

# Duiker Street to Struisbaai Harbour Precinct Development Plan



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# **Strategic Planning Overview: Developmental Opportunities and Constraints**

**Draft 1: October 2019**

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# 1 INTRODUCTION

The objective of this Planning Overview Report, as a sub-section of the overall study, is to specifically consider existing municipal planning and other policy documents and their relevance to the study area. The status quo report will also evaluate land use and zoning issues, together with ownership and development patterns to produce a SWOT analysis for the study area. The SWOT analysis will feed into identifying appropriate and commercially viable development and related opportunities within the area referred to as the Duiker Street Precinct, located within the coastal town of Struisbaai.

Struisbaai is the 3<sup>rd</sup> largest settlement in the Cape Agulhas Municipality (CAM). In terms of the 2013 Provincial Government study to establish the growth potential of towns and settlements in the Western Cape Province, (*Growth Potential of Towns in the Western Cape, Western Cape Government: Department of Environmental Affairs and Development Planning, 2013*), Struisbaai has a **low growth potential** but also a **very low socio-economic needs** level. Provincially, this places Struisbaai in the same category of the following towns: *Arniston, Aurora, Ebenhaesar, Elim, Graafwater, Haarlem, Herbertsdale, Koekenaap, Kurland, Pearly Beach, Redelinghuys, Slangrivier, Suurbraak and Witsand.*

