

# KLEINMOND CBD UPGRADING PLAN

## URBAN DESIGN WORK IN PROGRESS

DRAFT COMMENT



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# 1. BACKGROUND

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## 1.1. INTRODUCTION

### 1.1.1. PURPOSE & SCOPE

The purpose of the project is to create a framework plan outlining development possibilities for the Lagoon Precinct, Kleinmond Main Road and the Harbour Precinct including type and scale of development that would be suited to the respective areas, indication of land uses and principles for public realm improvement and development.

#### DEVELOPMENT VISION

Create a high quality public environment that is pedestrian friendly and supportive to business.

#### CHALLENGES

- Understanding current challenges of access, quality of public realm and built form.
- Improve economic performance of Main Road.

#### TOWN CONCEPT

- Development town level concept illustrates the role of Main Road further described through precedent.

### 1.1.2. PROCESS TO DATE

The investigation into the current status of the built form and public spaces of the Kleinmond CBD included the following tasks:

1. A desktop study of available reports and mapping.
2. A site survey which included photo-surveys, mapping, focus area surveys and evaluation of the buildings, activities and landscape character of each focus area.
3. Documentation of the findings of the desktop study and survey. Information is presented through a series of townscape maps and focus area evaluations in this draft report.

This information is circulated for comment to stakeholder representatives and comments and feedback will inform the finalisation of the status quo and the development of focus area proposals for 3 selected priority areas.

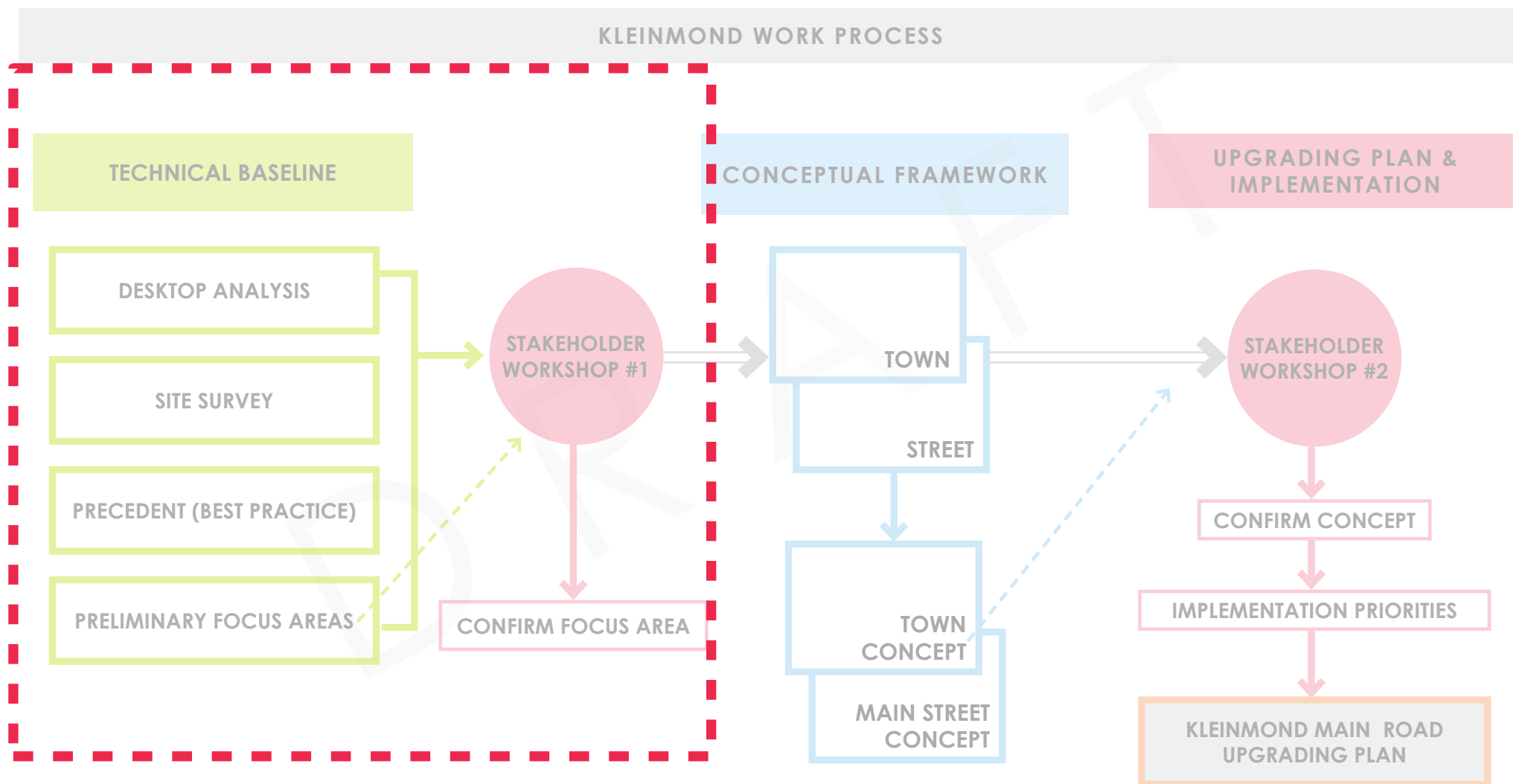


DIAGRAM 1. PROJECT PROCESS DIAGRAM

## 1.2. URBAN DESIGN PRINCIPLES AND OBJECTIVES

The spatial vision and concept will be guided by the SPLUMA development principles, which seek to create balanced urban environments that relate well to their context and perform optimally for its users.

### 1.2.1. DEVELOPMENT PRINCIPLES

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

- Inclusive
- Safe and secure
- Walkable
- Mixed-use and diverse
- Economically vibrant

### 1.2.2. REGENERATION OBJECTIVES

The following regeneration objectives guide the evaluation of the current CBD conditions and will inform the focus area proposals going forward.

1. Create streets that allows for mixed traffic but place priority on the pedestrian.
2. Introduce landscaping to create a high-quality and active environment that encourages users to spend more time by providing safe walking conditions, shelter from the elements, trees, seating and lighting.
3. Create safe pedestrian environments using level crossings, wide sidewalks and paved surfaces
4. Create vibrant and safe environments with positive, active and attractive building frontages and street interface qualities
5. Allow for seasonal flexibility for parking requirements creating multi-functional, integrated parking & loading bays
6. Accommodate stormwater drainage within the landscaping of the street and public spaces
7. Identify development and redevelopment opportunities on strategic land.

### DEVELOPMENT PRINCIPLES



**INCLUSIVE**



**CHARACTER & SENSE OF PLACE**



**SAFE & SECURE**



**WALKABLE**



**MIXED USE & DIVERSE**

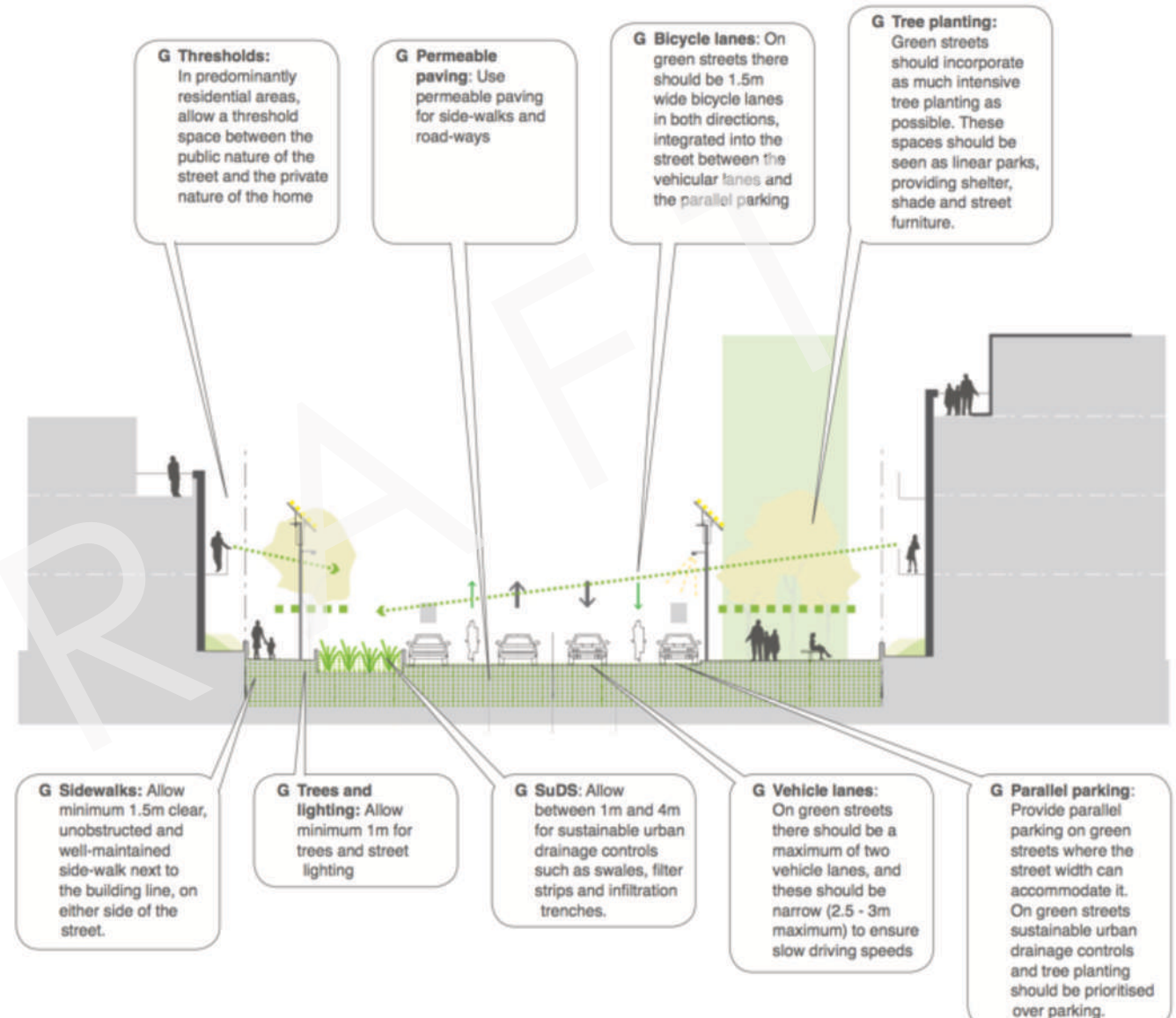
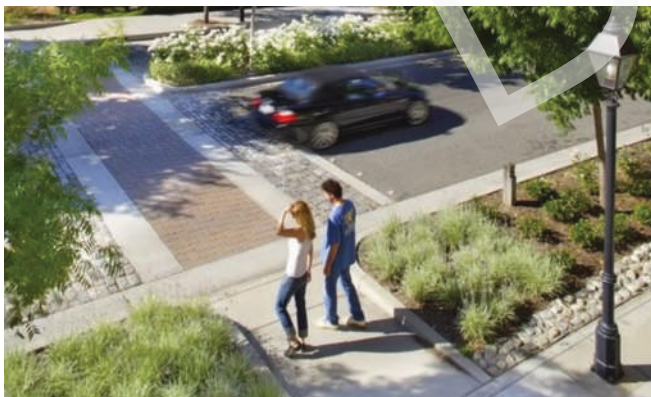


**ECONOMICALLY VIBRANT**

### 1.2.3. BEST PRACTICE AND PRECEDENT

#### STREETS TO ACCOMMODATE A RANGE OF USES:

- Pedestrians and cyclists
- Public transport
- Private vehicles
- Sustainable Urban Drainage
- Landscaping and tree planting
- Parking





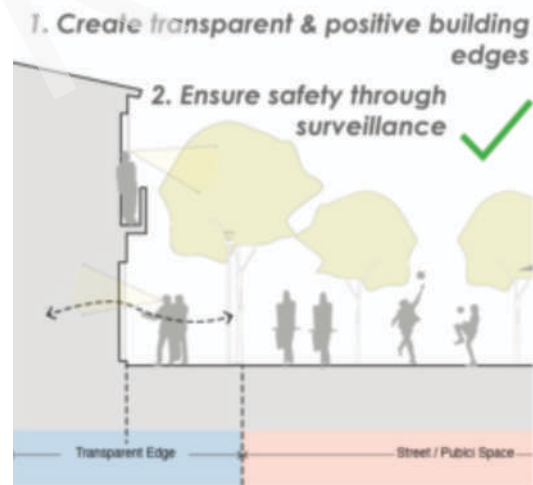
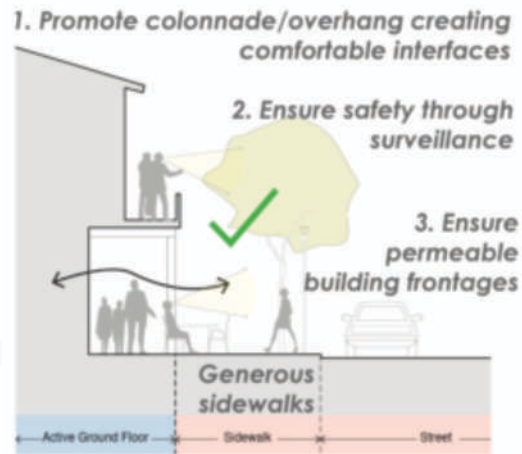
## PEDESTRIAN FRIENDLY STREETS

- Generous sidewalks
- Seating
- Places to linger
- Spill out café spaces
- Safe crossing places



## STREET & BUILDING INTERFACE

- Spill-out activities between shops / cafés and sidewalks
- Visual connection between street and ground floor activities
- Limited blank facades



## MULTIFUNCTIONAL AND INTEGRATED PARKING

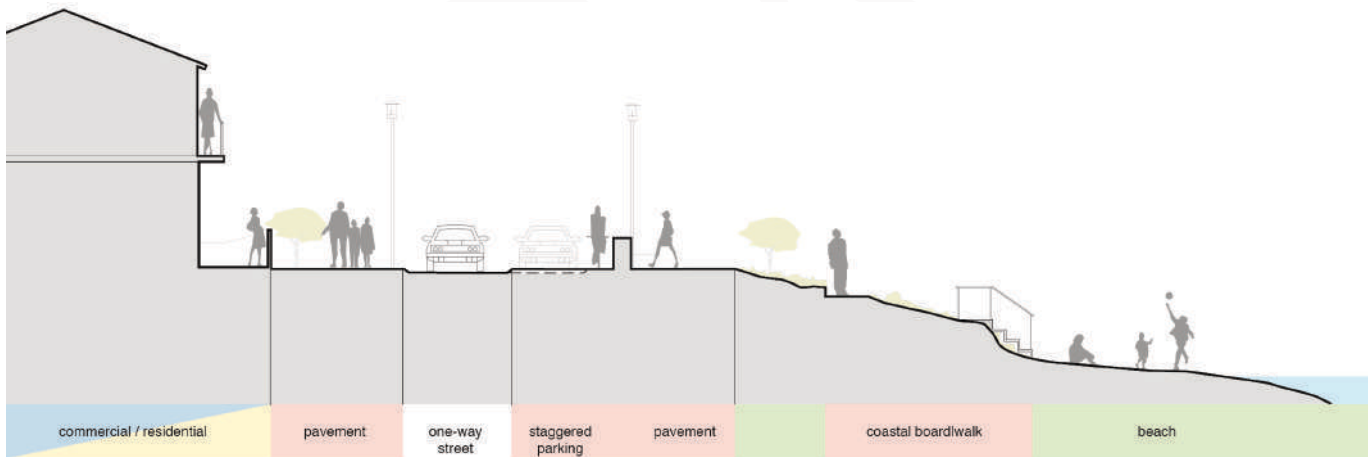
- Integrated street parking and landscaping
- Well landscaped, multi-functional parking courts that can be used for alternative activities





## COASTAL EDGE

- Generous public promenade
- Seating
- View / lookout points
- Event spaces



## STREET FURNITURE

- Simple, practical and robust materials
- Coherent family of elements that creates local identity
- Pedestrian scaled lighting located to make spaces feel safer
- Create places to stay and linger

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## 2. TOWNSCAPE OVERVIEW

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## 2.1. TOWNSCAPE PUBLIC REALM

### 2.1.1. LAYOUT AND DESIGN ORIGINS

#### 2.1.1.1 HERITAGE

Kleinmond is predominantly a holiday town which has its roots in the 18th/19th century as a fishing village. It developed between the mouths of the Bot River and Palmiet River and around 1860 became a holiday destination for farmers in the Caledon district. Figure 1 illustrates the layout and design origins of the town.

The primary focus of heritage values lies in the dramatic visual and environmental setting and the sense of balance between natural landscape and settlement. Mountains, rivers, a combination of a rocky and sandy shoreline, and the extensive coastal fynbos are all important contributors to the sense of place. There are few conservation worthy structures, the highest graded 3A and 3B (local heritage site), with the natural and scenic setting dominant over the architectural fabric.

Since 1902 the cypress tree at the Kleinmond Lagoon (the Preekboom) was used as a Christmas Tree and has historical, social and aesthetic significance. A proposed special conservation area includes the coastal strip linking the commonage area at the river mouth to the harbour at Jongensklip including the first row of erven facing onto the coastal walkway.

#### 2.1.1.2 LANDMARKS, NODES AND GATEWAYS

Gateway entrances into Kleinmond are poorly defined with only small signs to signal to a visitor they are entering the town. The gateway into the Harbour Precinct shares the same characteristics, and can easily be missed.

#### 2.1.1.3 KEY INFORMANTS

- The mountain and coastal scenic setting is the primary heritage asset.
- A balance between the natural landscape and settlement is required
- Poorly defined gateways into Kleinmond create a lack of sense of arrival to the town.
- The coastal strip between the harbour and the river mouth must be protected.



