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STRATEGY PLAN
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 the Langebaan Central Business District (CBD) [hereinafter referred to as “precincts”] 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 demarcated CBD has been subjected to ad-hoc planning over the years as a result of no clear vision and uncoordinated planning practice.

- 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 areas 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 CBD precinct is strategically located in the centre of town as can be seen from Plan 1.

Due to recently approved long term planning goals, ad-hoc and intense re-development pressure over the last couple of years, combined with a lack of municipal finances and the historic provincial road ownership constraints, has seen the CBD extend in a south and westerly direction. Owing to the extension of the CBD towards the residential areas and the type of land uses proposed by the SDF, this office proposes that the CBD must be divided into a primary zone centred around Oostewal Street and a secondary zone centred around Main Street. Based on the different character and feel of the separate zones.

The primary zone is incomplete contrast with the secondary zone due to the size and function in the Langebaan urban context. Therefore the design of the two zones particularly in terms of form, land uses and parking guidelines, are aspects that will be handled separately, while similar characteristics such as paving, street furniture, architecture and landscaping is drawn into both zones and serves as a unifying factor.

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**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.
- The SDF identified a ‘Professional and Tourist Related Business node’ which is located between Breë Street (north), Parks Board offices (south), Oostewal Street (east) and the beach (west) are characterized by a variety of land uses and mixed zonings that were approved over the years. The current streetscape and development pattern is not coherent and comprises of a mixture of typically suburban houses, interspersed with high density housing and a selection of business uses, guest houses, undefined parking areas, public toilets, and boat launching facilities, etc.
- 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 CBD strategy plan, as discussed in this document aims to establish the essential character of the different CBD zones 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.
EXEMPLARY 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.

- Together with the aforementioned undesirable development patterns is a pristine landscape and a series of unused dramatic interfaces with the lagoon that 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.

- In order to rid the town of its 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, the CBD 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
- Natural landscapes
- Wildlife
- Local cuisine
- Beach activities
2. VALUE & NEED OF THE STRATEGY PLAN FOR THE COMMUNITY AND ENTREPRENEURS

The value and need of this design strategy is:

- To protect the town’s primary and secondary CBD from excess and ad-hoc developments. It is important to control a harmony and balance of buildings to isolate over-scaled and iconic architecture.

- The redevelopment of erven in Oostewal and Main Streets will provide the community and tourists with an intense range of goods and services and a high quality shopping area which ensures that money is spent locally instead of in the metropolitan areas.

- 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 CBD 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. Both Oostewal and Main Street’s revitalization will promote tourism that is the primary source of income for the town.

- To formulate development proposals and strategies for the CBD area that are based on aspects of environmental quality and financial considerations.

- The redevelopment of Oostewal and Main Street components provides local and smaller entrepreneurs (SMME’s) with access to smaller and more affordable office space from where they can provide services to the local community and tourists. There is a definite need in Langebaan for cost effective alternatives that can accommodate a wider variety of expertise, tourist and professional office uses.

- The revitalization of Oostewal and Main Streets will definitely provide the local work force with a potentially permanent employment and offer training opportunities on an on-going basis. The strategy plan is an enormous opportunity to provide alternatives to the outdated “business-as-usual sprawl”. The revitalization will create a balances land use pattern and ensure the aesthetic upgrading of some of the old existing vacant properties which in turn will have a positive affect on the value of surrounding properties.

- The revitalization of Oostewal and Main Street will ensure that the current visual image of “wind swept, vast roads” will improve with the implementation of the West Coast vernacular where these building elements are maintained and expanded to include a greater area.

- 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.
3. 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 the Langebaan CBD.

- 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 CBD.

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

- The orderly development and revitalization of the CBD primary and secondary precinct is vital for the municipality as it ensures the local authority of a sustainable source of income though 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 the CBD.

- The aim of the strategy plan is also to ensure the economical use of existing municipal services.
4. KEY ISSUES

4.1 KEY ISSUES AFFECTING THE PRIMARY CBD ZONE

- 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 a 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.

- Originally the town was developed with two separate CBD areas that has lead to a conflict between pedestrian and vehicular traffic.

- Today the CBD study area displays a lack of cohesive structure, insufficient parking to satisfy varied needs, and no formalized pedestrian links. Buildings in the precinct are treated as objects and sited with little or no regard for the landscape and the inter-relationships or linkages between buildings and spaces.

- 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.

- 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.
4.2 NEED FOR BUSINESS PREMISES

DESCRIPTION:-

Albeit it that no specific study has been carried out for the need for provision of business premises (retail, offices or tourist related businesses), the spatial provision as set out in this document is based on previous planning studies and development proposals.

The 2002 Langebaan Structure Plan and the 2000 Langebaan CBD Study indicated a considerable need existed and was estimated at 10800m². This need was exhausted in 2003.

The Spatial Development Framework (2011) indicates that 35 properties have been zoned for business use with 62.86 utilized and 7 vacant sites (20%). This document also confirms that Oostewal Street must be designed as activity street and that the Professional and Tourist Related Business node at Breë Street must be expanded and encouraged. This Professional and Tourist Related Business must contain tourist accommodation to increase densities.

CONCLUSION:-

Since the 2002 study the town has shown a tremendous increase in growth. When one assesses the increase in number of schools and pupils in Langebaan, it is evident that the town is no longer a retirement, weekend and tourist town. The increase in numbers of young children is a clear indication of the increase in young families that reside and work in the area.

This pattern is also mirrored in the buying power around Langebaan and the fact that satellite nodes have been developed at Oliphantskop, the entrance to the town, as well as Myburgh Park.

During discussions at the work sessions and public participation process it became evident that there is a clear need for service industries.

The completion of the Windtown Boutique Hotel and Spa, various other tourist accommodation proposals and proposals for the establishment of a retail facility on Erf 9888 are all very positive signs from a communal perspective. The aforementioned together with the re-development of old residences into offices and tourist related business is a clear indication of the existing need for all types of businesses.

This strategy plan is therefore of particular importance in attaining the demand for these premises over the next decade and the provision of business premises is carried out in accordance with guidelines that ensure a quality environment.
5. PLANNING APPROACH

The methodology followed in the development of the urban design strategy for the Langebaan CBD 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 CBD 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 historic informants and existing land use patterns for the CBD's different zones.

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

- **Develop guidelines for the primary Oostewal Street CBD zone.** These guidelines are evocative rather than prescriptive in order to maximise the participation of private investors and to enable officials to evaluate applications.

- **Develop specific guidelines for the secondary Main Street zone within the CBD Precinct.** These parameters such as architectural typologies, height, scale, façade treatment, solid-void relations, colour, interface areas, visual relationships, symmetry, types of material, texturing, etc. become particularly relevant.

PREVIOUS PLANNING STUDIES APPLICABLE TO LANGEBAAN
6. 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”.
The Focus Group

The group of community volunteers who worked closely with the planning team to develop a preliminary strategy plan for the CBD 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 – SALDANHABAAI 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. The 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 web site from 25 March 2013 and the public were afforded the opportunity to provide comment until 15 April 2013.
7. CONTEXTUAL ANALYSIS & STUDY

INFORMANTS: OOSTEWAL STREET ZONE

In order to prepare a strategy plan for the primary zone in the CBD 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.

7.1 PREVIOUS DEVELOPMENT GUIDING PLANS

- 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.

7.1.1 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.

• A number of vacant properties adjacent to Oostewal Street and belonging to the municipality, must be sold through development proposal and tender processes.

• The existing beach parking located in Dwars Street must be extended to Cloete Street as previously planned.

• Main Road with its wide road reserve must be utilized for parking purposes. This is also true for the March Street area where Friday Island is located.

• Discussions must be held with Parks Board to find a solution for the undesirable parking that occurs on the beach at the western end of Breë Street.

• The provision of higher density residential opportunities is vital for a balanced community and to stop urban sprawl.

7.1.2 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 centres with sufficient provision for future residential expansion.

• Breë Street commercial and tourist node (which forms the edge of the secondary CBD zone) 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.

• Redevelopment must occur in the older, less dense parts of towns which lie in close proximity to the existing business zones – redevelopment of existing properties into low-rise, compact, higher density developments.
7.2 EXISTING DEVELOPMENT PATTERN

7.2.1 EXISTING LOOK, BEAUTY AND CHARM

- The primary CBD zone is characterized by a variety of colours, textures and building styles which distracts the eye.
- Oostewal Street is monotonous and without any urban art, landmarks or other design elements that provide some vibrancy and cohesion.
- Neither the town nor the CBD has any “gateway” or welcoming element that provides Langebaan with a “point of arrival”.
- A feeling of “nowhere” exists in the CBD as no constant or complimentary architectural vocabulary or guidelines have been prescribed or developed. Only individual examples can be found that represent the history of Langebaan or the West Coast vernacular.
- The shortage of any continuity of a street façade contributes to the poor streetscape. The building form and skyline in this zone are the result of development by individuals with no account being taken of the neighbour - we therefore have an appearance of “individual facades” with no harmonious linkages.
- No structures with National Heritage Status are located within the primary CBD Zone.
- The primary CBD is further characterized by scattered and uncoordinated information and signage boards, varying types of street furniture coupled with motor sales on street comers, boats and furniture in the road reserves, all of which contribute towards visual pollution.
- No structured tree planting (with the exclusion of the palm trees in Oostewal Street and a few in the Breë Street road reserve) has been allowed for in the primary business zone. This is particularly evident in the unsightly and monotonous parking areas outside large shopping complexes at the entrance to Langebaan (Freeport & De Stompehoek) which contributes to the very poor CBD image and lack of character.
- The appearance of the two prominent business complexes on the western side of Oostewal Street, namely Freeport and De Stompehoek is poor and there are no coherent architectural or landscaping rules that have been applied. The height of buildings relative to the scale of the environment is poor (buildings are too low).
- The primary CBD shows a lack of communal places where people can meet, interact, see and be seen. Everyone wants to own his own castle with big walls around it so as not to interact with neighbours. This characteristic, whilst a democratic choice, is not positive for community interaction and can be directly attributed to the visibly neglected appearance of the town.
- In general the current primary CBD zone is more focused on individual needs and the emphasis is placed on private introverted spaces.
- The appearance of various large, vacant portions of land in Oostewal Street contribute to the poor and monotonous streetscape (Erven 9785, 5745, 9891, 9888 & 568).
- There are undesirable developments in Oostewal Street, which owing to normal organic growth of the town, no longer belong in the CBD (i.e motor vehicle work shops and underutilized chalet park).
- The town’s economy is reliant on tourism as its primary source of income, yet no prominent tourist office or kiosk (particularly for after hours and weekend use) has been provided.
CREATIVE PROFILE: LANGEBAAN CBD PRECINCT: OOSTEWAL STREET

URBAN DESIGN STRATEGY PLAN AND GUIDELINES - 2013

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NO COHESION BETWEEN BUILDING FORM

POOR MAINTENANCE AT THE ENTRANCE TO THE CBD

NEGLECTED, UNDEVELOPED VACANT OPEN SPACE FRAGMENTS THE CBD

EXISTING 45º PARKING AT SPAR RESULTS IN CONGESTION AND TRAFFIC CONFLICT

VARIOUS 4-WAY STOPS ALONG OOSTEWAL STREET LEAD TO CONGESTION AND DRIVER FRUSTRATION

NO FORMALIZED SERVICE ROAD OVER ROAD RESERVES GIVES THE APPEARANCE OF NEGLECT AND RESULTS IN DANGEROUS TRAFFIC CONFLICT

TRAFFIC BEING DRAWN INTO RESIDENTIAL AREAS BY INAPPROPRIATE PARKING ALONG SIDE ROADS

NO FOCUS POINTS, GATEWAYS OR STRUCTURAL DEFINITION IN OOSTEWAL STREET

NEGLECTED OPEN SPACE AT ENTRANCE TO TOWN

A VARIETY OF DIFFERENT SIGNAGE ALONG OOSTEWAL LEADS TO CONFUSION AND A SENSE OF TOTAL DISARRAY. THE AD-HOC INSTALLATION OF VARYING SIGNAGE IN ROAD RESERVES BY INDIVIDUAL BUSINESSES ADDS TO THE CHAOS OF THE STREETSCAPE

VARIETY OF UNSELY BINS WITH NO UNIFORMITY DOTTED ALL OVER LANGEBAAN

NO USE OF CONSTANT PAVING MATERIALS OR THEME

LARGE UNAESTHETIC PARKING LOTS AT THE ENTRANCE TO TOWN WITH NO SOFT LANDSCAPING

NO COHESION BETWEEN BUILDING FORM

NEGLECTED, UNDEVELOPED VACANT OPEN SPACE FRAGMENTS THE CBD

EXISTING 45º PARKING AT SPAR RESULTS IN CONGESTION AND TRAFFIC CONFLICT

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7.2.2 **LAND USE AND DENSITIES**

- Historically Langebaan town evolved with two independent business zones in accordance with previous planning.

- Since the 1990's, spontaneous development growth between the two nodes has been allowed in order to create a compact CBD.
- Langebaan’s organic growth is in a northerly direction where neighbourhoods such as the Country Club & Private Golf Estate, Oliphantskop mixed use neighbourhood (1100 housing opportunities), Laguna mixed use neighbourhood and the future Septembersklip mixed use neighbourhood nodes are located.
- Limited housing options are found in the primary CBD zone as the portion between the two original CBD areas are dominated by single residential properties with a single storey appearance that are now being converted into businesses in accordance with the Langebaan CBD 2000 plans.
- Higher density is limited to flats that are located above business use premises at the Breë/Oostewal and Antonio Seni/Oostewal crossings.
- The half-hearted attempt at transformation of single residential units along Oostewal Streets eastern seam, combined with the 32m road reserve has resulted in a poor aesthetic and environmental appearance.
- Owing to a shortage of higher density units and a variety of housing options that will provide the critical mass required for a vibrant CBD we are left with a monotonous CBD without any character or appeal.
- The majority of the towns shopping facilities, businesses and banks are located within this primary CBD zone.
- To area the east of the Oostewal/ Antonio Seni crossing has been successfully converted into a mixed use business zone that includes banks, fast food outlets, liquor stores, etc. The poorly designed façade of this area (originally the rear of the original industrial buildings) has been redeveloped and much improved with the provision and implementation of simple architectural design guidelines and features combined with formal parking areas and
7.2.3 EXISTING OPEN SPACE HIERARCHY

The primary CBD zone is characterized by a series of public spaces that are considered important for conservation and ensuring sensitive development.

- Arboretum on the corner of Jon Olaffson and Oostewal Streets that has heritage value (Erf 1916).
- The prominent dune with characteristic rocky outcrops typical of the West Coast on Erf 9785, must be conserved as it forms part of a continuous ecological corridor with the hinterland as identified by Cape Nature.
- Erf 3643 forms a central open space that firstly acts as a buffer between the existing residential area and the business services node and secondly has the potential to function as a park/playground for young children (what else?).
- An environmentally sensitive area is located east of the Beeë/Oostewal Street crossing and south of the Langebaan Cemetery. The area comprising approximately 6 hectares is characterized by a flat gradient where undisturbed, natural vegetation can be found. Granite outcrops form plates in between the vegetation while the outcrop located further south on the site is a massive piece of protruding granite. This area that is also characterized by an active fountain that was earmarked in the 1990's for a conservation area owing to the unique plant life, underground ‘vlei’ area. Most important is the fact that it physically and visually forms a continuous environmental corridor with the ‘Stonehenge’ open space in Myburgh Park and Meeuweklip neighbourhoods. The lowest point of the property from Pikieland Creche to Sunny Park is disturbed and can be developed into a quality public space.
- Two additional sensitive erven are located on 1551 & 302 and are characterized by dunes with natural dune systems and endemic West Coast vegetation. Any development on either of these erven will be preceded by extensive ‘search and rescue’ of vegetation and done with the utmost of care. It is critically important that this search and rescue is carried out under the guidance of a registered botanist and maintenance of the vegetation after re-establishment must be properly monitored for conservation purposes.
7.2.4 EXISTING PEDESTRIAN AND VEHICLE MOVEMENT

- Oostewal Street with a road reserve width of 32m forms the “spine” and is the most important route in Langebaan. The function of this north-south axis is to gather traffic from the MR 233 and channel directly to the heart of the CBD and spread the traffic into the surrounding neighbourhoods.

- Oostewal Street has an unfriendly and monotonous appearance owing to the continuous sections of vibrecrete and concrete walls that form a channel with limited access to properties and large open reserve spaces.

- The symmetrical planting of palm trees along Oostewal Street is a positive attempt to soften this negative appearance.

- Traffic congestion and poor traffic circulation in Oostewal Street has progressively increased over the years with the increase in development. High conflict zones between traffic and pedestrians is evident at numerous 4-way stop streets along Oostewal Street that also contribute immensely to the poor traffic circulation.

- Parking in front of Khoeweni Centre is problematic and results in vehicular congestion and dangerous traffic circulation.

- The primary Oostewal Street CBD study area stretches from the Oostewal/Jon Olaffson Street crossing to the NG Church or Oostewal/Uitsig Street crossing. Breë Street is considered the most important junction and is seen as the centre point of the primary CBD. This area has successfully developed over the years into a high activity corridor with restaurants, tourist shop, accommodation, post office, municipal offices and library, and a small portion of high density residential. Breë Street has excellent for a focal point at the western end with panoramic views over the Langebaan lagoon and beach.

- Definite pedestrian desire lines can be found between Oostewal/Breë and Oostewal/Jon Olaffson crossings but no formal pedestrian routes have been designed and developed that can link the fragmented business and community facilities along Oostewal. There is a paved route from the Oostewal/Jon Olaffson crossing to the De Stompehoek shopping complex adjacent to Antonio Sieni which is primarily utilized by residents of the Seaview Park residential area.

- Oostewal Street is also fragmented in several development blocks that do not facilitate a safe and interesting pedestrian route.

PARKING IN ROAD RESERVES, PEDESTRIAN AND VEHICULAR CONFLICT IN FRONT OF KHOEWENI CENTRE IN OOSTEWAL STREET

7.2.5 CLIMATIC AND DEMOGRAPHIC FEATURES

- Oostewal Street forms a channel for prevailing winds and this needs to be remembered when designing re-development and infill structures along Oostwal Street.
8. DESIRED CHARACTER AND VISION

8.1 CHARACTER & VISION

A vision for the CBD 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’. During the analysis and discussions with the focus groups it was clear that the greater CBD will have to be divided into two definite zones as the character or feel of these areas differs completely.