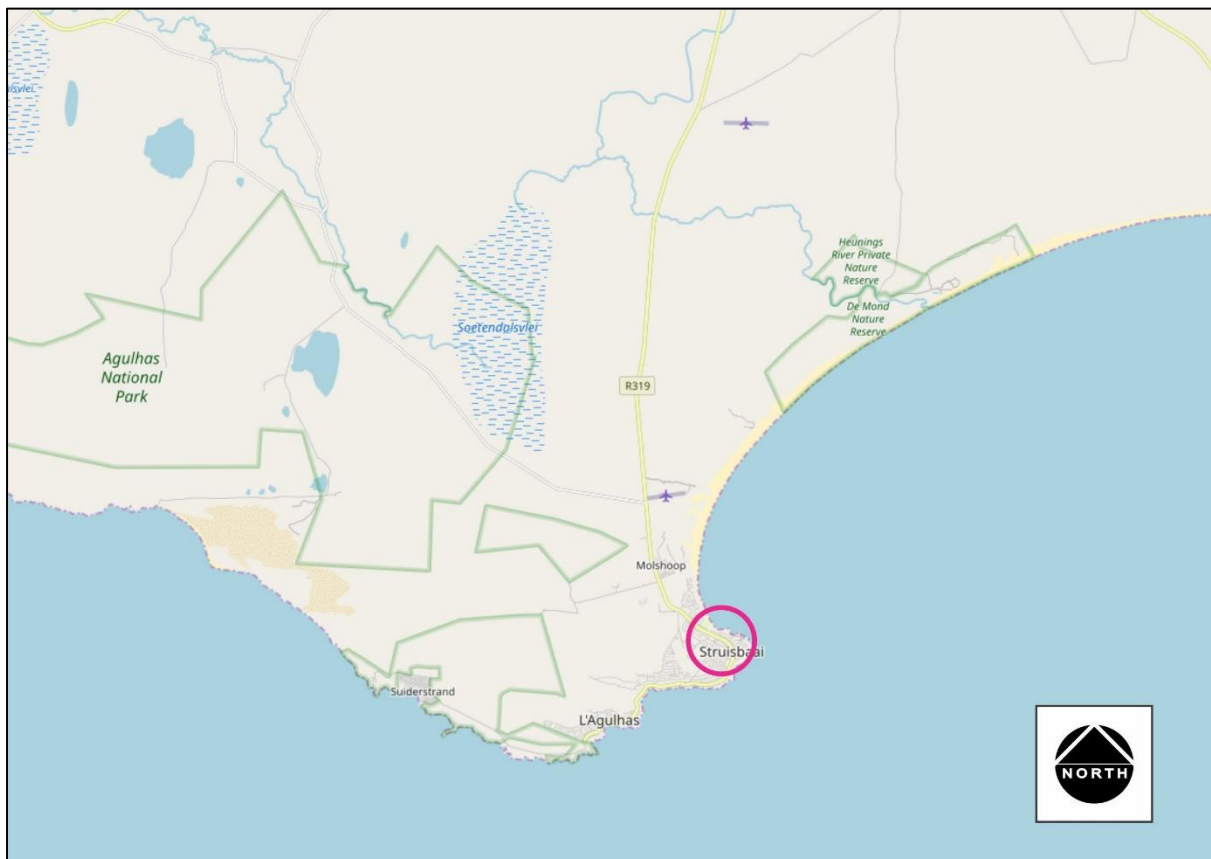


Figure 1-1: Regional Location





**Figure 1-2: Study Area**

The various reports produced as part of the status quo assessment of the study area, will form the pillars for finalising the **Precinct Master Plan**. The finalisation of the plan will be pre-ceeded by inputs from both the public engagement process as well as the focussed project team meetings. The final outcome will be a **Master Plan** for the appropriate and optimised development of the **Duiker Street to Struisbaai Harbour Precinct**. The spatial extent of the precinct, and the study area, is defined in Figure 1-2.

## 2 APPROACH AND METHODOLOGY

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The planning assessment of the study area will focus firstly on extracting relevant planning directives and guidelines from approved municipal planning and guidelines documents such as the IDP and SDF. The analysis will also consider the highest level provincial planning document (the PSF) in as much as it guides the conceptual framework that will drive practical precinct level interventions and proposals.

Secondly, the current zoning of properties will be examined and the consequences of zoning for future development will be considered. Zoning of property often form the basis of an investment decision and removing this first barrier in the investment decision process can be an easy and quick first step in stimulating growth and development.

The report will the use information gathered during the field survey and desktop study to provide a SWOT (Strength, Weakness, Opportunity, Threat) analysis plan for the land use planning component of the study. This SWOT analysis is to inform the drafting of the precinct plan.

### 3 LEGISLATIVE AND POLICY FRAMEWORK

#### 3.1 PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF)

The Provincial Spatial Development Framework (Western Cape Provincial Government, 2014) set out with the following aims to put in place a coherent framework for the Province’s urban and rural areas that:

- i. gives spatial expression to the national and Provincial development agendas;*
- ii. serves as basis for coordinating, integrating and aligning ‘on the ground’ delivery of national and Provincial departmental programmes;*
- iii. supports municipalities to fulfil their municipal planning mandate in line with the national and Provincial agendas; and*
- iv. communicates government’s spatial development intentions.*

In order to achieve national and provincial agendas of transformation, Table 7 from the PSDF, below, summarises the transitions required at resource, space economical and settlement levels. These transitional indicators must serve as guides for interventions at a local spatial level in the Duiker Street/Harbour Precinct Plan, especially in the “Settlement” category.

**Table 3-1: PSDF – Key Transitions “From-To”**

TABLE.7 SYNOPSIS OF THE KEY TRANSITIONS FOR THE PROVINCIAL SPATIAL FRAMEWORK

PSDF THEME	FROM	TO
RESOURCES	Mainly curative interventions	More preventative interventions
	Resource consumptive living	Sustainable living technologies
	Reactive protection of natural, scenic and agricultural resources	Proactive management of resources as social, economic and environmental assets
SPACE-ECONOMY	Fragmented planning and management of economic infrastructure	Spatially aligned infrastructure planning, prioritisation and investment
	Limited economic opportunities	Variety of livelihood and income opportunities
	Unbalanced rural and urban space economies	Balanced urban and rural space economies built around green and information technologies
SETTLEMENT	Suburban approaches to settlement	Urban approaches to settlement
	Emphasis on ‘greenfields’ development and low density sprawl	Emphasis on ‘brownfields’ development
	Low density sprawl	Increased densities in appropriate locations aligned with resources and space-economy
	Segregated land use activities	Integration of complementary land uses
	Car dependent neighbourhoods and private mobility focus	Public transport orientation and walkable neighbourhoods
	Poor quality public spaces	High quality public spaces
	Fragmented, isolated and inefficient community facilities	Integrated, clustered and well located community facilities
	Focus on private property rights and developer led growth	Balancing private and public property rights and increased public direction on growth
	Exclusionary land markets and top-down delivery	Inclusionary land markets and partnerships with beneficiaries in delivery
	Limited tenure options and standardised housing types	Diverse tenure options and wider range of housing typologies
	Delivering finished houses through large contracts and public finance and with standard levels of service	Progressive housing improvements and incremental development through public, private and community finance with differentiated levels of service