IMAGE 3. PREEKBOOM HISTORICAL SOCIAL AND AESTHETIC SIGNIFICANT RESOURCE



IMAGE 1. WESTERN GATEWAY INTO KLEINMOND



IMAGE 4. HARBOUR ROAD GATEWAY



IMAGE 2. EASTERN GATEWAY INTO KLEINMOND



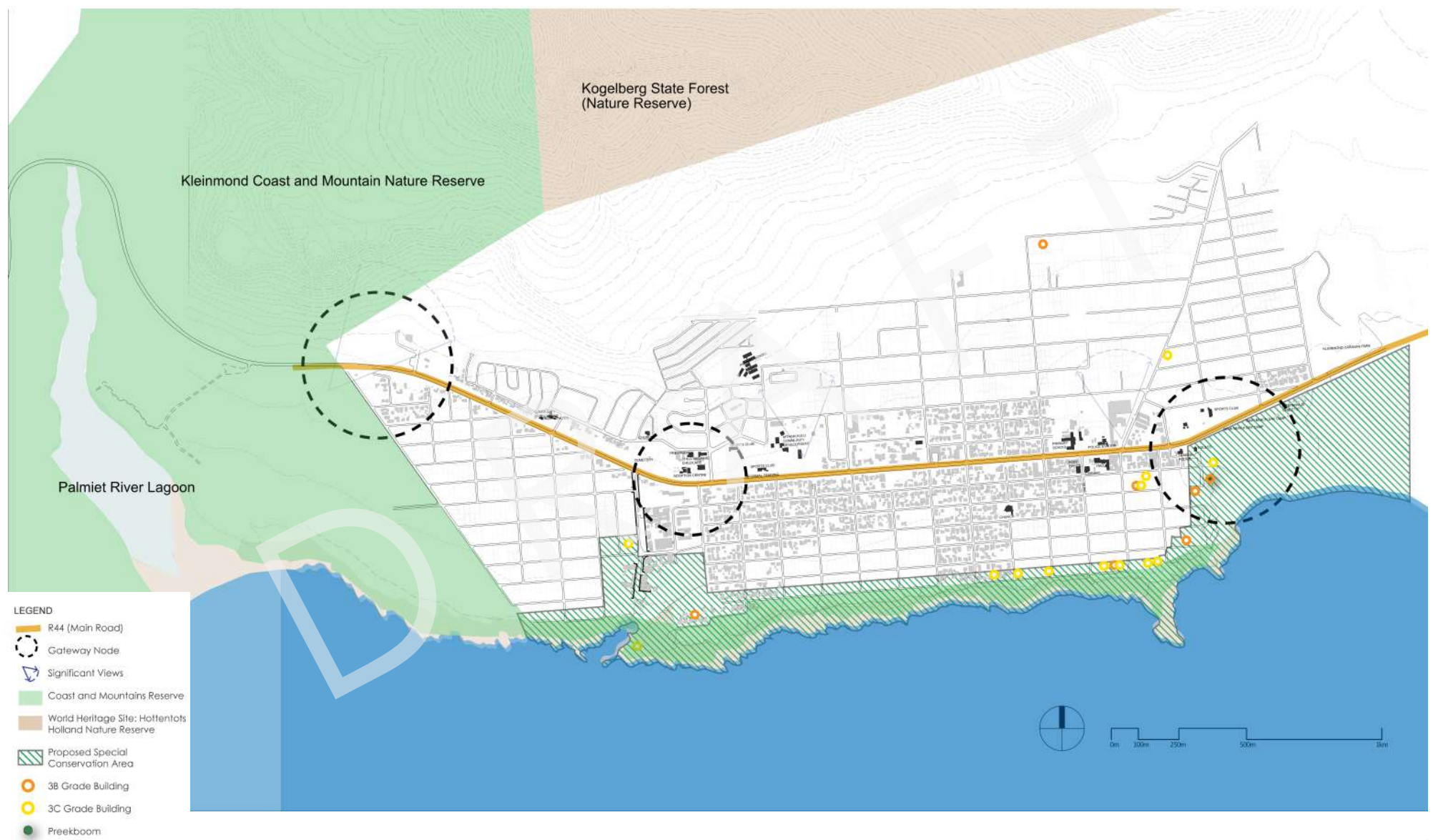


FIGURE 1. LAYOUT AND DESIGN ORIGINS

## 2.1.2. LANDSCAPE AND ECOLOGY

### 2.1.2.1 NATURAL SYSTEMS

The Kleinmond CBD is surrounded by dramatic natural environments illustrated in Figure 2. The Kogelberg Biosphere Reserve is UNESCO recognised and is a key part of the local ecosystem, tourism character and landscape of Kleinmond. Connections with this asset should be a visible part of the CBD character and function.

The steep slopes of the mountain backdrop are visible from all parts of town and both visual and physical links are important for locals and tourism.

Several rivers and streams connect the mountains with the coast. These serve important stormwater and ecosystem services. They are also important landscape elements adding to the town character and identity.

### 2.1.2.2 RECREATION

- Recreation facilities in Kleinmond include:
- Coastal footpath
- Beach and lagoon
- Mountain hiking paths
- Picnic, braai and play areas at the beachfront

### 2.1.2.3 VIEWS AND VISTAS

Spectacular views of the mountains are visible from almost anywhere in the town. North-south allow for glimpses of the sea with views of to the west of Elephant Rock above Betty's bay and to the east of Afdaksvier and Karwyderskraal areas and surrounding mountains.



IMAGE 5. VIEW TO KOGELBERG MOUNTAINS



IMAGE 6. VIEW CORRIDOR TO SEA



IMAGE 7. VIEW WEST TO ELEPHANT ROCK



IMAGE 8. VIEW EAST TOWARDS AFDAKSVIER AND KARWYDERSKRAAL MOUNTAINS BEYOND



IMAGE 9. PARK IN BEACH FRONT RECREATION AREA



IMAGE 11. COASTAL FOOTPATH



IMAGE 10. LAGOON AND BEACH



## 2.1.2.4 KEY INFORMANTS

- The mountain backdrop provides orientation as a landmark and reminder of the link between the town and nature.
- The natural river systems are under-celebrated and have the potential to add character and identity to the town.
- Kleinmond should enhance its tourist potential by focussing on the natural environment, celebrating these assets and creating links between the mountain and sea.



FIGURE 2. LANDSCAPE AND ECOLOGY

### 2.1.3. ACCESS AND CIRCULATION

Kleinmond's access and circulation system is illustrated in Figure 3 which highlights the movement hierarchy, pedestrian network and parking. The Kleinmond street network is characterized by a grid pattern with the most dominant block dimensions of 130m x 60m, creating a walkable and accessible environment.

Main Road and Third Avenue provide the primary east-west movement. North-south movement is limited with only a few streets providing continuous movement across Main Road. The remaining north-south routes terminate at Main Road with several routes further limiting vehicle access from the south to Main Road with a series of cul-de-sacs accommodating only pedestrian movement

Kleinmond is a linear town developed along Main Road between mountain and sea. It is approximately 4km long and is expanding in length. A lack of bicycle facilities means that the only option for many residents is to walk long distances between destinations.

Main Road is the primary movement route for both vehicles and pedestrians. Despite formal sidewalks located along its length a lack of shading elements and trees, pedestrian-scaled lighting, paving, and a prevalence of parking results in vehicle dominance.

Large parking lots on well-located land further contribute to vehicle dominance and a poor public environment limiting opportunities for activity along the Main Road.

#### 2.1.2.5 KEY INFORMANTS

- The dominant block sizes in Kleinmond create a walkable grid but the lack of shading elements and low quality of the public realm does not promote walking.
- Lack of cycling facilities does not promote or encourage cyclists which could be a viable form of transport to cover long distances between destinations within the town.
- Main road is vehicle dominant with few NMT facilities and a prevalence of parking.
- Parking lots along main road could be better used for infill development and activation of the street.



IMAGE 15. ROAD WITH NO THROUGHWAY



IMAGE 12. SPAR SHOPPING CENTRE PARKING LOT



IMAGE 14. TYPICAL MAIN ROAD SIDEWALK



IMAGE 13. OK MART PARKING LOT ALONG MAIN ROAD



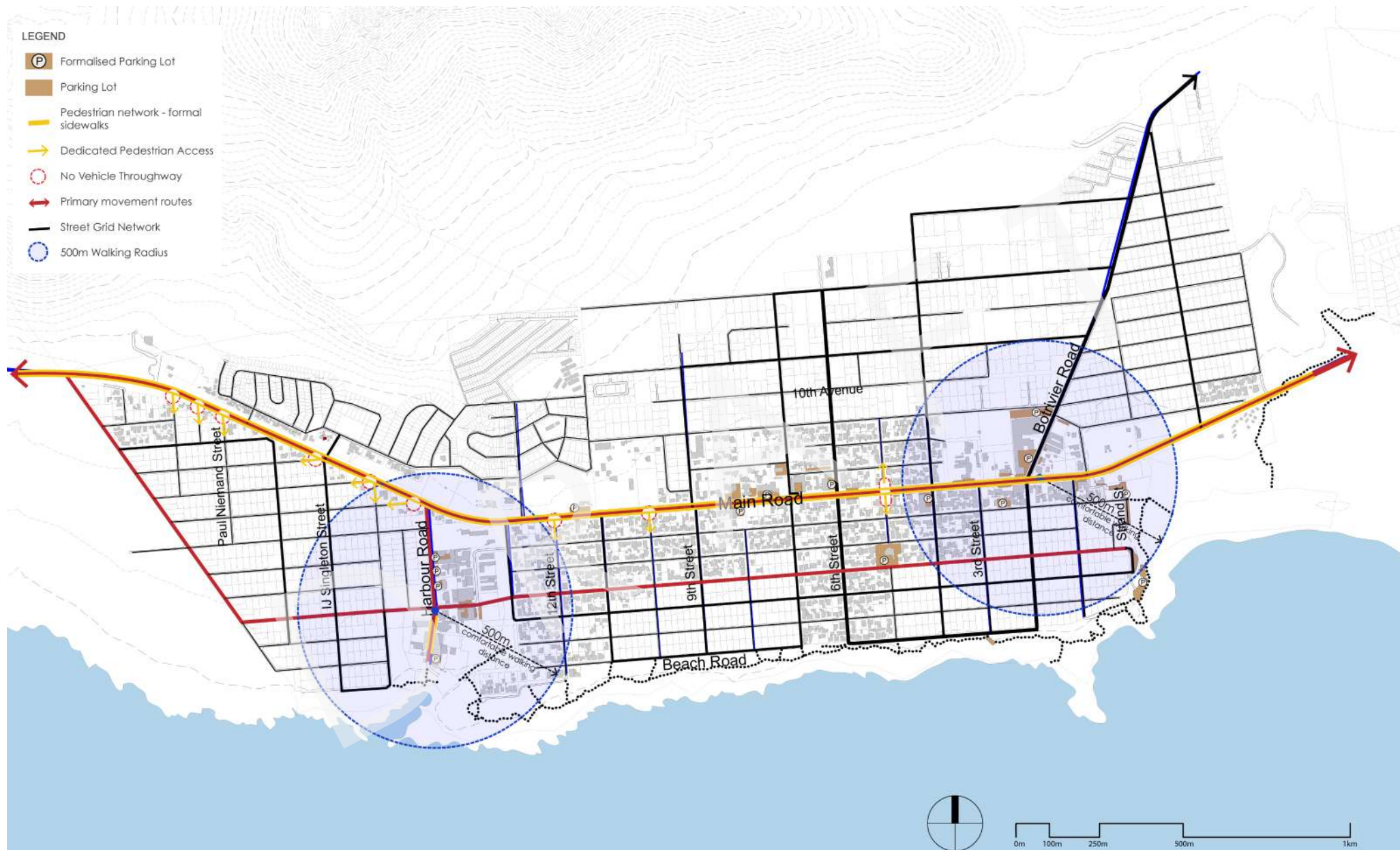


FIGURE 3. ACCESS AND CIRCULATION

## 2.2. TOWNSCAPE BUILT FORM

### 2.2.1. ZONING

The majority of developed land in Kleinmond is zoned for residential use as illustrated in Figure 4.

Commercial uses are clustered in nodes along the main street. A small retail and hospitality precinct is located on the Harbour Road with industrial activity to the east of this.

Large pieces of land along Main Road are zoned for open space or transport uses.

An emerging public facilities cluster is located at the entrance to Kleinmond associated with Overhills residential area.

#### 2.2.1.1 KEY INFORMANTS

- Current zoning does not support further commercial intensification along Main Road especially between the Harbour and Lagoon mixed-use nodes.
- Where commercial zoning dominates, traffic circulation, pedestrian - vehicular conflicts and parking will need to be areas of special focus in the more detail design stage.
- The light industrial zone to the east of Harbour Road, wraps around the Harbour Restaurant Precinct. The interface between this area and the residential zone further east is an area for focussed planning and design.



IMAGE 16. RETAIL CENTRE AT INTERSECTION OF BOTRIVER & MAIN ROAD



IMAGE 17. COMMERCIAL BUILDING IN RESIDENTIAL TYPOLOGY



IMAGE 18. VIBRANT MIXED-USE HARBOUR ROAD



IMAGE 19. INDUSTRIAL AREA EAST OF HARBOUR ROAD



IMAGE 21. COMMERCIAL NODE ON MAIN ROAD



IMAGE 20. RESIDENTIAL PROPERTIES ALONG MAIN ROAD





FIGURE 4. ZONING

## 2.2.2. LAND USE AND ACTIVITY

### 2.2.2.1 LAND USE

The study area includes a mix of retail, commercial, institutional, sporting and residential uses, as illustrated in Figure 5. Retail outlets and businesses are situated along the Main Road and Harbour Road.

Small scale retail and food stores are mainly located along Main Road while some light industry is located Harbour Road.

There are very few restaurants and coffee shops within the precinct sporadically located along Main Road and clustered along Harbour Road.

Residential use is focussed on the western end of Main road while the eastern end contains a mix of use including public facilities, retail, commercial and sports.

There are 3 nodes of public facilities located along Main Road, the largest located at the intersection of 3rd Street and Main Road including a school, police station post office, library, hall and municipal offices.

A small informal trading market is located along Main Road in-front of the Mthumkhulu Community Development Centre.

### 2.2.2.2 ACTIVITY

Kleinmond is a holiday destination with a large influx of visitors during seasonal periods. Businesses and facilities need to be robust and flexible to accommodate this ebb and flow of activity.

### 2.2.2.3 KEY INFORMANTS

- Lack of tourist attractions along Main Road.
- Commercial activity is clustered along Main and Harbour Road with minimal connection between the activities along the two.
- Dominant residential use along the western section of Main Road.



IMAGE 22. INFORMAL TRADING AREA



IMAGE 23. RETAIL ALONG MAIN ROAD



IMAGE 24. HARBOUR ROAD RETAIL AND RESTAURANTS



IMAGE 25. SUCCESSFUL EXAMPLE OF COFFEE SHOP WITH ACTIVE FRONTAGE





FIGURE 5. LAND USE AND ACTIVITY

## 2.2.3. PUBLIC STRUCTURE

### 2.2.3.1 PUBLIC FACILITIES

The elements of public structure are illustrated in Figure 6. Public facilities and sports facilities are mostly clustered in 2 nodes. The central node includes 2 schools, child welfare and adoption Centre, Mthimkhulu community development centre, tennis and sports club. The intersection of Main Road and Botriver Road node includes a police station school, post office, hall and library.

The eastern node containing the traffic office, toilets, sports fields, the lagoon park and beach day camp.

A cluster of open spaces and sports facilities are located on the northern side of Main Road towards the east on the site of the old show-grounds. The sports facilities are well used and well maintained.

Only small portions of Main Road and Harbour Road are active with a positive public realm. Activity is stop-start with no continuity along the street.

A coastal pathway provides a special recreation amenity allowing locals and visitors access to the coastline with a path connecting the harbour to the lagoon and beach.

### 2.2.3.2 KEY INFORMANTS

- There are limited green spaces and recreational amenities within the study area.
- There is a lack of street trees throughout the town.
- Public facilities and sports fields are located along Main Road occupying strategic sites that could contain development to activate the street.
- The coastal path provides a key opportunity for tourism and connection to the coast.
- Only small portions of Main Road and Harbour Road include an active street frontage and positive public realm which should be extended along Main Road



IMAGE 26. POLICE STATION LIMITED VISIBILITY FROM STREET



IMAGE 28. TOWN HALL ON MAIN ROAD



IMAGE 27. SPORTS FIELDS WITH POOR VISIBLE CONNECTION TO SURROUNDS







## 2.2.4. DEVELOPMENT POTENTIAL

### 2.2.4.1 VACANT, UNDERUTILISED AND PUBLICLY OWNED LAND

The location of publicly owned land (municipal and national), vacant and underdeveloped land is illustrated in Figure 7. Clusters of publicly owned land occur along Main Road, along the coastal edge and the western and eastern gateways into Kleinmond. A large portion of vacant, privately owned land is found within the Harbour Precinct

### 2.2.4.2 FUTURE PROJECTS

Future planned projects focussed on public assets are illustrated in Figure 9. These entail the consolidation of several public facilities into a Municipal Precinct at the western entrance to Kleinmond and a consolidated sports precinct on the eastern side of town north of Main Road. Moving these amenities off Main Road frees up a significant amount of publicly owned land for more strategic development better suited to the mixed-use active character of Main Road.