- **OOSTEWAL STREET PRIMARY ZONE** – the primary purpose of Oostewal Street with its high intensity vehicular movement, several large scale commercial structures and constant pedestrian movement, is to collect traffic from neighbourhoods and move this traffic to higher order roads and to provide the community with a daily shopping destination. These functions together with the busy commercial and vehicle orientated feel will only increase in future with the development of several large vacant sites along Oostewal Street. **In short – a place that provides strong economically driven commercial and retail uses.**

The aforementioned vision aims to support and promote a vibrant and busy environment consisting of mixed uses under one roof, one-stop commercial experiences, high density residential options to sustain buying power, centrally located and visible parking areas with high volume vehicular traffic.

The desired character aims to provide structure and order to the primary CBD streetscape through a system of pedestrian networks and visual connections with buildings (continuity of walls and facades which is in contrast to the current situation where buildings are treated as individual objects). These factors, when combined with other critical qualities (such as comfort, safety, accessibility, participation, will create a vibrant and continuous precinct.

Although the primary CBD zone is predominantly vehicular orientated, a strong north-south pedestrian link on the western side of Oostewal must be formalized to string the fragmented vacant sites, separate buildings, different parking areas and open spaces together.

- **MAIN STREET SECONDARY ZONE** – no commercial type development that results in traffic generation, but a place where the community and tourist can work, live, play and stay. This secondary zone is handled in a separate document.
8.2 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 complement 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.
• **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.
ASSESS HISTORIC INFORMANTS (CONTINUED)

• **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.
8.3 DEVELOPMENT OBJECTIVES

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 THE CBD. 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 Oostewal zone 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 around Oostewal and Main Streets is to make use of the existing land that is strategically located to existing businesses and tourist hot-spots. The aim is to develop these areas to function as a compact tourist and community space.
- **Concentrating on the existing infrastructure and unused land is less costly than building a facility elsewhere.**
- Densification also guides future re-development in a manner where each building block contributes towards a more balanced whole.
- A CBD is activated by people and this activation can only be achieved by having many people residing within or close to the CBD. Creating human presence must be one of the main objectives.
- When evaluating Langebaan, the existing sub divisional style or land use pattern creates negative spaces between houses. **These spaces (normally created by building lines), which are meaningless and have no purpose for people, must be filled to create a continuous façade.**
- When considering densification in an established area, care should be taken to ensure that the increased density and coverage does not adversely affect the overall character of the area.

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 CBD 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.
- Oostewal Street which carries large volumes of traffic, is characterized by congestion and must be investigated in terms of finding solutions to improved traffic flow and safer vehicle mobility.
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 the CBD.

- 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.
9. STRATEGY PLAN AND DEVELOPMENT GUIDELINES:- OOSTEWAL STREET ZONE

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 the CBD (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.

9.1 ZONE DEMARCATION OF LANGEBAAN PRIMARY CBD

- Langebaan CBD historically originated from two forced and independent business nodes – one node around the Oostewal/ Breë Street crossing and the other around the Oostewal/ Antonio Sieni crossing.

- After a series of planning studies and observations undertaken in 2000, these two nodes have been encouraged to naturally grow towards each other.

- The objective of the planning was to provide a single, compact and functional business core for the town and not a CBD with a fragmented appearance.

- The SDF extension of the CBD study area along Oostewal Street to include an area up to Alabama Street is not supported for the following reasons:
  - Owing to Langebaan’s linear profile along the lagoon, Oostewal Street also has a linear appearance of approximately 3km’s in length. To promote business development further south of the Oostewal/ Breë Street crossing will create a continuous and monotonous street that can be compared to the character of a Voortrekker Road or Durban Road in the Cape Metropolis. Ultimately this type of street with the aforementioned character, particularly within a rural context and town inevitably ends in urban decay as has already happened along roads in Cape Town.
  - The extension proposal contravenes all sound town planning principles to create a compact, vibrant CBD.
  - The town’s development direction is in a northerly direction with a large variety of high density development opportunities (Laguna Mall, Oliphantskop, Long Acres, Country Club) and definitely NOT in a southerly direction. An extension of the CBD in a southerly direction simply strengthens the linear commercial sprawl that is penetrating deeper and deeper into residential suburbs – this commercial sprawl will, if allowed to go ahead, eventually end up at the Yacht Club, which is totally unacceptable from a sound town planning perspective.
  - It is extremely difficult to sustain visual interest and diversity in a straight and stretched out section of road.
  - The extension in a southerly direction does not support the segment of the community who have the lease motor vehicle mobility.
The SDF extension of business uses in a southerly direction (after Breë Street) is a clear case of “leap frogging”, a negative planning principle which is also in total contradiction to the residential proposals in the SDF for Erf 1551.

Any southerly extension of the CBD along Oostewal Street will lead to multi-storey structures that will definitely have negative impacts on the privacy, shading factors and views of surrounding residential land owners in the Saailand residential area (particularly those directly adjacent to the properties to the east of Oostewal Street).

The extension of the CBD in a southerly direction immediately pressures surrounding residential land uses (eg. Erf 302) to request for zoning to business. A mid block divider, is in terms of planning, the most desirable transition between different land uses. A mid block divider ensures that there are no visual impacts or high activities directly adjacent to residential uses and that an adjacent residential block is not infiltrated by business use that will lead to business sprawl.

Every planned CBD has a beginning and an end, and whilst it may not be physically demarcated it will be psychologically experienced on some level. The gateway to Langebaan is the Oostewal/ Jon Olaffson crossing where an intensively built environment occurs. The end of the CBD is at the Oostewal/ Breë crossing where development density and high buildings (Madriko, Spar, Library) and the possibility of a future shopping centre on a portion of Erf 9888 are located. "The intensity of the eye leads one to the conclusion that the locality of higher buildings and higher density of actions indicates the heart of a town. If one passes the high intensity it becomes a residential area with a different character (author)". This observation of high activity followed by residential use is exactly the same situation as in Langebaan and confirmed in the SDF with Erf 1551 (located after the Oostewal/ Breë Street crossing) earmarked for residential use.

One of the most significant reasons to end the primary CBD at Breë Street is the fact that from the Oostewal/ Jon Olaffson crossing up to Breë Street crossing, Oostewal Street is characterized by a 35 meter road reserve, where after it narrows down to a 20 meter road reserve. No proper pedestrian path or the provision of a four lane extension is possible owing to this bottle neck. Any attempt to force an extension will have a negative impact on future traffic in a southerly direction (by studying aerial photographs the “end” of the primary CBD zone is clearly evident).

The extension of the primary (Oostewal Street) and the secondary (Main Street) CBD zones in a southerly direction is not desirable as tourists do not want to stray or linger in Oostewal owing to the noisy, traffic generating, high activity shopping and business character.

The primary CBD area around Oostewal Street is subsequently limited and demarcated on figure 3 (see overleaf). The inclusion of sites earmarked for infill and redevelopment within the primary CBD zone is more than double the current situation and is considered adequate for future development.
FIGURE 3
9.2 PRESCRIBED ZONING REGULATIONS AND PERMISSIBLE LAND USES ALLOWED IN PRIMARY OOISTEWAL CBD ZONE

9.2.1 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.

9.2.2 DESIRED SUSTAINABLE DEVELOPMENT PATTERN

- To fulfil the SDF plan vision and objectives, a re-development/ revitalization/ or retrofit CBD 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 the CBD to successfully develop over time. Business Zone II in the scheme will be omitted as it is too limiting with regards to height. It is particularly the regulations pertaining to height that is considered a problem in certain portions of the CBD. 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 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.
9.2.3 BUSINESS USES

The following business uses are applicable in the Primary CBD Zone 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 9.4 & 9.5)
   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)(i), 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 corner 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.

3.9 BUSINESS ZONE III

3.9.1 Primary use: service station
Consent use: public garage

3.9.2 Land use restrictions
- Floor factor: at most 1,5
- Coverage: at most 75%
- Height: at most 2 storeys
- Setback: at least 6,5m
Street Building line: zero; provided that a 3,5m building line applies in respect of the erection of fuel pumps.
Side building line: zero; provided that the council may prescribe side building lines in the interest of public health or in order to enforce any law or right.
Parking: at least 1 parking bay per 50m² of the total floor space; provided that the parking bays be clearly indicated for visitors.

3.9.3 Notwithstanding regulation 3.9.2 the following floor factor and coverage requirements shall be applicable with regard to public garages:
Floor factor: at most 0,5
Coverage: at most 30%

3.9.4 Additional provisions
(a) The vehicular access and exit ways to and from the premises of a service station or public garage shall, where they cross the road boundary, not be more than 10m wide, and a wall at least 100mm thick and 200mm high shall be erected on the road boundary between the points of access and exit. The wall shall be continued along such boundary unless the premises are otherwise enclosed. The vehicular access and exit ways to and from motor vehicle fuel pumps shall be restricted to one each for every continuous frontage of 30m which the premises whereon such pumps are erected have on the boundary of a public street or public road.
(b) In an urban area the vehicular access and exit ways to and from the premises of a service station or public garage, where they cross the road boundary, shall -
(i) be not less than 30m from the nearest point to where a declared road, proclaimed road or prospective main road intersects any other road of a like status, or the nearest point of an intersection where traffic is controlled, or is proposed to be controlled, by a traffic signal or traffic island;
(ii) be not less than 1,5m from the side boundary of the premises; or
(iii) in the case of an intersection other than one referred to in paragraph
(i), if the corner at the intersection is not splayed, be not less than 10m from such corner, or if the corner at the intersection is splayed, be not less than 10m from such corner or 5m from the point where the line of splay meets the road boundary, whichever is the greater distance from the corner.
(c) In an area other than an urban area the vehicular access and exit ways to and from the premises of a service station or public garage shall, where they cross the road boundary, be not less than 500m from the nearest point of
(i) where a declared road or proclaimed road or prospective main road intersects any other road of a like status;
(ii) an intersection where traffic is controlled, or is proposed to be controlled, by a traffic signal or traffic island; or
(iii) where any vehicular access and exit ways cross the road boundary to and from motor vehicle fuel pumps on the premises of another service station or public garage on the same side of the road.
(d) Any part of the premises of a service station or public garage which is used for the storage of disused motor vehicles or parts of motor vehicles, empty containers such as oil drums and packing cases, or any other scrap whatsoever, or for the assembly, repair, painting or dismantling of motor vehicles shall, unless it is enclosed by buildings at least 2m high, be enclosed with a suitable brick or concrete screen wall at least 2m high.
3.9.A BUSINESS ZONE IV

3.9.A.1 Primary Use: warehouse
Consent use: place of assembly, place of entertainment, place of instruction, transport usage, supermarket, service trade.

3.9.A.2 Land use restrictions
Floor factor: at most 1.5
Coverage: at most 75%
Setback: at least 8m
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 in order to enforce any law or right or if borders on an alternative use.
Parking: at least one parking bay per 200m² floor space

3.9.A.3 Loading and unloading
For the purpose of loading and unloading vehicles, the following space or spaces shall be provided on site to the satisfaction of council:

<table>
<thead>
<tr>
<th>Total floor space of building (to the nearest m²)</th>
<th>Required loading and unloading area</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 2 500m²</td>
<td>1 bay</td>
</tr>
<tr>
<td>2 501m² - 5 000m²</td>
<td>2 bays</td>
</tr>
<tr>
<td>5 001m² - 10 000m²</td>
<td>3 bays</td>
</tr>
<tr>
<td>every additional 10 000m² or portion thereof</td>
<td>1 additional bay</td>
</tr>
</tbody>
</table>

Such loading shall have vehicular access to a street (which shall be to the satisfaction of the council and be not less than 5m wide and, if carried through a building, not less than 3m in height.

3.9.A.4 Fencing
The council may require any land used in connection with a builder’s yard or transport business to be completely or partly fenced to its satisfaction.

3.9.A.5 Aesthetical Requirements
Aesthetic control, subject to regulation 4.1, is applied by means, of preconditions by council during the consideration of development applications.
9.2.4 DEFINITIONS OF USES UNDER BUSINESS ZONE I

**BOTTLE STORE** means a shop in which mainly alcoholic beverages are sold in the retail trade, and includes an off-sales facility which is under the same management as a licensed hotel.

**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 where 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:

i. 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.

**PUBLIC GARAGE** means a business or concern where motor vehicles are provided with fuel for payment or reward, and includes trading in motor vehicles, oil, tyres or motor spares, the repair of motor vehicles, a restaurant or café, spray painting, panel-beating or body or blacksmith work.

**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

CREATIVE PROFILE: LANGEBAAN CBD PRECINCT: OOSTEWAL STREET

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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 STATION** means a business or concern where motor vehicles are provided with fuel for payment or reward, and includes trading of motor vehicles, oil, tyres or motor spares, the repair of motor vehicles, or a restaurant or café, but excludes spray painting, panel beating or body or blacksmith work.

**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.

**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.

**WAREHOUSE** means a site, building or room where goods are stored or a wholesale business or service trade is conducted.
9.3 Design Guidelines

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 re-design 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 the primary CBD zone.
GUIDELINE 1: - PROVIDE A “BEGINNING & END”

1. EVERY PRECINCT STARTS AND ENDS AT A POINT. THESE POINTS MAY NOT ALWAYS BE VISIBLE BUT ARE DEFINITELY NOTABLE BY VIRTUE OF DENSITIES, LAND USES, STREET ENDINGS, INTENSITY OF DEVELOPMENT, ETC.

2. FROM A TOWN/COMMUNITY VIEWPOINT THESE BEGINNING AND END POINTS MUST BE WELL DESIGNED SO THAT THE VISITOR IS FULLY AWARE THAT THEY HAVE ARRIVED IN OR ARE LEAVING AN AREA.

3. THE BEGINNING AND END OF TOWNS AND PRECINCTS ALLOW THE VISITOR TO ORIENTATE THEMSELVES WITH THE HIERARCHY OF AREAS AND ENCOURAGE PEOPLE TO TAKE DECISIONS ON WHETHER TO REMAIN IN AREAS OR LEAVE AREAS.

GUIDELINE 1: - PROPOSALS

1. THE BEGINNING OF THIS PRIMARY CBD ZONE IS LOCATED AT THE OOSTEWAL/ JON OLAFSSON CROSSING THAT FORMS THE GATEWAY TO LANGEBAAN TOWN TOGETHER WITH THE PROPOSED NEW MUNICIPAL OFFICE DEVELOPMENT, THE VILLA DIAMANTE VERNACULAR VILLAGE AND THE WELCOMING SIGN.

2. THE END OF THE PRIMARY CBD ZONE IS LOCATED AT THE OOSTEWAL/ BREE STREET CROSSING. THIS CROSSING IS WHERE THE CURRENT AND FUTURE HIGH INTENSITY DEVELOPMENT AND HIGH BUILDINGS (MADRIFO, LIBRARY, SPAR AND FUTURE SHOPPING CENTER PROPOSED ON A PORTION OF ERF 9888) ARE LOCATED.

3. THE INTENSITY, DENSITY AND SCALE OF BUILDING AND ACTIVITY LEADS THE EYE AND ENABLES ONE TO CONCLUDE THAT THIS IS THE HEART OF THE CBD.

4. ONCE ONE PASSES THIS HIGH INTENSITY ZONE IT BECOMES RESIDENTIAL IN CHARACTER AND DEFINITELY HAS A CALMER “FEEL”. THE LATTER IS FURTHER CONFIRMED BY THE SDF WITH THE VACANT ERF 1551 ON OOSTEWAL STREET EARMARKED FOR FUTURE RESIDENTIAL DEVELOPMENT.

5. WHEN STUDYING THE FUNCTION OF OOSTEWAL STREET IT IS ALSO VERY OBVIOUS THAT THE 35 METER ROAD RESERVE ONLY EXTENDS FROM THE NORTH UP TO BREE STREET WHERE AFTER IT IS SCALED DOWN TO 20 METERS. NO PROPER PEDESTRIAN PATH OR THE PROVISION OF A FOUR LANE EXTENSION IS POSSIBLE OWING TO THE BOTTLENECK THAT THIS ROAD NARROWING WILL CAUSE AND THIS WILL ONLY CONTRIBUTE TO FUTURE TRAFFIC CONGESTION IN A SOUTHERLY DIRECTION.
GUIDELINE 2:- PROVIDE RESIDENTIAL DIVERSITY

• Local and provincial guidelines or spatial development frameworks require that residential densification must be applied to future development.

• In effect this requires the provision of a variety of higher density housing that includes group housing, flats and gap housing within a development area that ensure sufficient “feet” are provided to support the commercial components of a CBD zone.

• A diversity of housing options within a CBD also brings a vibrancy to the CBD that ensures the success of a town’s urban environment.

• A variety of residential options in a mixed use environment provides convenience for the community affording residents the opportunity to invest closer to their place of employment and closer to communal facilities.

• By providing higher densities within the CBD ensures that urban sprawl is kept to a minimum.

• A variety of housing options provides the community with more choice when determining where residents wish to be located within a town.

GUIDELINE 2:- PROPOSALS

• A number of existing medium density developments around the primary CBD (i.e. Langebaan Retirement Village, Galjoenduin, Villa Diamante) must be supplemented by the provision of higher density flats.

• It is imperative that the economic viability of the CBD is ensured and this guideline can only be met by providing medium to high density housing in conjunction with mixed-use land developments on large portions of land located adjacent to Oostewal Street.

• It is proposed that the SBM must ensure that mixed use development must be characterized by the provision of business use and offices that are supported by higher residential land uses such as flats.

• A density of 50 units per hectare is prescribed for this area.

• The overarching planning goal is to encourage higher density development both in terms of population and built area in order to defuse the pressure to expand on the urban edge.
GUIDELINE 3: DENSIFICATION OF OOSTEWAL STREET

1. The broad 35m road reserve and low density single residential holiday homes give the street a feeling or character of “nowhere”.

2. It is clear that the critical mass of people is absent and inadequate for providing sufficient vibrancy to the primary zone.

3. The primary CBD is fragmented by large tracts of vacant land spread across the entire area, which in its current state, makes it difficult to create a compact and vibrant CBD.

4. It is also evident that public places where community action should take place are distinctly absent.

GUIDELINE 3: PROPOSALS

1. The densification of Oostewal Street’s vacant land is important to improve vibrancy and to create a compact quality built environment.

2. The intensity within the in-fill and redevelopment of large vacant sites is necessary to ensure vitality and improve the existing character of Langebaan Town.