## 3.2 CAM INTEGRATED DEVELOPMENT PLAN (IDP)

The CAM IDP 2nd final review 2019/20 is the second review of the 2017-2022 CAM IDP. The IDP underscores various plans, projects and capital expenditures applicable to the study area. The IDP, in reporting on service delivery and needs, highlights one of problems facing seaside tourist resorts and villages in general: a smaller permanent population that increases significantly during the December/January holiday season. The following quotes from the IDP highlight this problem with specific reference to Struisbaai:

***A new compactor truck has been acquisitioned, delivered and has been in use since December 2017. With this new truck, CAM is in preparation to introduce the new wheelie bin system as this new truck is rigged for this functionality. It has a 21cm<sup>3</sup> load capacity, which could easily handle a town like Napier with one trip, and Struisbaai, including Agulhas, three trips during December high season, and low season only one trip.***

*All towns currently have adequate water sources. **The Struisbaai water source is however under pressure due to numerous residential developments. There is also seasonal pressure during summer tourist season due to an influx of holidaymakers.** It is therefore imperative that we plan long-term water security beyond the period of this IDP, namely 20 – 30 years and that the investigation of alternative water sources be commenced with.*

*Conservancy tanks are not deemed a backlog and the service is adequate except for the **Struisbaai CBD where the tanker services is under immense pressure during summer tourist season and is placing a limitation on potential development. Conservancy tank system in Struisbaai CBD is inadequate during tourist summer season and impacts negatively on potential development.***

The fluctuation in service demand must be balanced with cost and this is also true for the provision of tourism facilities, consideration of land use alternatives (e.g. more parking provision vs seasonal traffic congestion). In some cases the seasonal solution may be found in temporary interventions (egg. Seasonal one-way street systems) and management and provision of temporary services such as seasonal tourism ‘park-and-ride’ facilities to alleviate traffic congestion.

The IDP also details the **Comprehensive Rural Development** Programme. This programme is aimed at being an effective response against poverty and food insecurity by maximizing the use and management of natural resources to create vibrant, equitable and sustainable rural communities. The program was implemented in various municipalities within the Western Cape and is being rolled out in Arniston and Struisbaai. The table below identifies the economic projects identified by the Council of Stakeholders (COS) during the IDP review and the projects which may have relevance to the study area are **bold highlighted**.

Table 3-2: IDP Rural Development Projects

<i>IDP TABLE 45 COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME PROJECTS</i>			
<b>PROJECTS</b>	<b>DESCRIPTION</b>	<b>TOWN</b>	<b>RESPONSIBLE DRIVERS/GOVERNMENT DEPARTMENT</b>
<i>Arniston Business Hive (Multi-Purpose)</i>	<i>Establishing of a business hive (Multi- Purpose Centre) on Erven 501&amp;502</i>	<i>Arniston</i>	<i>Department Rural Enterprise &amp; Infrastructure Development (REID)</i>
<i>Struisbaai Business Hive (Multi-Purpose)</i>	<i>Establishing of a multi-purpose centre next to the day clinic</i>	<i>Struisbaai North</i>	<i>DRD&amp;LR/REID/ CAM</i>
<b>Fish Farm</b>	<b>Establishing of aquaculture Initiatives</b>	<i>Arniston or Struisbaai</i>	<i>DAFF</i>
<i>Abalone Farm</i>	<i>Establishing of aquaculture Initiatives</i>	<i>Arniston</i>	<i>Cape Agulhas Municipality, DAFF &amp; Private sector investment</i>
<i>Vegetable Tunnels</i>	<i>Sustainable poverty relief &amp; job creating programme</i>	<i>Arniston Struisbaai</i>	<i>Department of Agriculture</i>
<b>Eco-Sea Based Tourism</b>	<b>Grow eco-sea based tourism activities which require boat licences as alternatives to fishing, e.g. whale watching</b>	<i>Struisbaai &amp; Arniston</i>	<i>Cape Agulhas Municipality, CRDP ( Rural Development)</i>
<b>Improve appearance of Towns</b>	<b>Establish a public private partnership to improve appearance of towns</b>	<i>Struisbaai/ Arniston</i>	<i>Cape Agulhas Municipality ( Community Services &amp; Public Works) Private Sector( Business Chamber) Conservation Society</i>
<b>Fish processing / marketing infrastructure</b>	<b>Establish infrastructure for the marketing / processing of fish</b>	<i>Struisbaai/ Arniston</i>	<i>Department Rural Enterprise &amp; Infrastructure Development (REID)</i>

