

surrounding area as depicted on aerial photos that appears after the Locality Plan. The photos of the immediate area surrounding the site shows that the Hemel & Aarde Village, a commercial / tourist node is opposite the site, north of the Trunk Road and the Engen Filling Station / Farm Stall / Super Plants establishments are on the opposite side of the Sandbaai Main Road. The Hemel en Aarde Estate is located diagonally across the Sandbaai intersection. The remaining areas to the south and west of the property under consideration are being developed or are in the course of being developed for town housing or group housing.

5 COMMERCIAL HIERARCHY

Taking cognizance of the above-mentioned policies, that have been accepted by council, it is clear that in order for the Hermanus CBD to maintain and improve its function at local and regional level, a more balanced commercial hierarchy will have to be achieved.

The creation of a more balanced commercial hierarchy will have many advantages, including the following: -

- * Reducing the leakage of local spending power to areas outside the Greater Hermanus area
- * Creating much needed local economic employment opportunities
- * Promoting integration of land uses and activities
- * Minimising the number / length of vehicular shopping trips and traffic congestion, resulting in a significant saving in fuel.

As the Hermanus CBD forms an integral part of the sub-region, the functionality of the regional commercial hierarchy must be considered within the broader context. The CBD of Hermanus is not able, nor is it desirable to accommodate large chain store groups with their associated extensive parking areas. However, whilst the Hermanus CBD will cater for limited demand goods and specialty / tourist orientated shops provision must also be made for convenience / demand shopping. It is within the aforementioned

context that Urban Dynamics (2002) made the following recommendation for Sandbaai.

"The existing business activities at the intersection of Sandbaai Main Road and the TR28/1 is proposed to be expanded to link with the activities further down Main Road - thus creating a local centre which is highly accessible due to the central location between the TR28/1 and the proposed east-west parallel road. The viability of this commercial area is dependent on the subdivision of the large plots into residential developments, the development of the Hemel & Aarde Estate, as well as the construction of the east-west parallel road linking Hawston / Vermont / Onrus / Sandbaai with Church Street".

The plan on the following page (extract from Spatial Development Framework Report) shows the concentration of commercial facilities at the corner of Trunk Road 28 and the Sandbaai Main Road". This plan shows only portion of Erf 1447 Sandbaai as Commercial. This proposal was the subject of an amendment in the preparation of the 2005 Spatial Development Framework where the whole of Erf 1447 Sandbaai has been indicated as Commercial. However, the 2002 SDF is the approved Provincial document and will require amendment.

However, the indication of commercial activities in the 2002 SDF could not be implemented as a number of residential complexes were established in the Commercial demarcated areas. In the 2005 Spatial Development Framework proposals this has been amended to include the whole of Erf 1447 as Commercial. It should be noted that the 2005 SDF has not as yet been approved by the Minister, with the result that the current application must address the situation and apply for the amendment of the approved "Greater Hermanus Spatial Development Framework".

If one studies the regional plan on the following page, the position of the Sandbaai site within the context of the Overberg region one can appreciate the positive attributes of the site. With the certain developments in the Caledon region, it is most likely that pressure will be put on the Provincial