### 2.2.4.3 KEY INFORMANTS FOR DEVELOPMENT POTENTIAL

By overlaying the publicly owned, vacant land and future planned projects it is evident that the study area offers several potential opportunities for infill development illustrated in Figure 8. Opportunities for private development are identified within the Harbour Precinct and infill development to support the activation and intensification of activity along Main Road and along the Lagoon edge.



FIGURE 7. VACANT, UNDERUTILISED AND PUBLICLY OWNED LAND

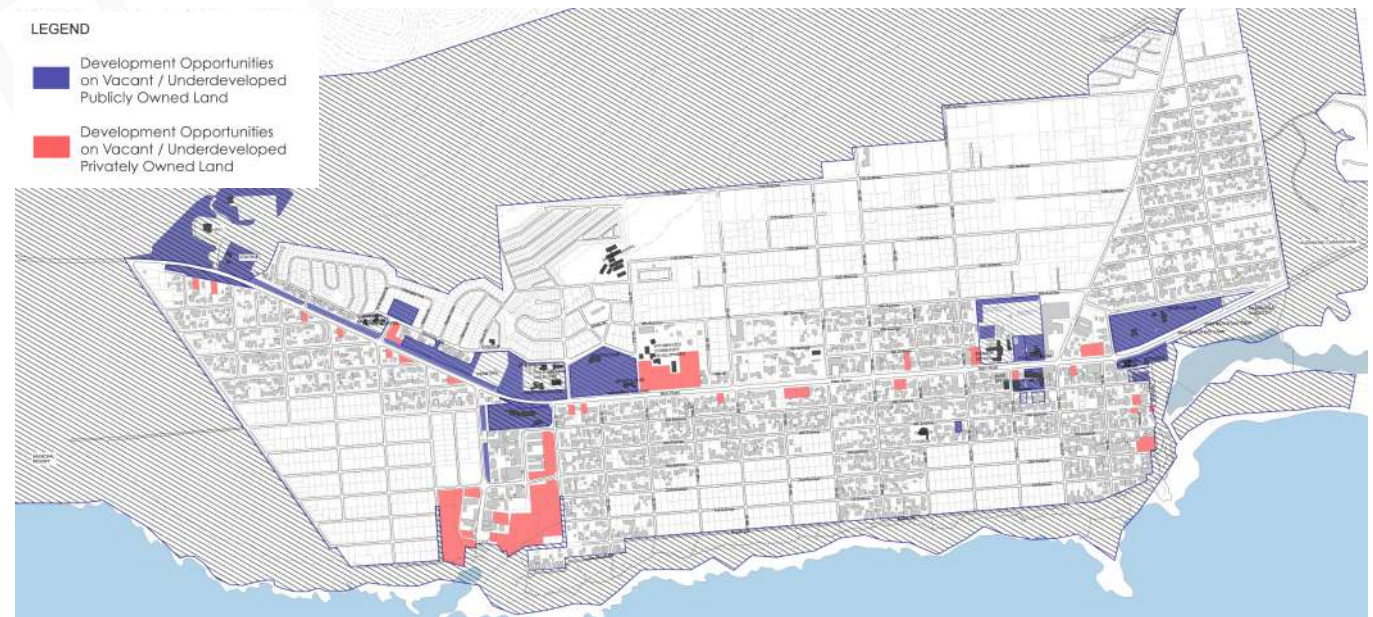


FIGURE 8. DEVELOPMENT OPPORTUNITIES





IMAGE 29. VACANT LAND WITH RESIDENTIAL ZONING



IMAGE 30. SPORTS FIELDS ALONG PROTEA ROAD



IMAGE 31. TENNIS CLUB LAND

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### **3. MAIN STREET EVALUATION**



### 3.1. INTRODUCTION AND METHOD

#### 3.1.1. FOCUS AREA SURVEY

Eleven focus areas were surveyed and mapped in January 2020. During this two day site survey the main road was divided into 11 Focus Areas. The physical features and activities were mapped to evaluate the urban design characteristics of each focus area.

##### 3.1.1.1 PHYSICAL FEATURES:

- Street interface (façade character and quality)
- Design elements (trees, street furniture, paving etc.)
- Scale and massing (height and enclosure)
- Land use (activity and land use)
- Façade character and quality,
- Public realm character and quality (tree planting, street furniture, paving)
- Dimensions of the street components,
- Height of buildings along the street,
- Property and building entrances,
- On-street parking,
- Land use and activity.

##### 3.1.1.2 ACTIVITIES:

- Capturing the duration and type of activities of people within the focus area

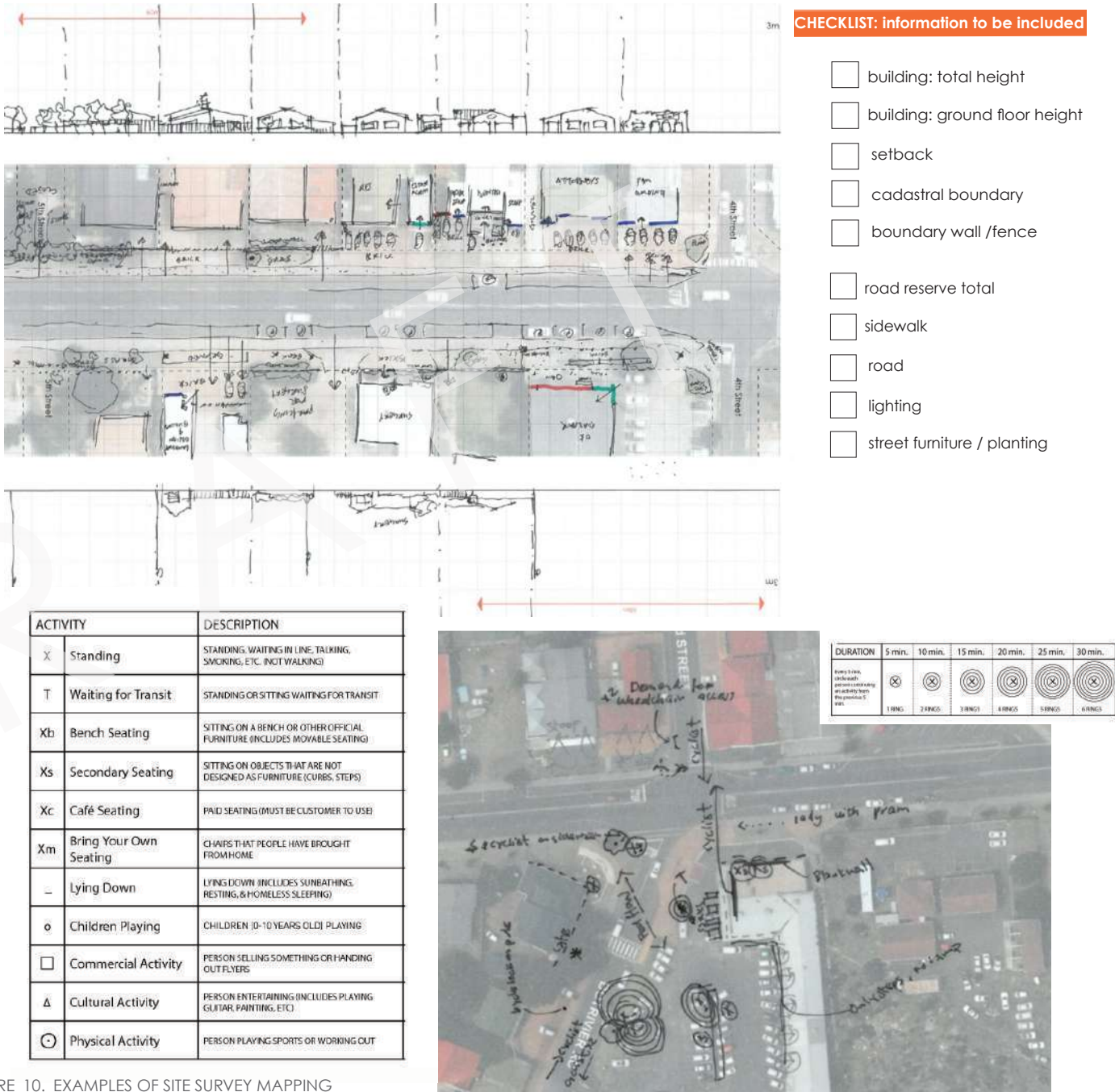


FIGURE 10. EXAMPLES OF SITE SURVEY MAPPING



FIGURE 11. FOCUS AREA LOCATIONS



3.1.2. FOCUS AREA A: WESTERN GATEWAY



IMAGE 32. STREET VIEW OF FOCUS AREA A

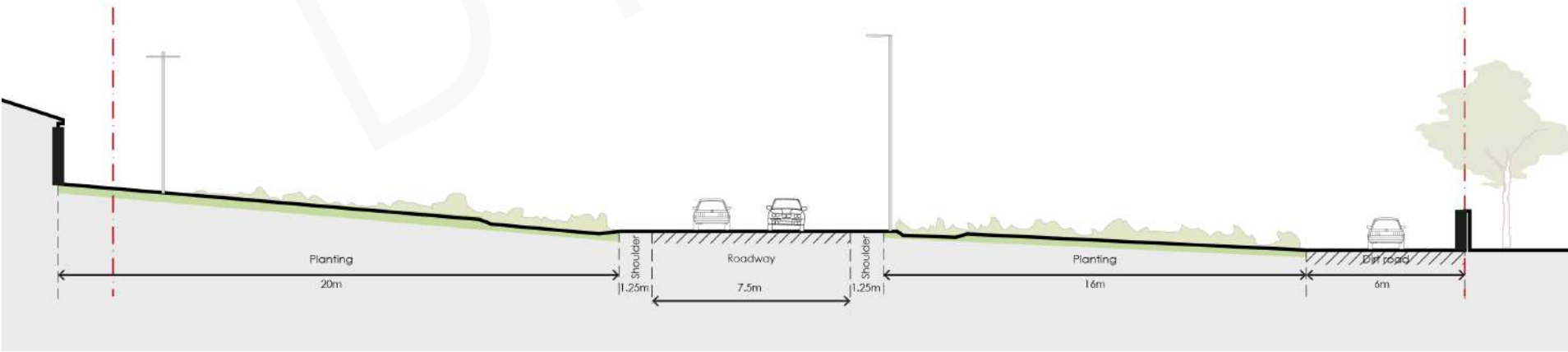


FIGURE 12. FOCUS AREA A - STREET SECTION A

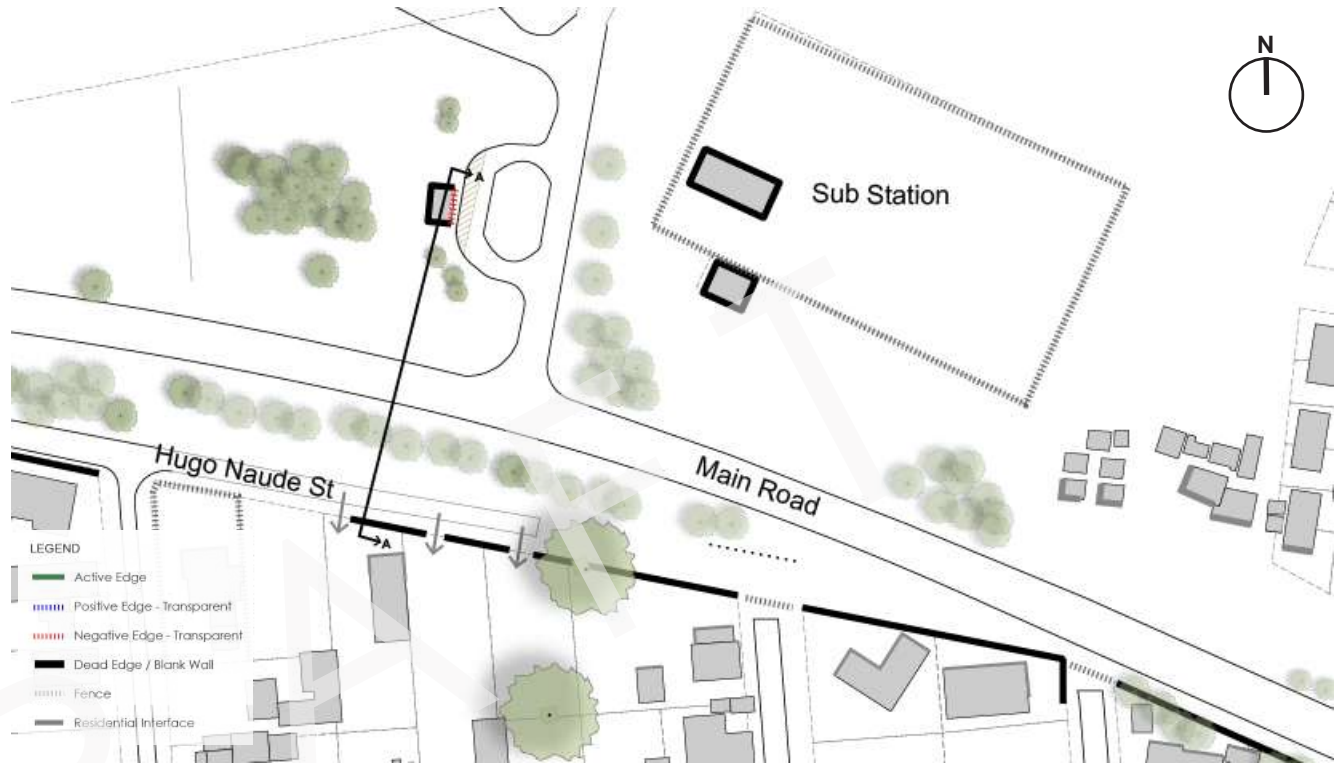


FIGURE 13. PLAN OF FOCUS AREA A



IMAGE 33. A - SOUTH INTERFACE ANALYSIS



IMAGE 34. A - NORTH INTERFACE ANALYSIS



IMAGE 35. A - SOUTH STREET VIEW

### 3.1.3.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
Sporadic natural bush	No	TREES / PLANTING	No	Sporadic natural bush
	No	STREET FURNITURE	No	
Pedestrian walk along road	No	SIDEWALKS	No	Pedestrian walk along road
Asphalt road	No	PAVING	No	Asphalt road
	No	KERB	No	
	No	PARKING (STREET)	No	
	No	PARKING (LOT)	No	
	No	NMT FACILITIES	No	
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.3.1 STREET INTERFACE / STREET WALL

15m wide low scrub zone	Exposed	EDGE CHARACTER	Exposed	15m wide low scrub zone
Only access via roadway	Limited	PEDESTRIAN ACCESS POINTS	Limited	Access only through bush
One entry road	Limited	VEHICULAR ACCESS POINTS	No	No access to residential lots
Utility buildings dead edge	Blank	INTERFACE TYPOLOGY	Blank	High residential wall

### 3.1.3.1 SCALE AND MASSING

Mountain towards west	Undefined	BLOCK SIZES	65-135m	
	35-65m	SITE WIDTHS	35-65m	20m road reserve
	Varies	BUILDING WIDTHS	20m	
Buildings spaced far apart	None	FACADE CONTINUITY / VARIETY	Weak	Concrete wall, no variety
	300m	INTERSECTION SPACING	300m	
Utility buildings placed behind road reserve	>20m	SETBACKS / BUILDING PLACEMENT	>15m	Separated from road by 20m road reserve and access road
	4 - 6m	HEIGHT	4 - 6m	1 to 2 storey residential
	Weak	SENSE OF ENCLOSURE	Weak	

NEGATIVE



POSITIVE





3.1.4. FOCUS AREA B: OVERHILLS PALMIET



IMAGE 36. FOCUS AREA B - STREET VIEW



IMAGE 37. FOCUS AREA B - STREET VIEW



FIGURE 15. FOCUS AREA B - PLAN

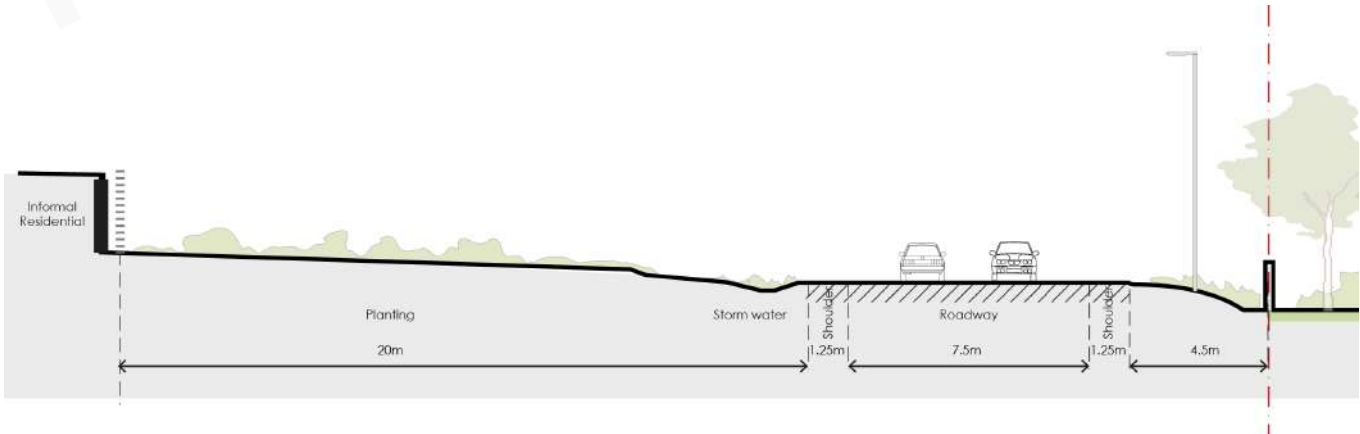


FIGURE 14. FOCUS AREA B - STREET SECTION B





IMAGE 40. B- NORTH STREET INTERSECTION



IMAGE 39. B- NORTH STREET INTERSECTION



IMAGE 38. B - BERM ALONG NORTH EDGE OF STREET

### 3.1.5.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
Natural bush on berm	No	TREES / PLANTING	No	Uncut grass verge
	No	STREET FURNITURE	No	
Footpath on berm	Informal	SIDEWALKS	No	Pedestrian walk along road
Asphalt road	No	PAVING	No	Asphalt road
	No	KERB	No	
	No	PARKING (STREET)	No	
	No	PARKING (LOT)	No	
	No	NMT FACILITIES	No	
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.5.1 STREET INTERFACE / STREET WALL