The promotion of Public Private Partnerships (PPP's) to improve the appearance of towns are specifically of importance in considering upgrades and development of municipal land inside the study area. In terms of improved eco-tourism and fishing related activities, these may impact on the harbour precinct, use of parking and traffic congestion as well as the maintenance of the high quality beaches as an important part of the tourism economy.

The IDP also identifies hazards for growth and development with sea level rise, coastal erosion (especially at the Struisbaai campsite), storm surges (at the harbour) and flooding being of significant importance. Any current and future development must take consideration of these hazards especially where significant infrastructure and investment for long-term development options will be under consideration.

### 3.3 CAM SPATIAL DEVELOPMENT FRAMEWORK (SDF)

The Status Quo Report for the approved CAM SDF, documented certain spatial issues and land use management implications as indicated on the diagram below. These issues remain relevant and must be considered in the proposals for the study area as follows:

- Contain sprawl.
- Promote infill development and densification.
- Carefully consider details of any PPP (Public-Private-Partnership).

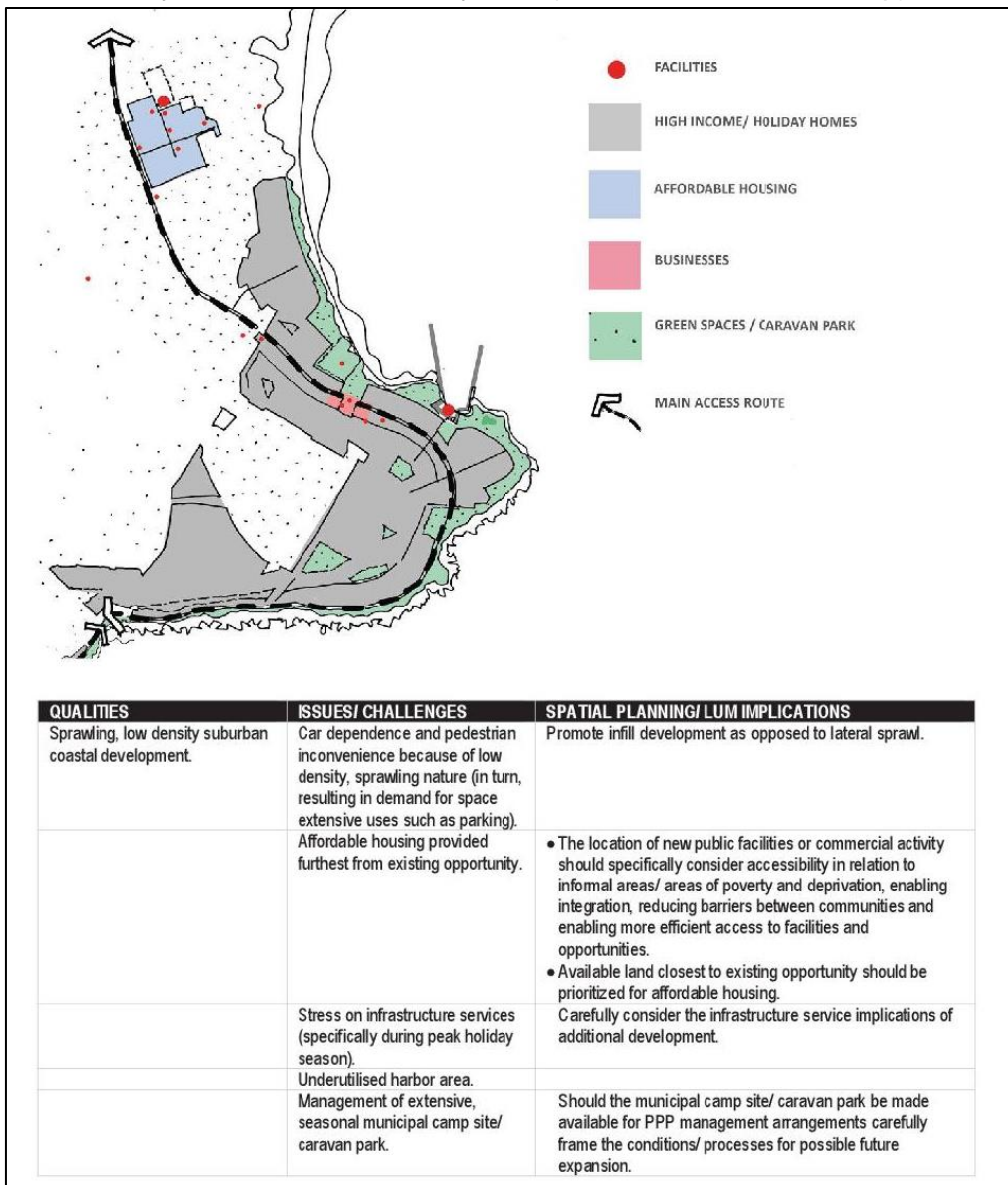
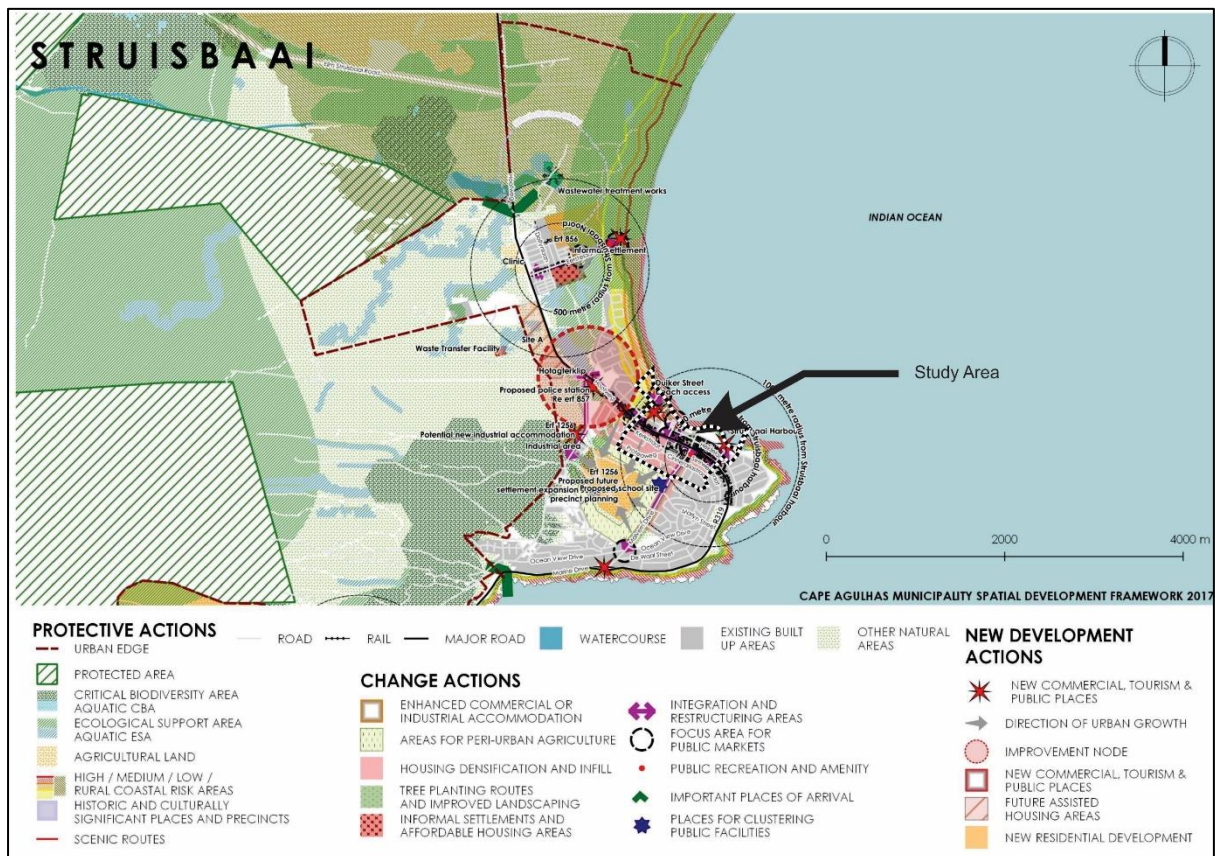


