

Heritage Committee



TP- A Theart (s. J. Marwe)

PO Box 539 STANFORD 7210 ranger@reedcottage.co.za 028 341 0984 stanfordconservation.co.za

15 April 2015

Your ref: 942 SSN (2803)

Overstrand Municipality  
Town Planning  
HERMANUS

Attention: S Müller

Dear Sirs

**Erf 942, 71 Dreyer Street, Stanford: Proposed departure.**

We refer to your letter dated 2 April 2015.

The various site plans and sketches included within the motivation show the proposed parking bays to be in front of the building, between it and the pavement/roadway. Current thinking suggests that retail environments should be connected to their customers as pedestrians, rather than as motorists. This philosophy would certainly apply in this case where the vast majority of this development's customer-base would be on foot.

For this reason we suggest that the building be moved forward and that the parking be at the rear.

Should the departure be approved we look forward to viewing the final development proposal.

Yours faithfully

Martin Ranger

Chairman

FILE NO:	EL 942-Stanford
SCAN NO:	42
COLLABORATOR NO:	776510

15 APR 2015

17 APR 2015



InterActive Town & Regional Planning

PO Box 980

Hermanus

7200

Date: 17 June 2015



Reference: Erf 942 Stanford

TP- A Theart  
(S vld merwe)

**ERF 942 STANFORD: 71 DREYER STREETREZONING AND DEPARTURE APPLICATION- RESPONSE TO OBJECTION**

In response to the application for rezoning and departure of Erf 942 Stanford the Stanford Heritage Committee dated 15 April 2015 made the following suggestion:

*"Current thinking suggests that retail environments should be connected to the customers as pedestrian, rather to motorists. This philosophy would certainly apply in this case where the vast majority of the development's customer base would be on foot.*

*For this reason we suggest that the building be moved forward and that the parking be at the rear."*

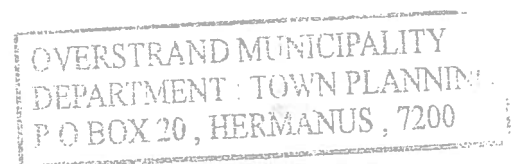
Although the theory of the suggestion is aligned with the latest urban design thoughts of thinking and made with good intention, the suggestion is not practical workable, does not promote optimal usage of scarce land resources and creates a potential safety and security risk.