3. It is therefore proposed that high density (flats) comprising a density of 50 units per hectare be incorporated into the proposed mixed use in fill developments.
GUIDELINE 4:- PROVIDE & PROTECT LANDMARKS

1. LANDMARKS ARE ALSO A **MAJOR STRUCTURING ELEMENTS** THAT DEFINES THE CHARACTER AND LEGIBILITY IN THE URBAN ENVIRONMENT (LYNCH 1960).

2. THE ROLE THAT LANDMARKS NORMALLY PLAY IN A CBD IS TO **PROVIDE POINTS OF REFERENCE**. THEY GENERALLY ACCENTUATE FOCAL POINTS OR THE SEQUENCE ALONG PATHS (ROUTES OF VEHICLE OR PEDESTRIAN MOVEMENT).

3. IN THE STUDY AREA OF THE PRIMARY AND SECONDARY CBD PRECINCTS, THERE ARE **EXISTING LANDMARKS** SUCH AS THE HISTORICAL NG CHURCH AT THE SOUTHERN END OF OOSTEWAL STREET, WHILST THE EXISTING MUNICIPAL LIBRARY WITH ITS MARITIME ARCHITECTURAL DESIGN AT THE BREË STREET CROSSING FUNCTIONS AS A LANDMARK, AND THESE MUST BE PROTECTED.

GUIDELINE 4:- PROPOSALS

1. THE PROPOSED IN-FILL AND REDEVELOPMENT ON ERF 9888 AND ERF 568 (PROPOSED MAGISTRATES COURT) AT THE CROSSING OF OOSTEWAL AND BREË STREET MUST COMPRISE BUILDINGS THAT HAVE STATURE AND COMPLIMENT THE END OF THE OOSTEWAL PRIMARY CBD PRECINCT. THE BUILDINGS ON ERF 9888 ARE LIMITED TO 8M AND THE BUILDING ON ERF 568 IS LIMITED TO 10M TO STEP DOWN FROM THE MADRIKO BUILDING HEIGHT OF 13.5M LOCATED ON ERF 996.

2. THE PROPOSED **NEW BUILDING ON ERF 568 AND 9888** SHOULD COMPRISE AN ACCEPTABLE WEST COAST VERNACULAR ARCHITECTURE THAT ENSURES BUILDINGS THAT CAN ACT AS LANDMARKS IN THE TOWN.
GUIDELINE 5:- CREATE GATEWAYS IN PRECINCTS

1. People’s experience of a positive space is strongly influenced by how they arrive in it. One of the major urban structuring elements which defines the image and legibility of a town or CBD is gateways that are defined as: “Entry Points to Precincts and are situated on their edges or boundaries. They help to indicate the transition from one space to another and enhance a sense of arrival” (Lynch 1960).

2. Gateways can be provided in a variety of forms and are for the most part an “announcement”. They can be raised vehicle calming devices/traffic circles, entrance welcoming signs or merely a token frame or small symbols.

GUIDELINE 5:- PROPOSALS

1. To reinforce the beginning or entry point of the primary CBD zone a gateway must be provided in the form of an urban art welcoming sign on a human scale, in a maritime theme (see sketches above) which is proposed on 1/191-5. The proposed traffic circle at the Oostwal/Jon Olafsson crossing also forms part of this gateway and creates a “sense of arrival”.

2. The proposed position is:
   A. In the direct sight line of the visitor
   B. The welcoming sign has an urban scale and will not dominate the gateway
   C. The sign has a maritime theme that complements Langebaans watersport activities
   D. The welcoming sign has a background wall that forms an integral part of the welcoming comprises calcite stone and repeats the use of same materials used on the adjacent Sea View park wall
GUIDELINE 5:- PROPOSALS (CONTINUED)

3. THE EXECUTION OF IN-FILL DEVELOPMENT WITH PROMINENT, WEST COAST ARCHITECTURAL VERNACULAR ON ERF 5745 (PROPOSED NEW MUNICIPAL BUILDING) & 8733 & 8837 (TOLHUIS VILLAGE) WILL CONTRIBUTE HUGELY TO THE SUCCESS OF THE GATEWAY TO TOWN AND WILL PROVIDE LANGEBAAN NORTH AND OOSTEWAL CBD PRECINCTS WITH STRUCTURE AND A SENSE OF PLACE.

4. THE LARGE NUMBER OF INFORMATION SIGNS AT THE JON OLAFSSON/OOSTEWAL CROSSING UNDERMINES THE SENSE OF ARRIVAL AND STANDARDIZED SIGNAGE IN A VINTAGE THEME IS PROPOSED ON THE CIRCLE THAT ACCOMMODATES ALL INFORMATION.

5. THE UNDEFINED NATURE OF BOTH SIDES OF OOSTEWAL FROM THE JON OLAFSSON CROSSING TO THE ANTONIO SIENI CROSSING DOES NOT COMMUNICATE A SENSE OF ARRIVAL WHEN ENTERING THE CBD. EXTENSIVE LANDSCAPING, TREE PLANTING AND QUALITY FENCING IS PROPOSED FOR EITHER SIDE OF OOSTEWAL STREET AND TREE PLANTING IN A POSSIBLE MEDIAN WILL CONTRIBUTE IMMENSELY TO THE GATEWAY AND START OF THE URBAN INTENSITY.
GUIDELINE 6:- PROVIDE FOCAL POINTS TO GIVE LEGIBILITY

1. **CREATE VARIOUS FOCAL POINTS IN THE FORM OF BUILDINGS, LANDSCAPING ELEMENTS, URBAN ART THROUGHOUT THE CBD AND LANGEBAAN TOWN.** WHILE BUILDING AND LANDSCAPING ARE ADDRESSED IN GREATER DETAIL IN OTHER GUIDELINES THE URBAN ART ASPECT PLAYS A VERY IMPORTANT ROLE IN PROVIDING THE TOWN WITH CHARACTER.

2. **FOCAL POINTS AND URBAN ART ARE PARTICULARLY IMPORTANT IN AREAS WHERE THE COMMUNITY AND TOURISTS GATHER AS THEY BECOME POINTS OF CONVERSATION AND POINTS OF REFERENCE.**

3. **URBAN ART TRADITIONALLY COMPRISES HEAVY, UNMOVABLE BRONZE WORKS THAT REMIND US OF SERIOUS EVENTS IN OUR HISTORY.**

4. **GOAL OF URBAN ART:**
   - PUBLIC ART **PERSONALIZES OUR BUILT ENVIRONMENT** AND CONTRIBUTES TO THE PROCESS OF PLACE MAKING.
   - PUBLIC ART ALSO **SERVES AS A FOCAL POINT** AT GATEWAYS, ENTRANCES TO TOWNS AND TO BEACHES.
   - **THE PROVISION OF URBAN ART PROJECTS CONTRIBUTES TO A SENSE OF PRIDE AND A POSITIVE CONNECTION WITH A TOWN.** IT AIDS IN MAKING A TOWN AN ATTRACTIVE PLACE FOR RESIDENTS, VISITORS AND INVESTORS ALIKE.
   - **URBAN ART PROVIDES JOB OPPORTUNITIES AND CHALLENGE** FOR THE LOCAL ARTISTS OF THE AREA.
   - THE PLACEMENT AND APPEARANCE MUST **NOT NECESSARILY BE PLACED IN A LEFT OVER SPACE** BUT CAN BE POSITIONED ON FOCAL WALLS AND BUS STOPS.
   - **URBAN ART ATTEMPTS TO “POPULATE” THE SPECIFIC SPACE** OR AREA WHERE PEOPLE CAN BECOME PART OF THE NARRATIVE, I.E. SIT NEXT TO THE NARRATIVE, OR EVEN PLAY ON SCULPTURE, AS SHOWN IN PHOTOGRAPHS DISPLAYED.
1. **FOCAL POINTS AND URBAN ART MUST BE VISIBLE** AND PLACED AT THE END OF STREET VISTAS, IN COURTYARDS, ON SQUARES, STREET CORNERS, ON PUBLIC OPEN SPACES, AND ON POSSIBLE TRAFFIC CIRCLES.

2. **TO MAKE THE PRIMARY CBD COMFORTABLE OR TO PROVIDE ORIENTATION LANDMARKS/FOCUS POINTS MUST BE PROVIDED ON THE PROPOSED END TRAFFIC CIRCLE (OOSTEWAL/BREE STREET CROSSING) AS WELL AS THE PROPOSED OOSTEWAL/ANTONIO SIENI TRAFFIC CIRCLE.**

3. **ALL SITE DEVELOPMENT PLANS SUBMITTED TO THE SALDANHA BAY MUNICIPALITY FOR INFILL AND REDEVELOPMENT MUST INCLUDE A SUITABLE FOCAL POINT IN THE SQUARES AND COURTYARDS WHERE PROVIDED.**

4. **PORTION OF THE FARM SEPTEMBERSKLIP** - IT IS PROPOSED THAT A FOCAL POINT BE LOCATED ON THE CORNER OF MR559 AND MR233. AN EXISTING STORM WATER RETENTION POND WITH ROCK DEPOSITS THAT DUPLICATE THE ROCKY OUTCROPS PREVALENT ON THE WEST COAST CAN BE DESIGNED INTO A WATER FEATURE WITH A HIGH-PRESSURE WATER SPOUT WHICH WILL ENSURE A MORE PROMINENT FOCAL POINT AT THE ENTRANCE TO LANGEBAAN. A BUILT WALL CLAD WITH LOCAL CALCITE STONE AND "LANGEBAAN" PRINTED ON THE WALL (SIMILAR TO OTHER EXAMPLES IN THE IMMEDIATE VICINITY) IS RECOMMENDED AT THE PROPOSED FOCAL POINT. THIS ENSURES CONTINUITY OF MATERIALS AND DESIGN IN AND AROUND LANGEBAAN. IT IS ALSO PROPOSED THAT MORE ROCK DEPOSITS BE PLACED ON THE EXISTING ROCK IN THE RETENTION POND TO PROVIDE MORE STRUCTURE AND PRESENCE.

5. **ERF 9890** - **ON THE EASTERN SEAM OF OOSTEWAL STREET AT THE ENTRANCE TO TOWN CAN BE UTILIZED FOR THE INSTALLATION OF A PERMANENT ADVERTISEMENT BOARD** THAT IS VISUALLY PLEASING. THIS TYPE OF SIGNAGE RELIES ON HIGH VISIBILITY FOR SUCCESSFUL MARKETING AND IS CONSIDERED A PREMIUM SOURCE OF ADVERTISING SPACE BY PRIVATE ENTERPRISES. THE POSITION OF THIS TYPE OF SIGN ON MUNICIPAL LAND WILL RESULT IN A CONTINUOUS SOURCE OF INCOME FOR THE LOCAL AUTHORITY. THE DESIGN CAN EASILY BE INTEGRATED WITH THE EXISTING FULL GROWN TREES AND DE STOMPE HOEK SHOPPING CENTER AS BACKDROP.

6. **IT IS ALSO RECOMMENDED THAT 1% GENERATED FROM SALES OF MUNICIPAL LAND IN LANGEBAAN BE RE-INVESTED 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 PRE-DETERMINED FOR THE LOCATION OF URBAN ART.
GUIDELINE 7: - PROVIDE PRIVATE & PUBLIC COURTYARDS, SQUARES, SIDE YARDS & OUTDOOR ROOMS

1. THE FUNCTION OF THE CBD IS TO BRING PEOPLE TOGETHER TO ENCOURAGE HUMAN CONNECTIONS THROUGH BUSINESS AND SOCIAL INTERACTION AND COMMUNICATION.

2. TO CREATE A SENSE OF COMMUNITY ONE NEEDS TO PROVIDE "ENVIRONMENTS OF COMMUNICATION" MORE CONDUCIVE TO MEETING PEOPLE OUTSIDE YOUR WORK PLACE OR HOME.

3. Langebaan is characterized by a semi-arid, Mediterranean climate, with no extreme weather conditions, plenty of sun, mild temperature differences between summer and winter months. It is therefore VERY FAVOURABLE FOR YEAR ROUND TOURISM but Langebaan is also SUBJECT TO STRONG SOUTH/ SOUTH-EASTERLY WINDS IN THE SUMMER MONTHS.

4. THE NORTH-SOUTH ORIENTATION OF OOSTEWAL & MAIN STREETS AND THE BEACH AMPHIS THE IMPACT OF THE PREVAILING WINDS ON THESE STREETS AND AREAS AND CREATES "WIND TUNNELS".

5. WITH THE EXCEPTION OF THE BEACH, LANGEBAAN’S POPULAR SPACES ARE WIDELY DISPERSED AROUND THE TOWN BECAUSE THE CBD IS TOO FRAGMENTED.

"PEOPLE PREFER TO GO TO PLACES WHERE THEY CAN BE SOCIABLE - THE INTIMACY OF A SPACE IS PART OF IT’S CHARM (BADRAN)"
GUIDELINE 7:- PROPOSALS

1. IT IS EXTREMELY IMPORTANT THAT BUILDING PLACEMENT WITH EVERY INFILL OR RE-DEVELOPMENT MAKES PROVISION FOR PUBLIC SPACES THAT ARE PROTECTED AGAINST PREVAILING WINDS TO ENSURE VIBRANT AND PLEASANT OUTDOOR RECREATIONAL SPACES.

2. THE FOLLOWING GUIDELINES MUST BE APPLIED BY DEVELOPERS IN THEIR DESIGNS:-

   A. PROVIDE WIND PROTECTED COURTYARDS, SEMI COURTYARDS, ALLEYS, AND SIDE YARDS THAT ARE GEARED AT OUTDOOR RELAXATION AND PLACED PERPENDICULAR TO OOSTEWAL AND MAIN STREETS.

   B. PROVIDE OUTDOOR SEATING/ RESTAURANT AREAS THAT PHYSICALLY AND VISUALLY LINK OR CONNECT WITH BOTH OOSTEWAL AND MAIN STREETS AS WELL AS THE ADJACENT PEDESTRIAN ROUTES – IT IS NATURAL FOR PEOPLE TO PAUSE AND GET INVOLVED - “LIFE ATTRACTS LIFE”.

   C. PEOPLE PREFER TO GO TO A PLACE WHERE THEY CAN BE SOCIALE OR INTERACT, THEREFORE PROVISION MUST BE MADE FOR NATURAL SUNLIGHT, SHADE STRUCTURES, WATER FEATURES, LANDSCAPING, ETC. THE INTIMACY OF THE SPACE IS PART OF ITS CHARM.

   D. FOR SAFETY AND SURVEILLANCE, MOST OF THE BUILDINGS MUST OPEN OUT ONTO THE EDGES OF THE COURTYARDS/ OUTDOOR ROOMS.

   E. PUBLIC PLACES MUST PROVIDE AN AREA THAT PROTECTS THE BACKS OF PEOPLE AND FROM WHERE A BIGGER, BETTER VIEW CAN BE LOOKED UPON.
3. **Structures with an East-West Orientation Such as Windtown Hotel and Kontiki Restaurant are Ideally Orientated for Enjoyable Recreation Without the Disruption of Strong Winds.**

4. **Broad Guidelines for the Design of Public Squares:**
   
   A. Provide the square with a name
   B. Always provide a focus point (fountain, tree, urban art, etc.)
   C. Provide formal seating
   D. Provide a mixture of soft and hard landscaping
   E. Combine square edges with coffee shops, restaurants, galleries, museums and other tourist-related facilities
   F. Combine the square with a functional activity i.e. point of departure for boat trips on lagoon, etc.
   G. Combine with a pedestrian only area
   H. Create specific visual vistas from the square.

5. **The Re-Development Proposal for ERF 9888 Must Include a Public Square That Incorporates a Tourist Kiosk, and Integrates with the Existing Informal Trading Area, Must Visually Link with the Storm Water Retention Facility and Rocky Outcrop on the Hinterland (to the East) and Physically Link with the Existing Sunny Park Children’s Play Area.**

6. **All In-Fill Development and Re-Development Erven Adjacent to Oostewal Street as Indicated on Strategy Plan Must Provide Private and Public Courtyards, Side Yards and Outdoor Rooms to Promote Public Interaction. This Facility/Facilities Must Form Part of the Re-Development or In-Fill Proposal and Be Indicated on All Site Development Plans.**
GUIDELINE 8:- ALLOW BUSINESS KIOSKS

1. **Small retail spaces work well in a CBD - they provide vibrancy** that can activate a street or tourist hot spot.

2. **During the public session it was highlighted by a number of public members** that office and commercial rental space in Langebaan is exceptionally high and is comparable to prices in the Cape Town's city centre. Hence the continuous circle of large rental spaces standing vacant for extended periods of time and constant turnover of tenants in the CBD. Furthermore, there is clearly a shortage of smaller rental spaces for SMME’s or the smaller business person that wishes to concentrate on items such as newspapers & magazines, ice cream & shakes, toabonist, etc.

3. **A kiosk serves a utilitarian purpose.** It can either be manned or unmanned. The manned kiosk serves as an information centre, newsstand, café, while the unmanned may post advertisements or serve as a community message board.

GUIDELINE 8:- PROPOSALS

1. Consequently, **it is recommended that during re-development and in-fill of larger sites in Oostewal Street, provision must be made for smaller entrepreneurs by including facilities in development proposals at the entrance to future buildings** i.e. flower sellers, biltong & dried meat, toabonist, coffee-on-the-go, etc.
GUIDELINE 9:- PROVIDE INFORMATION & TOURIST KIOSK

1. **ANY DETAIL THAT ASSISTS VISITORS OR TOURISTS WITH REGARDS TO WHAT THE TOWN CAN OFFER OR WHERE TO GO FOR VISITS MAKES A TOWN MORE COMFORTABLE AND MORE USER FRIENDLY.**

2. **IT IS GOOD COMMUNICATION TO EXPLAIN THE BEACH REHABILITATION AND GROIN FORMING, AS WELL AS THE RULES AND PRECAUTIONS.** THE SAND BAGS ARE BEING CUT OPEN AND ARE IN A TORRID STATE. **INFORMATION BOARDS AT THE TOURIST NODES SHOULD BE IMPLEMENTED TO EXPLAIN THE ONGOING MANAGEMENT PROGRAM.**

3. **A TOURIST KIOSK SHOULD ALSO COMPRISSE BULLETIN BOARDS THAT PROVIDE CHEAPER MASS MEDIA.** ‘ALL COMMUNITIES START WITH COMMUNICATION’, AND THE CENTRALLY PROPOSED POSITION IS IDEAL FOR RESIDENTS AND VISITORS TO SHARE INFORMATION, SELL ITEMS, OFFER EMPLOYMENT, SEEK EMPLOYMENT.