2.5m high berm	Berm	EDGE CHARACTER	Exposed	3m wide low scrub zone
Only access via roadway	Limited	PEDESTRIAN ACCESS POINTS	Limited	Access via bollarded street
One entry road	Limited	VEHICULAR ACCESS POINTS	No	Street blocked by bollards
Informal housing - dead edge facing away from road	Blank	INTERFACE TYPOLOGY	Blank	High residential wall

### 3.1.5.1 SCALE AND MASSING

	Undefined	BLOCK SIZES	65-135m	
Informal housing	Undefined	SITE WIDTHS	35-65m	
	Varies	BUILDING WIDTHS	20m	
Informal housing	Random	FACADE CONTINUITY / VARIETY	Weak	Concrete wall, no variety
	300m	INTERSECTION SPACING	-	No through access
Informal housing 18m from road, 2.5m above road	>20m	SETBACKS / BUILDING PLACEMENT	>15m	Residential wall 3m from road, house in middle of plot
	3-4m	HEIGHT	4 - 6m	1 to 2 storey residential
Large setback / low height	Weak	SENSE OF ENCLOSURE	Weak	Large residential setback

NEGATIVE



POSITIVE



3.1.6. FOCUS AREA C: PROTEADORP



IMAGE 41. FOCUS AREA C - STREET VIEW



FIGURE 18. FOCUS AREA C - PLAN

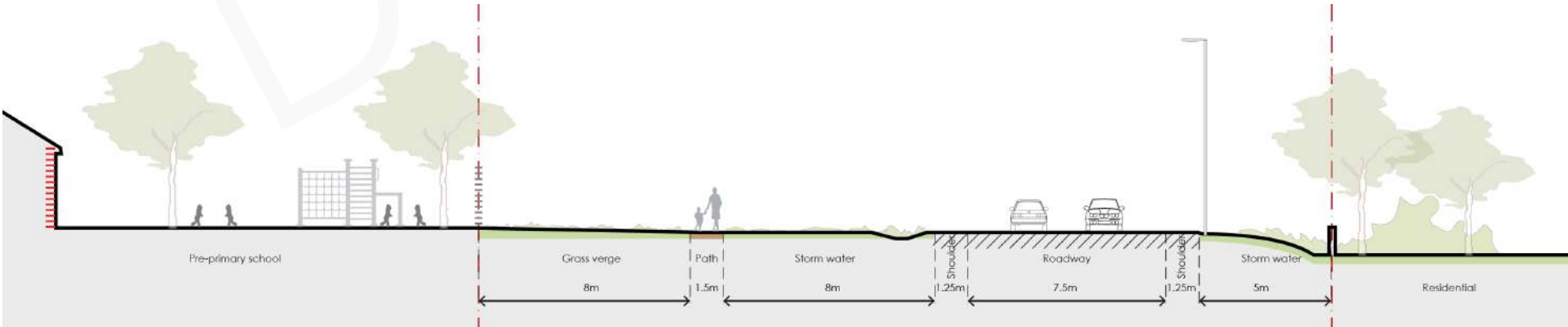


FIGURE 16. FOCUS AREA C - STREET SECTION C





IMAGE 42. C - NORTH INTERFACE ANALYSIS



IMAGE 43. C - SOUTH INTERFACE ANALYSIS



IMAGE 44. C - NORTH STREET VIEW

### 3.1.7.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
Natural bush on berm	No	TREES / PLANTING	No	Trees within res. plots
	No	STREET FURNITURE	No	
Footpath 3m from road	Yes	SIDEWALKS	No	
Asphalt road / sidewalk	No	PAVING	No	Asphalt road
	No	KERB	No	
	No	PARKING (STREET)	No	
Parking separated by fence	No	PARKING (LOT)	No	
Pedestrian footpath	Yes	NMT FACILITIES	No	
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.7.1 STREET INTERFACE / STREET WALL

2.5m high berm offset 10m	Berm	EDGE CHARACTER	Exposed	2m wide rough scrub
Only access via roadway	Limited	PEDESTRIAN ACCESS POINTS	Limited	Access street blocked off
One entry road	Limited	VEHICULAR ACCESS POINTS	Limited	One access street
Transparent fence for kindergarten setback 20m	Inactive	INTERFACE TYPOLOGY	Blank	Low residential wall

### 3.1.7.1 SCALE AND MASSING

	300m	BLOCK SIZES	65-135m	
	35-65m	SITE WIDTHS	35-65m	
	Varies	BUILDING WIDTHS	20m	
Buildings spaced far apart	None	FACADE CONTINUITY / VARIETY	Weak	Concrete wall, no variety
	300m	INTERSECTION SPACING	>300m	Only one access road
Kindergarten and retail 25-35m from road edge	>20m	SETBACKS / BUILDING PLACEMENT	>15m	Residential wall 3m from road, house in middle of plot
One storey buildings	3-5m	HEIGHT	4 - 6m	1 to 2 storey residential
Large setback / low height	Weak	SENSE OF ENCLOSURE	Weak	Large residential setback

NEGATIVE

POSITIVE



3.1.8. FOCUS AREA D: HARBOUR GATEWAY



IMAGE 45. FOCUS AREA D - STREET VIEW

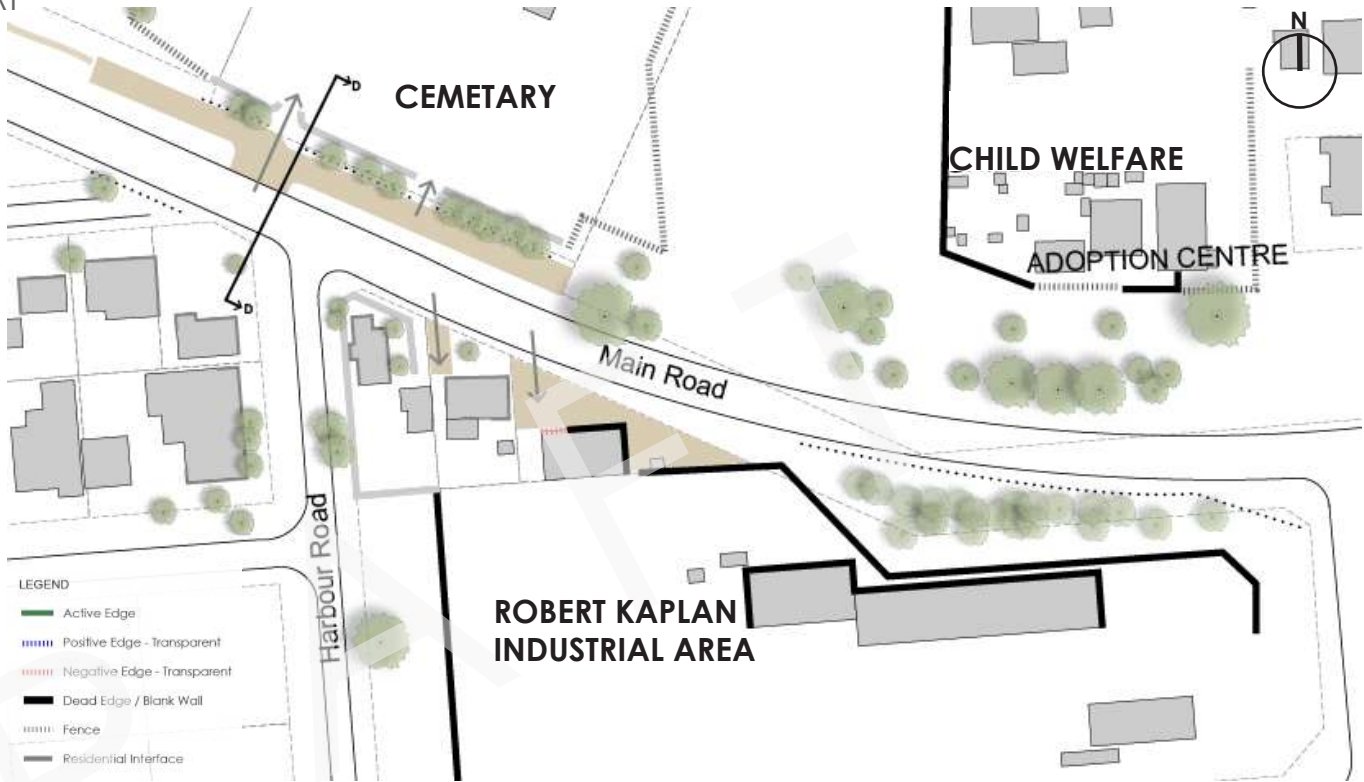


FIGURE 20. FOCUS AREA D - PLAN

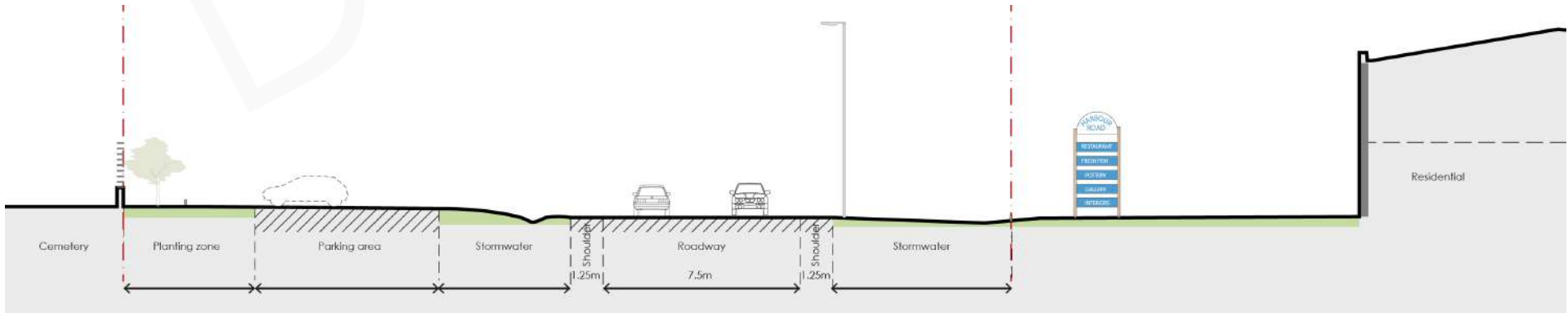


FIGURE 19. FOCUS AREA D - STREET SECTION D



IMAGE 46. D - SOUTH INTERFACE ANALYSIS 1



IMAGE 47. D - SOUTH INTERFACE ANALYSIS 2



IMAGE 48. D - NORTH STREET VIEW

### 3.1.9.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
Trees along graveyard wall	Yes	TREES / PLANTING	No	
	No	STREET FURNITURE	No	
	No	SIDEWALKS	No	
Asphalt road / sidewalk	No	PAVING	No	Asphalt road
	No	KERB	No	
	No	PARKING (STREET)	No	
	Yes	PARKING (LOT)	Yes	
Pedestrian footpath	No	NMT FACILITIES	No	
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.9.1 STREET INTERFACE / STREET WALL

	Parking	EDGE CHARACTER	Setback	
	Regular	PEDESTRIAN ACCESS POINTS	Regular	
	Limited	VEHICULAR ACCESS POINTS	Limited	
	Inactive	INTERFACE TYPOLOGY	Inactive	

### 3.1.9.1 SCALE AND MASSING

	600m	BLOCK SIZES	135 / 300m	135m ped. access only
	>100m	SITE WIDTHS	20-45m	
Graveyard and empty site	None	BUILDING WIDTHS	10-20m	
Buildings spaced far apart	None	FACADE CONTINUITY / VARIETY	Medium	Start of residential condition
	600m	INTERSECTION SPACING	250-300m	Only one access road
20m setback to graveyard wall, no buildings behind	Large	SETBACKS / BUILDING PLACEMENT	5-10m	Parking in front of 10m commercial setback
-	-	HEIGHT	4 - 6m	1 to 2 storey residential
Large setback	Weak	SENSE OF ENCLOSURE	Med/ Low	

NEGATIVE



POSITIVE





3.1.10. FOCUS AREA E: SPORTSGROUNDS



IMAGE 49. FOCUS AREA E - STREET VIEW



FIGURE 22. FOCUS AREA E - PLAN

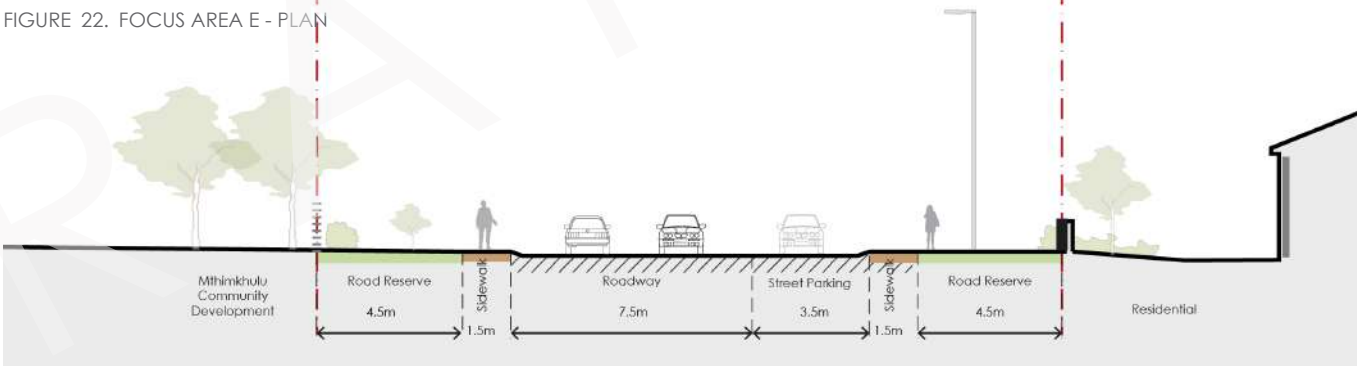


FIGURE 21. FOCUS AREA E - STREET SECTION E2

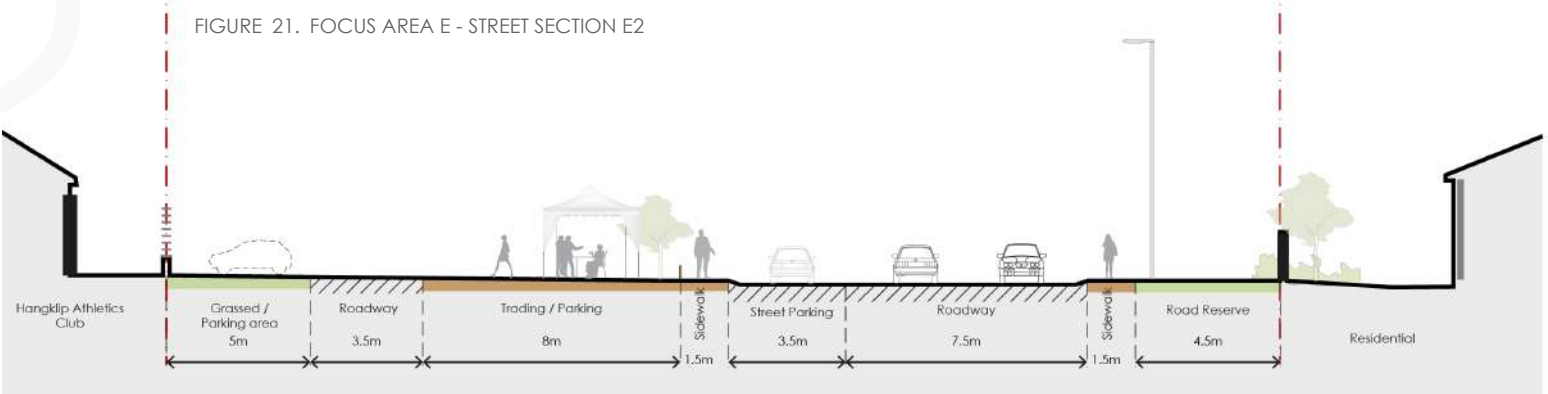


FIGURE 23. FOCUS AREA E - STREET SECTION E1





IMAGE 51. E - STREET VIEW 2



IMAGE 52. E- SOUTH COMMERCIAL WITH PARKING



IMAGE 50. E - INFORMAL TRADING

### 3.1.10.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
New tree planting	Yes	TREES / PLANTING	No	Res. trees overhang walls
Wooden rubbish bins	Yes	STREET FURNITURE	No	
Angled for vehicle access	Yes	SIDEWALKS	Yes	Angled for vehicle access
Red brick market space	Yes	PAVING	No	Asphalt road
	No	KERB	No	
	Yes	PARKING (STREET)	No	
	Yes	PARKING (LOT)	Yes	On kerb against building
Pedestrian footpath	Yes	NMT FACILITIES	Yes	Pedestrian footpath
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.10.1 STREET INTERFACE / STREET WALL

	Parking	EDGE CHARACTER	Setback	
	Limited	PEDESTRIAN ACCESS POINTS	Regular	
	Limited	VEHICULAR ACCESS POINTS	Regular	Interfers with ped. activity
Blank wall blocks sports field	Blank	INTERFACE TYPOLOGY	Inactive	Cars park in front of entrance