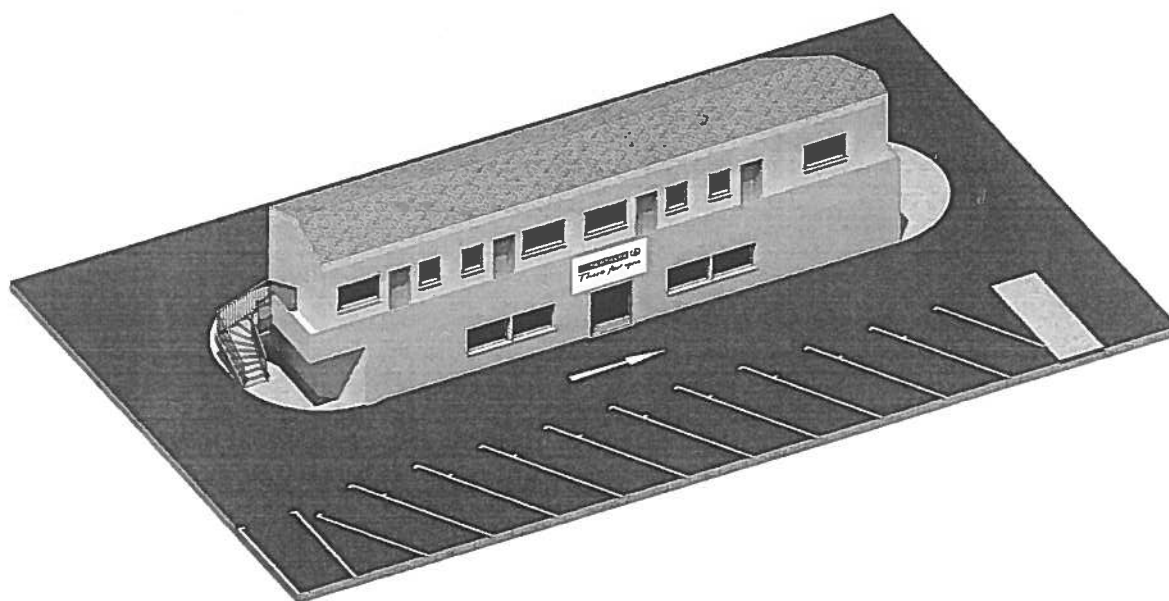
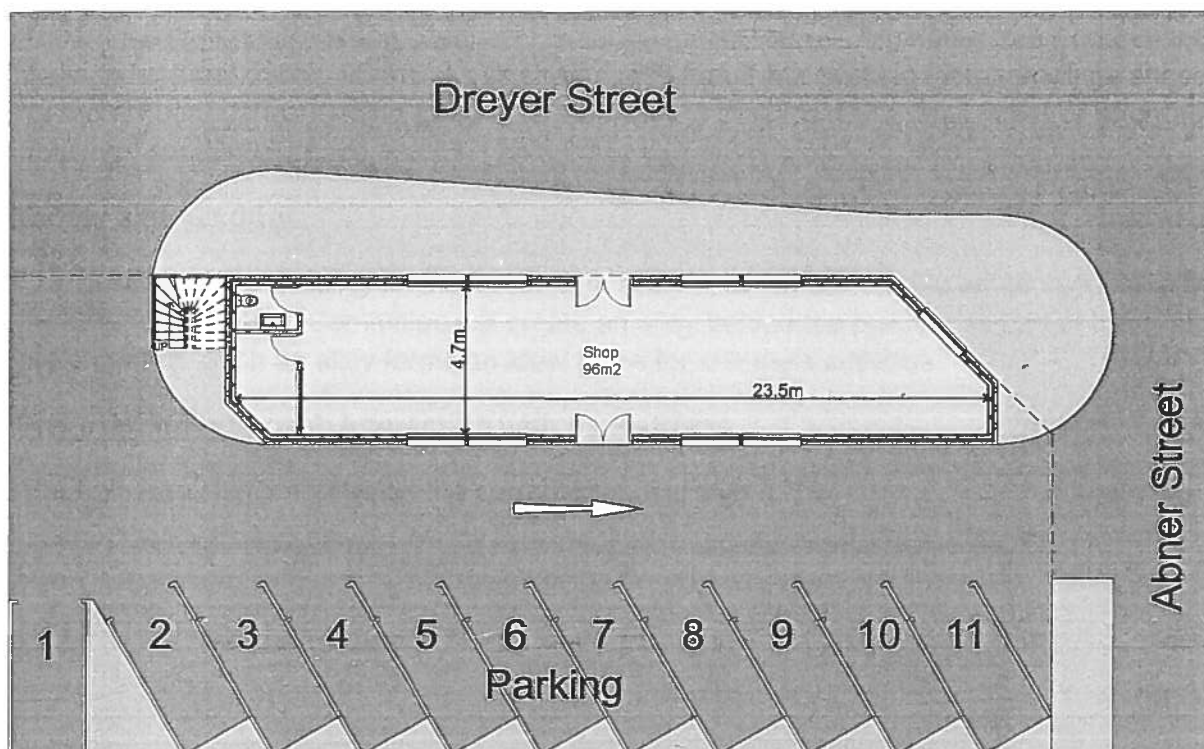
When considering this response to this suggestion by the Stanford Heritage Committee, it is important to take the following into consideration:

- The objective of this application is to obtain the required development rights to put up a building with 1 to 3 shops consisting of a small supermarket with 1 or 2 line shops on the ground floor and with offices or flats on the first floor; aimed at the specific needs of the local community within the vicinity of the application area.
- The erf size is only 474m<sup>2</sup> in extent.
- Within the local context the application area forms part of a small developing business node on the southern side of Stanford opposite the newly established taxi rank area within the social housing area of Stanford.