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GREATER HERMANUS SUB-REGIONAL SPATIAL DEVELOPMENT FRAMEWORK

VOLUME II: DEVELOPMENT STRATEGY
SPATIAL DEVELOPMENT FRAMEWORK

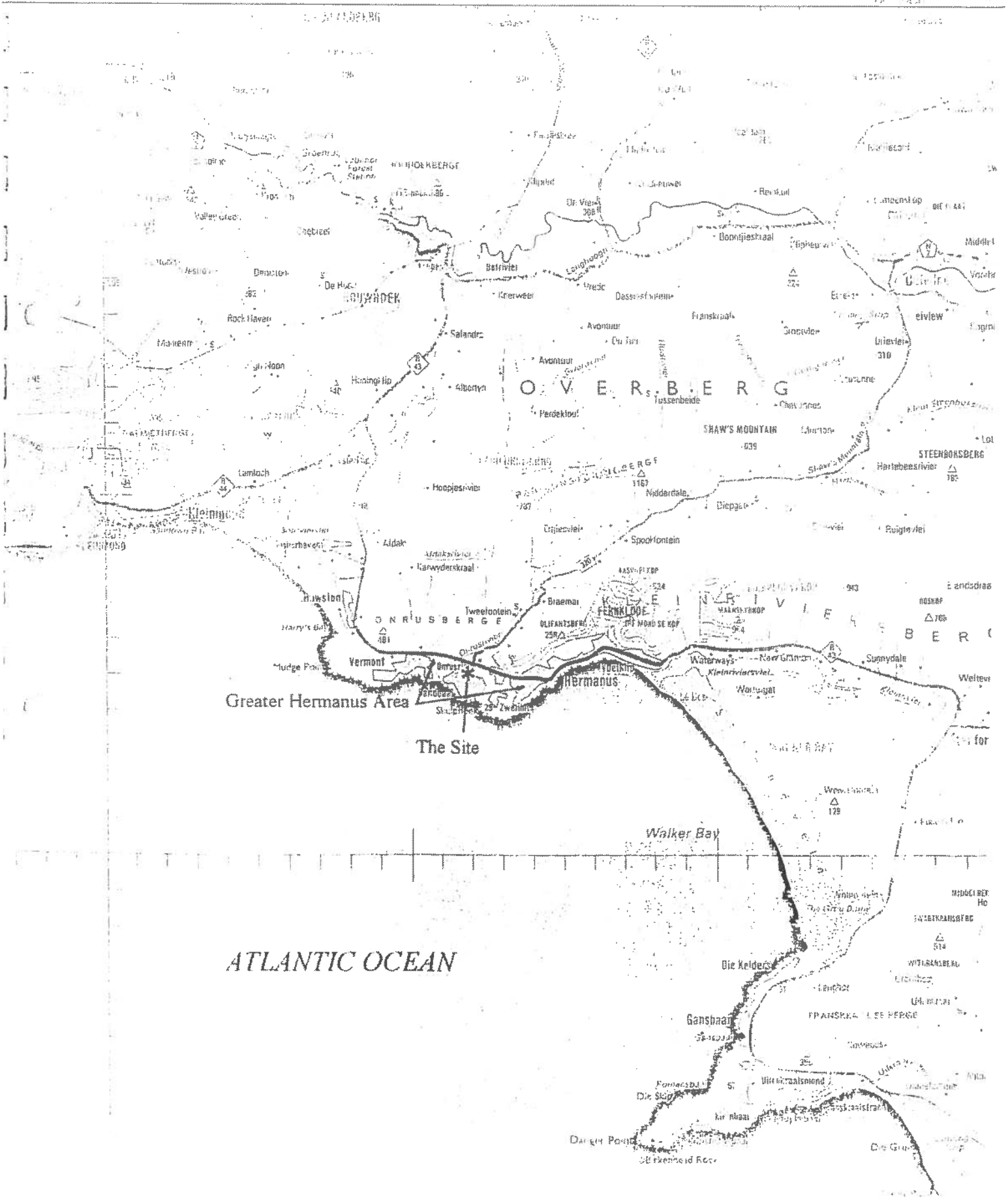
UNEP
JICA



SF	Sub-Regional Framework	MS	Municipal Spatial Framework
RS	Regional Spatial Framework	PS	Provincial Spatial Framework
CS	Community Spatial Framework	S	Spatial Development Framework
MS	Municipal Spatial Framework	TR	Transportation Framework
PS	Provincial Spatial Framework		
S	Spatial Development Framework		
TR	Transportation Framework		

OVERBERG REGIONAL PLAN

Scale 1 : 250 000



Roads Engineer to further improve the gravel road between Hermanus and Caledon. This will result in tourist traffic from the casino in Caledon accessing the Greater Hermanus coastal area at the exact location of the site at the Trunk Road intersection.

The development of a well planned centre in this location will also attract tourist generated trips from the Caledon region. With the escalating cost of fuel and the introduction of Toll Plazas on the National Road to Somerset West the shopping habits of the local population will most certainly be influenced and the retail purchasing power generated in the region will more likely be spent in the local well planned and accessible shopping centres.

6 DEVELOPMENT PROPOSALS

(See Annexure A)

6.1 Introduction

The Spatial Development Framework makes mention of the fact that the Hermanus sub-region will have to accommodate an estimated additional population of 30 000 between the year 2000 and the year 2010. Of this estimated population approximately 80% or 24 000 people will have to be accommodated in the Sandbaai / Fisherhaven corridor (Western Scenario). By assuming the accepted standard of 2 m² per capita of commercial floor space, an additional area of 48 000m² of commercial floor space could be required in the developing corridor areas in the next few years. If one considers the report and projections by Ferridge Consulting of retail demand in the future, the 48 000m² may have to be revised upwards.