GUIDELINE 9:- PROPOSALS

1. **SINCE BREE/ OOSTEWAL CROSSING IS THE HEART OF LANGEBAAN TOWN, THE CROSSING IS IN REALITY THE FIRST POSITION THAT A TOURIST OR VISITOR WILL HAVE A VISUAL VISTA OF FROM THE BEACH AND LAGOON. IT THEREFORE MAKES SENSE TO PROVIDE A SMALLER TOURIST INFORMATION KIOSK (THE TRADITIONAL "i" THAT YOU WILL FIND IN ANY TOURIST ORIENTATED TOWN) IN THE ROAD RESERVE ON THE POSITIVE SIDE (LEFT SIDE) OF OOSTEWAL STREET COMBINED WITH A CONTINUOUS PEDESTRIAN ROUTE OPPOSITE THE SPAR COMPLEX.**

2. **THE LOCATION OF THE "i" ON THE POSITIVE SIDE OF THE STREET IS TO PROVIDE THE TOURIST AND VISITOR WITH A CONVENIENT AND SAFE SPOT TO PULL OFF THE STREET WHERE A KIOSK IS INSTALLED WITH A STREET MAP OF THE TOWN AND OTHER INFORMATION PERTAINING TO ACCOMMODATION AND RESTAURANTS (PARTICULARLY FOR USE AFTER OFFICE HOURS).**
GUIDELINE 10:- Fitting In – Copying The Architectural Vernacular

1. The basic guideline is that buildings must talk to their neighbours and in a sense echo the materials, height, detail, pattern, colour, etc. The idea is not to copy the building next door (particularly if they have no architectural attractiveness or contextualism), but to respond to the west coast context in an applicable way.

2. In both the primary and secondary CBD precincts, there are very few historical examples of structures that can be considered typical of the west coast architectural vernacular. Despite the large variety of "rock star architecture", the prescription of basic architectural guidelines will ensure a level of consistency and harmony.

3. With the redevelopment of the waterfront complex in Breë Street that includes Pam Golding, Kontiki & Driftwood restaurants, and various tourist shops, steps and measures were put in place to ensure that the development complemented and followed the design of the historical Marrá building.

4. It is possible for contemporary buildings to fit in with the west coast vernacular. Light, air and openness are the keys to healthy living that can equate to large windows. This is in stark contrast to the small windows that represent the west coast vernacular. Both could be implemented by, for example, varying the orientation of the buildings.

5. From an architectural point of view it is necessary to allow for surprises – leave room for experiments. Where there are stand alone properties in Oostewal and at the Sanparks site where there are no neighbours, it is vital that a west coast contextual approach is followed.

A building that is too small or too big can break the feel of a continuous building façade and streetscape.
GUIDELINE 10:- PROPOSALS

1. Architects and designers must **follow the following proposals** when considering the design of structures:
   
   A. The design proposal must be **in the context of its surroundings**;  
   
   B. The **public good should prevail** over private interest or attempting **iconic architecture** in the design of structures; and  
   
   C. The focus of the design of developments must be on the **performance of the structure with the “whole”** and not concentrate on individual parts.

2. One of the biggest limitations with regards to the evaluation of developments plans, is that the aesthetic committee currently only evaluate a site development plan and building plans that are placed in front of them. This approach is detrimental to the overall appearance and character of a town and **it is therefore recommended that the aesthetic committee take cognisance must be taken of how the building fits in with the surrounding environment and how the building affects the streetscape**.

3. The same building rhythm, appearance and proportion must be repeated with development applications to ensure an orderly streetscape.

4. The redevelopment of erven located between Breë Street - Padroa - Vondeling - Sleigh on the eastern side of Oostewal are **limited to a maximum height of 8 meters to fit in with the surrounding residential properties and not overwhelm the streetscape**.

5. The height of structures for development of erf 568 is **limited to 10 meters** to ensure a gradual stepping down from Madriko’s 13.5 meters to a maximum height of 10 meters to aesthetically round off the end of the primary CBD.
GUIDELINE 11: BUILD CLOSE TO THE SIDEWALK

1. **Seating to Sidewalk Ratio is Extremely Important for Creating Vibrancy and Human Scale** which is defined as a place where the ability to have a conversation is allowed by the very size of the space (David Sucher).

2. **Public Seating Close to the Sidewalk is Good for Business as Pedestrians Must Be Able to See Inside Shopfronts**, while people sitting on a restaurant veranda want to watch pedestrians passing by.

3. **This Guideline Can Only Be Successfully Implemented If the Inside of the Building Is Connected to the Pedestrian Sidewalk Through Windows and Doors.**

GUIDELINE 11:- PROPOSALS

1. **The Norm** Must Therefore Be to Build a Business Development on the Nil Street Building Line and Purposefully Build Permeable Spaces (i.e. doors and windows) that will visually link with the pedestrian path or sidewalk.

2. **“Life Attracts Life” - Therefore No Mirrored Glass or Permanent Window Coverings Are Permitted in Order to Give the Pedestrian A Pleasant Retail and Social Experience.**

3. **To Create a Comfortable Pedestrian Oriented Community One Must Bring The Buildings To The Sidewalk**. Therefore Building Fronts at the Re-Development of Residential Houses Stretching From Antonio Sieni to Padroa Street on the Eastern Side of Oostewal Street Must Be Built 1.5m From the Zero Building Line to Allow for a Sidewalk That Channels Pedestrian Movement.

4. **The Idea Is To Open The Buildings Up To The Sidewalk** On the Same Level As the Street, To Avoid “Blank Street Walls”

5. **It Also Makes Sense to Bring the Buildings Close to the Street in an Effort to Maximize Profit and Create Charming Streets.**

6. **In-Fill Developments on the Bigger, Vacant Sites Will Obviously Not Be Built Up to the Zero Building Line in Oostewal Street Due to the Provision of Strip-Mall Parking Areas**, But Internal Shops Will Be Brought to the Pedestrian Sidewalk.
GUIDELINE 12:- USE SIMILAR ROOFLINES

1. **THE SILHOUETTE OR PROFILE OF THE SHAPES OF A STREETS ROOFLINE** is an important component of the streetscape and character of the CBD.

2. Where in-fill and redevelopment are applicable, particularly the strip development to the eastern side of Oostewal Street the **rooeflines must be prioritized**.

3. This guideline is of particular importance when buildings are attached and have similar roof forms. An excellent example of this is the historical row houses adjacent to Zizi’s Restaurant where redevelopment in a southerly direction echoes the existing roof line.

4. It is important to note that any difference in roof shape will disturb the existing profile of the area.

GUIDELINE 12:- PROPOSALS

1. It is proposed that the roof façade on future developments are broken up to ensure a fluctuation in the streetscape.

2. **The west coast vernacular includes a combination of pitched roofs, flat roofs and lean-to’s that are recommended for use in combination with each other** to avoid creating monotonous roof lines.
GUIDELINE 13:- PROVIDE CONTINUOUS FACADES

- Urban form techniques contribute to street definition which is usually formed by facades, wall heights and spaces inbetween.

- Tighter spacing or continuous facades is more effective for a significant street definition. Open spaces between buildings forms negative spaces that no one knows what to do with.

GUIDELINE 13:- PROPOSALS

- This guideline is particularly relevant to the re-development erven on the eastern seam of Oostewal Street between Sleigh-Vondeling-Padrao streets.

- Build on or as close to front zero building line in order to create a continuous façade as is the case Swemmer Park.

- The mere renovation of an existing residential property will not achieve the desired effect of a continuous façade and negative space between buildings will be the norm. Therefore it is proposed that the SBM enforce zero side building lines on the façade or alternatively usable side yards/public space that is open on the street front only with redevelopment applications and building plans.
GUIDELINE 14:- PRESCRIBED HEIGHT CODES ALONG OOSTEWAL

- The **West Coast Landscape Profile** is characterized by a flat gradient with a rural character that must not be disfigured by high buildings.
- The **vertical definition of the primary CBD Zone** is important particularly for proportion, and to prevent a monotonous streetscape. The wider the street the more height and mass is required to provide definition. Therefore, in order to create a harmonious proportion that is on a human scale, a combination of articulated heights is proposed.

GUIDELINE 14:- PROPOSALS

- The following **maximum heights** on erven within the demarcated, primary CBD are prescribed and must be enforced by the SBM as an approval condition for land use changes and approval of building plans.

<table>
<thead>
<tr>
<th>Municipal Land</th>
<th>Privately Owned Land (Eastern Seam of Oostewal Street)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERF 568</td>
<td>10 Meters</td>
</tr>
<tr>
<td>ERF 9888</td>
<td>8 Meters</td>
</tr>
<tr>
<td>ERF 1964</td>
<td>8 Meters</td>
</tr>
<tr>
<td>ERF 9893</td>
<td>12 Meters</td>
</tr>
<tr>
<td>ERF 760</td>
<td>8 Meters</td>
</tr>
<tr>
<td>ERF 7409</td>
<td>8 Meters</td>
</tr>
<tr>
<td>ERF 3651</td>
<td>10 Meters</td>
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<tr>
<td>ERF 3652</td>
<td>10 Meters</td>
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<tr>
<td>ERF 9785</td>
<td>10 Meters</td>
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<tr>
<td>ERF 5745</td>
<td>8 Meters</td>
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<tr>
<td>ERF 5971</td>
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<td>ERF 972</td>
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<td>ERF 852</td>
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<td>ERF 878</td>
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<td>ERF 879</td>
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<td>ERF 880</td>
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<td>ERF 1927</td>
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<td>ERF 1928</td>
<td>8 Meters</td>
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<tr>
<td>ERF 1931</td>
<td>8 Meters</td>
</tr>
<tr>
<td>ERF 852</td>
<td>8 Meters</td>
</tr>
</tbody>
</table>

The aim of saving Oostewal from a uninteresting streetscape by implementing an articulated skyline, also ensures that the residential area between Sleigh - Vondeling - Padroa streets (East of Oostewal) is protected against high commercial buildings that will negatively impact on privacy and natural sunlight. As a result this entire eastern seam of Oostewal is limited to an 8 meter height restriction (the same as a double storey residential home). The principle of allowing higher buildings at the Antonio Sien/ Oostewal crossing and the ‘end’ of the CBD at Bree Street ensure that the primary CBD has balance and proportion with a variety of building heights that break down the our of scale individual buildings such as Madriko Center.
GUIDELINE 15:- VOLUME & MASSING

- The existing scale relationship of buildings to the broad 35m Oostewal Street road reserve is poor.
- To create an interesting CBD with structure it is important to incorporate a series of larger volume buildings to rectify the existing streetscape.

GUIDELINE 15:- PROPOSALS

- It is therefore proposed that buildings at the entrance of Oostewal Street (Erven 5748 at 8m, 9785 at 10m, ERF 9891 at 12m) be developed with greater mass to indicate the mixed use node as a place of high concentration of activities and to achieve a sense of enclosure.

- Developers must therefore be instructed by the SBM to apply higher massing at these points.

- These book-end locations are specifically at the entrance (northern part of the primary CBD zone) because of the natural land profile, the southern end of the CBD must also comprise higher massing on ERF 568 to compliment the Madriko, Spar and Library, while the mass on ERF 9888 is limited to 8 meters to protect view corridors.

- The sketch indicates a logical massing of buildings along Oostewal Street where the entrance to Oostewal has a lower massing because of its elevated plateau while the end of the CBD at Oostewal/Bree Street crossing already comprises higher building mass.

- The intermediary zone (redevelopment of residential Erven) will comprise a lower massing to protect the residential neighbourhood to the east of Oostewal Street.
GUIDELINE 16:- 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. This will break down the scale of development which will visually decrease the density.

GUIDELINE 16:- PROPOSALS

- The permitted stacking ratio allowed adjacent to Oostewal Street is as follows:
  - 4 meter buildings 100% (ground floor)
  - 8 meter buildings are 100/80% (ground and first floor)
  - 10 meter buildings are 100/80% (ground and first floor) plus roof
  - 12 meter buildings must have a ratio of 100/80/70% (ground, first, and second floor).

- It is important to downgrade the building mass at the pedestrian sidewalk to give buildings the appearance of being smaller.
GUIDELINE 17: PEDESTRIANIZATION

DEFINITION AND AIM
One of the 5 broad categories of components that define urban space is **paths or linkages between nodes**. The path which includes pedestrian movement, is considered the most dominant as it unifies all visual elements.

The pedestrian network plays an important role in creating environments of communication that is so important for encouraging community connections.

The upgrading of Oostewal Street does not only include addressing the poor traffic circulation, insufficient parking and better distribution, but to create the opportunity where functional pedestrian movement, aesthetic street furniture, landscaping and focus points within the primary CBD are all addressed.

**Provide Pedestrian Breathing Space**
The ideal pedestrian route is approximately 3.4m wide which allows two couples to pass each other comfortably.

Only the western of Oostewal Street has sufficient space for an active pedestrian path and can accommodate tree planting, public seating, rubbish bins, information boards and other street elements.

The eastern side of Oostewal Street has limited space due to the provision of service lanes, parking cells and landscaping of a median to accommodate existing trees.

**Provide Continuous Paths**
For a pedestrian path to be successful it must be continuous with a certain sense of departure and arrival. It must link existing and future public and private spaces to promote social contact between the community, inhibit the vehicle and stimulate the local economy through which it passes.

**Define the Pedestrian Realm**
A distinct (clear) realm for pedestrians and vehicles must be visible.

**Pedestrian Safety**
The motor vehicle will not wither away and the provision of traffic calming techniques is one way of providing safe pedestrian routes to safeguard the pedestrian and not to anger or frustrate road users.

**Pedestrian Desire Lines**
A knowledge desire lines between Oostewal/Bree crossing and Oostewal/Antonio Sieni crossing on both sides of Oostewal Street.

A PEDESTRIAN NETWORK THAT CREATES AN ENVIRONMENT OF COMMUNICATION

AN IDEAL PEDESTRIAN ROUTE OF 3.4 METERS WIDE WHICH ALLOWS 2 COUPLES TO PASS COMFORTABLY
GUIDELINE 17:- PEDESTRIANIZATION (CONTINUED)

LINKING PUBLIC SPACES
- It is important to create several sociable “hot spots” along a pedestrian desire line to promote social interaction.
- In many countries and towns frequented by high numbers of tourists, social strolls along a boulevard, alley, esplanade and beaches are traditional. In Langebaan this tradition is carried out mostly on the beach owing to its environmental value and panoramic views, and the fact that the Oostewal CBD has no interesting or quality pedestrian routes.
- It is important to provide aesthetic, safe and sheltered areas for pedestrians to enjoy the spaces.
- The primary CBD zone must therefore not only play a functional role in society, but must provide residents and tourists with a social exercise in the hinterland that encourages pleasant pedestrian movement between the beginning and the end of Oostewal Street.

PROVIDE SHELTER
- Provision must be made for protection against the prevailing south and south-easterly winds which are accelerated by the north-south axis of routes.

PROVIDE SEATING AND PEDESTRIAN AMENITIES
- In order to create a public realm, people must be afforded the opportunity to sit.
- To first create aesthetic impressions of a coordinated street furniture, a “family of street furniture elements” must be provided. This standardization assists in visually unifying a wide range of street elements as well as the addition and replacement of elements. The biggest advantage of a coordinated family of street furniture is that it can easily be grouped together i.e. a business kiosk or bus shelter can become a support for the same family of light fittings, benches, signs, etc.

PROVIDE TREES
- It is important to provide tree lined pedestrian paths, not just for provision of character and shade, but to define the pedestrian path and to break down the scale of the streetscape.
GUIDELINE 17:- PROPOSALS

PROVIDE CONTINUOUS PATHS

- The development proposal for Oostewal Street is to design and build a continuous pedestrian route on both sides of the street from Seaview Park to Bree Street which are aesthetic and safe. The focus will be on the pedestrian route accommodated on the western side of Oostewal within the road reserve where there is less development obstruction.
- The eastern side of Oostewal Street will include a pedestrian route with a minimum width of 1.5 meters that will be accommodated on the individual properties/re-development sites between Sleigh-Vondeling-Padroa. This path will be located between onsite parking and building fronts (as has been provided at Swemmer Park).
- All paving to conform to proposed colour scheme and pattern as set out in guideline: Hard landscaping.

DEFINE THE PEDESTRIAN REALM

- Both pathways must be strongly defined by buffer curbing and a continuously spaced line of trees and bollards particularly on the western side of Oostewal Street to protect the pedestrian realm.
- On the eastern side buffer curbing is sufficient to safeguard pedestrians from onsite parking.

PEDESTRIAN SAFETY

- Improve pedestrian safety by providing a combination of raised traffic crosswalk zones, the use of different materials, together with buffer curbs, curb bulbs, bollards, and signs at pedestrian and vehicle conflict points.
- The pedestrian crosswalk zones and mid block crossing must be the same material as the prescribed paving material for pedestrian paths in guideline 21. By providing a change in materials with a slight rise in the surface indicates to both pedestrians and vehicle drivers of each other's boundaries.
- In addition, the service lane created with the re-development of erven on the eastern side of Oostewal will also act as a safety measure in slowing down the speed of vehicles.
- To assist with pedestrian safety, certain street elements such as notice boards, fountains, and building facades may be floodlit to improve appearance and safety at night. The same street lighting luminaire already utilized in Bree Street must be provided along the Oostewal Street route.
- Provide seven east-west crossings on Oostewal at J on Olafsson, Antonio Sieni, Sleigh, Vondeling, Padroa, Bree Streets and from ERF 9891 to Swemmer Park (ERF 9774), and crossings at side streets on the eastern and western sides of Oostewal on Antonio Sieni, Sleigh, Padroa and Bree Streets and on the eastern side of Vondeling to maintain a safe, continuous pedestrian corridor.
- Make provision for wheel chairs (provide curb ramps at crosswalk zones and at pedestrian/vehicle conflict points).
GUIDELINE 17: PROPOSALS (CONTINUED)

PEDESTRIAN DESIRE LINES

- The proposed walkway in a north-south direction between Jon Olafsson and Bree Streets will comply with the pedestrian desire line as residents from the North of Langebaan need to be in the CBD for specific amenities (i.e., municipality, post office, Spar).

- Pedestrian desire lines must be provided in an east-west direction from parking areas and orientated towards the business complex entrances to create safe pedestrian movement (see sketch below).

PROVIDE SEATING AND PEDESTRIAN AMENITIES

- Provide formal seating along the western pedestrian route to accommodate community interaction, create resting places for the elderly or simply just to people watch.