In order to illustrate the reasons for not supporting the suggestions made by the Stanford Heritage Committee, sketches have been drawn up to illustrate and explain the practical implication of the verbal suggestion made by the Stanford Heritage Committee (refer to Figure 1).

FILE NO: EL 942- Stanford
SCAN NO:
COLLABORATOR NO: 792431





**Figure 1. Sketch illustrating the layout as suggested by the Stanford Heritage Committee**

**Loss of developable space due to suggestions:**

In Figure 1 the building has been moved forward up to the street boundary and the parking provided at the back of the building as suggested by the Stanford Heritage Committee. In order to accommodate the parking and the vehicle flow the proposed building had to be narrowed from 32,5 m x 7,5 m to 23,5 m x 4,7 m. This implies a loss of 102 m<sup>2</sup> developable space per floor (i.e. total LOSS of 204 m<sup>2</sup> representing 53% of usable floor space).

**Practical and Workable Floor area**

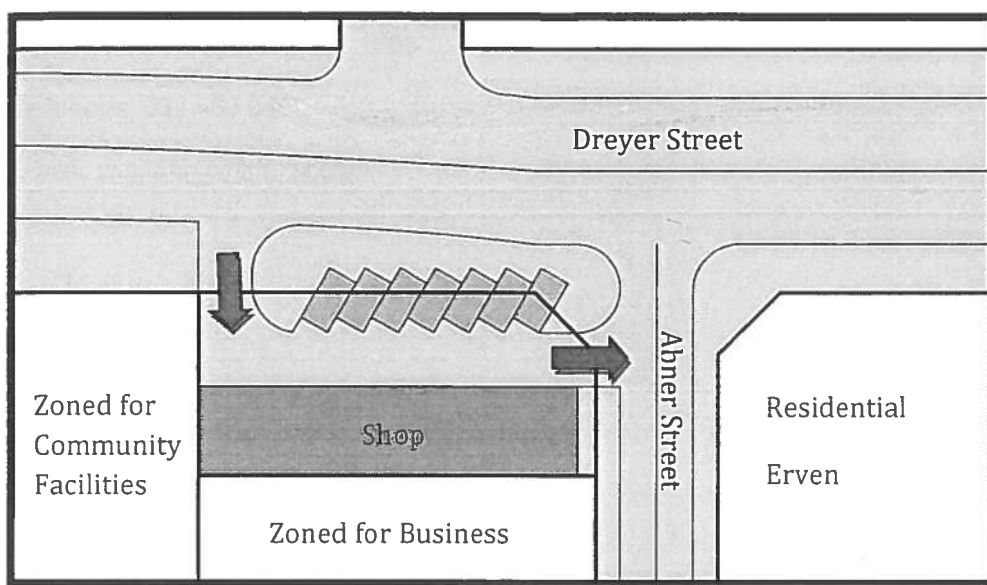
The suggestion made by the Stanford Heritage Committee will contribute to an odd shaped building footprint of only 96 m<sup>2</sup>. As illustrated in Figure 1 the building footprint will be shaped by the erf boundaries leading to corners that are not practical for a retail outlet or affordable housing / residential space.

### **Safety and Security**

The position of the building on the street front and not at the back of the erf as suggested by the Stanford Heritage Committee will create an alley behind the building as part of the parking area. Such an alley forms an ideal place for criminals activities.

### **The existing proposal: Interaction with pedestrians**

The following sketch illustrates the current proposal layout:



**Figure 2: Plan illustrating the conceptual site layout**

Evident from this proposal reflects that the erf is used optimal and provides the option to use a portion of the road reserve (designed in consultation with the Manager: Project Management & Development Control) to increase the optimal usability and functioning of the erf for business purposes.

