787 Langebaan.
   a. With the exception of the portion earmarked for Sea Breeze Chalet Park, the mixed use tourist node must be amended to Professional and Tourist Related Business [Business Zone I that accommodates high density residential options].
   b. The nature area must be rezoned to Open Space III [primary use Nature and Conservation Area]. The Langebaan Scheme Regulations make provision under the definition of Nature reserve for the following:- means a national park or other nature park in public ownership or which has been declared as such in terms of legislation and remains in private ownership: it consists of an area which is utilized as a game park or reserve for fauna and flora in their natural habitat and includes accommodation facilities for tourists or holiday makers. This zoning permits the establishment of an eco-lodge within this portion of Erf 9787 Langebaan.

2. As indicated on the Strategy Plan: Septembersklip, the SDF 2011 must be amended. The SDF earmarks the area for Mixed Use – Business and Industrial. This will have to be amended to include:-
   a. Proposed Mixed Use – Business and Industrial
   b. Proposed Residential
   c. Proposed Sports fields and recreation
   d. Education

3. The SDF 2011 must comply with the buffer zones as indicated on the Strategy Plan: Septembersklip which were not taken into consideration during the compilation of the SDF.
11. SUMMARY

- The purpose of the aforementioned analysis and guidelines is to ensure an efficient and safe mixed business and residential area in Langebaan North and create harmonious development and visual reconciliation between the physical elements.

- The proposals pay particular attention to urban form that ensure the different land uses are bound together or integrated as a whole which is aesthetically attractive for the community and tourist.

- Towns and neighbourhoods are constantly changing and no plan for the future will ever be perfect, however it remains our duty as a community and municipality to improve the town and to avoid future problems. It is important to look at the demographic, economic and geographic trends to plan for better functioning of the town and to accommodate future residents.

- Most important is that Council and the community have a collective vision that Langebaan North can only change if everyone works together to reach that goal. It is small efforts that will build relationships and spark changes that once can evaluate over time.

- The spatial structure of precincts will not change overnight, but the aim of the strategy plan is to guide future development applications resulting in Langebaan becoming an aesthetic West Coast destination that will ensure a sustainable community and attract more tourists.

- The purpose of the checklist and priority list is to ensure that the short, medium and long term goals of this strategy plan are met.

- Change in order to revitalize Langebaan town requires political will, leadership and tenacity. It is important that the community, NGO’s and people who care for the town and see opportunities within their own neighbourhoods get involved together with Council to implement the strategy plan. Langebaan has a great deal of expertise available from a multitude of qualified people with different roles that can make a positive contribution and bring about change.
LIST OF REFERENCES

1. Langebaan Structure Plan – BCD (October 1998)
2. Langebaan Sentrale Sakegebied Studie – Creative Profile (September 2000)
3. Langebaan Scheme Regulations – BCD (February 1990)
5. Saldanha Bay Spatial Development Framework – urban Dynamics (February 2011)
10. Sucher, David (2003) City Comforts how to build an urban village
11. Lynch, Kevin (1971) Site Planning
15. Steele, James (2005) The architecture of Rasem Badran, Narratives on People and Place

ACKNOWLEDGEMENTS

The following public participants provided comment during the public open session on 19 March 2013 and advertisement period that closed on 15 April 2013:-

1. Ward 6 Committee Members & Councillors
2. Langebaan Ratepayers and Residents Association
3. Peter Devey
4. Miranda Matthews
5. Hany and Dalena White
6. Prof Kobus Steyn
7. Ron Visser
8. Frans Palm
9. MvS Hamman
10. Naude & Helmien Steyn