### 3.1.10.1 SCALE AND MASSING

	400m	BLOCK SIZES	135 /300m	135m ped. access only
	>100m	SITE WIDTHS	20-45m	
Sports field /blank wall	None	BUILDING WIDTHS	10-20m	
Buildings spaced far apart	None	FACADE CONTINUITY / VARIETY	Medium	Res. / business
	400m	INTERSECTION SPACING	300m	Only one access road
	18m	SETBACKS / BUILDING PLACEMENT	5-10m	Parking in front of 10m commercial setback
-	-	HEIGHT	4 - 6m	1 to 2 storey
Large setback	Weak	SENSE OF ENCLOSURE	Med/ Low	

NEGATIVE



POSITIVE



3.1.11. FOCUS AREA F: SEVENTH STREET



IMAGE 53. FOCUS AREA F - STREET VIEW

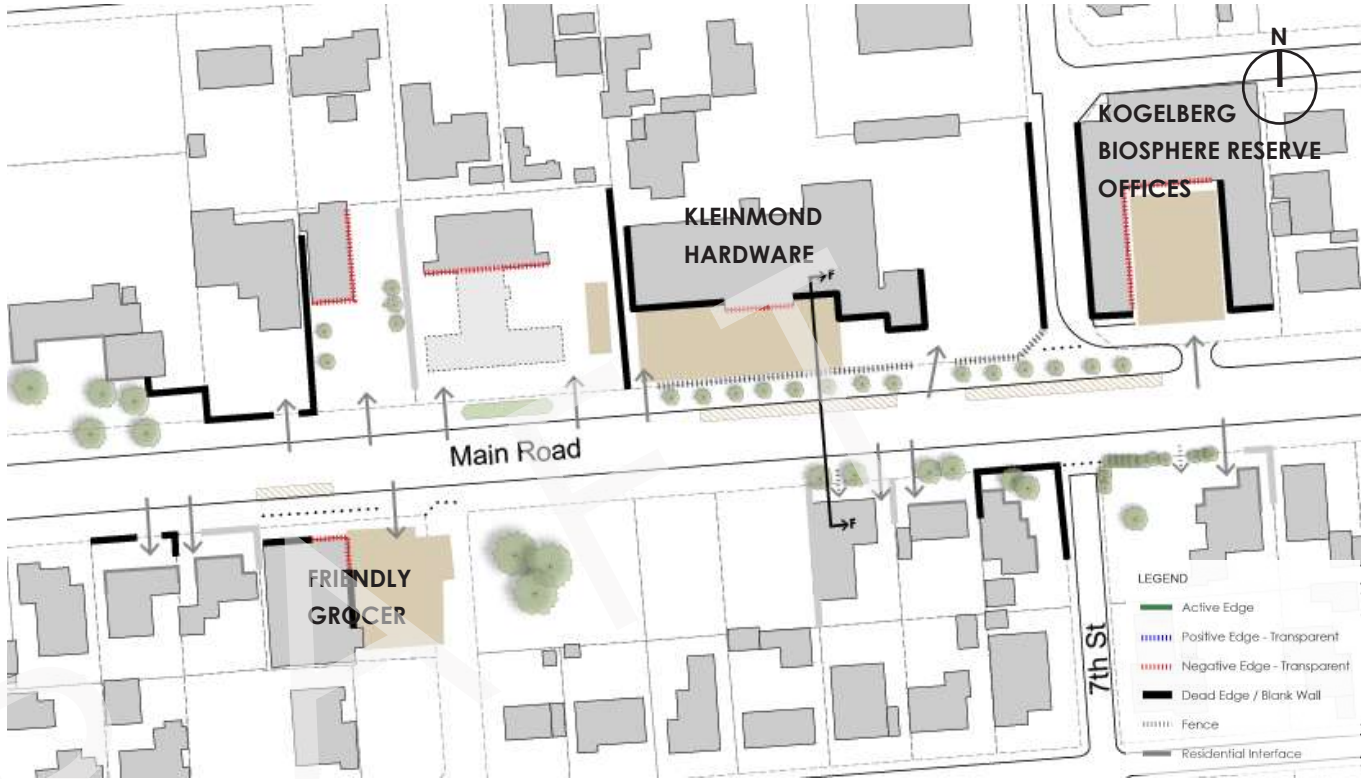


FIGURE 24. FOCUS AREA F - PLAN

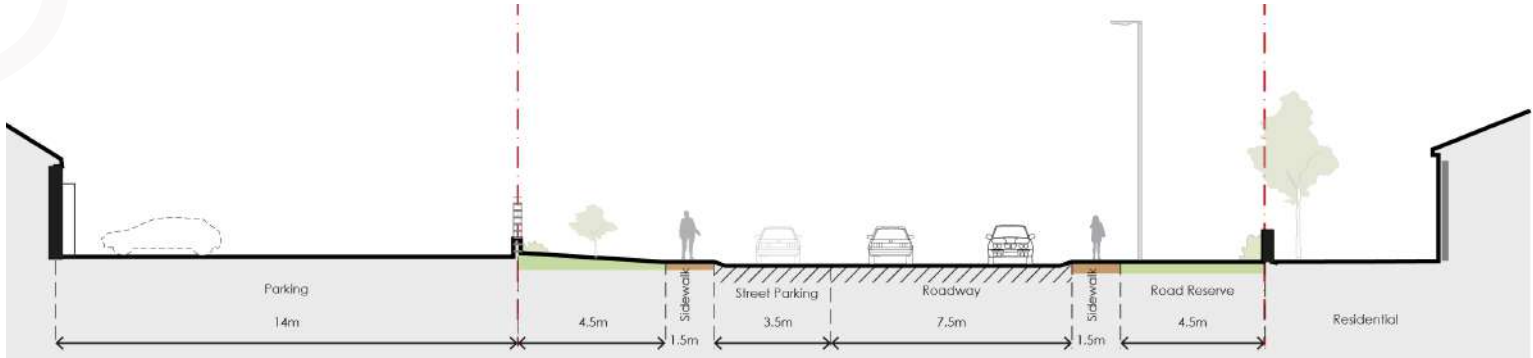


FIGURE 25. FOCUS AREA F - STREET SECTION F



IMAGE 54. F - SOUTH INTERFACE ANALYSIS

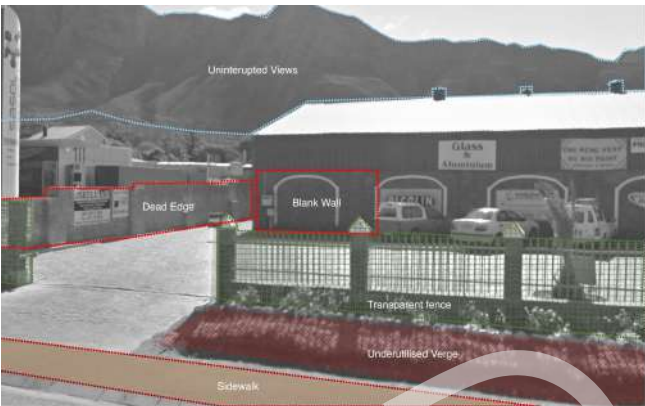


IMAGE 56. F - NORTH INTERFACE ANALYSIS



IMAGE 55. F - PETROL STATION NORTH OF STREET

### 3.1.11.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
New trees,maintained grass	Yes	TREES / PLANTING	No	Grass reserve
Wooden rubbish bins	Yes	STREET FURNITURE	No	
Angled for vehicle access	Yes	SIDEWALKS	Yes	Angled for vehicle access
On connecting properties	Yes	PAVING	No	
	Yes	KERB	Yes	
Small segment of parking	Yes	PARKING (STREET)	No	
	Yes	PARKING (LOT)	Yes	
Pedestrian footpath	Yes	NMT FACILITIES	Yes	Pedestrian footpath
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.11.1 STREET INTERFACE / STREET WALL

	Parking	EDGE CHARACTER	Setback	Opportunity with empty lot
Via vehicular access	Regular	PEDESTRIAN ACCESS POINTS	Regular	
	Limited	VEHICULAR ACCESS POINTS	Regular	Interfers with ped. activity
	Transparent	INTERFACE TYPOLOGY	Inactive	Residential wall

### 3.1.11.1 SCALE AND MASSING

	270m	BLOCK SIZES	270m	135m ped. access only
	50-100m	SITE WIDTHS	18-30m	
Petrol station and nursery	20-60m	BUILDING WIDTHS	10-20m	
Variety setback conditions	Low	FACADE CONTINUITY / VARIETY	Medium	Res. / business
	400m	INTERSECTION SPACING	300m	Only one access road
	18m	SETBACKS / BUILDING PLACEMENT	5-10m	Parking in front of 10m commercial setback
-	4-10m	HEIGHT	4 - 6m	1 to 2 storey
	Medium	SENSE OF ENCLOSURE	Med	

NEGATIVE



POSITIVE





3.1.12. FOCUS AREA G: FOURTH STREET / OK



IMAGE 57. FOCUS AREA G - STREET VIEW



IMAGE 58. SPAR CENTRE PARKING LOT



FIGURE 26. FOCUS AREA G - PLAN

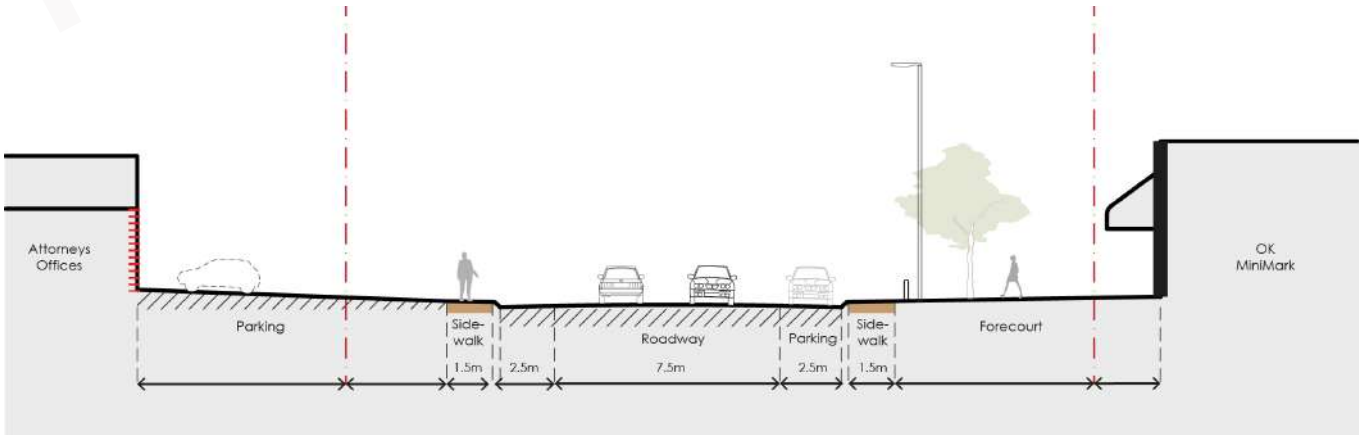


FIGURE 27. FOCUS AREA G - STREET SECTION G



IMAGE 60. G - SOUTH INTERFACE ANALYSIS



IMAGE 61. G - NORTH INTERFACE ANALYSIS



IMAGE 59. G - NORTH STREET VIEW

### 3.1.12.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
New trees, grass verge	Yes	TREES / PLANTING	Yes	Established trees at intervals
Signpost rubbish bins	Yes	STREET FURNITURE	Yes	Concrete rubbish bins
Angled for vehicle access	Yes	SIDEWALKS	Yes	Angled for vehicle access
On connecting properties	No	PAVING	No	
	Yes	KERB	Yes	
	Yes	PARKING (STREET)	Yes	
Within police station /SPARv	Yes	PARKING (LOT)	Yes	Asphalt along town hall
Pedestrian footpath	Yes	NMT FACILITIES	Yes	Pedestrian footpath
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.12.1 STREET INTERFACE / STREET WALL

	Grass	EDGE CHARACTER	Grass	
Via vehicular access	Limited	PEDESTRIAN ACCESS POINTS	Regular	
Interfers with ped. activity	Continuous	VEHICULAR ACCESS POINTS	Regular	
	Inactive	INTERFACE TYPOLOGY	Inactive	Town hall inactive facade

### 3.1.12.1 SCALE AND MASSING

135m ped. access only	135m	BLOCK SIZES	135m	
	50-100m	SITE WIDTHS	18-30m	
	15-25m	BUILDING WIDTHS	10-20m	
Variety setback conditions	Low	FACADE CONTINUITY / VARIETY	Medium	Res. / town hall
	135m	INTERSECTION SPACING	135m	
Inconsistent setback conditions	Varied	SETBACKS / BUILDING PLACEMENT	5-10m	Parking in front of 10m commercial setback
1 storey	4-6m	HEIGHT	4 - 10m	1 storey
	Medium	SENSE OF ENCLOSURE	Med	

NEGATIVE



POSITIVE





3.1.13. FOCUS AREA H: SECOND STREET SPAR



IMAGE 62. FOCUS AREA H - STREET VIEW



IMAGE 63. FOCUS AREA H - SPAR PARKING LOT



FIGURE 28. PLAN OF FOCUS AREA H

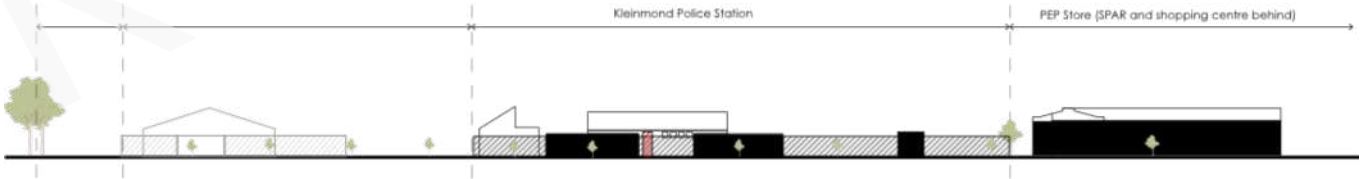


FIGURE 29. STREET ELEVATION CONDITIONS

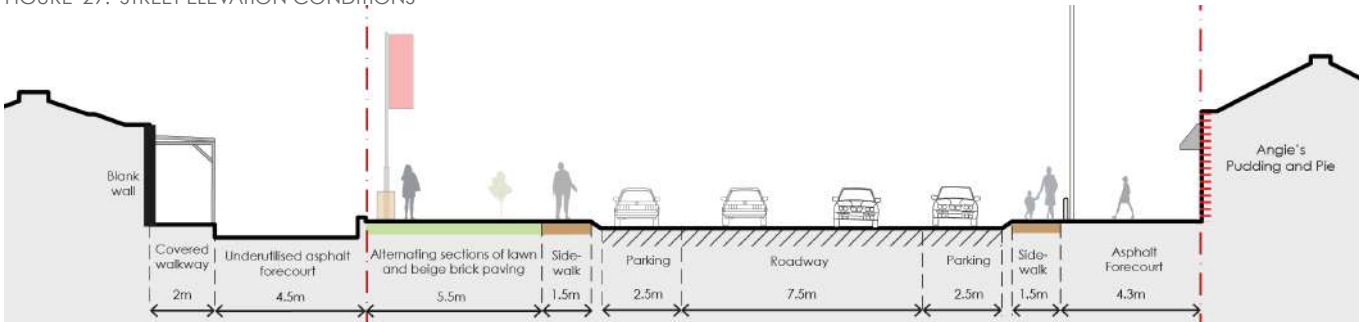


FIGURE 30. SECTION THROUGH STREET AND OVERLOOKING BUILDINGS IN FOCUS AREA H





IMAGE 66. H - INTERFACE ANALYSIS



IMAGE 65. H - NORTH INTERFACE ANALYSIS



IMAGE 64. H - VIEW OF NORTH SPAR PARKING ACCESS

### 3.1.13.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
New trees, grass verge	Yes	TREES / PLANTING	Yes	Established trees at intervals
Concrete rubbish bins	Yes	STREET FURNITURE	Yes	Signpost rubbish bins
Angled for vehicle access	Yes	SIDEWALKS	Yes	Angled for vehicle access
On connecting properties	No	PAVING	No	
	Yes	KERB	Yes	
	Yes	PARKING (STREET)	Yes	
Within police station /SPARv	Yes	PARKING (LOT)	Yes	Asphalt along town hall
Pedestrian footpath	Yes	NMT FACILITIES	Yes	Pedestrian footpath
	No	COVER/CANOPIES / SHELTER	No	

### 3.1.13.1 STREET INTERFACE / STREET WALL

	Grass	EDGE CHARACTER	Shops	
Via vehicular access	Limited	PEDESTRIAN ACCESS POINTS	Regular	
Interfers with ped. activity	Continuous	VEHICULAR ACCESS POINTS	Regular	
	Inactive	INTERFACE TYPOLOGY	Inactive	Town hall inactive facade

### 3.1.13.1 SCALE AND MASSING

135m ped. access only	135m	BLOCK SIZES	135m	
	50-100m	SITE WIDTHS	18-30m	
	15-25m	BUILDING WIDTHS	10-20m	
Variety setback conditions	Low	FACADE CONTINUITY / VARIETY	Medium	Res. / town hall / shops
	135m	INTERSECTION SPACING	135m	
Inconsistent setback conditions	Varied	SETBACKS / BUILDING PLACEMENT	5-10m	
1 storey	4-6m	HEIGHT	4 - 10m	1 storey
	Medium	SENSE OF ENCLOSURE	Med	