- Provide a seat with amenities such as a rubbish bin, lighting, and soft landscaping at specific points along the length of the western pedestrian route (i.e., at taxi and bus stops and equally spaced along the area between Antonio Sieni and Padroa Streets).

- Erect future signage along the western pathway that conforms to existing boards already erected within the CBD as indicated in photo below.

- On the eastern side of Oostewal St from Antonio Sieni to the parking area of Swemmer Park, bollards must be placed adjacent to the curb between the road and the parking area at Pep Stores, KFC, etc. to ensure a transitional area and inhibit vehicles from parking on the road reserve.

- The Freeport parking area and the proposed pedestrian route on Oostewal must be separated by the use of bollards.

- All existing signage must be uniform and formalized as a priority. Banners, flags, and any other form of advertising or signage by private businesses in the road reserve is strictly prohibited and must be removed. Particularly, the signage located in the road reserve in front of erf 968 & the crossing of Oostewal and Antonio Sieni Street. Signage is only permitted on the walls of buildings and not in the road reserves. All requests to erect street signage must conform to the standard as set in the photo below.

- Detail of family of street furniture is indicated in guideline: hard landscaping.

PROVIDE PEDESTRIAN DESIRE LINES FROM PARKING AREAS TOWARDS BUSINESS COMPLEX ENTRANCES

USE SIGNAGE THAT CONFORMS TO THE EXISTING THEME ALREADY INTRODUCED IN BREE STREET

SEATING, LIGHTING, RUBBISH BINS ARE INTEGRATED INTO THE PEDESTRIAN AREA
GUIDELINE 17:- PROPOSALS (CONTINUED)

PROVIDE SHELTER
- Individual development along the eastern seams of Oostewal Street must include protrusions for the protection of pedestrians against poor weather conditions, similar to those already provided with re-development in the area (i.e. Swemma Park).

PROVIDE TREES
- On Oostewal, palm trees must be planted in medians and road reserves from Jon Olaffson to Antonio Sieni crossing. Spacing must be every 10m to coincide with the existing pattern and spacing. Where palm trees have died/missing the existing palm specie and spacing must be filled in.

IMPROVED PEDESTRIAN SAFETY AT CONFLICT POINTS BY USING RAISED PEDESTRIAN CROSSWALKS
GUIDELINE 18:– PROVIDE TEMPORARY SEATING ON SIDEWALKS

1. **Enliven Broad Pedestrian Paths With Tables and Chairs**: A public space becomes more meaningful when people are allowed to create a comfort level where they can be more private, see and or be seen.

2. **The Marketing Principle**: “The busier I look the busier I get” is definitely more beneficial to restaurateurs if outside seating is provided.

3. **“Eating Together Connects People”**: The idea is to provide a wide variety of outdoor restaurants, coffee shops, bistros, delis and other eateries along CBD pedestrian walkways.

4. **Allow and Encourage Food Service With Seating on Sidewalks, Particularly in Bree, Main and Oostewal Streets**.

5. **Special Attention Must Be Given to Providing Sheltered Outside Areas** (particularly in Main and Oostewal Street) where wind can impact negatively on outdoor recreation areas.

GUIDELINE 18:– PROPOSALS

1. **Council Must Allow and Encourage Restaurants, Coffee Shops, Eateries and Even Non-foodies to Use Sidewalk Spaces** on a short-term basis over the entire CBD primary and secondary precincts.
GUIDELINE 19:- VEHICULAR MOVEMENT AND PROVISION OF PARKING IN PRIMARY ZONE

1. **The purpose** of Oostewal Street is to gather traffic from the residential areas in Langebaan and feed traffic to higher order roads – it is without doubt the busiest road in Langebaan; and

2. It establishes all the commercial/retail shopping functions where Langebaan residents do their daily shopping.

3. **2 business zones** developed over the years in Oostewal Street which have grown naturally towards each other over the years to form a singular CBD.

4. These 2 zones are located around Oostewal/Breë and Oostewal/Antonio Sieni crossings which have practically demarcated the CBD study area.

5. There is a residential strip on the eastern side of Oostewal Street inbetween the 2 zones that have their backs turned to Oostewal Street. High vibre crete walls on demarcate Oostewal streets edges and create an unsightly 35m concrete channel.

6. Many of these residences are not suitable for residential functions owing to the increase in noise from Oostewal Street and therefore it was decided that the eastern side of Oostewal would be provided with “soft business activities” to form a mid block seperator with residences to the east and to bind the 2 primary zones and ensure a compact CBD.

7. Access and parking has to be from Oostewal to protect the residential area behind.

8. Owing to the street layout and subdivision pattern of the residential area on the western side of Oostewal, combined with the fact that living areas of homes are facing north with backs towards Oostewal, it was decided that it was unsuitable for business use.

9. Furthermore, Oostewal does not have sufficient space to provide parking, pedestrian and vehicular circulation on both sides.

10. The existing commercial development on the eastern seam of Oostewal with a concept of service lanes and parking cells has been created but implemented in a haphazard manner. Each developer along Oostewal is doing their own thing with regards to architecture, access, parking, advertising boards, and paving design. As a result, all the “uniting” factors that ensure a quality environment have been ignored.

11. Oostewal Street experiences traffic congestion and a great deal of frustration comes from the numerous 4-way stops that disrupt traffic flow, undesirable and informal access to business uses on the eastern side, and parking in the road reserves between the trees on the eastern seam of Oostewal and around Spar.

12. The road was designed to carry high volumes of traffic and has sufficient road reserve for redevelopment to improve vehicular and pedestrian traffic.
GUIDELINE 19:- PROPOSALS

1. **FUNCTION**: OOSTEWAL STREET is the town’s main vehicle corridor that will string together all existing and future mixed use developments and land uses. It could be classified as a development route with the following definition: “Development routes have a greater mobility function. Mixed land uses and higher-density development tend to be nodal, with access provided at intersections and generally linked to parallel and connecting side routes.” It is therefore characterized as a *busy area with vehicular noise, high activity, high intensity development, traffic congestion and parking problems*. These realities are here to stay and will only increase with future development as more activity is brought to the area.

2. **NEGATIVE ISSUES**: Such as the 4-way stops, traffic congestion and parking in road reserves along OOSTEWAL must be addressed by investigating circles and mini circles to improve traffic flow. These aforementioned issues must be dealt with professionally by specialist traffic consultants appointed by council to assist with road design.

3. **AIM**: The aim is to design OOSTEWAL STREET as a **multi-way, business boulevard that will accommodate a variety of uses in a balanced manner**. The boulevard model encompasses the following: “It is a multiway urban street that allows slow moving local vehicles and pedestrian traffic to co-exist alongside fast moving through traffic with the same right of way. The roadways are separated by tree-lined medians that often serve as pedestrian routes.”

4. **PARKING**: Owing to OOSTEWAL STREET’s dominant function and status as a primary route in Langebaan, parking is proposed in the form of the “strip mall method” which encourages parking at the front of buildings and is highly visible.

5. **THE FOLLOWING OPTIONS MUST BE INVESTIGATED BY THE SPECIALIST TRAFFIC CONSULTANTS**:

**OPTION 1 – SEE PROFILE SKETCH**: The 35m road reserve is broad enough to provide for the following:
- One way (entered from the north) service lane on eastern side
- Parking cells on the eastern side accommodated in a median that includes existing palm trees
- Only 2 parking bays of 45° centered between 2 palm trees to ensure that the root systems are not disturbed
- 4 lanes separated by double, solid painted lines between the two directions
- Cycling routes on both sides and a pedestrian route on the western side

**OPTION 2 – SEE PROFILE SKETCH (FAVORED BY FOCUS GROUP)**: The 35m road reserve is broad enough to provide for the following:
- One way (entered from the north) service lane on eastern side
- Parking cells on the eastern side accommodated in a median that includes existing palm trees
- Only 2 parking bays of 45° centered between 2 palm trees to ensure that the root systems are not disturbed
- 2 x 3.7m lanes with yellow lines on either side of the road. This yellow line permits safe passing of traffic when cross-over vehicle movement takes place
- Cycling routes on both sides and a pedestrian route on the western side.
GUIDELINE 19: PROPOSALS (CONTINUED)

9. **SERVICE LANE AND PARKING CELLS:** The proposal is for the provision of service lanes and parking cells on the eastern side of Oostewal Street for properties located between Sleigh-Vondeling-Padroa. This is a repeat of the existing access and parking scenario between Antonio Seni and Sleigh Streets.

10. A one-way traffic service road will be provided on the eastern side of Oostewal Street, adjacent to property boundaries by means of a left-in and left-out service lane. Out of this service lane, parking cells will be provided within the median between the existing palm trees. Only 2 parking bays of 45° centered between 2 palm trees to ensure that the root systems are not disturbed. These parking bays will accommodate overflow parking.

11. Parking:- Developers must provide client parking on site at the rate of 4 parking bays per 100m² building surface area as a minimum requirement. Overflow parking will take place within the parking cells located on the western side of the service road between the palm trees. Developers will be required to purchase the overflow parking facilities for re-development.

12. It is necessary to ensure that traffic is not drawn into the residential neighbourhood. Therefore, no client parking or access from residential or side streets will be permitted.

13. Only 2 parking bays in the form of an enclosed parking garage or carport will be permitted from the residential streets for property owners or employee parking and do not form part of the 4 bays/100m² parking ratio. This is purely a control measure to ensure that clients and employees are separated and employees do not take up client parking in the service road. It is imperative that parking from residential streets is kept to an aesthetic minimum and integrated with enclosed garages and carports while the remainder of the property is screened off with a built wall of minimum 1.6m in height.

EXISTING SERVICE LANE ADJACENT TO OOSTEWAL STREET WITH PARKING CELLS ON PRIVATE PROPERTY
GUIDELINE 19:- PROPOSALS (CONTINUED)

14. **PEDESTRIAN WALKWAY:-** DEVELOPERS WILL PROVIDE A CONTINUOUS PEDESTRIAN WALKWAY ON THE EASTERN SEAM OF THEIR PROPERTY WITH A MINIMUM WIDTH OF 1.5M BETWEEN THE PARKING BAYS AND BUILDING FRONTS.

15. **CONSTRUCTION OF SERVICE LANE:-** IT IS PROPOSED THAT THE SERVICE LANE BE PHYSICALLY DEVELOPED IN ITS ENTIRETY BY COUNCIL IN ORDER FOR COORDINATED DEVELOPMENT TO BE ACHIEVED. THIS WILL SERVE AS A CATALYST FOR REDEVELOPMENT IN A PLANNED AND CONTROLLABLE MANNER. THE CAPITAL REQUIRED FOR THE IMPLEMENTATION OF A SERVICE LANE AND PARKING CELLS WILL BE OBTAINED VIA THE NORMAL CHANNELS OF BULK SERVICE LEVIES AND/OR THROUGH SPECIAL SERVICE AGREEMENTS WITH DEVELOPERS ALONG THE ROUTE.

16. **TRAFFIC CALMING:-** THE EXISTING 4-WAY STOPS ALONG OOSTEWAL STREET CREATES IMMENSE DRIVER FRUSTRATION AND VEHICLE CONGESTION. THE USE OF TRAFFIC CIRCLES MUST BE INVESTIGATED NOT ONLY AS A TRAFFIC REGULATOR, BUT ALSO FOR CALMING VEHICLE SPEED. THE PROVISION OF TRAFFIC CIRCLES IS TO INCREASE INTERSECTION CAPACITY AND REDUCE DELAY ON SIDE STREETS. THE ADVANTAGE IS THAT THESE TRAFFIC CIRCLES CREATE OPPORTUNITIES FOR SAFER PEDESTRIAN CROSSINGS.

17. THE FOLLOWING CONFLICT POINTS MUST BE ADDRESSED BY THE SPECIALIST TRAFFIC CONSULTANT AND A TRAFFIC CIRCLE CONSIDERED:
   - A. OOSTEWAL/ JON OLAFSSON
   - B. OOSTEWAL/ ANTONIO SENI
   - C. OOSTEWAL/ SLEIGH
   - D. OOSTEWAL/ PADROA
   - E. OOSTEWAL/ BREÉ

18. **ACCESS AND PARKING ON LARGE IN-FILL & REDEVELOPMENT SITES ALONG OOSTEWAL (ERVEN 9893, 9891, 9888):**
   - ACCESS IS DIRECTLY FROM OOSTEWAL WITH NO ACCESS FROM ANY SIDE OR RESIDENTIAL STREET.
   - PARKING MUST BE PROVIDED IN ACCORDANCE WITH SCHEME REGULATIONS OF 4 PARKING BAYS PER 100M² BUILDING AREA.
   - THE LOCATION OF PARKING BAYS MUST BE PROVIDED BETWEEN THE STREET AND THE BUSINESS BUILDINGS. NO STREET PARKING ALONG OOSTEWALS WESTERN SEAM (I.E IN THE ROAD RESERVE) WILL BE PERMITTED.
   - ACCESS TO THE CURRENT SPORTS COMPLEX MUST BE TAKEN INTO CONSIDERATION IN THE PARKING LAYOUT OVER A PORTION OF ERF 9891 AND WILL NOT BE A SEPARATE ENTRANCE FROM OOSTEWAL STREET. THE PROPOSED LANDSCAPED PARKING (AS INDICATED ON THE STRATEGY PLAN) MUST BE UTILIZED AS A BUFFER FOR THE RESIDENTIAL NEIGHBOURHOOD LOCATED TO THE SOUTH OF ERF 9891. LANDSCAPING OF PARKING AREAS MUST INCLUDE THE PLANTING OF ONE TREE PER 3 PARKING BAYS.

19. **ACCESS AND PARKING ON IN-FILL & REDEVELOPMENT SITES ALONG OOSTEWAL (ERF 9785):**
   - ACCESS TO THE LOW LYING PORTION OF ERF 9785 AT THE OOSTEWAL/ ANTONIO SENI CROSSING WILL ONLY BE ACCESSED FROM ANTONIO SENI STREET OPPOSITE INDUSTRIE STREET. NO ACCESS WILL BE PROVIDED FROM OOSTEWAL.
   - PARKING MUST BE PROVIDED IN ACCORDANCE WITH SCHEME REGULATIONS OF 4 PARKING BAYS PER 100M² BUILDING AREA. THE LOCATION OF PARKING BAYS MUST BE PROVIDED BETWEEN THE STREET AND THE BUSINESS BUILDINGS.
   - LANDSCAPING OF PARKING AREAS MUST INCLUDE THE PLANTING OF ONE TREE PER 3 PARKING BAYS.
GUIDELINE 19: PROPOSALS (CONTINUED)

- The northern portion of Erf 9785 is located on a plateau. Access to this portion is problematic owing to limited sighting distances and no level function. Access will have to be negotiated via the Villa Diamante Business Node (see sketch). A left-in and left-out can be considered on Oostewal Street, but the road design must ensure that crossing of Oostewal is not possible by providing a median.

- Proposed median: A buffer such as a median that includes structured tree planting from Oostewal/Jon Olaffson Crossing to the Oostewal/Antoniosi Crossing will make a considerable contribution to ensuring this dangerous curved portion of street is safer. It will act as a traffic calming measure and contribute hugely to an aesthetic town entrance.

- Parking on this portion of Erf 9785 will be located at the back of buildings in accordance with scheme regulations of 4 parking bays per 100m² building area. This property is not suitable for a retail function and is more suited to mixed land uses such as offices and residential. This property also forms part of the gateway to Langebaan Town and the focus is more on the buildings. Parking must therefore be provided at the back of buildings.

20. Shield parking areas: The location of a parking area in the CBD zone must occur adjacent to Oostewal Street with convenience being the watchword. However, we need to conceal or soften these parking areas by using low “Werf” walls (part of the West Coast architectural vernacular) or plant hedges. This applies particularly to de Stompe Hoek and Freeport Shopping Centres at the entrance to Town. The parking areas have no aesthetic appeal and no soft landscaping, and need to be shielded by a “Werf” wall or hedge to soften the impact of their appearance.

21. The Body Corporates of de Stompe Hoek and Freeport must be approached and requested to carry out tree planting (1 tree per 3 parking bays) to improve the entrance of Town and the negative impact of the appearance of existing parking areas. Provide dedicated pedestrian entrances to the parking areas from the pedestrian paths.

22. Provision of public transport: Provision must be made for a series of taxi pick-up-and-go positions adjacent to Oostewal Street and Breë Street as indicated on the strategy plan. These positions are primarily places adjacent to large shopping centres and active tourist nodes where the most O & P opportunities are provided.

23. Bicycle routes: A separate bicycle route will be provided on the western side of Oostewal Street.
GUIDELINE 20:- 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.
GUIDELINE 20:- PROPOSALS

1. THE PROPOSED STREET FURNITURE THEME – **A VINTAGE THEME IS PROPOSED** WHICH PROVIDES LANGEBAAN WITH ITS OWN UNIQUENESS AND THAT COMPLIMENTS THE EXISTING LIGHTING THEME AND INFORMATION BOARDS. THIS LOOK COUPLED WITH THE INTRODUCTION OF ADDITIONAL ELEMENTS (SIGNAGE, ETC) WILL COMPLIMENT 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.


   **ADVERTISING AT LARGE RE-DEVELOPMENT/ INFILL SITES ALONG OOSTEWAL**

   - IT IS PROPOSED THAT ADVERTISING ON THE LARGER SITES (ERF 9888, 9893, 9891, 9785) ALONG OOSTEWAL STREET MAKE USE OF CENTRALIZED ADVERTISING SYSTEMS ON STRUCTURES THAT ARE THE SAME OR SIMILAR TO THE ADVERTISING BOARD AT FREEPORT SHOPPING CENTRE. **THE STRUCTURES MUST HAVE A CONSISTENT HEIGHT WITH THE EXISTING STRUCTURE**.

   EXISTING SIGNAGE AT THE ENTRANCE TO LANGEBAAN THAT CAN BE THEMED AT OTHER LARGER DEVELOPMENTS ALONG OOSTEWAL STREET. INSTALLATION CAN BE CARRIED OUT AND ADVERTISING SPACE SOLD AS A SOURCE OF INCOME.
GUIDELINE 20 :- PROPOSALS (CONTINUED)

SIGNAGE

- SIGNAGE MUST BE KEPT TO A MINIMUM AND GROUPED TOGETHER WHERE POSSIBLE TO AVOID VISUAL CLUTTER. BORDERS SHOULD BE RATIONALIZED TO ENSURE THAT THERE IS NOT A MULTITUDE OF POLES CLUSTERED TOGETHER AT ONE SPOT.
- A VARIETY OF INFORMATION BODIES 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 OOSTEWAL STREET 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.
- 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.