Figure 3-1: SDF Status Quo Report – Struisbaai Summary

## Planning Overview: Developmental Opportunities and Constraints



**Figure 3-2: SDF Framework for Struisbaai (2017)**

In general, the CAM SDF (2017) states that the focus in Struisbaai and L'Agulhas should be on tourism and leisure development, and specifically improved facilities and places along the coast. The SDF contains the following key proposals that are of specific application to the study area:

**Table 3-3: SDF Relevant Proposals for Study Area**

SDF Theme	SDF Proposal
CBA's, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs and coastal corridors from development.</li> </ul>
Coastal management line and risk zones	<ul style="list-style-type: none"> <li>Resist development within the coastal setback and associated risk areas.</li> </ul>
Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>Consider an extension to the existing industrial area on Erf 1256 along Industria Road to meet local demand and increase entrepreneurship opportunity.</li> <li>Resist "strip" commercial development along the R319 (Main Road). Rather consider small foci of commercial activity at key intersections with Main Road.</li> </ul>



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Focus area for public markets	<ul style="list-style-type: none"> <li>Investigate the harbour area as a periodic market area.</li> </ul>
Residential infill and densification	<ul style="list-style-type: none"> <li>Allow sensitive densification of residential fabric in older parts of Struisbaai subject to the general height and character of surrounding development.</li> <li>Explore small infill opportunity on municipal land/ open space within the old town (subject to a detailed investigation of open space usage/ need).</li> </ul>
Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Focus landscaping initiatives on a continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas.</li> </ul>
Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>Maintain and upgrade beach-side parking areas, pedestrian routes, ablution facilities, and stairs/ steps (without creating large tarmacked areas).</li> </ul>
New commercial, tourism or public places	<ul style="list-style-type: none"> <li>Explore expanded day visitor recreational facilities on the coast east of Struisbaai North (subject to detailed precinct planning).</li> <li>Focus new tourism related facilities (including day visitor, accommodation, and commercial uses) in the general area of the caravan park, business district and harbour (subject to detailed precinct planning for the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road with a view to maximise tourism related facilities, rationalise vehicular movement and parking (including boat trailers), improve pedestrian and NMT movement ensure efficient harbour use, and manage visitor impact on private residences).</li> </ul>

The relevant proposals are summarised as follows:

- Promote densification.
- Limit commercial 'creep'.
- Protect the coastal area.
- Improve the role of the harbour as tourism area.
- Promote non-mototised transport.

The precinct plan must ensure that these SDF proposals are addressed at the local design level.

## 3.4 CAM LED STRATEGY REVIEW (2018)

The 2018 Local Economic Development strategy review identified a number of economic drivers and issues that are relevant to the study area. These are briefly discussed below.