NEGATIVE



POSITIVE



3.1.14. FOCUS AREA I: LAGOON STREET



IMAGE 67. POOR GATEWAY CHARACTER AT EASTERN CBD ENTRANCE



IMAGE 68. CARS AND PARKING DOMINATE STREETSCAPE AT EASTERN CBD GATREWAY

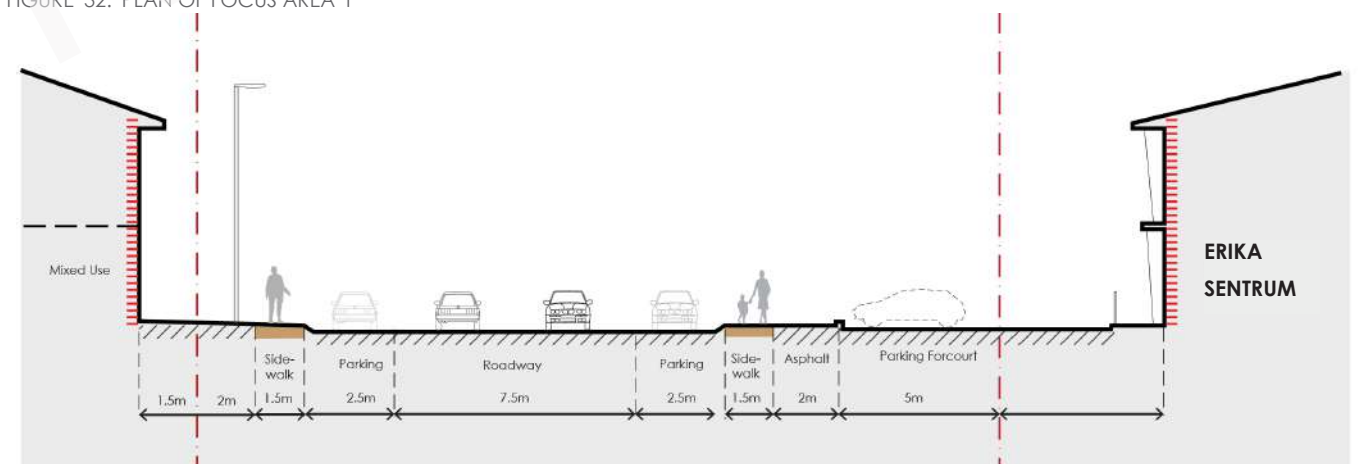
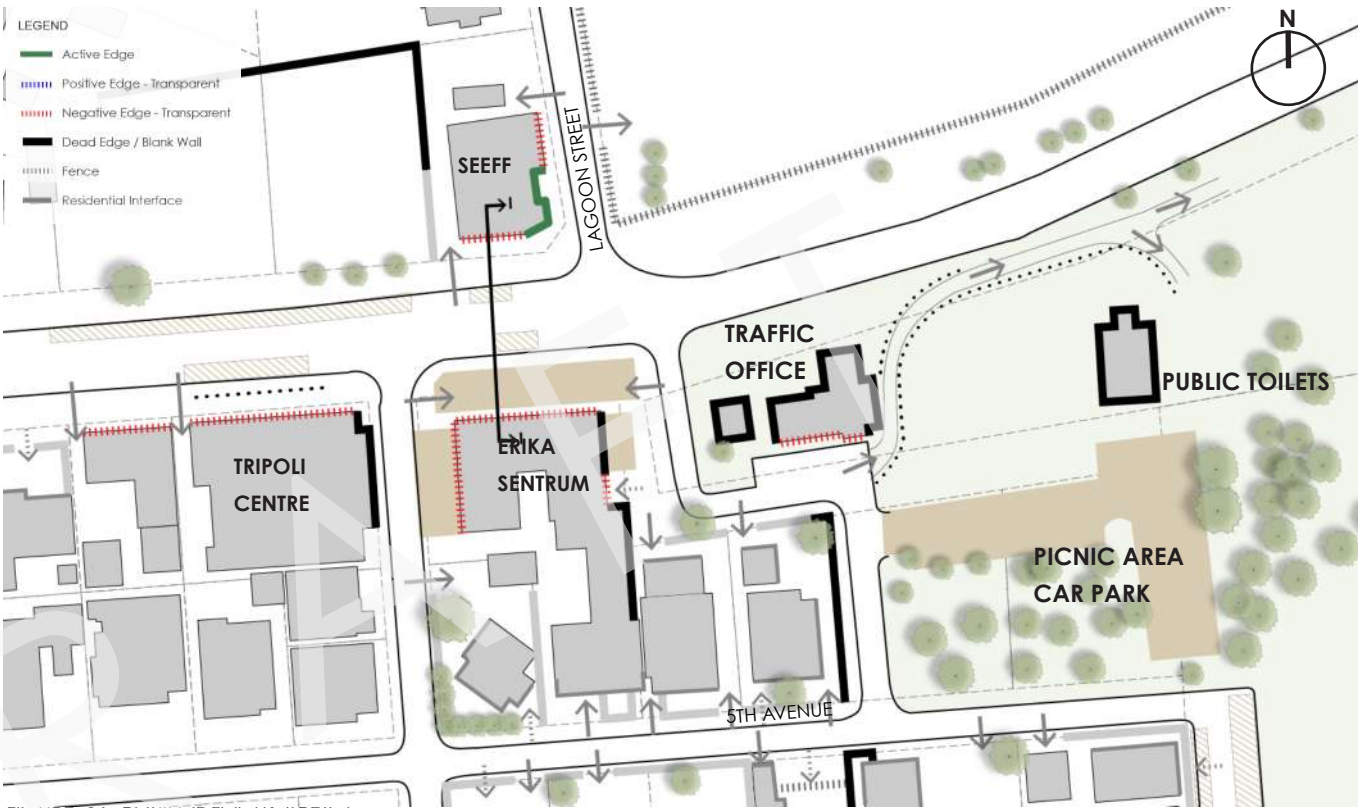




IMAGE 69. I - ERIKA SENTRUM STREET INTERFACE CONDITIONS



IMAGE 70. I - MUNICIPAL BUILDING INTERFACE CONDITIONS



IMAGE 71. I - MAIN STREET - HARBOUR ROAD INTERSECTION

### 3.1.14.1 STREET DESIGN ELEMENTS

NORTH			SOUTH	
Grass empty lots	Yes	TREES / PLANTING	No	
	No	STREET FURNITURE	Yes	Concrete rubbish bins
Angled	Yes	SIDEWALKS	Yes	Angled for vehicle access
Grass along edge sidewalk	No	PAVING	No	Patchy asphalt / concrete
	Yes	KERB	Yes	
	Yes	PARKING (STREET)	Yes	At intervals
Informal parking on grass	Yes	PARKING (LOT)	Yes	Between street and bldg.
Pedestrian footpath	Yes	NMT FACILITIES	Yes	Pedestrian footpath
	No	COVER/CANOPIES / SHELTER	Yes	Ineffective facade canopy

### 3.1.14.1 STREET INTERFACE / STREET WALL

Grass verge and paved	Paved	EDGE CHARACTER	Shops	Asphalt zone before blgs.
Via vehicular access	Limited	PEDESTRIAN ACCESS POINTS	Regular	
Via intersection	Regular	VEHICULAR ACCESS POINTS	Regular	Access to lots behind bldgs.
Active interface to east	Varied	INTERFACE TYPOLOGY	Inactive	Opportunity for active

### 3.1.14.1 SCALE AND MASSING

135m ped. access only	135m	BLOCK SIZES	135m	
	50-100m	SITE WIDTHS	18-30m	
	25m	BUILDING WIDTHS	10-20m	
Variety setback conditions	Low	FACADE CONTINUITY / VARIETY	Medium	Continuous but monotonous
	135m	INTERSECTION SPACING	135m	
Inconsistent setback conditions	Varied	SETBACKS / BUILDING PLACEMENT	5m	
1 storey	4m	HEIGHT	4-8m	1 storey
	Low	SENSE OF ENCLOSURE	Med	

NEGATIVE



POSITIVE





3.1.15. FOCUS AREA J: MAIN BEACH



IMAGE 73. WELL MAINTAINED LAGOON PICNIC AREA



FIGURE

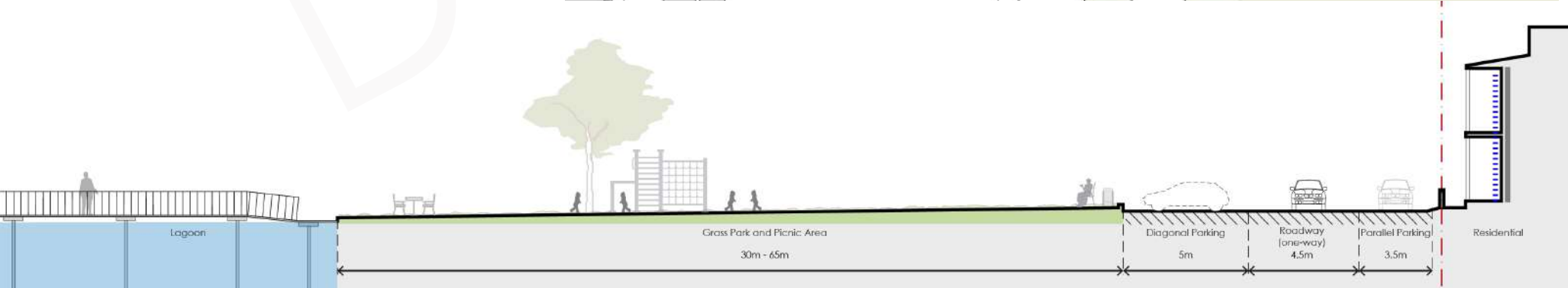


IMAGE 72. STREET SECTION THROUGH FOCUS AREA J



IMAGE 74. J - INTERFACE ANALYSIS



IMAGE 75. J - TRAFFIC DEPT OFFICES



IMAGE 76. J - PARK AND LAGOON

### 3.1.15.1 STREET DESIGN ELEMENTS

EAST			WEST	
Lagoon edge park	Yes	TREES / PLANTING	No	
	No	STREET FURNITURE	No	
	No	SIDEWALKS	Yes	Angled for vehicle access
	No	PAVING	No	Patchy asphalt / concrete
	Yes	KERB	No	
	Yes	PARKING (STREET)	No	
	Yes	PARKING (LOT)	Yes	
Walkable green space	Yes	NMT FACILITIES	No	
Trees in park space	Yes	COVER/CANOPIES / SHELTER	No	

### 3.1.15.1 STREET INTERFACE / STREET WALL

	Park	EDGE CHARACTER	Res.	Directly on parking lot
	Good	PEDESTRIAN ACCESS POINTS	Regular	
Access road to campsite	Limited	VEHICULAR ACCESS POINTS	Regular	Interfere with park interface
Active usage area	Park	INTERFACE TYPOLOGY	Res.	Balconies overlooking park

### 3.1.15.1 SCALE AND MASSING

	N/A	BLOCK SIZES	60m	
	N/A	SITE WIDTHS	30m	
	N/A	BUILDING WIDTHS	20-30m	
Park	N/A	FACADE CONTINUITY / VARIETY	Medium	Continuous but monotonous
	60m	INTERSECTION SPACING	60m	
Inconsistent setback conditions	N/A	SETBACKS / BUILDING PLACEMENT	0m	No setback from parking lot, bldgs. setback 5-10m
1 storey	N/A	HEIGHT	4-8m	1 storey
Park at good scale	Good	SENSE OF ENCLOSURE	Good	

NEGATIVE



POSITIVE





3.1.16. FOCUS AREA K: HARBOUR ROAD



IMAGE 78. FOCUS AREA K - STREET VIEW

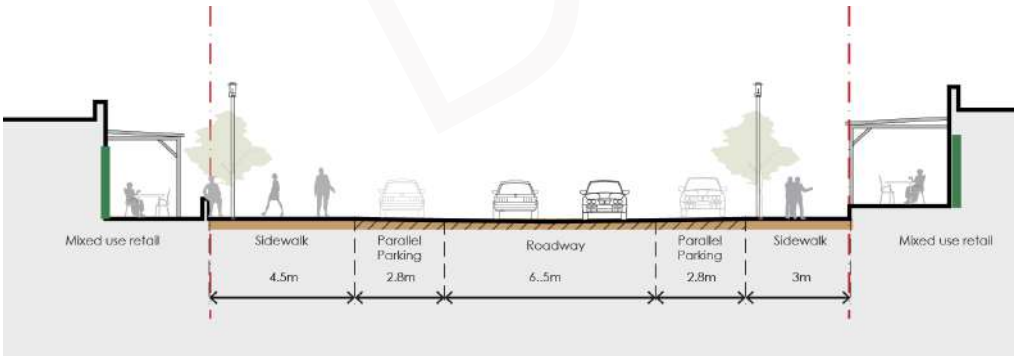


IMAGE 77. FOCUS AREA K - STREET SECTION L



FIGURE 34. FOCUS AREA K - PLAN





IMAGE 79. K - INTERFACE ANALYSIS



IMAGE 80. K - INTERFACE ANALYSIS 2



IMAGE 82. K - RAISED ACTIVE RESTAURANT FRONTAGE

### 3.1.16.1 STREET DESIGN ELEMENTS

EAST			WEST	
	Yes	TREES / PLANTING	No	
Benches and low walls	Yes	STREET FURNITURE	Yes	Benches and low walls
	Yes	SIDEWALKS	Yes	
Grey cobble whole street	Yes	PAVING	Yes	Grey cobble whole street
Single surface street	No	KERB	No	Single surface street
	Yes	PARKING (STREET)	No	
In lots behind buildings	Yes	PARKING (LOT)	Yes	Separate from harbour edge
Walkable green space	Yes	NMT FACILITIES	No	
Trees in park space	Yes	COVER/CANOPIES / SHELTER	No	

### 3.1.16.1 STREET INTERFACE / STREET WALL

	Strong	EDGE CHARACTER	Strong	
Via vehicular access	Strong	PEDESTRIAN ACCESS POINTS	Strong	
	Regular	VEHICULAR ACCESS POINTS	Regular	
	Active	INTERFACE TYPOLOGY	Active	

### 3.1.16.1 SCALE AND MASSING

	65m	BLOCK SIZES	65m	
	20-40m	SITE WIDTHS	30m	
	8-30m	BUILDING WIDTHS	40m	With strong articulation
Strong articulation / variety	Strong	FACADE CONTINUITY / VARIETY	Strong	Strong articulation / variety
	65m	INTERSECTION SPACING	65m	
Consistent, well scaled setback with spill out space	5m	SETBACKS / BUILDING PLACEMENT	5m	Consistent, well scaled setback with spill out space
1-2 storey	4-8	HEIGHT	4-8m	1-2 storey
	Good	SENSE OF ENCLOSURE	Good	

NEGATIVE



POSITIVE



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## 4. COMMUNITY PERSPECTIVES

Section to be expanded as stakeholder engagement proceeds





**A** WESTERN GATEWAY



**B** OVERHILLS/ PALMIET



**C** PROTEADORP



**D** HARBOUR GATEWAY



**E** SPORTSGROUNDS



**F** 7TH STREET



**G** OK / FOURTH STREET



**H** SPAR/ SECOND STREET



**I** LAGOON STREET



**J** MAIN BEACH



**K** HARBOUR STREET



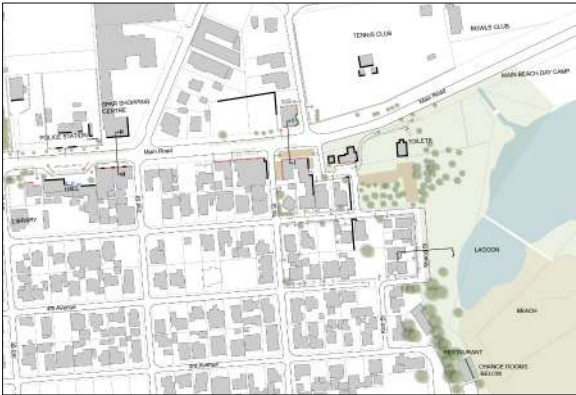
FIGURE 35. FOCUS AREA LOCATIONS

## INDIVIDUAL STAKEHOLDER GROUP FOCUS AREA RANKING SHEET:

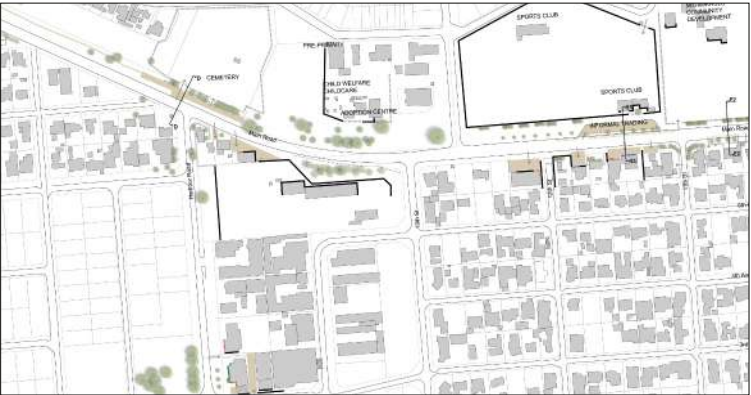
NAME:		REPRESENTING:		
FOCUS AREA		PRIORITY RANKING FROM 1-11	REASON FOR RANKING THE TOP 5	PROJECT SUGGESTIONS / OTHER COMMENTS
A	WESTERN GATEWAY			
B	OVERHILLS/ PALMIET			
C	PROTEADORP			
D	HARBOUR GATEWAY			
E	SPORTSGROUNDS			
F	7TH STREET			
G	OK / FOURTH STREET			
H	SPAR / SECOND STREET			
I	LAGOON STREET			
J	MAIN BEACH			
K	HARBOUR			



FOCUS AREA 1



FOCUS AREA 2:



FOCUS AREA 3



FIGURE 36. FOCUS AREA PRIORITISATION



## STAKEHOLDER FOCUS AREA RANKING SUMMARY

[illegible]

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## 5. CONCEPT

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Section to be expanded



## 5.1. TOWN CONCEPT

The Town concept is illustrated in Figure 37 overleaf. It indicates a series of nodes associated with the clustering of community facilities, retail, and tourism activity. Main Road is the connecting spine linking the nodes together.