As shown, only a single row of parking is proposed in front of the building and the relatively wide point of entrance (vehicle as well as pedestrian) which will not detract the connection / link between the customers and the business area.

### **Conclusion**

The suggestion made by the Stanford Heritage Committee is made with good intention, but unfortunately not practical, efficient and safe for the subject application site. This suggestion would be more applicable within an up-market area with a large parking lot. Thus the suggestion made by the Stanford Heritage Committee is considered not as a value add and is requested to be rejected.

In the light of the above, your favourable consideration of this application to the benefit of the whole community will be appreciated.

Should you have any questions in this regard please do not hesitate to contact me.

Kind Regards

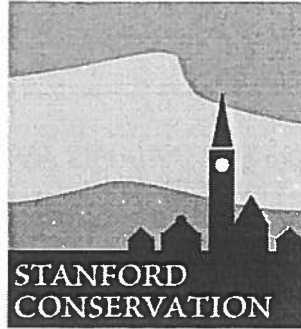


Andre Wiehahn Pr Pln A/927/1996

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E-Mail: [wiegahn.a@gmail.com](mailto:wiehahn.a@gmail.com)



## Heritage Committee

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PO Box 539 STANFORD 7210 ranger@reedcottage.co.za 028 341 0984 stanfordconservation.co.za

12 August 2015

Your ref: 942 SSN (2803)  
Our ref: Letter 15.04.15

Overstrand Municipality  
Town Planning  
HERMANUS

Attention: S Müller

Dear Sirs

### **Erf 942, 71 Dreyer Street, Stanford: Proposed departure**

We refer to previous correspondence.

Following our comment regarding the proposed location of the parking bays we have met with the developer's town planning consultant. In discussion it became clear that our suggestion is unworkable in that making the recommended change would result in a substantially reduced retail and residential space. This change would make the project unviable.

Accordingly we are prepared to support the proposed departure on the basis of the submission received in your letter dated 2 April 2015.

Yours faithfully

A handwritten signature in black ink, appearing to be "MR", written over a horizontal line.

**Martin Ranger**  
Chairman

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**Schalk van der Merwe - Re: Erf 924 Stanford**


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**From:** Schalk van der Merwe  
**To:** wiehahn.a@gmail.com  
**Subject:** Re: Erf 924 Stanford

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Middag Andre

Ek bevestig hiermee ontvangs van jou epos. Ek gaan op die onderstaande basis die Operasionele Departement versoek om hul kommentaar te wysig waarna ek die item sal finaliseer.

Ek vertrou dit is so in orde.

Schalk van der Merwe

Click to add a signature

>>> André Wiehahn <wiehahn.a@gmail.com> 2015/10/26 12:46 PM >>>  
 Goeie Middag Schalk

Met verwysing na ons verskeie gesprekke bevestig ek dat dit waardeer sal word indien jy kan voortgaan met die aansoek op die basis dat die hersonering spesifiek aangespreek word terwyl die terreinontwikkelingsplan dan op voorwaardelik hanteer word.

Indien daar enige vrae in die verband is kontak my asb gerus.

Groete

Andre Wiehahn Pr Pln A/927/1996  
 B Art et Sc (Town and Regional Planning)  
 Telephone 028 312 1668  
 Cell phone: 082 466 0490  
 E-Mail: [wiehahn.a@gmail.com](mailto:wiehahn.a@gmail.com)



On Tue, Aug 4, 2015 at 4:54 PM, André Wiehahn <[wiehahn.a@gmail.com](mailto:wiehahn.a@gmail.com)> wrote:  
 Middag Schalk

Kon jy dalk met Riaan gesels om tot 'n moontlike oplossing te kom?