In terms of the approved Spatial Development Framework, portion of the site under consideration has been earmarked for the development of commercial facilities. However, in view of the fact that residential usage is currently being developed on two sites immediately south and southeast, portion of which was also indicated as commercial, it is proposed to submit proposals for the development of the total area of Erf 1447 Sandbaai as commercial.

This proposal is in line with the Spatial Development Framework prepared for the whole of the Overstrand municipal area in 2005 where the whole of Erf 1447 is shown as Commercial usage, the intention being that a shopping center could be developed at this location in the future. Other areas in the vicinity are shown purely as "Urban Area"

6.2 **Environmental Process BAR (Public participation)**
(See Annexure B)

The environmental process is undertaken in terms of the National Environmental Management Act No 107 of 1998 (NEMA).

The proposed development was advertised in the local press on 28 August 2008 to give the public and authorities the opportunity to register as Interested and Affected parties. Local and District authorities were contacted to assess the natural and man-made environment. The Interested and Affected Parties were requested to comment on three development alternatives that were being considered. As a result of the comments that were submitted a "preferred " alternative was identified. The three development alternatives are discussed hereunder.

6.2.1 Development Alternative 1 (Preferred Development)
(See Plan and Sections)

Forthcoming from the Issues and Concerns it was recognised that an acceptable "buffer" between the proposed commercial development and the abutting residential areas will have to be provided. The buffer needs to ensure that the current and future residential environment is protected. Basically two forms of buffer have been considered, namely the provision of a "Green Buffer" or a "Residential Buffer". The response from the Interested and Affected parties appears to favour the provision of a "Green Buffer" and are opposed to a "Residential Buffer" which is the preferred alternative of council officials.

SECTION THROUGH SOUTHERN BOUNDARY
ERF 1447 SANDBAAL : ALTERNATIVE 1

Scale 1:1-1-500

Start of Proposed
Shopping Mall

Retail Shopping

Retail Shopping

Setvire Road

Grassland area with trees

Grassland area with trees



Alternative 1 (preferred alternative) comprises a business zone of 3.62 ha and a Green buffer or open space 15 m wide and comprising 13% of the site area. The actual gross lettable floor area of the shopping complex is to be of the order of 20 000m² which is all located at a level which is determined by the existing mean street level on the Trunk Road frontage. The open space and access road reserve of 12m makes a total buffer of 27m between the building and the residential properties on the southern and western boundaries. This green buffer will be tastefully landscaped with trees, shrubs, grassed areas and even water features, which act as an attenuation facility. The landscaped areas will be secured, planned / planted to have minimal impact on the adjoining properties. In fact the proposed landscaping will enhance the value of the properties and comprise an environmentally friendly transition zone between the shopping centre and the adjoining residential properties. As access to this landscaped area is to be controlled no undesirable persons or animals will be permitted.

Approximately 1200 parking bays will be provided, in the main at basement level, but a significant number of surface parking will be established on the Trunk Road frontage and on the Sandbaai Main Road frontage. This is shown in further detail on the Site Development Plan. The main access road with linkages to both the Trunk Road and Sandbaai Main Road are indicated and the shopping complex and parking areas will be serviced from this road.

The Site Development Plan illustrates the finer development of the site and the traffic management proposals internally and at the intersections on both the Trunk Road and Sandbaai Main Road.

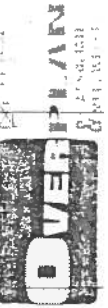
6.2.2 Development Alternative 2 (See Plan)

As with alternative 1, the gross lettable floor area of the shopping complex is to be of the order of 20 000m² which is all located nearer the Trunk Road as a 38 "residential buffer" is provided on the southern and western boundaries of the site.