### 3.4.1 Resorts

The LED Strategy identifies the need to make municipal resorts (e.g. the Struisbaai caravan park) economically viable. This could be achieved through the following as noted in the LED:

- *Different business models such, as public- private partnerships are a possible option. In this instance, ownership rests with the municipality but the management thereof rests with the private provider.*
- *Privatization is another strategy and assets are sold on the open market. In this instance, the municipality will generate immediate revenue but the ownership will change.*
- *What other development possibilities could the resorts be used for?*

### 3.4.2 'Big Investment Developments'

In terms of the study area, these types of developments are already proposed at the harbour and on Erf 4220/4221. Additionally, such development is possible on municipal property as well as in the re-development of existing private land. The LED notes the following:

*Big investments have their own local, national and international networks and these networks contribute to the local economic growth and must not be under estimated.*

*Big investments have a multi-plier benefit impact. Some of the big investments in the pipeline are:*

*Investor driven*

- *The building of boutique hotels to meet the accommodation demand*
- *The L'Agulhas development*
- *Elim dairy farm development*
- *The Golf course development*

*Prospective CAM partnership driven developments*

- *Small Harbour developments*
- *Agri-processing developments*
- *Township development*

The importance of physical development, especially to support the tourism industry, is again highlighted.

### 3.4.3 Tourism

Of further importance in the LED is the development of small-craft harbour facilities, linked to both the fishing industry and eco-tourism. Tourism in general is highlighted as an important mechanism to allow local marginalised communities to extract economic benefits. In this regard, the establishment of seasonal markets and activities aimed at tourists are of importance.

## 4 LAND USE AND ZONING

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### 4.1 LAND USE PATTERNS

Land use in the study area corresponds to a large degree with the zoning of the properties, as depicted on Figure 4.1 in the following section, and can be broadly classified as follows (Refer also to SWOT Analyses map):

- Central Business district including civic uses, located in the middle of the study area.
- North-eastern tourism node at the caravan park.
- South-eastern tourist/harbour node.
- Main Road activity zone.
- Low-density single residential component in the remainder of the study area.
- Coastal recreation/ open space zone.

The zoning map confirms that the business zone has been ‘spreading’ along Main Road with a number of business and accommodation establishments developing in houses along the road.

The Google images in Annexure A depict the land use changes between 2003 and 2018. The relatively slow take-up of vacant residential properties is evident when the images are considered. Furthermore, the images confirm the under-utilisation of the caravan park with only the December 2012 image showing high utilisation. In all other images the caravan park is virtually empty.

### 4.2 ZONING

Figure 4.1 shows the zoning of properties in the study area. In terms of ownership, most properties are privately owned with “authority”, “open space” and “resort” zoned properties owned by the local authority.

In as much as zoning is able to promote development, densification and an appropriate urban form, the Draft Zoning Regulations, currently in the process of public participation, provides for the development of second dwellings as a primary right in the “*Single Residential*” zone.

The “**Business**” and “**Local Business**” zones provide for the establishment of mixed use areas of varied intensity. This will allow the development of business and flats on appropriate properties.

Provisions for a “**Special Zone**” and “**Local Overlay Zone**” in the draft zoning scheme are appropriate measures to allow for special property area use where different land use restrictions are required. The “**Local Overlay Zone**” can be used to stimulate densification or promote a certain form of development e.g. mixed use development within a specific area. The reduction in parking requirements can also be promoted through an overlay zone in this manner.