Groete

Andre Wiehahn Pr Pln A/927/1996  
 B Art et Sc (Town and Regional Planning)  
 Telephone 028 312 1668  
 Cell phone: 082 466 0490  
 E-Mail: [wiehahn.a@gmail.com](mailto:wiehahn.a@gmail.com)

**COMMENTS FROM THE ENGINEERING SERVICES DEPARTMENT FOR:  
APPLICATION FOR REZONING, DEPARTURE & AMENDMENT OF THE  
SPATIAL DEVELOPMENT FRAMEWORK: ERF 942, STANFORD (2803)**

Electricity	:	In order
Water	:	In order
Sewer	:	In order
Stormwater	:	In order
Roads and traffic	:	See conditions 11,12 & 14

**Conditions:**

1. That a Bulk Services Contribution Levy (BICL) be paid by the developer to supplement municipal services and amenities in accordance with the relevant legislation and as determined by the Council. The BICL tariff is adjusted by Council annually. The total BICL payable will be the amount as determined by the BICL Policy and tariff at the date of **actual payment**. BICL amounts quoted in any document will normally be applicable to the particular year in which the document was compiled and Council will not be bound by the quoted amounts.
  - 1.1 **Developments containing Sectional Title Units/ Commercial Buildings** (non-free standing properties – property is not to be subdivided)
 

The BICLs are to be paid in full **prior** to submission of the building plans. Building Plans will not be accepted unless the BICL is paid in full.
  - 1.2 **Developments with free standing properties** (property that is subdivided and plots to be sold individually).
 

The BICLs are payable **prior** to clearance being issued by the Income Department of the Municipality.
2. that only the standard water and sewerage connections will be available to the development, should larger capacity in any of these services be required, the upgrading will be at the developer's cost;
3. that the developer must therefore apply for a new water meter and sewer connection to which Erf 942 must connect to; at least 3 weeks prior to requirement and the developer will be responsible for all costs;

4. that the developer must investigate and determine the limitations of the site in terms of sewer drainage, subject to the minimum requirements of SANS 140400 – P: 2010: Drainage;
5. that provision is made for a 30 Amp electrical connection only and that, should additional capacity be required, an investigation be conducted, with regards to the capacity required and that available, at the developer's cost;
6. that access can be obtained from Dreyer Street;
7. that any relocation of- or additional and / or extended vehicle entrances will be for the developer's account;
8. that no on-street parking will be allowed;
9. that stormwater be allowed to discharge through Erf 942, Stanford, unobstructed.



**DENNIS HENDRIKS**  
**SENIOR MANAGER:**  
**ENGINEERING SERVICES**

10 / 12 / 2015

**DATE**

*Munisipaliteit – U-Masipala – Municipality*  
**OVERSTRAND**

**INTERNAL MEMORANDUM**

<b>Aandag / For Attention:</b>	Town Planning department: S. van der Merwe	<b>Van / From:</b>	J. de Villiers
<b>Afskrif / Copy:</b>	D. Hendricks	<b>Datum / Date:</b>	30 November 2015

15/3/6

**RE: PROPOSED REZONING OF ERF 942, STANFORD**

The request for comment from the Department: Operations (Gansbaai) dated 2 April 2015 with regard to the abovementioned proposal refers.

The proposal entails the following:

- Rezoning of Erf 942, Stanford (474 m<sup>2</sup>), from current zoning of "Single Residential" to "Business Zone 3: Local Business".
- Amendment of the Overstrand Municipal Wide Spatial Development Framework
- Relaxation of the side building lines of Erf 942.

It is noted that agreement was reached between the Department: Town Planning and the owner that the original proposed layout of the development, which entailed encroachment of the municipal land adjacent the development, was to be retracted, that the new proposal will be limited to the erf boundaries and that the revised layout will be submitted prior to implementation of the rezoning. All comments below is made subject to this agreement.