PROPOSED REZONING AND SUBDIVISION
ERF 1447 SANDBAAI

Scale 1 : 1 000

Alternative 2



NOTATION

ZONING	ERF NO	ERVEN	AREA ha	%	REF
Prohibited Zone III	1 - 35	35	0,9506	19,7	
Open Space Zone II	36 - 38	3	0,1070	2,2	
Business Zone I	39, 40	2	2,582	53,1	
Residential Zone I	41, 42	2	1,1194	24,6	
Publicly Zone	41	1	9,0176	0,4	
TOTALS		43	4,6626	100	

Page No. of 19/30

Forthcoming from the Issues and Concerns it was recognised that an acceptable "buffer" between the proposed commercial development and the abutting residential areas will have to be provided. In this alternative, the Residential development (town house) is situated on the southern and western boundaries of the site and is serviced by landscaped access courts and an 8m wide service road, which abuts the business zone. There is to be a security gate to control access to the area and a refuse area is provided at the entrance for collection of refuse.

Similarly to alternative 1 the main access road has linkages to both the Trunk Road and Sandbaai Mail Road. Both the shopping complex with parking areas and the residential component with its access road abutting the business zoning, will be serviced from this road.

This alternative 2 reduces the business zoned area of the centre from 3.62 ha to 2.58 ha, which restricts the optimum use and functioning of the site as proposed in the most recent Spatial Development Framework where no residential / urban area is proposed. According to the comments from the interested and affected parties, this alternative will have a negative impact of the adjoining residential properties and should not be supported.

6.2.3 Development Alternative 3 (Official preference)

(See plan and Section)

As with alternative 1 and 2, the gross lettable floor area of the shopping complex is to be of the order of 20 000m², which is as with alternative 2 located nearer the Trunk Road.

Forthcoming from the Issues and Concerns it was recognised that an acceptable "buffer" between the proposed commercial development and the abutting residential areas will have to be provided. In this alternative, a 43m "residential buffer" is provided on the southern and western boundaries of the site. This residential buffer comprises 36 town house erven served by a central 8m access road / cul de sac and a private open space strip abutting

PROPOSED REZONING AND SUBDIVISION
 ERF 1447 SANDBAAI
 Scale 1 : 1000

Alternative 3



NOTATION

ERF NO	ERVEN	AREA Ha	%	REF
1	1	0.00	0.0	
2	2	0.00	0.0	
3	3	0.00	0.0	
4	4	0.00	0.0	
5	5	0.00	0.0	
6	6	0.00	0.0	
7	7	0.00	0.0	
8	8	0.00	0.0	
9	9	0.00	0.0	
10	10	0.00	0.0	
11	11	0.00	0.0	
12	12	0.00	0.0	
13	13	0.00	0.0	
14	14	0.00	0.0	
15	15	0.00	0.0	
16	16	0.00	0.0	
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18	18	0.00	0.0	
19	19	0.00	0.0	
20	20	0.00	0.0	
21	21	0.00	0.0	
22	22	0.00	0.0	
23	23	0.00	0.0	
24	24	0.00	0.0	
25	25	0.00	0.0	
26	26	0.00	0.0	
27	27	0.00	0.0	
28	28	0.00	0.0	
29	29	0.00	0.0	
30	30	0.00	0.0	
31	31	0.00	0.0	
32	32	0.00	0.0	
33	33	0.00	0.0	
34	34	0.00	0.0	
35	35	0.00	0.0	
36	36	0.00	0.0	
37	37	0.00	0.0	
38	38	0.00	0.0	
39	39	0.00	0.0	
40	40	0.00	0.0	
41	41	0.00	0.0	
42	42	0.00	0.0	
43	43	0.00	0.0	
44	44	0.00	0.0	
45	45	0.00	0.0	
46	46	0.00	0.0	
47	47	0.00	0.0	
48	48	0.00	0.0	