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 IN DARK GREEN THAT HAVE ALREADY BEEN ERECTED IN LARGE PORTIONS OF THE CBD MUST ALSO BE PROVIDED ALONG MAIN STREET AND OOSTEWAL STREET TO ENSURE CONTINUITY IN THE BUSINESS DISTRICT.
- PREFERENCE MUST BE GIVEN TO LIGHTS THAT CAN BE INTEGRATED WITH WALLS AND BUILDINGS.
- IT IS IMPORTANT TO ENSURE THAT THE PEDESTRIAN ROUTE ON THE WESTERN SEAM OF OOSTEWAL STREET IS PROVIDED WITH ADDITIONAL OVERHEAD LIGHTING FOR SECURITY, VISIBILITY AND EASE OF MOVEMENT. THE EASTERN PEDESTRIAN ROUTE WILL BE LIT BY WALL LIGHTING IN THE ADJACENT BUILDINGS.
- TO MAINTAIN A RURAL CHARACTER OR ATMOSPHERE AT NIGHT, STREET LIGHTING IN THE CBD MUST BE FOCUSED TO ILLUMINATE OOSTEWAL, BREË AND MAIN STREETS ONLY.
- THE INSTALLATION OF SINGLE BOSCHENMEER LIGHTS MUST BE CONTINUED IN MAIN STREET.
- OOSTEWAL STREET MUST BE FITTED WITH THE DOUBLE BOSCHENMEER LIGHT TO ILLUMINATE THE STREET AND THE PROPOSED PEDESTRIAN PATH ON THE WESTERN SEAM.

The specifications and description of poles

- 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.
GUIDELINE 20 :- 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 contributes to the ‘sense of place’. This requires thematic use of quality paving and workmanship.

• To contribute to the consolidation of the primary and secondary CBD zones as a unit, the pedestrian routes/sidewalks is to concentrate on the colour code that exists in the CBD and many other parts of Langebaan.

• When assessing the CBD 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 bricks 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 cobblestone 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 compaction (average 30-40 Mpa) 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 (Corobrick Constantia paver) is primarily used as a directional element or as “banding” (border) that breaks up the monotony 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 permissible

• 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
GUIDELINE 20:– 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
GUIDELINE 20:- PROPOSALS (CONTINUED)

BUSINESS PODS & INFORMATION KIOSK
- To be designed to complement the vintage theme of the street furniture and finished in dark green to complement existing street lights and signage.
GUIDELINE 21: - NO BLANK WALLS

1. Parts of the poor aesthetic appearance of Oostewal Street are as a result of a series of continuous, vibre-crete walls that give the route an unfriendly and monotonous appearance. This concrete corridor/passage is as a result of the existing wide road reserve that is undeveloped and bordered by high blank, concrete walls.

GUIDELINE 21: - PROPOSALS

1. The existing, continuous vibre-crete wall on the western side of Oostewal Street stretching from Sleigh Street to the Oostewal Chalet Park located on ERF 9893 must be cladded with the local calcite stone which will provide an aesthetic appearance and additional texture.

2. There is no development earmarked for this western portion of Oostewal Street and this area forms a major, visual part of the proposed pedestrian and cycling pathway along the primary CBD route.

It is proposed that the vibre-crete wall on Oostewal Street be clad with local calcite stone for a textured and aesthetic finish.
GUIDELINE 22: SOFT LANDSCAPING IMAGE

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 structural 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 FOR PEDESTRIANS**
   F. **STRING TOGETHER DIFFERENT LAND USES**

*Structured tree planting on parking lots is vital to improve character. A medium structure tree is proposed every 3 parking bays.*

*Existing, structured tree planting in Oostewal Street must be respected and continued.*
GUIDELINE 22: - PROPOSALS

2. "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)

3. CHARACTER - THE AIM OF THE FOLLOWING GUIDELINES IS TO PROMOTE A SUSTAINABLE ENVIRONMENT WHERE THE RURAL (VILLAGE) CHARACTER OF THE TOWN WILL BE REINFORCED, WHILST PROMOTING THE PRESERVATION OF NATURAL AND BUILT FEATURES

4. 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 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.

5. THE PLANTING PATTERN IN ESTABLISHED PUBLIC AREAS SUCH AS SIDEWALKS, SHOULD BE MAINTAINED, AND INCLUDES THE SPECIES AND HEIGHT

6. THE PRESCRIBED GUIDELINE FOR OOSTEWAL (THIS STREET ALREADY HAS STRUCTURED PALM TREES) IS TO CONTINUE WITH THE SAME TREE SPECIE TO ENSURE A CONSISTENT CANOPY AND PROVIDE THE ROUTE WITH A CLEAR GEOMETRICAL DEFINITION (I.E. IN MEDIANS AND ROAD RESERVES FROM JON O LAFFSON TO ANTONIO SIENI CROSSING. SPACING MUST BE EVERY 10M TO COINCIDE WITH THE EXISTING PATTERN AND SPACING).

7. PLANTING TREES IN COURTYARDS AND SQUARES - A SINGLE TREE OR GROUP OF TREES AS FOCAL POINT OR TO PROVIDE SHADE AND CHARACTER TO THE PUBLIC SPACE IS RECOMMENDED
7. **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.

8. **TREE PLANTING ON REDEVELOPMENT ERVEN** - 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 re-development 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 re-development erf.

9. **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.

10. **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 Aloe, grouped together, make an excellent focal point. The gravel chips provide aesthetic simplicity and are water wise.

11. **CLEARING OF DEVELOPMENT SITES** - The existing sensitive indigenous vegetation at Erven 9785 and 9888 must be protected. Clearing of vegetation for infrastructure or buildings is to be within demarcated areas. Allowance must be made for search, rescue and transplant of ground cover and vegetation for re-establishment in damaged areas. Prior to construction work, the topsoil layer within development sites must be removed and stockpiled for rehabilitating constructions scars and transitional spaces.
12. **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).

13. **GRASSED AREAS** are not recommended and only “Fynweek” (Cynodon dactylon) or buffalo grass (Stenotaphrum secundatum) may be used for commercial or residential grassed areas. Planting of kikuyu grass is prohibited.

14. **SOFTENING OF BLANK WALLS** - Blank walls have no personality and must be softened by trellis and plants, or continuous layers of green fences or vegetation berms. Discussions between the municipality and the home owners association of flamingo park and Schapenricht residential development must be initiated in order to request the use of trellis work for soft landscaping which will upgrade the appearance of the CBD.

15. **LANDSCAPING OF TRAFFIC CIRCLES** - In the event of large traffic circles being used on Oostwal Street, these circles must be landscaped with hard and soft landscaping techniques in order to create focal points. Avoid hard structures on traffic circles which can result in severe injury in the event of accidents.

16. **TREE AND SHRUB PLANTING** form a compulsory part of a landscaping guideline and must always be submitted with a site development plan.
GUIDELINE 22:- PROPOSALS (CONTINUED)

LIST OF RECOMMENDED PLANT SPECIES

**TREES**
- Brachylaena (Coast Silver Oak)
- Tarchonanthus Camphoratus (Camphor Bush)
- Olea Europaea Subsp. Afri Cana (Wild Olive)
- Sideroxylon Inerm (Milkwod)
- Erythrina Caffra (Coastal Coral Tree)
- Ekebergia Capensis (Cape Ash)

**PLANTS FOR HEDGES (CAN BE TRIMMED TO 2 METERS HIGH)**
- Lycium Ferriosiisma (Thorns for Security)
- Rhus Crenata
- Maytenus Acuminata (Thorns for Security)

**PERENNIALS (LARGE)**
- Leonotus Leonorum (Wild Dagga)
- Melianthus Major (Herb Touch Me Not)
- Maytenus Oleoides (Mountaint Maytenus)
- Lycium Ferriosiisma (Afri Can Boxthorn)
- Polygala Myrtifolia (September Bush)
- Diospyros Glabra (Blueberry Bush)
- Maytenus Acuminata (Silky Bark)
- Crysanthemoides Monolifera (Tick Berry)
- Euclera Racementosa (Sea or Dune Guarrri)
- Coleonema Album (White Confetti Bush)
- Freylinia Visseri (Honey Bell Bush)
- Leonotis Ocyymi Folia (Lion Tail)
- Leucadendron Coniferum (Dune Conebusi)
- Metalasia Muricata (White Bristle Bush)
- Nylandtia Spinosa (Tortoise Berry)
- Salvia Afri Cana (Blue Sage)
- Suntherilandia Frutescens (Cancer Busi)

**PERENNIALS (SMALL)**
- Lebostemon Laevigatus (Agtdaegeneesbossi)
- Agathosma Varietete (Buchu)
- Crysanthemoides Incana
- Nylandtia Scoparia
- Lycium Species with Smaller Leaves
- Zygophyllum Species
- Salvia Afri Cana Lutea
- Thammnocortis
- Felicia Filifolia
- Pteronia Divari Catta
- Salvia Afri Cana Caerulea
- Lobostemon Laevigatus
- Pelargonium Um Species
- Euphorbia Mauritianica

**GROUNDCOVERS**
- Carpoebritos Sp. (Suirvytjie)
- Melegbrianthemum Sp.
- Gazania Sp.
- Arctotis Sp.
- Brunsviga Orientalis
- Lachenalia Sp.
- Geranium Incanum
- Heliomyrum Sp.
- Lampranthus Sp.
- Pelargonium Um Capitum

**REEDS**
- Chionopetalum Tectorum
- Schoenoplectus Scirpoides

**SUCCELENTS**
- Aloe D’stans
- Lampranthus Sp.
- Othonna Cyndri Cal
GUIDELINE 23: - PROVIDE A HIERARCHY OF OPEN SPACES

1. Providing a hierarchy of public open spaces are not only for environmental preservation but the connectivity is important for:
   A. **Place Making by Beautifying the Town**
   B. To **Enhance the Community Interaction** by promoting passive and active recreational opportunities
   C. To **Act as a Storm Water Management System** where rainwater naturally percolates into the water cycle

2. Open space must always be **created intentionally** and therefore **scaled to the function** in the open space hierarchy, i.e. tot-lots, sport, preservation of view corridors, ecological corridors to protect heritage focus points, to beautify the specific gateway, road reserves or interface between buildings (there must be no “left over spaces” between buildings).

3. **Detail Design Next to Public Open Spaces** must form part of any development proposal and must be evaluated in context or in accordance to the surrounding buildings, land use and streetscape.

4. Always make sure that the **Detail Design of Structures must face** or part thereof must face the open space for surveillance and security and to visually integrate the open space into the private realms. Otherwise it becomes an isolated space where everyone’s back is turned and becomes unpopular to use by the community.

5. The open spaces must be **specifically designed and developed for the purpose for which it is intended**. Otherwise it will be filled in later with an uncomplimentary use that is perhaps a community requirement that cannot be placed elsewhere, i.e. church, creche, nursery, storage of motor wrecks, etc.

6. The detail design must include quality hard and soft landscaping that is low maintenance to ensure sustainability and accessibility for residents and tourists.

7. Road reserves are also considered public open spaces. All areas between the formal street curb or paving edge to a building, area between pedestrian sidewalk and boundary wall, between parking areas and buildings are transitional areas that must filled in with soft landscaping (ground cover and shrubs) or Worcester gravel chips.

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The natural area on a portion of erf 9888 [sub division line as indicated on above sketch] must be included in the Meeuweklip and Myburgh Park’s open space corridor system in order to protect the sight lines from Bree Street in an Easterly direction and the rocky outcrops that are focal point from the CBD.
GUIDELINE 23:- PROPOSALS

1. THE 2 NATURAL AREAS EARMARKED WITHIN THE CBD AREA (REMAINDER ERF 9888 AND REMAINDER ERF 9785) ARE IMPORTANT TO ENSURE A BALANCE BETWEEN THE BUILT AND NATURAL ENVIRONMENTS. BOTH OF THE NATURE AREAS HAVE BEEN PROVIDED TO ENSURE A CONTINUOUS ECOLOGICAL CORRIDOR FOR FAUNA AND FLORA MIGRATION.

2. THESE NATURAL AREAS MUST BE ENCLOSED TO DISCOURAGE UNAUTHORIZED ACCESS, AND MUST BE REZONED BY THE SALDANHA BAY MUNICIPALITY TO OPEN SPACE III TO ENSURE LONG-TERM PROTECTION OF LAND AGAINST FUTURE DEVELOPMENT PRESSURE.

3. **ERF 9888 (BREE AND OOSTEWAL CROSSING)** - THE VIEW TO THE NATURAL AREA SITUATED EAST OF BREË STREET, MORE SPECIFICALLY FROM THE LAGOON, BEACH AND CBD MUST BE PROTECTED AND ALL STRUCTURES PROPOSED IN THE IN-FILL DEVELOPMENT OF ERF 9888 MUST BE LIMITED TO A MAXIMUM HEIGHT OF 8 METERS TO PROTECT THE VISIBILITY OF THE STONEHENGE ROCKY OUTCROP ON THE MEEUWKLIP AND MYBURGH PARK OPEN SPACE CORRIDOR.

4. **ERF 9785 (ANTONIO SIENI AND OOSTEWAL CROSSING)** - THIS ERF HAS THE POTENTIAL TO PROVIDE A STRONG FOCAL POINT IN THE CBD. IT REQUIRES TRANSFORMATION WHERE IT FORMS PART OF A LARGER DEVELOPMENT SERVING THE EXISTING AND PROPOSED HIGH DENSITY RESIDENTIAL THAT SURROUNDS IT.


ECOLOGICAL CORRIDOR IDENTIFIED BY CAPE NATURE FOR PRESERVATION OF SENSITIVE VEGETATION, DUNE SYSTEM AND ROCKY OUTCROPS.
GUIDELINE 24:- 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.
GUIDELINE 24:- PROPOSALS

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 **oriented to Oostewal/Main Street**.
- 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 facades must be avoided and broken up by providing a variety of vertical and horizontal solids and voids, colonnades (covered walkways), canopies, pergolas, recessed balconies.
- The human scale of the buildings and simplicity must be the objective.
GUIDELINE 24:- PROPOSALS (CONTINUED)

2. ROOFS & GABLES:-

- ROOFS SHALL BE EITHER SIMPLE, DOUBLE PITCHED ROOFS OR A FLAT ROOF BEHIND PARAPET WALLS.
- THE PITCHED ROOFS CAN 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 90° 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.

SMARTY BOX - PASTEL COLOURS ARE NOT RECOMMENDED AND DO NOT SUIT THE WEST COAST ARCHITECTURAL VERNACULAR.

SOLIDARITY IN THE USE OF SIMILAR ROOF MATERIALS AND GABLES.

BREAK LARGE ROOFS WITH GABLES.

PITCHED ROOFS CAN EITHER BE WITH GABLE ENDS OR WITHOUT.
GUIDELINE 24:- 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.
- Ballustrade walls are not to exceed 900mm in height.
- Any other railings must emphasize horizontal lines. Stainless steel must definitely 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 focus points.
- Buttresses and built-in seats on buildings are encouraged.

"THE QUALITY OF SIMPLICITY"

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.

The use of local calcite stone is encouraged in different forms i.e. walls, buttresses, focal points, stairs, chimneys, etc.

Facelbrick 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.
GUIDELINE 24:- 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 TRELLIDOORS VISIBLE FROM THE OUTSIDE WILL BE ALLOWED ON THE GROUND FLOOR
- **ALL BURGLAR BARS 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 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 COPINGS PERMITTED**
- **ALL SECURITY FENCING ALONG OOSTEWAL STREET TO BE VISUALLY PERMEABLE IN EITHER STEEL PALLUSADE OR WELDED MESH IN CHARCOAL GREY WITHOUT MASONRY COLUMNS OR PUNTH WALLS**
- **NO PRE-CAST CONCRETE, PALLUSADE OR TIMBER SLATTED FENCING IS PERMITTED.**
- **BUTTRESSES ARE PERMITTED AS A DESIGN FEATURE.**

6. PAVING:-
SEE HARD LANDSCAPING
7. OTHER ELEMENTS:-
SINCE THE FOLLOWING ELEMENTS ARE NOT USUALLY LOCATED WITHIN BUSINESS AREAS BUT ARE MORE PROMINENT IN RESIDENTIAL DEVELOPMENT, PROVISION WILL BE MADE OF SAID ELEMENTS TO ENCOURAGE THEIR USE:-

A) CHIMNEYS
- EXTERNAL CHIMNEYS FORM AN IMPORTANT VISUAL ELEMENT IN THE WEST COAST VERNACULAR
- NO VISIBLE 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 LIGHT WEIGHT 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 “LATIE” 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
- 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 EDGE 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.

THE USE OF “LATJIES” AS SHADING STRUCTURES IS RECOMMENDED

THE USE OF “LATJIES” UNDER TRANSLUCENT MATERIALS ON VERANDAS IS ENCOURAGED

THE USE OF SHADE CLOTH CARPORTS IS NOT PERMITTED AS THIS STYLE DOES NOT CONFORM TO WEST COAST ARCHITECTURAL ELEMENTS
GUIDELINE 25:- SOLIDARITY IN USING SIMILAR MATERIALS AND DESIGN

1. In order to ensure a harmonious and character full CBD, 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 as 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.

“SAME, SAME BUT DIFFERENT”

GUIDELINE 25:- 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.

HEMORIE IN SOLIDARITEIT
KONSTANTE GEBRUIK VAN TEKSTURE EN MATERIALE

Use of local calcite stone for feature walls and structural elements, latte for shade and screens, consistent use of gabled walls all contribute positively to solidarity in design.

EXCELLENT USE OF WEST COAST ARCHITECTURAL ELEMENTS:- S-PROFILE ROOFING, WHITE PLASTERED WALLS, CALCITE NATURAL STONE, TANALITH TREATED ‘LATJIES’, WOODEN DOORS AND LOW ‘WERF’ WALL
9.4 SITE SPECIFIC: RE-DEVELOPMENT OPPORTUNITIES

9.4.1 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 principles as set out in Chapter 9.3, the following detail land use directions are prescribed.
- Re-development properties refers land that is developed or partially developed within the study area.