A series of mountain to ocean links allow for opportunities to celebrate the environmental assets of the town and contribute to its sense of place.

Public realm upgrades occur along key movement routes creating an NMT friendly, comfortable, and attractive street network which promotes walking and cycling.

The coastal pathway is reinforced linking together 3 tourist activity nodes associated with the Lagoon and beach, Harbour and Kleinmond Coast, and Mountain nature reserve.

Retail and commercial activity is consolidated and focussed within three nodes reinforcing existing activity and associated with key north-south movement routes.

### 5.1.1. MAIN IDEAS:

1. Main road as a high quality public space with clear entrance gateways where the connection between mountain and sea is celebrated
2. Improve the quality of the street space and built form interface starting in the priority focus areas
3. Incentivize development and upgrading of private and public land parcels within focus areas



FIGURE 38. CLEAR GATEWAYS INTO KLEINMOND AND CONNECTION TO MOUNTAIN AND SEA



FIGURE 39. HIGH QUALITY STREET SPACE AND BUILT FORM INTERFACE



FIGURE 40. INCENTIVIZE DEVELOPMENT AND UPGRADING OF PRIVATE AND PUBLIC LAND PARCELS





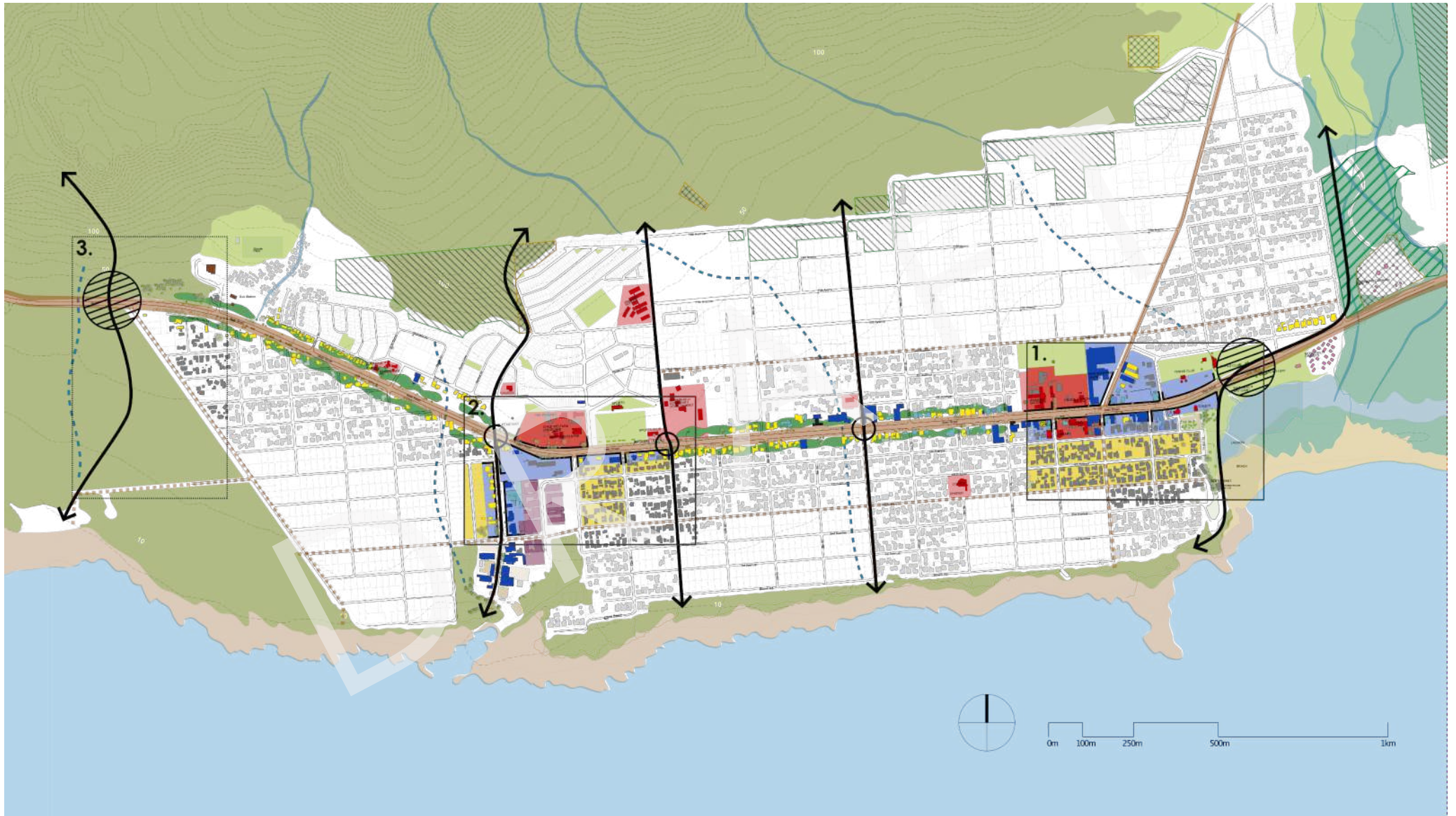


FIGURE 37. TOWN CONCEPT WITH 3 KEY FOCUS AREAS HIGHLIGHTED

## 5.2. BRIEF FOR PHASE 1 FOCUS AREA 1

### 5.2.1. KEY CHALLENGES AND OBJECTIVES

- Vehicle dominated Main Road with lack of shading and seating elements.
- Low quality of public realm and few NMT facilities, with street edge dominated by parking.
- Inactive commercial building interfaces along Main Road, with visually impermeable shopfronts, often blanked off by signage or blinds.
- Provide guidelines for shop entrances and facades to create more continuity for the street edge along Main Road.
- Locate parking on one side of the street where possible to create more space for sidewalks and street furniture.
- Integrate loading zones into the street design after consultation with local landlords and business owners.
- Engage local artists and business owners in design / upkeep of street furniture and landscaping along Main Road.



IMAGE 83. ERIKA SENTRUM STREET INTERFACE CONDITIONS





### 5.2.2. FOCUS AREA 1

Focus Area 1 should include proposals focussed on:

- Main Road public realm upgrades;
- Consolidating the retail / mixed-use node at the intersection of Botriver Road and Main Road;
- Consolidating the public facilities cluster and tourism node at the lagoon and beach;
- Celebrating the crossing of the river/stream on Main Road; and
- Creating connections to the coast and mountain.



FIGURE 41. FOCUS AREA 1



IMAGE 84. ACTIVE STREET FRONTAGE AND SIDEWALK



IMAGE 85. IMPROVED PEDESTRIAN REALM INCLUDING BICYCLE LANE AND TREE PLANTING



IMAGE 86. 'LIGHT AND BRIGHT' INTERVENTION PAINTED INTERSECTION



IMAGE 87. IMPROVED PUBLIC REALM ALONG KEY ROUTES

## 5.3. BRIEF FOR PHASE 1 FOCUS AREA 2

### 5.3.1. KEY CHALLENGES & OBJECTIVES

- Poorly marked entrance to Harbour Road precinct from Main Road, with low quality public realm.
- Predominance of residential typology street interfaces and blank walls creates inactive street edge.
- Isolated and unshaded informal trading can be upgraded to create positive connection between Main Road and Harbour Road.





### 5.3.2. FOCUS AREA 2

Focus Area 2 should include proposals focussed on:

- Main Road and Harbour Road public realm upgrades
- Promoting and activating the emerging retail / mixed-use node at the intersection of Harbour Road and Main Road;
- Consolidating the public facilities cluster on Main Road
- Creating a strong connection between Main Road and the existing Harbour Precinct
- Creating a gateway into the Harbour Precinct
- Celebrating the river/stream crossing on Main Road

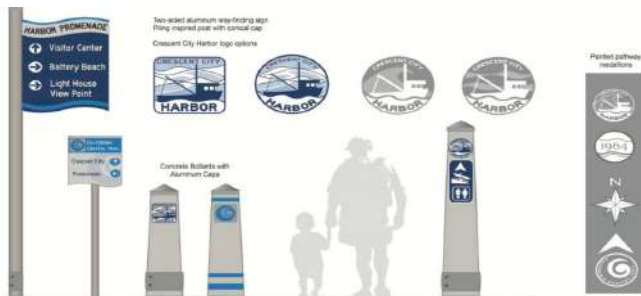


IMAGE 88. FAMILY OF SIGNAGE



IMAGE 89. TREES PROVIDING SHADE

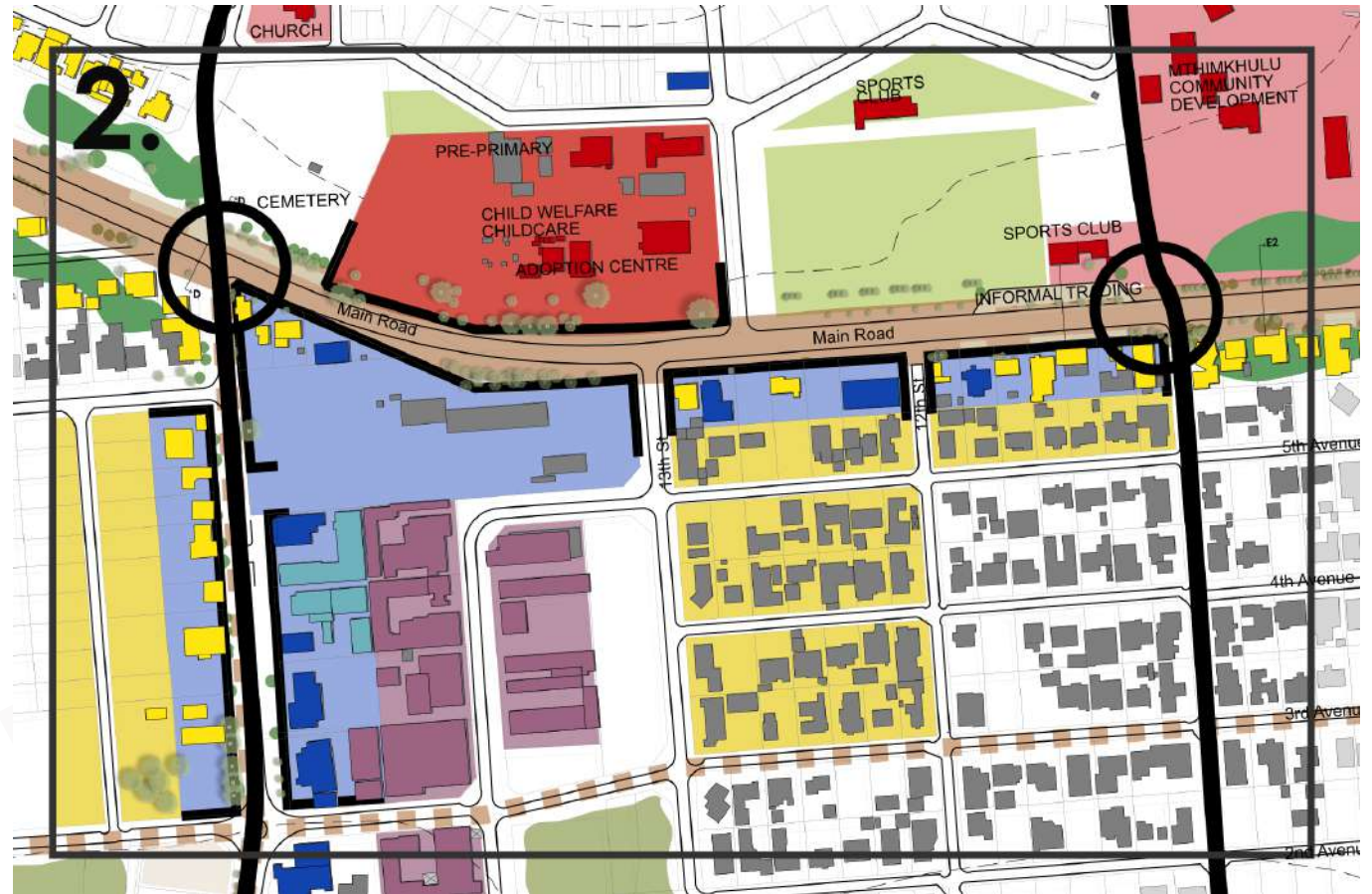


FIGURE 42. FOCUS AREA 2



IMAGE 90. CELEBRATING RIVER CROSSING - LIGHT INTERVENTION



IMAGE 91. CONSOLIDATED ACTIVITY ALONG MAIN ROAD



## 5.4. FOCUS AREA 3

Focus Area 3 should include proposals focussed on:

- Creating a gateway and sense of arrival into Kleinmond on Main Road.
- Main Road public realm upgrades
- Celebrating the river/stream crossing on Main Road

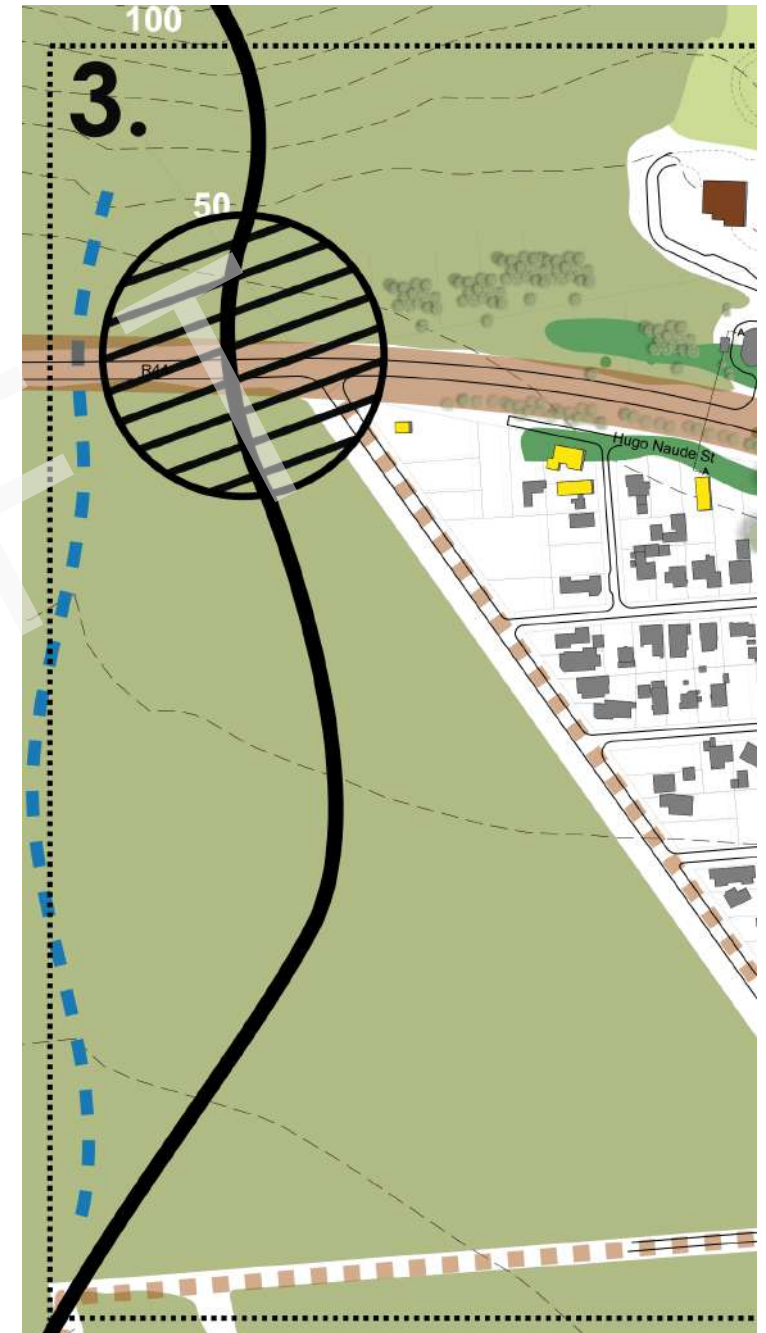
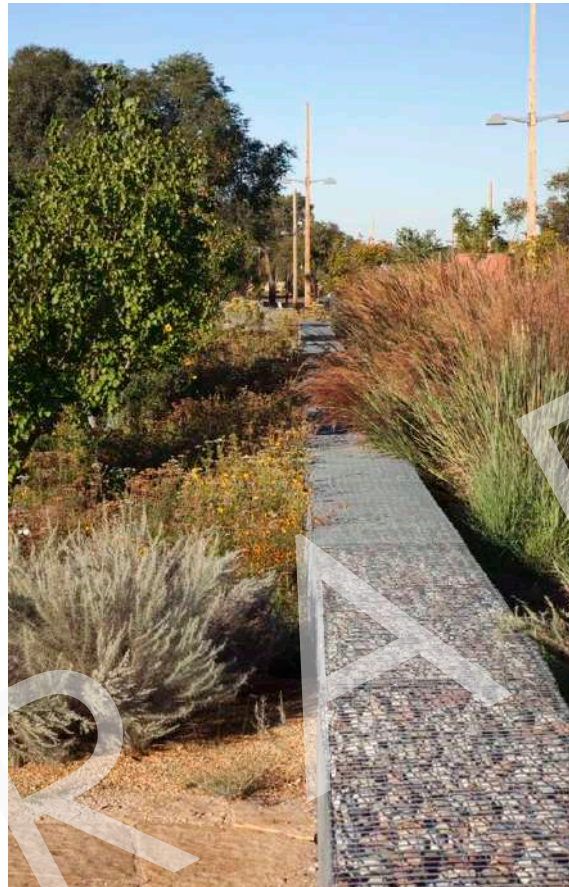


FIGURE 43. FOCUS AREA 3

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## 5.5. TRANSPORT CONCEPT

The transport concept is shown in the illustration overleaf. The main ideas include:

- Overflow parking for the coastal pathway within the church parking on 7th Street and the beach and lagoon on the land next to the tennis courts on the north side of Main Road.