ZONING

SECTION THROUGH SOUTHERN BOUNDARY ERF 1447 SANDBAAL : ALTERNATIVE 3

Scale 1 : 1 500

Start of Proposed Shopping Complex

Proposed Open Space

Proposed Access Road


Retail Shopping

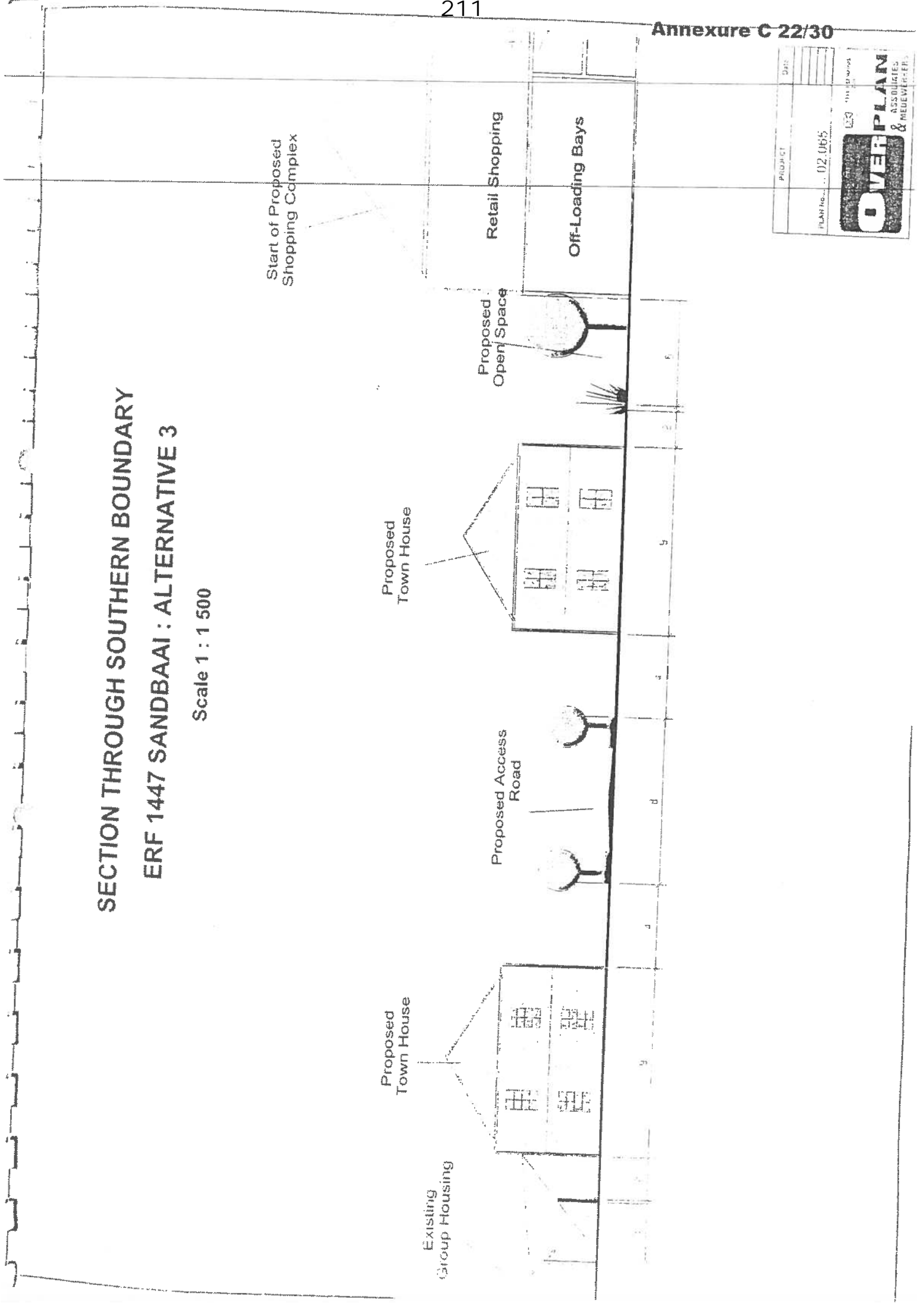
Off-Loading Bays

Proposed Town House

Proposed Town House

Existing Group Housing

PROJECT	DATE
PLAN No. 02.065	
 OVER PLAN ASSOCIATES & MEASUREMEN <small>123 SIMONSON</small>	



the business zone. For convenience two turning area are provided one midway along the road on the southern boundary. However, this area may well be affected by the provision of a large attenuation facility some 30m long and 10m wide. A security gate is provided at the entrance to the area in the section of the road where the reserve is 10m wide. A refuse storage facility is also provided in this area for the collection of refuse.