**1. ANALYSIS**

**1.1. Water**

- 1.1.1. The existing water connection to the erf shall be used to service Erf 942.
- 1.1.2. The existing water connection to Erf 942 is currently not metered yet. The existing water connection to Erf 942 must be serviced with a water meter, which must comply with the standards of the Department: Operations.
- 1.1.3. The owner must therefore apply for a new water meter to which Erf 942 must connect to.

- 1.1.4. Application for installation of the municipal water meter to Erf 942 must be made at least 3 weeks prior to requirement. A job card will be opened, and the owner will be responsible for all costs.
- 1.1.5. A municipal water pipe is situated 2m from the erf boundary along Dreyer Street. The water line is laid at a depth of approximately 1.5m below the existing ground level. Due to the size and depth of the pipe, a minimum maintenance servitude of 2m wide on either side of the pipe is required. Should the development be limited to the erf boundaries, this water pipe will not be affected.
- 1.1.6. The proposed rezoning will not have a significant impact on the existing municipal water supply network. The Department: Infrastructure and Planning must however give comment with regard to network capacity and the relevant Bulk Services Levies.

## 1.2. Sewer

- 1.2.1. Erf 942 is currently not connected to the municipal sewer network. The erf must be serviced with a sewer connection, which must comply with the standards of the Department: Operations.
- 1.2.2. The owner must therefore apply for a sewer connection to which Erf 942 must connect to.
- 1.2.3. Application for installation of the municipal sewer connection to Erf 942 must be made at least 3 weeks prior to requirement. A job card will be opened, and the owner will be responsible for all costs.
- 1.2.4. Disposal of effluent from the site must comply with all relevant legislation, as well as with the municipal *Water Supply & Sanitation Services By-Law (2009)*.
- 1.2.5. The developer must investigate and determine the limitations of the site in terms of sewer drainage, subject to the minimum requirements of *SANS 10400 – P: 2010: Drainage*.
- 1.2.6. The proposed rezoning will not have a significant impact on the existing municipal sewer network. The Department: Infrastructure and Planning must however give comment with regard to network capacity and the relevant Bulk Services Levies.

## 1.3. Streets

- 1.3.1. Access can be obtained from Abner- and Dreyer Streets.
- 1.3.2. The "Guidelines for the provision of engineering services in residential townships" (Red Book) requires that all entrances to properties such as shopping centres that generate high volumes of vehicular traffic flow in residential townships should preferably be situated on the periphery of such townships, be located on distributor roads, and situated at least 60m from intersections.

Abner- and Dreyer Streets are the natural access routes to- and from the development. Both streets are not currently local distributor roads and is only classified as suitable for light traffic. This development will generate higher volumes of vehicular traffic flow at the relevant intersection, and the use of these roads by the relevant heavy delivery vehicles associated with the retail activities must also be taken into account.

- 1.3.3. *Table 1.8* of the "Road Access Guidelines" of the Provincial Administration of the Western Cape's Department of Economic Affairs, Agriculture and Tourism: Transport Branch provides guidance on when a traffic impact study or –statement is required:

*"(iv) Discretion of the responsible local authority (b)*

*(b) Based on the discretion of the responsible local authority, a Traffic Impact Study or Statement may be required e.g. if the development is located in a sensitive area, even though less than 50 peak hour trips are generated."*

Due to the restricted nature of Abner- and Dreyer Streets, the road and surrounding areas are deemed as sensitive to any significant increase in traffic flow that could result from the proposed development.

The following also needs to be addressed:

- Any negative impact on traffic flow, traffic accommodation and road safety, i.e. conflict points for vehicles turning into- and out of proposed new entrances / exits.
- Accommodation of pedestrian traffic (including people with disabilities) along the sidewalks and across proposed vehicle entrances / exits.
- Accommodation of pedestrian traffic (including people with disabilities) to- and from the proposed development at proposed vehicle entrances / exits.