9.4.2 RE-DEVELOPMENT ON THE EASTERN SIDE OF OOSTEWAL STREET

RE-DEVELOPMENT OF EASTERN RESIDENTIAL STRIP FROM SLEIGH ST TO PADROA ST - ERVEN 972, 971, 970, 843, 844, 845, 846, 847, 848, 852, 878, 879, 880, 1928, 1927, 5645, 1931, 5971

The redevelopment of existing erven, in private ownership, between the two historical core areas must be supported and further enhanced on the eastern side of Oostewal Street only (from Sleigh-Vondeling - Padroa Street), and for the following reasons:

- The increased traffic flow and road noise in Oostewal Street makes it undesirable for residential functions, particularly for the residential units on the eastern side of the street whose living areas are orientated towards the road to maximise good sunlight.
- The continuous boundary wall on either side of Oostewal Street, forms a sterile concrete barrier that does not promote the functionality of the business core and definitely does not contribute towards an aesthetic and pedestrian friendly zone.
- The visual marketability of properties along Oostewal Street (as the busiest street in Langebaan) has huge potential for business.
- The opportunity is there to create a functional and compact business core through the redevelopment of the single residential houses that front onto Oostewal Street by prescribing sound architectural, urban design and landscaping elements that will improve the character of the town.
- The development concept of service lanes and parking cells between Antonio Sieni and Sleigh Street has already been successfully developed with a continuous building façade and pedestrian route.
- There is sufficient road reserve on the eastern side between Sleigh-Vondeling-Padroa to repeat this same development concept. The implementation of the service lane and parking cells are however problematic with regards to implementation and the proposal is that SBM initiate the development of the service lane and parking. This can be done by providing the above mentioned properties with business development rights and the subsequent calculation of capital contributions. The latter can be utilized to build the service lane and parking cells.
• This strip is located adjacent to an established residential area and the re-development will contribute towards the improved economic use of existing service infrastructure.
• The redevelopment erven must provide a **continuous building façade along Oostewal Street and also provide a covered pedestrian pathway of 1.5m in width on the site as set out in the guidelines of this document.**
• The pedestrian pathway must be located directly adjacent to onsite parking and the buildings must be located directly adjacent to the pathway (the example of structures and re-development between Antonio Sieni and Sleigh Streets must be repeated).
• In addition, the **height restriction of these re-development erven is limited to a maximum of 8 meters** to protect the residential properties to the east of Oostwal Street.
• **Access to these erven are only possible via Oostwal Street to ensure that traffic is NOT drawn into the neighbourhood.**
• **Parking must be provided on the property as indicated in Guideline 20** and overflow parking will be accommodate between the existing palm trees in the proposed parking cells. These existing palm trees must be accommodated in medians between the parking cells.
• **Parking on the properties is only permissible from the service lane in Oostwal Street.**

**RE-DEVELOPMENT OF ERVEN 3651 AND ERF 3652**

- The two adjacent and partially vacant erven 3651 & 3652 belonging to the SBM, directly to the west of Antonio Sieni appear neglected and are under utilized. These 2 properties are earmarked for mixed business uses with the emphasis on service industries on the ground floor (i.e. household stores [furniture and lighting displays] and auto services that include fitment of tyres, shock absorbers, exhaust systems, windscreen, but excludes car work shops).
Both of these erven have excellent access from Antonio Sieni.

The provision of higher density development (flats) in this area is important as the properties are located in a zone where medium to high density residential development is already established, namely Galjenduin and Villa Diamante. The prominent location at the entrance to the town and adjacent to the outer edge of the primary CBD can have a positive impact on the vitality, compactness and buying power of the CBD.

A sensitive architectural design is important to ensure an aesthetic transition between the different residential uses.

For a high density residential development to be successful, quality open spaces in the immediate area must be provided where residents can relax. The undeveloped open space (Erf 3643) to the south of the 2 properties in question, is ideal for this purpose and must be divided into pockets for various recreational zones that can accommodate toddlers and allow for more active ball sports. The prominent storm water retention facility must be more positively utilized to contribute towards the aesthetic value of the public place.

During the re-development of Erf 3652, the most southerly portion of the property must make provision for the extension of Floris Brand Street to ensure improved vehicular circulation and turning facilities in this area.

**IN-FILL DEVELOPMENT ON ERF 9888**

- Erf 9888 belonging to the SBM is located in the heart of Langebaan and forms part of the end of the primary CBD zone.
- Roughly the property can be divided into two portions with the most eastern portion comprising sensitive natural vegetation, flat and prominent rocky outcrops that are earmarked for Open Space III (nature area).
- This eastern portion not only forms a continuous visual vista up to the eastern high lying residential areas, but is also an important ecological open space network where plant and animal migration occurs. The open space network as indicated connects with Stonehenge and the Meeuweklip nature area.
- In addition to the ecological role that this network serves, it is also an important background focal point from the beach and lagoon as it softens the mass of built area on the high lying areas of Langebaan town.
- This portion which forms the pivotal point of the green network in Langebaan must be cordoned off with no pedestrian or vehicular access permitted.
- A part of the western portion of the property (adjacent to Oostewal Street) was recently upgraded and accommodates an area for informal traders with sufficient vehicle and pedestrian circulation space. The informal trading facility, together with Pikkieiland Creche and the adjacent Sunny Park with attractive play area and water slide forms an effective public space.
- This tourist and community node is physically divided by a storm water retention pond that also has a fresh water spring that provides a permanent source of water.
- In order to ensure a balance between the built (disturbed) and natural, sensitive environments, a clearly visible sub division line must be provided that stretches from the most northern point of Pikkieiland to behind the parking area of Sunny Park and up to Padroa Street. This dividing line must be cordoned off with a transparent fence so that the natural area can still be visually experienced.
• The portion of 'excess', disturbed land on the corner of Oostewal and Breë Street has the potential to accommodate a sensitive development with a humanistic scale. A low impact structure that encompasses the West Coast vernacular architecture should form an aesthetic end point of the primary CBD zone.

• An integrated development that consists of mixed business uses (no residential), a tourist kiosk, Sunny Park, informal traders area, and the existing storm water retention point is recommended. The proposed structures must not exceed the height of 8 meters in order to protect the visual corridor to the natural area.

• Breë Street will be extended in the near future in an easterly direction to link Meeuwenklip and Myburgh Park with the primary CBD. For this purpose a 32m road reserve was specifically reserved to minimize the possible impacts that future development could have on adjacent medium density residential development. The high screening walls of the group housing development will also contribute to softening the impact of future development and vehicle noise originating from the Breë Street extension.

• The location of the 2 medium density residential cells in the dead-end streets of Erica and Sea Haven are ideal for ensuring “feet” that provide the economic buying power and support for the CBD (densification must occur within the immediate catchment area of the CBD).

• The access to the property and traffic circulation must be approached holistically, taking consideration of possible traffic circles or traffic light controlled vehicle crossings. It is particularly the circulation of delivery vehicles that poses the biggest challenge with this development.

• Parking must be located adjacent to Oostewal Street.

• Since this zone experiences the highest intensity, pedestrian movement combined with the proposed soft and hard landscaping theme is of cardinal importance here, to ensure a quality environment.

• The underutilized and undeveloped public open space on Erf 1964 must be incorporated into the total redevelopment in order to create a vibrant public space that has function and form together with vacant Erf 5971, adjacent to Oostewal/ Padroa Street crossing which is ideally located to form part of the greater development picture at the end of the primary business zone (the current use of the site as a store for used motor vehicles is totally disruptive and gives the CBD the appearance of a scrap metal junkyard). Diaz and Padroa streets can be closed to the hinterland and access to the residential area will be via Vondeling Street and the portion of road on the western side of the cemetery as indicated on the Strategy Plan and sketch.

• Since this is the heart of Langebaan town, the Breë Street crossing is the first position that a tourist will have a visual vista of from the beach and lagoon. It therefore makes sense to provide a smaller tourist information kiosk (the traditional “i” that you will find in any tourist orientated town) in the road reserve on the positive side (left side) of Oostewal Street combined with a continuous pedestrian route opposite the SPAR complex. The main tourist office must be established at the proposed new municipal offices on Erf 5745.

• The location of the i on the positive side of the street is to provide the tourist and visitor with a convenient and safe spot to pull off the street where a kiosk is installed with a street map of the town and other information pertaining to accommodation and restaurants (particularly for use after office hours). See Guideline 10.
9.4.3 **RE-DEVELOPMENT ON THE WESTERN SIDE OF OOSTEWAL STREET**

**RE-DEVELOPMENT OF WESTERN RESIDENTIAL STRIP**

No re-development is proposed on the western side of Oostewal Street between *vacant Erf 9891 (adjacent to Freeport Shopping Facility)* and the *current municipal chalet park on Erf 9893*, for the following reasons:-

- The 35m road reserve is too narrow to provide service lanes and parking cells on either side of the street.
- The properties in the residential area on the western side of the street have their “backs” turned towards Oostewal Street (i.e. their living areas have less negative impact).
- The residential area on the western side of Oostewal Street is also centred around a residential “courtyard” layout which was designed to provide a specific residential atmosphere.
- The internal “courtyard” pattern also results in a ragged erf layout that makes it difficult for individual properties to be utilized for business development without impacting negatively on a neighbour (it is impossible to provide an ideal mid block division between land uses).

**RE-DEVELOPMENT OF ERF 9893 – CHALET PARK**

- These 15 tourist accommodation units located on municipal land are in the middle of the CBD. Normal organic growth in the town has resulted in the location of these tourist accommodations not being associated with quality tourist facilities.
- This portion of land was historically linked with the beach, but with re-development of the retirement village it was cut off and now functions as an “island” in the centre of the CBD, which is not particularly appealing to tourists – In short the facility does not belong in the middle of a CBD, but in a more natural environment closer to the tourist nodes.
- The sprawling location of the 15 units over such a large area is not sensible within the context of a “compact business zone” and is not sustainable over the long term.
- The income generated from the chalets coupled with the management and maintenance expenses result in the facility not being economically viable.
- The potential of the property lies in re-development to a combination of mixed use businesses and residential that will economically sustain the primary CBD zone and ensure economic gain for the municipality through property tax and service infrastructure sales.

- The most important design element will be the placement of future land uses on Erf 9893 noise and negative impacts on privacy of neighbours. There is an opportunity to compliment the very successful, adjacent retirement village with design techniques where refuse rooms, cold storage, cooking facilities, chimneys, air conditioning units, delivery areas etc. are provided inside buildings to avoid any negative impacts.
• In order to ensure a sensible buffer, and the fact that additional space is required for the extension of the retirement village, it is recommended that the most western quadrant of Erf 9893 (as shown on Strategy plan for Oostewal Street) be reserved for retirement flats that will be incorporated with the existing retirement village. This consolidation will bring high density and permanent resident volume to the primary CBD and ensure economic viability.

• The aforementioned point is supported by the fact that current Langebaan Retirement Village has a registered servitude right of way that practically runs directly into the SPAR building and adjacent filling station. This ensures a constant stream of “feet” to the business area. The servitude also makes life convenient and safe for the elderly residents and discourages vehicle use.

• Parking must be placed in front of the buildings and must be visible from Oostewal Street.
9.5 SITE SPECIFIC: IN-FILL DEVELOPMENT OPPORTUNITIES

9.5.1 DESCRIPTION:

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

9.5.2 IN-FILL DEVELOPMENT ON THE EASTERN SIDE OF OOSTEWAL STREET

IN-FILL DEVELOPMENT ON ERF 9785

- Erf 9785 with a large surface area and belonging to the SBM, is located on the eastern side of Oostewal Street and must be utilized for in-fill development.
- This site is fragmented by a prominent dune system that stretches in an easterly direction from Oostewal Street. The prominent dune system with rocky outcrop is also characterized by sensitive, natural vegetation that has been classified by Cape Nature as an ecological corridor for plant and animal migration. From the toe of the dune system to the back of the dune must be fenced off to protect this natural asset against further erosion from uncontrolled pedestrian movement.
- The northern portion of Erf 9785 is located on a “plateau” with high marketing visibility and is suitable for “soft business” such as offices, a tourist village, similar to the development approved at the entrance to town on Erf 8733 (Tolhuis) and 8734 (Villa Diamante). The location of this portion of land forms a prominent vista at the entrance to the town.
- This portion of land has been disturbed by the storage of gravel and dumping of building rubble.
- Access to this northern portion of Erf 9785 that forms part of the gateway to Langebaan is problematic owing to limited sighting distances and no level junction. Access will have to be negotiated via the Villa Diamante business node as shown in Guideline 20). A left-in and left-out can be considered on Oostewal Street, but the road design must ensure that any crossing of Oostewal is discouraged.
- A buffer such as a median that includes structured tree planting from Oostewal/ Jon Olaaffson crossing to the Oostewal/ Antonio Sieni crossing will make a considerable contribution to ensuring this dangerous curved portion of street is safer. It will act as a traffic calming measure and contribute hugely to an aesthetic town entrance (see Guideline 20).
- The southern portion of Erf 9785, located adjacent to Antonio Sieni has enormous potential to ensure that the existing crossing with it’s integrated mixed use development will be aesthetically rounded off. It is proposed that the in fill development include mixed land uses. The rocky outcrop, a typical West Coast natural characteristic can be used as a focus in the CBD.
- Access to this portion must be provided from Antonio Sieni opposite Industrie Street.
- Parking must be visible and landscaped in accordance with landscaping guidelines.
• Advertising must be centralized on site to avoid visual disturbance.

**IN-FILL ON ERF 568 VACANT PROPERTY AT OOSTEWAL/ BREÊ STREET CROSSING**

- Vacant Erf 568 belongs to government and was originally earmarked as a Magistrate Court to be combined with the existing, relatively new police station and holding cells.
- Erf 568 plays a fundamental role in the primary CBD zone owing to its prominent location. Magistrates Courts and judicial facilities are normally imposing structures that deserve a place of honour within the primary CBD structure. Therefore, it is recommended that the vacant property be maintained for these purposes and utilized as a focal point at the end of the CBD zone.
- Access could be from the Breê Street extension and Oostewal Street with parking located behind structures.
- The height of structures on this property is limited to 10 meters to ensure a visual downscale in height from the 13.5m Madriko Centre. See Guideline 11.

**IN-FILL ON ERF 7409**

- This municipal portion of land forms a unit with the existing service land and surrounding development.
- It is proposed that this property be utilized for professional offices or business use similar to those at the existing Swemmer Park.
9.5.3 IN-FILL DEVELOPMENT ON THE WESTERN SIDE OF OOSTEWAL STREET

IN-FILL ON PORTION OF VACANT ERF 9891

- This portion of vacant property belonging to SBM is located directly adjacent to the Freeport Shopping Centre. The municipal sewerage pump station and proposed public ablution facilities are located on the northern portion of the site and future in-fill development must be accommodated.
- This vacant property has massive potential in improving the visually neglected CBD into a positive and aesthetic mixed use development that includes a residential component.
- It is prescribed that the adjacent Freeport development must not only visually link with future development on Erf 9891, but should also link up with vehicular and pedestrian circulation.
- In order to provide buffers against additional noise and for the protection of privacy of the residential area it is proposed that parking areas are provided on the southern side of the development area. The existing additional access to the more “passive” sport complex must form part of the parking layout and must not be provided with a separate/independent access road (as is the current situation).

- A continuous pedestrian walkway from the corner of Oostewal/ Antonio Sieni must link to Oostewal/ Jon Olaffson). This facility must include a taxi pick-up/drop-off adjacent to the public toilets and street furniture must be provided behind the existing structured palm tree planting.
- Freeport’s eastern parking area, adjacent to Oostewal Street and currently enclosed with a post-&-rail fence that is located in road reserve, has poor vehicular circulation owing to the placement of buildings. This portion will have to be re-planned when in-fill development occurs on Erf 9891 to ensure safe access and pedestrian movement is guaranteed.
- Owing to the prominent location at the entrance to the town, a continuous visual link with Freeport must be provided. Different roof heights and architectural guidelines with regards to mass, roof shapes and colour will be of utmost importance.
- Parking must be visible and landscaped in accordance with landscaping guidelines.
- Advertising must be centralized on site to avoid visual disturbance.
- The height of the proposed structures on Erf 9891 must compliment the height of structures at the Freeport Centre.
IN-FILL VACANT ERF 760

- Erf 760, which belongs to Government, has no specific function within the CBD structure and Council must make immediate application for transfer of the property to be utilized for sports purposes in conjunction with the remainder of Erf 9891 that is currently utilized as a passive sports complex (including ‘jukskei’, skateboard park, bowling club with room for tennis and squash courts).
- There is a need for a 2nd bowls green and netball courts (these can be combined with the tennis courts). These sports do not generate high volumes of traffic as is the case with rugby and soccer and will comfortably suite the surrounding residential areas.

IN-FILL DEVELOPMENT AT OOSTEWAL ENTRANCE - ERF 5745 & 6052

- This vacant portion of land measuring ± 1500m² belonging to local government, 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 low residential density, distant views of the lagoon and Saldanha Bay, as well as a continuous transparent fence, stone walls and structured tree planting. This scene provides a definite rural and green character with the Oostewal/ Jon Olaffson Street crossing forming the “gateway” to Langebaan town.
- Erf 5745 is strategically important for the development of a focal point and is centrally located to the greater Langebaan 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. Parking and public transport with ablutions facilities also form part of this node and will access the property from Jon Olafsson.
• Parking must be visible and landscaped in accordance with landscaping guidelines.
• Developing this municipal building 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 low vehicle ownership.
• Owing to the fact that Langebaan is developing in a northerly direction and by providing municipal offices at this position, will ensure that vehicles 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 that has been designed to accommodate storm water runoff from the hinterland, can be re-designed for a more functional use for the benefit the Sea View Park residents. Market stalls and high quality landscaping and children’s play areas comprising climbing apparatus can be provided.
• 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 interaction.
• It is proposed that only a few market stalls be provided on the short term to establish the economic viability of this function. In the long term, it is proposed that these market stalls move to the proposed Sea Breeze chalet park redevelopment where the informal 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 adjacent to the water.
• 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.
10. 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.
11. 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 towns statutory NGO’s and the public. It is necessary to collectively fight for the necessary changes.