This alterative 3 also reduces the business zoned area of the centre from 3.62 ha to 2.51 ha, which restricts the optimum use and functioning of the site as proposed in the most recent Spatial Development Framework where no residential / urban area is proposed. According to the comments from the interested and affected parties, this alternative will have a negative impact of the adjoining residential properties and should not be supported. The section shown following the plan of alternative 3 illustrates the visual impact on the adjoining residential areas

6.3 The Concept

{See Site Development Plan

The developers are planning to develop $\pm 20\,000\text{m}^2$, of retail shopping space over a period of time in the form of a covered mall with possible colonnaded specialty shops with at least three anchor tenants occupying approximately $10\,000\text{m}^2$ of shopping space. The pedestrian malls are to be well designed with focal points and landscaping making the shopping trips a pleasant and rewarding experience.

In considering the proposed development of the site numerous meetings were held with the developers, municipal officials, traffic consultants and other interested and affected parties with the aim of submitting a proposal that would be supported as a vital asset in the community. The proposal should also be favourably considered by the local authority, as ultimately they must make a recommendation to the Provincial Authority for final approval. In this process three alternatives were considered and ultimately a "preferred" alternative as discussed above has been identified

PROPOSED COMMUNITY SHOPPING MALL

Site Development Plan

Scale 1 : 1 000



PROJECT	
PLANS	02 065
COVER PLAN ASSOCIATES & MEDI WEINER	

Mail Design by: VIVID Architects

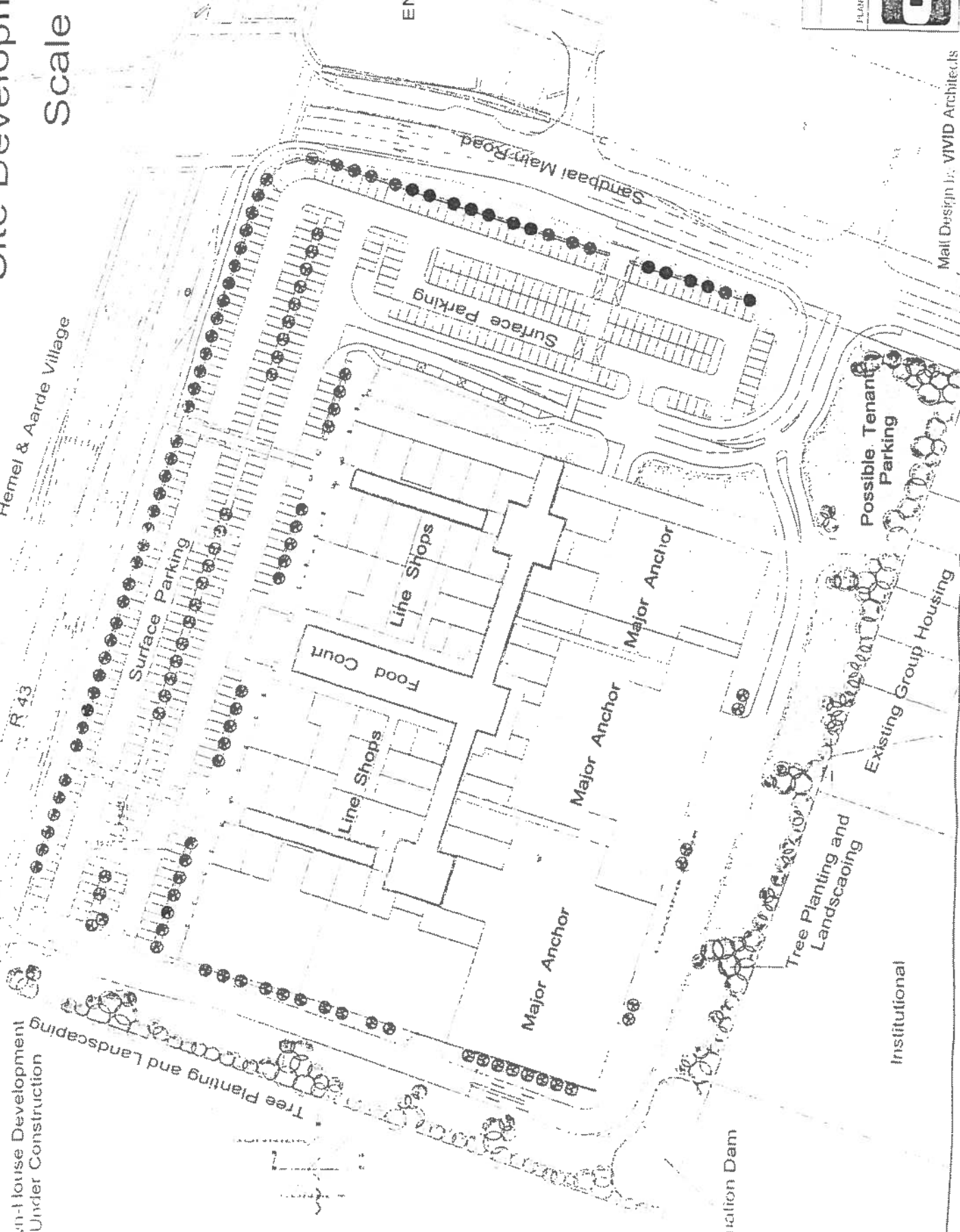
Townhouse Development Under Construction