- Two new pedestrian-friendly, traffic circles. The first at the western gateway into the town allowing for opportunities to easily distribute traffic from Main Road into parallel secondary streets. The second at the intersection of Botrivier and Main Road proposed to alleviate peak season traffic at this busy intersection. Both traffic circles will be landscaped with clear pedestrian crossing to ensure they are NMT friendly.
- A series of clearly defined pedestrian crossings along Main Road and key points;
- A new bicycle path along the length of Main Road between Hugo Naude Street and Swartvriev Road;
- Public realm upgrades including lighting, tree planting, and landscaping along Main Road and key pedestrian routes throughout the town;
- Improved lighting and safety measure along the pathway from Cemetery to Thirteenth Street or extension of NMT route along the edge of Main Road which will require excavations to existing embankment;
- New formalized access point to the coastal pathway at the end of 7th Street;
- Proposed circular one-way system along Strand and 1st Street to alleviate seasonal traffic;



IMAGE 92. LANDSCAPED NMT SIDEWALK INCLUDING LIGHTING AND TREE PLANTING



IMAGE 93. DEMARCATED BICYCLE LANE PROTECTED FROM STREET BY LANDSCAPING AND RAISED KERBS



IMAGE 94. NMT FRIENDLY TRAFFIC CIRCLE



IMAGE 95. CLEARLY MARKED AND LANDSCAPED PEDESTRIAN CROSSING



IMAGE 96. SEPARATE PEDESTRIAN PATHWAY AND BICYCLE LANE INCLUDING LANDSCAPING





FIGURE 44. TRAFFIC CONCEPT

## 7. MAIN STREET UPGRADING PLAN

**Section to follow**

## 6. IMPLEMENTATION FOCUS AREAS

- Quick win and long term projects
- Project priorities
- Changes to zoning scheme



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## 8. ANNEXURE 1: TRANSPORT

**Updates to follow**

## 8.1. STREET NETWORK AND HIERARCHY

The Kleinmond street network is testament to the town's development through the past century. The grid pattern of the first permanent settlement can be seen in the area south of Main Road, between the Kleinmond lagoon and the harbour precinct. The layout of later neighbourhoods, like those north of Main Road, between Botrivier Road and Eleventh Street, were also based on a grid pattern, but with larger street blocks and some short links and culs-de-sac breaking the pattern. The area west of the harbour precinct has a similar street layout. Due to the grid pattern, the street networks in these areas have many intersections with Main Road; some spaced rather closely. While conventional transport planning focuses on the disadvantage of additional delays caused by such a multitude of intersections on a through road, there is another school of thought that accentuates the advantage of traffic being dispersed through a grid pattern, which means that the number of intersections may be high, but the traffic volume on each side street is low. In such a case, the delays for right turning vehicles on the through road should also be low.

Neighbourhoods that were added later, like Heuningkloof and Overhills, have looped street networks with a single access point on the main road leading to a ring road and smaller loops serving the properties. These layouts are less permeable, but the fewer intersections support mobility on Main Road.

The main disadvantage of such a patchwork of street network types is that there are no streets other than Main Road that provide a continuous route from east to west. Different neighbourhoods

can be distinguished based on street network patterns. By drawing in the links between the different neighbourhoods, some form of hierarchy emerges. It is not suggested that the status of linking streets should be changed, but care should be taken to at least keep these links open so that not all inter-neighbourhood traffic is forced onto Main Road.

## 8.2. MAIN ROAD

Kleinmond Main Road was investigated as part of the 2012 Overstrand Transport Masterplan. The focus of the Masterplan was on measures that would ensure mobility on the R44 and R43 that run through most of the Overstrand towns. The multitude of intersections and individual erf accesses on Kleinmond Main Road (R44) do pose a threat to mobility and therefore proposals were identified that would reduce the impact thereof. One measure to decrease delays on a through road is to minimise the number of right turn or U-turn movements. Towards this end, the Masterplan proposed the provision of a kerbed median island along the centre of Main Road, with median breaks provided at selected intersections only. Roundabouts were proposed at intersections with side streets of higher importance, such as DF Malherbe Road and Botrivier Road - which would also serve to create a sense of arrival - as well as Harbour Road.

The provision of a median island has the advantage of serving as a refuge for crossing pedestrians and can also be landscaped to provide some greenery and vertical elements to an otherwise wide and featureless road cross-section that is conducive to speeding. The disadvantage is that the paved shoulder / parallel

parking on at least one side of the road would have to be sacrificed to create space for the median.

Main Road in its current configuration will have sufficient capacity to carry traffic at reasonable service levels of the foreseeable future and the improvements suggested in the Masterplan will only be required when delays increase to an extent where mobility is impeded. The focus can therefore be placed on other modes (pedestrians and cyclists) and different aspects (greenery, aesthetics) in the short to medium term. These improvements do, however, need to be compatible with the future planning for the road.



IMAGE 97. PAVED PEDESTRIAN CROSSING WITH KERB BUMP OUTS TO REDUCE CROSSING LENGTH



### 8.3. IMPORTANT INTERSECTIONS

Main Road / Botrivier Road / Second Avenue: This is the intersection with the worst service level on Main Road. Two options were investigated to reduce delays and improve service levels. The first was to remove stop control from Main Road, which carries a far higher traffic volume than the side streets. The disadvantage of this proposal would be that pedestrians would have to wait for safe gaps in the Main Road traffic stream before crossing. The preferred solution is to provide a roundabout with pedestrian crossings on all four approaches. This will improve service levels for vehicular traffic while still providing a safer crossing opportunity for pedestrians. Other advantages of a roundabout are that it doesn't cause unnecessary delays during the off-peak; it is maintenance free (except for landscaping); it is not dependent on the power network; and there are fewer conflict points than at a regular four-legged intersection, making it safer for vehicles.

Main Road / Harbour Road: The entrance to Harbour Road is signposted, but despite this fact it is not immediately apparent to a motorist that it is an important turnoff. The acute angle (less than 90 degrees) between Main Road East and Harbour Road means that westbound motorists essentially look past the intersection when approaching and not into the side street. The signage pylon is set back from Main Road and looks more like it is part of the property on the south-western corner than a sign directing traffic towards a tourist destination. One option would be to provide a roundabout here also, as it would force traffic to slow down and take in the surrounds, including the signage. Another option would be to provide tourism signs on the south-western corner directing traffic towards a tourist destination.

### 8.4. PEDESTRIANS AND CYCLISTS

An unfortunate legacy of earlier spatial planning policies is that the lower income, higher density neighbourhoods – where private vehicle ownership is also low – are located at the western end of the town, while the commercial hub is located towards the eastern end. The consequence is that many residents walk between the western and eastern ends of Main Road. There are surfaced sidewalks on both sides of Main Road from Thirteenth Street to First Street and a surfaced walkway between Abalone Street and the cemetery. A paved footpath with a pedestrian bridge across the stream runs about 30 metres north of Main Road, linking the walkway at the cemetery and the Main Road sidewalk starting just before Thirteenth Street. The footpath is well used, but may be unsafe after dark as it is not visible from Main Road or Nemesia Avenue. It was also noted that some pedestrians prefer to walk along Main Road's paved shoulder. See images 100 and 101. The extension of the Main Road sidewalk to the termination of the walkway at the cemetery may be costly, because the ground directly north of the road is at a higher level than the road which means that excavations will be required to fit in a sidewalk. The exercise should however be considered, as it would benefit a large number of Kleinmond residents.



IMAGE 98. PEDESTRIAN FRIENDLY TRAFFIC ROUNDABOUT WITH PEDESTRIAN CROSSINGS ON ALL FOUR APPROACHES



IMAGE 99. PAVED PEDESTRIAN CROSSING WITH KERB BUMP OUTS TO REDUCE CROSSING LENGTH



IMAGE 100. PEDESTRIAN WALKWAY FROM CEMETERY TO THIRTEENTH STREET. NOTE BRIDGE ACROSS THE STREAM



IMAGE 101. PEDESTRIAN PREFERRED TO WALK ALONG MAIN ROAD RATHER THAN FOOTPATH 30 METRES NORTH

Another pedestrian hot spot that requires attention is where people cross Main Road in the vicinity of Lagoon Street. It is proposed that a pedestrian crossing should be provided on Main Road just east of Lagoon Street. This location is preferred, because there are fewer vehicles turning from Lagoon Street onto Main Road Eastbound, than turning onto Main Road Westbound, which means that the probability of vehicle / pedestrian conflict will be less.

The July 2018 Overstrand Sustainable Transport Plan identified Ninth Avenue / Heide Street / Protea Road / Nemesia Avenue route as another important east - west link for pedestrians. There is a sidewalk along Nemesia Avenue to IJ Singleton Street, but nowhere else along the route. See image 103. Future road upgrades on these streets should include the provision of a paved sidewalk.

A significant number of cyclists – both recreational and commuter – ride along Main Road, either on the paved shoulder (yellow line) or on the sidewalk. The former is preferable, but parallel parking obstructs the lane at some points. Riding on the sidewalk may be safer for the cyclist, especially slower cyclists, but poses a hazard to pedestrians. Providing a dedicated cycle lane along the Main Road will also improve the sterile feeling of Main Road. It is suggested that the provision of an exclusive cycle lane along Main Road should be considered.



IMAGE 102. DEDICATED BICYCLE ROUTE

## 8.5. ACCESS TO THE RECREATIONAL AREA AT THE LAGOON

The streets and accesses serving the parking areas along the lagoon are rather confusing to the uninitiated driver, with a number of loops and one-way streets. During December holiday periods, motorists also park along these access roads, making navigation even more tricky. Traffic is currently directed in a roughly circular pattern, with inbound traffic travelling mostly in a southerly direction on the streets nearest to the lagoon, and returning northwards via First Street and Second Street. The streets near the lagoon area are rather narrow (5,5 metres or less), making it difficult to accommodate two-way traffic in addition to parked cars. It is suggested that the existing one-way system should be expanded to a parallel one-way system, with southbound traffic along the streets along the lagoon and northbound traffic along First Street. Changing the upper part of First Street from a southbound to a northbound one-way will be most significant adjustment. The proposed changes are shown in Figure 45.

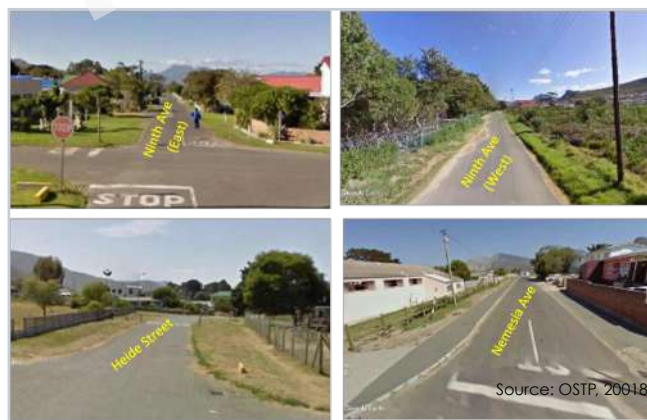


IMAGE 103. SECONDARY EAST-WEST ROUTE USED BY PEDESTRIANS

## 8.6. ACCESSING THE COASTAL FOOTPATH

The coastal footpath runs from the parking area at the lagoon mouth eastwards along the top of the cliffs and rocks to the harbour. Formal pedestrian entry points are located:

- at the lagoon parking area,
- near the eastern end of Beach Road, where cars use the turning circle at the end of the street as informal parking area;
- at the southern end of Second Street;
- near the southern end of Third Street, where there is a formal parking area;
- at the southern end of Fourth Street;
- near the southern end of Eleventh Street;
- off Lower Beach Road

In addition, there are a number of informal entry points between Sixth Street and Eleventh Street. Parking is available at the locations mentioned above, as well as at the harbour precinct where the footpath terminates. Official entry points are marked with information signs. The provision of tourism signs on Beach Road, showing formal pedestrian access points and parking areas will help to make the footpath more obvious. Dedicated parking for the coastal path is limited, but there is little room for additional formal parking areas. The municipality may want to discuss the utilisation of the church parking areas in Third Street and Third Avenue for hikers and beach goers when it is not being used for church-related purposes. The churches may benefit by charging a parking fee during peak seasons.



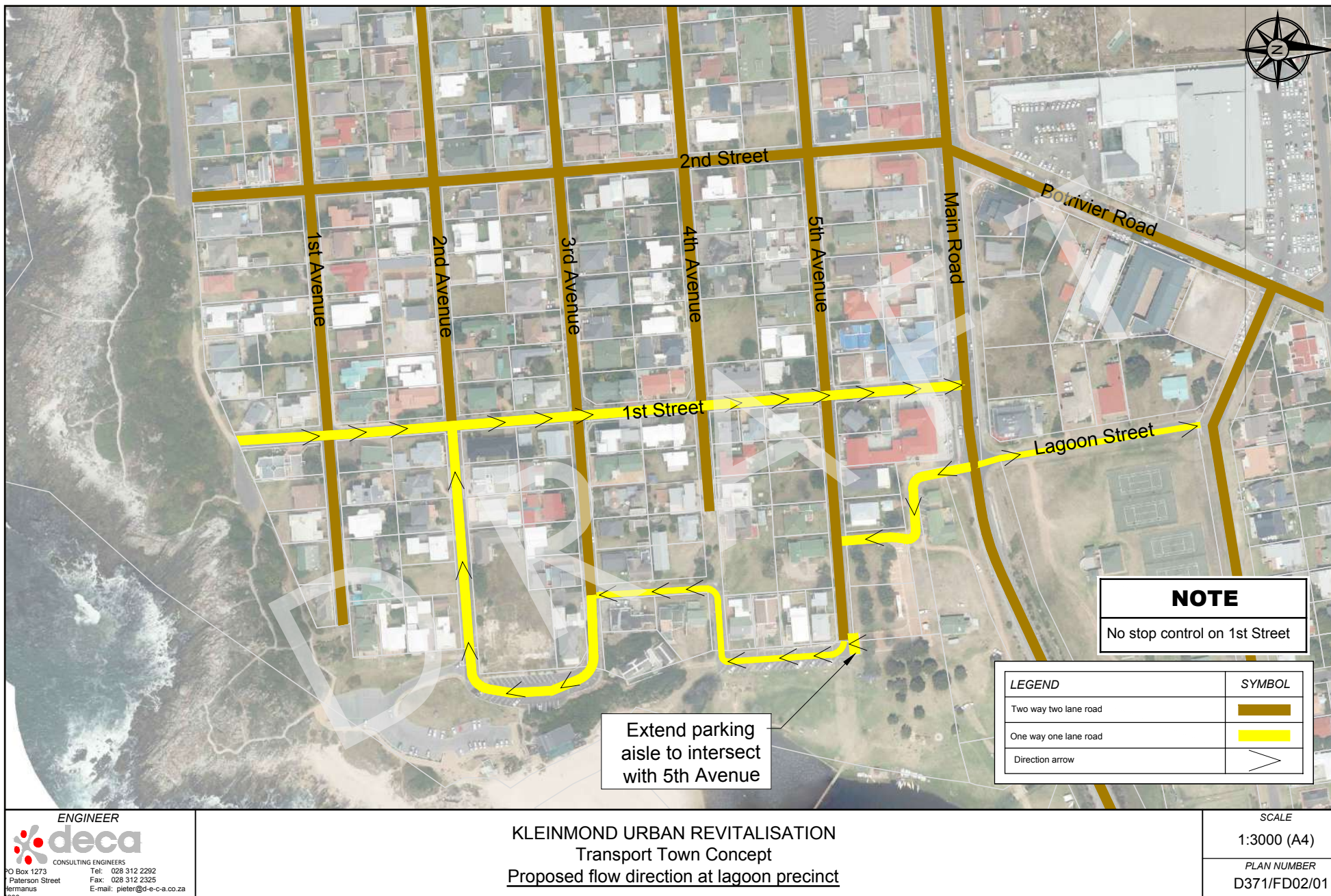


FIGURE 45. PROPOSED FLOW DIRECTION AT LAGOON PRECINCT



## 8.7. PARKING

The surveys show that (a lack of) parking is a seasonal problem. For this reason, it would not be wise to provide wide expanses of tar to cater for vehicles that would use it for only a few days per year. It is suggested that access to the existing informal / overflow parking areas should be formalised and signposted and that existing formal parking areas should be redesigned where necessary to ensure optimal utilisation and maximum capacity. There is little open space in the area south of Main Road, but overflow parking can be provided on open land to the north of Main Road, for example next to the tennis courts or, at a fee, on the school sports fields. Public transport vehicles in particular should be encouraged to drop off passengers at the lagoon precinct and then to park at a remote location until pick-up time.

There are a number of plots around the harbour precinct that can be used for parking, but that are currently under-utilised. Temporary signage can be provided during peak holiday periods to indicate these areas. The parking area at the harbour can also be used more effectively if proper road markings are provided.

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