- It is also important, as set out in Guideline 24: 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.
11.1 PRIORITY LIST FOR SBM

The following priority list is **not** listed in any order of importance:

<table>
<thead>
<tr>
<th>PRIORITY DESCRIPTION</th>
<th>RESPONSIBILITY</th>
<th>TIME FRAME</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SHORT</strong> 0-2yrs</td>
<td><strong>MEDIUM</strong> 3-6yrs</td>
<td><strong>LONG</strong> 7-10yrs</td>
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</tbody>
</table>

1. **DESIGN & DEVELOP SERVICE LANE ON FROM SLEIGH ST - VONDELING - PADROA TO FACILITATE PROPOSED DEVELOPMENT**
   - SBM/PRIVATE X

2. **PROVIDE BUSINESS KIOSKS FOR SMME’s. APPLY TO DEPARTMENT OF TOURISM FOR FINANCING**
   - SBM/PRIVATE X

3. **SALE/ TENDER OF MUNICIPAL LAND IN ACCORDANCE WITH PRESCRIBED REGULATIONS**
   - ERF 9888 (SUBDIVIDED PORTION) SBM X
   - ERF 9893 SBM X
   - ERF 9891 SBM X
   - ERF 9785 - PORTION 1 SBM X
   - ERF 9785 - PORTION 2 SBM X
   - ERF 7409 SBM X
   - ERF 3651 SBM X
   - ERF 3652 SBM X
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<th>Responsible</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>4</td>
<td>SENSITIVE DUNE &amp; VEGETATION ON ERF 9785 MUST BE FENCED OFF WITH PERMEABLE FENCING TO KEEP PEDESTRIAN MOVEMENT OUT AND REZONED TO NATURE AREA (OPEN SPACE III)</td>
<td>SBM</td>
<td>X</td>
</tr>
<tr>
<td>5</td>
<td>ENCLOSE ENVIRONMENTAL CORRIDOR AS INDICATED ON STRATEGY PLAN - REZONE TO OPEN SPACE III. THE DEVELOPER OF ERF 9888 MUST CONTRIBUTE TO THE PERMEABLE FENCING AND REZONING OF THE NATURAL AREA</td>
<td>SBM</td>
<td>X</td>
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<tr>
<td>6</td>
<td>EXTEND FLORIS BRAND STREET TO LINK UP WITH ANTONIO SIENI</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>7</td>
<td>PROVIDE TRAFFIC CALMING STRUCTURES WHERE IDENTIFIED</td>
<td>SBM/PRIVATE</td>
<td>X</td>
</tr>
<tr>
<td>8</td>
<td>DEVELOP TOURIST KIOSK AND SERVICE LANE AT OOSTEWAL/ BREË STREET CROSSING</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>9</td>
<td>STRUCTURE TREE PLANTING &amp; SOFT LANDSCAPING ON ERF 9890 ADJACENT TO MINATOKA STREET TO UPGRADE ENTRANCE OF TOWN</td>
<td>SBM</td>
<td>X</td>
</tr>
<tr>
<td>10</td>
<td>PLANT PALM TREES ON PROPOSED MEDIAN BETWEEN OOSTEWAL/ JON OLAFSSON AND OOSTEWAL &amp; ANTONIO SIENI CROSSING</td>
<td>SBM</td>
<td>X</td>
</tr>
<tr>
<td><strong>PRIORITY DESCRIPTION</strong></td>
<td><strong>RESPONSIBILITY</strong></td>
<td><strong>TIME FRAME</strong></td>
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<tr>
<td><strong>11</strong> REPLACE DEAD PALM TREES ON SAME POSITIONS AND SPACING TO ENSURE LEGIBILITY</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
<td></td>
</tr>
<tr>
<td><strong>13</strong> SBM PARKS DEPARTMENT COMMUNICATE WITH HOA's OF FLAMINGO PARK &amp; SCHAPENZICHT TO SOFTEN THE BLANK WALLS WITH TRELIS AND SOFT LANDSCAPING</td>
<td>SBM/PRIVATE</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
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<tr>
<td><strong>13</strong> SBM COMMUNICATE WITH MADRIKO BUILDING HOA TO PLASTER AND PAINT FACE BRICK PORTIONS TO FIT IN WITH SURROUNDING LAND OWNERS</td>
<td>SBM/PRIVATE</td>
<td>LONG 7-10yrs</td>
<td>X</td>
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<tr>
<td><strong>14</strong> APPLICATIONS FOR THE USE OF SIDEWALK SPACE BY ADJACENT BUSINESS MUST BE ALLOWED WHERE POSSIBLE</td>
<td>SBM/PRIVATE</td>
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<tr>
<td><strong>15</strong> 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></td>
<td>X X X</td>
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<tr>
<td><strong>16</strong> SBM MUST POLICE/ REMOVE ALL UNLAWFUL/ UNNECESSARY INFORMATION SIGNS</td>
<td>SBM/PRIVATE</td>
<td></td>
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</tr>
<tr>
<td>Priority Description</td>
<td>Responsibility</td>
<td>Time Frame</td>
<td>Remarks</td>
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<tr>
<td>DEVELOP DERELICT OPEN SPACE ERF 3643 INTO A QUALITY AND FUNCTIONAL PUBLIC SPACE</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
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<tr>
<td>ALLOW INDIVIDUALS OR ORGANIZED GROUPS TO TAKE OWNERSHIP OF OPEN SPACES</td>
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<tr>
<td>CLAD VIBRE-CRETE WALL ON WESTERN SEAM OF OOSTEWAL STREET WITH CALCITE STONE AS INDICATED ON STRATEGY PLAN</td>
<td>SBM</td>
<td>LONG 7-10yrs</td>
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<tr>
<td>SBM APPROACH BODY CORP/ OWNER OF DE STOMPE HOEK AND FREEPORT SHOPPING CENTERS TO CARRY OUT TREE PLANTING ON THEIR PARKING AREAS TO IMPROVE ENTRANCE TO TOWN</td>
<td>SBM/PRIVATE</td>
<td>SHORT 0-2yrs</td>
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</tr>
<tr>
<td>DEVELOP OOSTEWAL STREET CONTINUOUS PEDESTRIAN WALKWAYS ON THE WESTERN SIDE WITH A CYCLE PATH &amp; QUALITY STREET FURNITURE</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
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<tr>
<td>PROVIDE BOLLARDS ON THE INTERFACE BETWEEN OOSTEWAL STREET/ ANTONION SIENI CROSSING TO PREVENT VEHICLES PARKING ON THE ROAD RESERVE - INTRODUCE SOFT LANDSCAPING OPPOSITE FREEPORT CENTRE.</td>
<td>SBM</td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
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<tr>
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<td>MEDIUM 3-6yrs</td>
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<tr>
<td>23 REPLACE DIFFERENT SIGNAGE, LITTER BINS AND LIGHT FITTINGS WITH THE STANDARDIZED PRESCRIBED TYPE</td>
<td>SBM</td>
<td>X</td>
<td>X</td>
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<tr>
<td>24 ALLOW FORMALIZATION OF ENDERSTEIN &amp; ALABAMA STREETS BY PRIVATE DEVELOPERS IN ACCORDANCE WITH PRESCRIBED PAVING AND LANDSCAPING PROPOSALS</td>
<td>SBM/PRIVATE</td>
<td>X</td>
<td>X</td>
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<tr>
<td>25 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></td>
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<tr>
<td>26 SALE/ TENDER OF EXISTING MUNICIPAL BUILDINGS IN BREË STREET FOR REDEVELOPMENT BY PRIVATE SECTOR INTO TOURIST BUSINESS AND PARKING</td>
<td>SBM</td>
<td></td>
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<tr>
<td>27 RE-ALIGN THE ACCESS POSITION OF UITSIG STREET AT OOSTEWAL STREET JUNCTION FOR SAFER TRAFFIC CIRCULATION TO THE SANPARKS NODE</td>
<td>SBM</td>
<td></td>
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<tr>
<td>28 RE-DEVELOP THE WESTERN END OF BREË STREET WITH A FORMAL VEHICLE TURNING CIRCLE, COMBINED WITH FACILITIES FOR BEACH PATROL, LIFE SAVERS AND DROP-OFF POINT FOR KITE SURFERS EQUIPMENT</td>
<td>SBM</td>
<td></td>
<td>X</td>
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<tr>
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<td>TIME FRAME</td>
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<tr>
<td><strong>29</strong> REMOVE AND REPLACE EXISTING RUBBISH BINS AND BOLLARDS ACROSS THE ENTIRE WESTERN ENDS OF SMITH AND MARRA STREETS ON THE INTERFACE BETWEEN THE ROAD AND THE BEACH TO UPGRADE THE APPEARANCE OF THE AREA. BINS AND BOLLARDS IN ACCORDANCE WITH GUIDELINE 23 HARD LANDSCAPING. 4 BOLLARDS AND 2 BINS PER STREET</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
<td>MEDIUM 3-6yrs</td>
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<tr>
<td><strong>30</strong> SBM TO NEGOTIATE WITH DEPT. OF PUBLIC WORKS FOR TRANSFER OF ERF 1551 FOR DEVELOPMENT</td>
<td>SBM</td>
<td>X</td>
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<tr>
<td><strong>31</strong> PROVIDE A SAFE PEDESTRIAN LINK ACROSS OOSTEWAL STREET AT ENDERSTEIN ST TO THE PROPOSED BOTANICAL GARDENS AND RE-DEVELOPMENT OF ERF 1551 AS A TOURIST DESTINATION</td>
<td>SBM/PRIVATE</td>
<td></td>
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<tr>
<td><strong>32</strong> THE DEVELOPMENT OF A TOT-LOT WITH CLIMBING APPARATUS CENTRALLY TO ENDERSTEIN - MUST FORM PART OF THE DEVELOPMENT CONDITIONS FOR PRIVATE DEVELOPERS</td>
<td>SBM/PRIVATE</td>
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<tr>
<td>PRIORITY DESCRIPTION</td>
<td>RESPONSIBILITY</td>
<td>TIME FRAME</td>
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<tr>
<td>33 PROVIDE PARKING IN UITSIG STREET ROAD RESERVE (EASTERN SIDE) AS INDICATED ON STRATEGY PLAN FOR BEACH VISITORS AND FISHERMEN</td>
<td>SBM</td>
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<td></td>
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<td>LONG 7-10yrs</td>
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<tr>
<td>34 INSTALL THE BOSCHENMEER STREET LIGHTING IN MAIN AND OOSTEWAL STREETS AS AN ONGOING PROCESS</td>
<td>SBM</td>
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<tr>
<td>35 SBM TO NEGOTIATE WITH DEPT. OF PUBLIC WORKS FOR TRANSFER OF ERF 760 FOR THE PROVISION OF COMMUNAL SPORTS FACILITIES</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
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<tr>
<td></td>
<td></td>
<td>MEDIUM 3-6yrs</td>
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<tr>
<td>36 REQUEST TENDERS FOR THE DEVELOPMENT OF SUBSIDISED HOUSING IN LANGEBAAN NORTH</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
<td></td>
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<td></td>
<td></td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
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<tr>
<td>37 DEVELOP THE RAISED PEDESTRIAN CROSSING BETWEEN THE LANGEBAAN RETIREMENT VILLAGE AND THE BEACH IN DWARS STREET. THIS CROSSING CAN ALSO SERVE AS A TRAFFIC CALMING MECHANISM AT THIS HIGH CONFLICT POINT</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
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<tr>
<td></td>
<td></td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
</tr>
<tr>
<td>38 THE PAVING IN SUFFREN AND MAIN STREETS, AS ALREADY PLANNED, MUST BE FINALIZED AS AN EXAMPLE OF PAVING CONTINUITY FOR THE REMAINDER OF THE CBD</td>
<td>SBM</td>
<td>SHORT 0-2yrs</td>
<td></td>
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<td></td>
<td></td>
<td>MEDIUM 3-6yrs</td>
<td>X</td>
</tr>
<tr>
<td>Priority Description</td>
<td>Responsibility</td>
<td>Time Frame</td>
<td>Remarks</td>
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<td>------------------------------------------------------------------------------------</td>
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<tr>
<td>39 THE SBM MUST URGENTLY COMMUNICATE WITH SANPARKS AND THE SADF TO INITIATE REDEVELOPMENT OF THIS TOURIST NODE. THIS WILL ACT AS CATALYST FOR INCREASING LANGEBAAN’S TOURIST STATUS</td>
<td>SBM</td>
<td>Short 0-2yrs</td>
<td>X</td>
</tr>
<tr>
<td>40 DEVELOP MAIN STREET’S CONTINUOUS PEDESTRIAN WALKWAY WITH RAISED TRAFFIC CROSS WALK ZONES ON THE EASTERN SIDE WITH QUALITY STREET FURNITURE</td>
<td>SBM</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>41 DEVELOP MAIN STREET’S CONTINUOUS PEDESTRIAN WALKWAY WITH RAISED TRAFFIC CROSS WALK ZONES ON THE WESTERN SIDE WITH QUALITY STREET FURNITURE</td>
<td>SBM</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>42 ALABAMA STREET PUBLIC ABLUTION FACILITY TO BE PLASTERED AND PAINTED TO COMPLY WITH WEST COAST ARCHITECTURAL VERNACULAR</td>
<td>SBM</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>43 SBM TO ERECT BOLLARDS ADJACENT TO THE CURB ON THE EASTERN SIDE OF OOSTEWAL STREET BETWEEN ANTONIO SIENI AND SWEMMER PARK (OPPOSITE PEP STORES)</td>
<td>SBM</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
11.2 FUNDING OF THE STRATEGY PLAN

During the analysis and public process phases it was evident that the SBM will have to play a large role in being the catalyst for development within the primary CBD zone, and for the following reasons:

11.2.1 PROPERTY

With the exception of 2 properties (Erf 5971 [private] and Erf 568 [state land]), all the large, vacant and under utilized land belongs to the SBM (Erf 9888, 9893, 9891, 9785, 5745 & 6052). It is these very properties that give the CBD its fragmented appearance and must therefore be released for tender to private developers or developed by the SBM in conjunction with the private sector (Public-Private-Partnership).

The strategic location of Erf 9888, 7409 & 9891 are important for the positive and compact strengthening of the urban form with regards to the primary CBD, whilst simultaneously providing the community with a variety of shopping options. As a result these properties have been placed under the short term section of the priority list to be sold (see priority list in previous).
11.2.2 PROVISION OF SERVICES THROUGH CAPITAL CONTRIBUTIONS

The provision of a service lane with parking cells works extremely well on the eastern seam of Oostewal Street, as can be seen from the existing implementation of such facilities between Antonio Sieni and Sleigh Streets.

To avoid ad-hoc development, which is currently the case (read Erf 880, 1928 & 852), the following aspects are recommended for the redevelopment of residential properties on the eastern seam of Oostewal to achieve an orderly appearance:

- There is a definite need for leadership and the SBM must take the lead or risk of acting as a master developer of the service lane and parking cells. The SBM, in conjunction with their newly appointed consulting engineers design and develop the service line between the residential boundaries and the existing palm trees and make provision for overflow parking between the trees.
- The capital will be recouped from the adjacent developers in accordance with the normal channels of rates and taxes, capital contributions, or via a special agreement. On site parking will be provided by the individual developers in accordance with the Langebaan Scheme Regulations of 4 parking bays per 100m² building surface area and between the palm trees via the purchase of parking from the SBM (the construction of parking between the palm trees will require 2 parking bays only at a 45° angle located centrally between 2 palm trees to ensure that the root systems are protected)
- This development aspect is vitally important to kick start re-development along Oostewal Street and provide the necessary vibrancy and aesthetics to ensure a successful streetscape. The flood of rezoning that may result from this development aspect must be given priority to allow the smaller entrepreneur the chance to develop their own offices or business facilities.
- The current owners do not all have the same development and organizational capabilities to develop the street themselves and everyone is waiting for somebody to take the lead on an aspect that could take years to realise if not prioritised.
- The service lane and parking cells have been prioritised short term and can also be funded through the sale of certain portions of large vacant land along Oostewal Street.

11.2.3 ADVERTISEMENT INCOME

An additional source of income for the SBM is the placement of a large advertisement board on a portion of prominent and visual land that will ensure sustained income to the local authority.

The proposed position to the north of De Stompe shopping complex on a portion of public open space, Erf 9890, has previously been successfully utilized as a prominent focal point.
The side walls of the aforementioned shopping complex and surrounding trees provide a backdrop and buffer and therefore has not negative impact on surrounding property owners.

The position is ideal for a well designed advertisement board as it is in the direct sight line of the visitor or motorist on arriving in Langebaan.

11.3 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.

11.4 CHECKLIST FOR PROSPEROUS 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 read in conjunction with this check list to ensure comprehensive cover of the proposals 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>
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<tbody>
<tr>
<td>1</td>
<td>IS THE LAND USE APPLIED FOR APPROPRIATE IN RESPECT TO 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 &quot;WERF&quot; 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 FOR 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 NIL 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>
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<tr>
<td></td>
<td>Question</td>
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<tr>
<td>17</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>18</td>
<td>Does the SDP comply with the specific prescribed height restriction, stacking ratio and massing.</td>
</tr>
<tr>
<td>19</td>
<td>Have continuous building facades been provided adjacent to the sidewalk.</td>
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<tr>
<td>20</td>
<td>Is the structure placed parallel to the street front.</td>
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<tr>
<td>21</td>
<td>Has the correct signage been addressed in the application.</td>
</tr>
<tr>
<td>22</td>
<td>Has a landscaping and maintenance plan been included with the SDP.</td>
</tr>
<tr>
<td>23</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>24</td>
<td>Has soft landscaping been provided at the interface between structures and parking.</td>
</tr>
<tr>
<td>25</td>
<td>Have existing trees been integrated into the proposed development on the SDP.</td>
</tr>
<tr>
<td>26</td>
<td>Does the SDP and buildings comply with the basic West Coast Vernacular Architectural Guidelines.</td>
</tr>
<tr>
<td>27</td>
<td>Has natural calcite stone been used in the proposed structures (no imitation stone or facebrick).</td>
</tr>
<tr>
<td>28</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>29</td>
<td>Have Tanalith treated “latjies” been incorporated into the design of shade structures.</td>
</tr>
<tr>
<td>30</td>
<td>Has the architect paid special attention to the aesthetics of the back of medium density housing that borders on to Oostewal Street.</td>
</tr>
<tr>
<td>31</td>
<td>Does the homeowners constitution for medium density housing comprise a maintenance plan.</td>
</tr>
<tr>
<td>32</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), the Environmental Impact Assessment Regulations and the Integrated Coastal Management Act.</td>
</tr>
</tbody>
</table>
12. SUMMARY

- The purpose of the aforementioned analysis and guidelines is to ensure an efficient and safe business area in the Langebaan CBD 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 the CBD 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 the CBD or different 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. Harry and Dalena White
6. Prof Kobus Steyn
7. Ron Visser
8. Frans Palm
9. MvS Hamman
10. Naude & Helmien Steyn