Hemel & Aarde Village

R 43

ENGEN 1 Stop

Super Plants



Attention Dam

Tree Planting and Landscaping

Existing Group Housing

Possible Tenant Parking

Institutional

Food Court

Line Shops

Line Shops

Major Anchor

Major Anchor

Major Anchor

Surface Parking

Sandbaal Main Road



The site as a whole is to be attractively landscaped with a possible water fountain strategically located and tree planting and landscaping along the main roads and along the southern boundary of the site to screen the adjoining development.

The photo illustrates a "pleasant shopping environment"

Landscaped areas will also be a feature of the design where outdoor tea and coffee outlets could be located adjoining but not infringing on the landscaped space as is the case in the vicinity of the large "Pines" that are to be retained.

Parking for in excess of 1200 vehicles can be provided on the site with the main access points being located on the Trunk Road left in / left out and the Sandbaai Main Road some 200m from the Trunk Road interchange, thus providing adequate stacking space. From these access points as described in alternative 1 the main access road follows the boundary of the business zone. The Site Development Plan indicates the details of access, parking and loading / offloading on the site. Where possible, the access to the parking areas will be on the periphery of the site.



Another pleasant shopping Mall

This will facilitate the safe and easy movement of pedestrians along demarcated routes to the entrances of the shopping mall.

The ICE Group, Traffic consultants, who have been commissioned by the developers, are involved in finalising the traffic implications such as access / egress points etc and will be responsible for the preparation of a traffic impact assessment which will be submitted as Annexure D or under separate cover. A short synopsis of the Traffic Impact Assessment follows under paragraph 7 below

Over and above the proposed retail space that is being contemplated, consideration is to be given to the possible establishment of an entertainment section together with professional office space possibly at first floor level.

7 **TRAFFIC IMPACT ASSESSMENT**

(See Annexure C)

The Site Development Plan indicates that access (left in left out) to the site will be obtained off the R43 on the western erf boundary approximately 220 metres to the west of the Sandbaai Main Road / R 43 intersection. Last mentioned intersection was recently upgraded, illuminated and a median was provided on the R43 from the intersection to beyond the proposed access. (See road layout plan)

The R43 can be classified as a primary Distributor (Class 2 Road) and the neighbouring area can be classified as suburban. According to the Western Cape provincial Government's Road access Guidelines, the spacing requirements for a left only access on a road with the characteristics mentioned above is 160 metres. The proposed spacing of 220 metres therefore complies with the Road Access Guidelines.

A second entrance is proposed off the Sandbaai Main Road. The Site Development Plan indicates that the entrance will be located 15 metres north of the southern boundary, but this entrance should be moved approximately

10 metres to the north in order to be right opposite the access servitude to Timbali Village. This intersection will be approximately 150 metres to the south of the R43 and approximately 70 metres south of the Engen Filling Station's exit.

Sandbaai Main Road can be classified as a Local Distributor (Class 4 Road) in a suburban development, with access spacing requirement of 120 metres for a normal side street.

The Overstrand Municipality has indicated that they are considering the closure of the existing entrance off Sandbaai Main Road to the Engen Filling Station, and providing access to that property via the Timbali Village Access servitude. This would be a further motivation to move the centre's access opposite the existing Timbali Village access road. It would mean that the shopping centre's access would conform to the Road Access Guidelines' standards for unsignalled intersections.

The eventual implementation of the parallel distributor road (Bergsig Street) will further enhance the accessibility of this site particularly from the Onrus / Vermont areas.