It is therefore recommended that, in line with the application procedure for access as stated in the abovementioned "Road Access Guidelines" and to be followed when so directed at the discretion of the responsible authority, a detailed Traffic Impact Statement of the proposed development and access from the road reserve is to be provided in accordance with the National Department of Transport's "Manual for Traffic Impact Studies" (PR93/635 of 1995), refer Section 29(2) of Act 22, 2000. All studies should be undertaken by suitably qualified professional transport traffic engineers or -technologists.

- 1.3.4. It is further recommended that the layout of the proposed development be revised in line with the requirements of the abovementioned guidelines and outcomes of the Traffic Impact Statement, and the revised application be submitted together with the Traffic Impact Statement, as well as a detailed survey of existing access ways and a detailed layout of the proposed access ways, to the municipality for approval prior to implementation of the rezoning.
- 1.3.5. Adherence to the requirements for forward visibility (and, thus, safe stopping distances) commensurate with approach speed to bends as detailed in the "Guidelines for the

provision of engineering services in residential townships" (Red Book), as well as adherence to geometric design criteria for sight distances at stop streets, will be evaluated once the revised layout is submitted as per recommendations above. The Chief: Traffic Services should also be given the opportunity to provide comment on this at such time.

1.3.6. Any deviations from the standard design- and construction criteria as described in the Red Book, the Road Access Guidelines or the SABS 1200 specifications must be submitted beforehand and in writing to the municipality for approval.

1.3.7. Any additional and / or extended vehicle entrances will be for the owner's account.

#### **1.4. Storm water**

1.4.1. The "Common Law" shall apply with regards to storm water discharge.

1.4.2. In light of the proposed activities on site, the owner is to ensure that all contaminated storm water run-off from any relevant open areas and wash bays are contained and treated in accordance with the relevant Environmental legislation, *SANS 10400: National Building Regulations* (more specifically but not restricted to *Section R – Storm water*, as well as *Section PP11 – Run-off from Washing Areas*), and the *Municipal By-law: Water Supply & sanitation Services (2009)*, more specifically but not restricted to *Section 48: Owner to prevent pollution of water* and *Section 58: Objectionable discharge*. All costs in this regard will be for the owners account.

#### **1.5. Parking**

1.5.1. "On-site parking" must be provided. The parking areas are to be provided at a ratio as described by the Town Planning Scheme, with permanent surfaces and layout to the satisfaction of the Department: Operations.

#### **1.6. Other services**

1.6.1. The Department: Operations does not have any information regarding any Telkom-, other telecommunications- and / or Electrical services which may be affected by the proposed development. The Electrical- and Traffic departments, as well as Telkom and other relevant service providers, must therefore also give their recommendations regarding the application.

#### **1.7. Refuse removal**

1.7.1. Refuse will be removed from sidewalks as per municipal arrangement.

#### **1.8. Irrigation water**

1.8.1. No irrigation water is available in this area.

**1.9. Waste Water Treatment Works (WwTW)**

- 1.9.1. The proposed rezoning will not have a significant Impact on the Waste Water Treatment Works. The Department: Infrastructure and Planning must however give comment with regard to plant capacity and the relevant Bulk Services Levies.

**1.10. Bulk Water Supply**

- 1.10.1. The proposed rezoning will not have a significant impact on the bulk water supply, reservoirs or other bulk water infrastructure. The Department: Infrastructure and Planning must however give comment with regard to bulk capacity and the relevant Bulk Services Levies.