8 ENGINEERING SERVICES

(See Annexure D)

The extent of the existing services was obtained from the Overstrand Municipality, and through various site investigations. The design of services will be in accordance with the "guidelines for the provision of engineering services".

It should be noted that according to the report prepared by the municipality's consulting engineers (CES Consulting engineers) there is sufficient capacity available in the existing sewerage reticulation system as well as the sewerage treatment works. Similarly according to CES consulting engineers, there is sufficient capacity in the bulk water provision for the development.

8.1 Sewage

The proposed internal sewerage reticulation system will consist of a 110mm dia. gravity "small bore" PVC system, which will discharge into a small bore tank, sufficient in size for 80 equivalent units.

The internal sewerage system is to be connected to the existing 160mm dia. sewerage reticulation system along Sandbaai Main Road, provided that the topography and invert levels allow for a sufficient gradient to be connected. Should the above-mentioned connection not be possible, the internal system is proposed to be connected to the existing municipal 110mm dia. sewerage line along Bergsig Street.

8.2 Water

The proposed internal water reticulation will consist of a 110mm dia. PVC water main. However, due to capacity constraints in the existing water reticulation network in the area, it is proposed to provide a new 250mm dia. water main from the existing 400mm dia. water main at the R43 / Sandbaai Main Road intersection to the Main Road / Bergsig Street intersection. In addition to the above, it is proposed to provide a 160mm dia. ring main which would be connected to both the proposed 250mm dia. water main at the R43 intersection and the 160mm dia. water main in Bergsig Street.

8.3 Stormwater

The stormwater catchment area consists of a section of the existing Hemel & Aarde Village development, which is almost completely developed and the proposed development, which is currently undeveloped. For the purposes of the study, the catchment area was subdivided into two areas, which are discussed in the Annexure. Currently the stormwater run-off flows through the site as overland flow in a southerly direction towards the sea.

The stormwater run-off from both catchment areas is proposed to discharge into an attenuation facility along the southern boundary of the site. From this facility stormwater is to be discharged via pipe culvert into the municipal stormwater system along Bergsig Street.

8.4 Roads

The proposed development is to gain access from both the Sandbaai Main Road as well as the R43 Trunk Road 28 with a left in and left out. The intersections of both points of access will be in accordance with the required standards determined by the Traffic Impact Assessment.

The internal roads together with access roads to the parking facilities are to be designed and constructed in accordance with municipal standards and are shown in more detail on the Site Development Plan.

8.5 Electricity

The proposed electrical reticulation system will be installed underground in accordance with the provisions of the relevant supply authority. According to the Overstrand Municipality, the existing electrical supply is under pressure but a project is registered for upgrading. The developers have also indicated that they are prepared to investigate the latest progress on the installation of solar energy panels for heat and electricity generation.

9 CONCLUSION

The proposed development of this site as discussed above and contemplated by the developers will be a tremendous asset for the people of Hermanus and complies with all the strategy requirements as spelled out in the Greater Hermanus Spatial Development Framework. The location and accessibility from major routes at this intersection make the site ideally suitable for the development of a major / regional shopping mall. Major road improvements were undertaken at this intersection last year with two lanes being provided in

both directions on the R43 together with turning lanes for traffic accessing Sandbaai Main Road and the Caledon Road. The intersection was also illuminated in compliance with Provincial Road standards / specifications.

However, it is realised that the proposed development will require that the approved Greater Hermanus Spatial Development Framework 2002 will have to be amended. The proposal constitutes a listed activity and the Basic Assessment Report as discussed above has been submitted to the Department of Environmental Affairs and Development Planning and the Record of Decision (ROD) approved before Council may consider the proposed rezoning etc. and make recommendations to the Minister.

The intentions of the developers is to bring the shopping to the people where they can shop in a pleasant / safe environment, with a wide choice of shopping outlets, entertainment facilities, which is easily accessible and with more than sufficient parking. The developers, who themselves have interests in the retail sector, are aware that the impact on the CBD and other retail /commercial centres must be minimised, but at the same time realise that it is important to keep unnecessary vehicle trips out of the CBD which as always experiences traffic chaos during the peak holiday seasons. To this end the centre will be developed in accordance with a strategic, programmed development plan. This project will be the first completely designed and covered shopping mall in Hermanus, the development of which should be supported by council.