## 2. RECOMMENDATION

- 2.1. With regard to the application for Rezoning of Erf 942, Stanford from current zoning of "Single Residential" to "Business Zone 3: Local Business".in order to operate a retail facility on the property, the Department: Operations has no objections to the application, subject to the following conditions:
  - 2.1.1. That revised plans of the proposed development be submitted for authorisation prior to the implementation of the rezoning.
  - 2.1.2. That the existing water connection to Erf 942 shall be used to service Erf 942.
  - 2.1.3. That, as the existing water connection to Erf 942 is currently not metered yet, the existing water connection to Erf 942 must be serviced with a water meter, which must comply with the standards of the Department: Operations.
  - 2.1.4. That, as Erf 942 is currently not connected to the municipal sewer network, the erf must be serviced with a sewer connection, which must comply with the standards of the Department: Operations.
  - 2.1.5. That disposal of effluent from the site must comply with all relevant legislation, as well as with the *Municipal By-law: Water Supply & Sanitation Services (2009)*.
  - 2.1.6. That the developer investigate and determine the limitations of the site in terms of sewer drainage, subject to the minimum requirements of *SANS 10400 – P: 2010: Drainage*.
  - 2.1.7. That a detailed Traffic Impact Statement of the proposed development and access from the road reserve is to be provided in accordance with the National Department of Transport's "Manual for Traffic Impact Studies" (PR93/635 of 1995), refer Section 29(2) of Act 22, 2000, prior to implementation of the rezoning. All studies should be undertaken by suitably qualified professional transport traffic engineers or -technologists.
  - 2.1.8. That the layout of the proposed development be revised in line with the requirements of the abovementioned guidelines and outcomes of the Traffic Impact Statement, and the revised application be submitted together with the Traffic Impact Statement, as well as a detailed survey of existing access ways and a detailed layout of the proposed access ways, to the municipality for approval prior to implementation of the rezoning.
  - 2.1.9. That, in light of the proposed activities on site, the owner is to ensure that all contaminated storm water run-off from any relevant open areas and wash bays are contained and treated in accordance with the relevant Environmental legislation, SANS 10400: National Building Regulations (more specifically but not restricted to Section R – Storm water, as well as Section PP11 – Run-off from Washing Areas), and the *Municipal By-law: Water Supply & sanitation Services (2009)*, more specifically but not restricted to Section 48: Owner to prevent pollution of water and Section 58: Objectionable discharge. All costs in this regard will be for the owners account.

- 2.1.10. That on-site parking facilities be provided as per the Planning Schedule, and to the satisfaction of the Department: Operations.
- 2.1.11. That any additional and / or extended vehicle entrances will be for the owner's account.
- 2.1.12. That the Electrical- and Traffic Departments, as well as Telkom and any other relevant authorities and service providers not have any objections to the application.

Yours faithfully



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**J. de Villiers Pr. Eng.**  
Senior Manager: Operations  
Gansbaai

File reference:	2803
Date:	2 April 2015



# INTERNAL MEMORANDUM

From	: Town Planning Department
Town Planner	:

TO:

<del>Area Manager</del>	<del>Building Department</del>	<del>District Health</del>	<del>Electrical Department</del>
<del>Environmental Officer</del>	<del>Fire Department</del>	Infrastructure and Planning	Local Heritage Committee
<del>Operational Services</del>	<del>Traffic Department</del>	<del>Ward Councilor</del>	<del>Waste Management</del>

Property Details	ERF 942 Stanford
Application Description	Rezoning, Departure & Amendment of the Spatial Development Framework

### ATTACHMENTS :

<ol style="list-style-type: none"> <li>Notice</li> <li>Locality Plan</li> <li>Site &amp; Ground Floor Plans</li> <li>Motivation</li> </ol>	Should the information be insufficient for you to make an informative comment, please list any additional documentation that you would require to make informed comments.
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### YOUR DEPARTMENT'S COMMENTS:

Applicant should apply for a R962 Certificate of Acceptability from O.D.M. before opening shop and also comply with all other Environmental Health Legislation & Requirements.	
Signature:	Date: 21-04-2015

Please provide your comments (with specific reference to any conditions of approval that should be imposed) in the space provided above or in a separate Memo by not later than the date stipulated below. If you require an extension of time for submission of comments, kindly request this in writing. Should no comments be received, it will be assumed that you have no objection to the proposal and where appropriate, the Mayoral Committee will be informed accordingly.

<b>COMMENTS REQUIRED BY:</b>
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