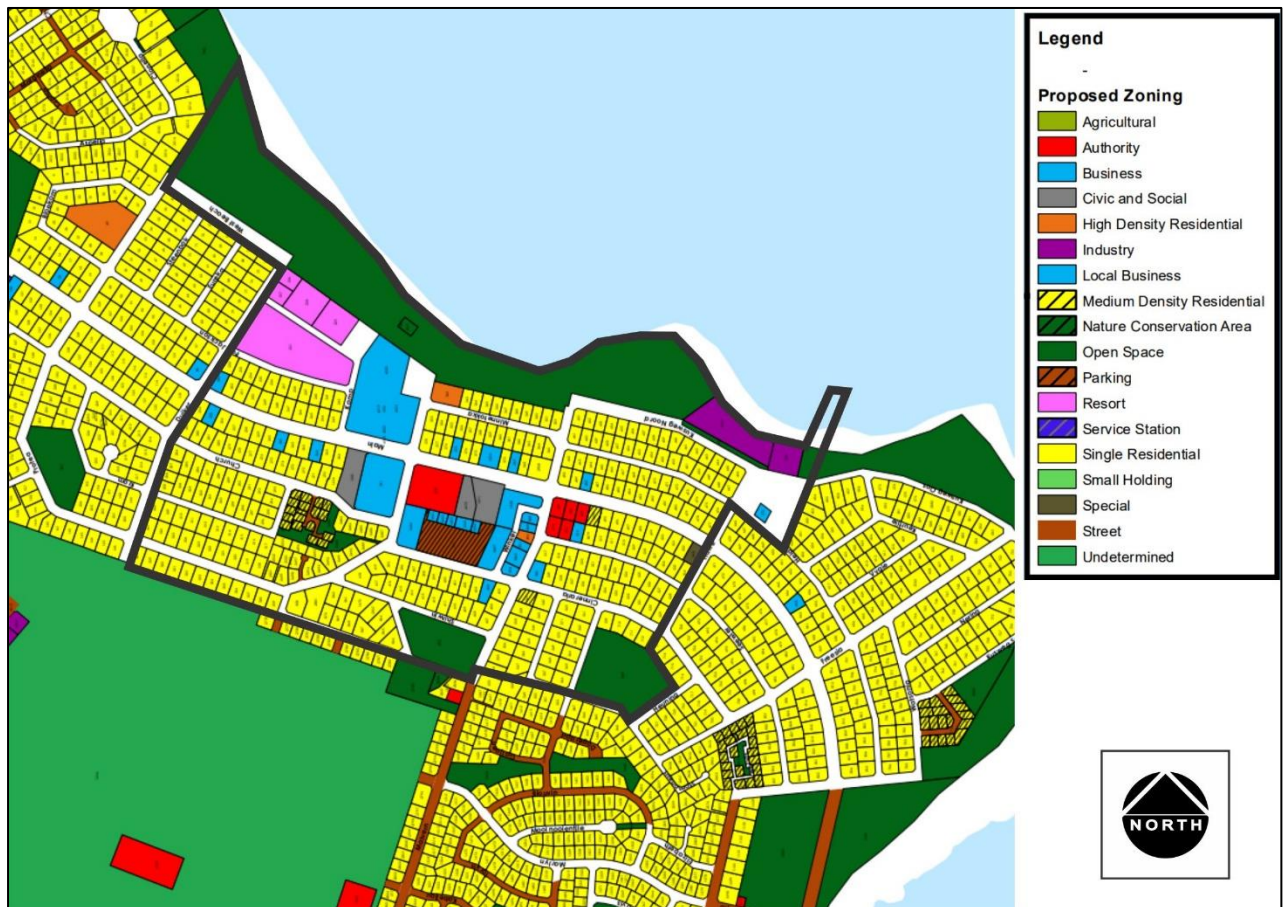


Figure 4-1: Zoning

### 4.3 NOTING SHEET

The noting sheet for the study area shows that there are a number of anomalies between the land use, zoning and status of land in the Surveyor General’s office. Specifically the designation of land for parking as shown by the red circles. In the case of the caravan park, a designated parking area is incorporated into the caravan park. None of the 3 parking areas is shown as such on the zoning map.



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The designation of the coastal zone as “Open Space” on the noting sheet corresponds with the zoning. However, a portion of the caravan park is situated in this zone and is accordingly not strictly speaking a permitted use here. In terms of the draft zoning scheme regulations, the following uses can be permitted here with consent:

- Cemetery
- Place of worship
- Place of assembly
- Crematorium
- Informal trading
- Institutional building
- Place of instruction
- Restaurant
- Boat launching facility
- Transmission tower
- Container facility

This would thus allow for developments in the Open Space to promote both tourism and local economic development.

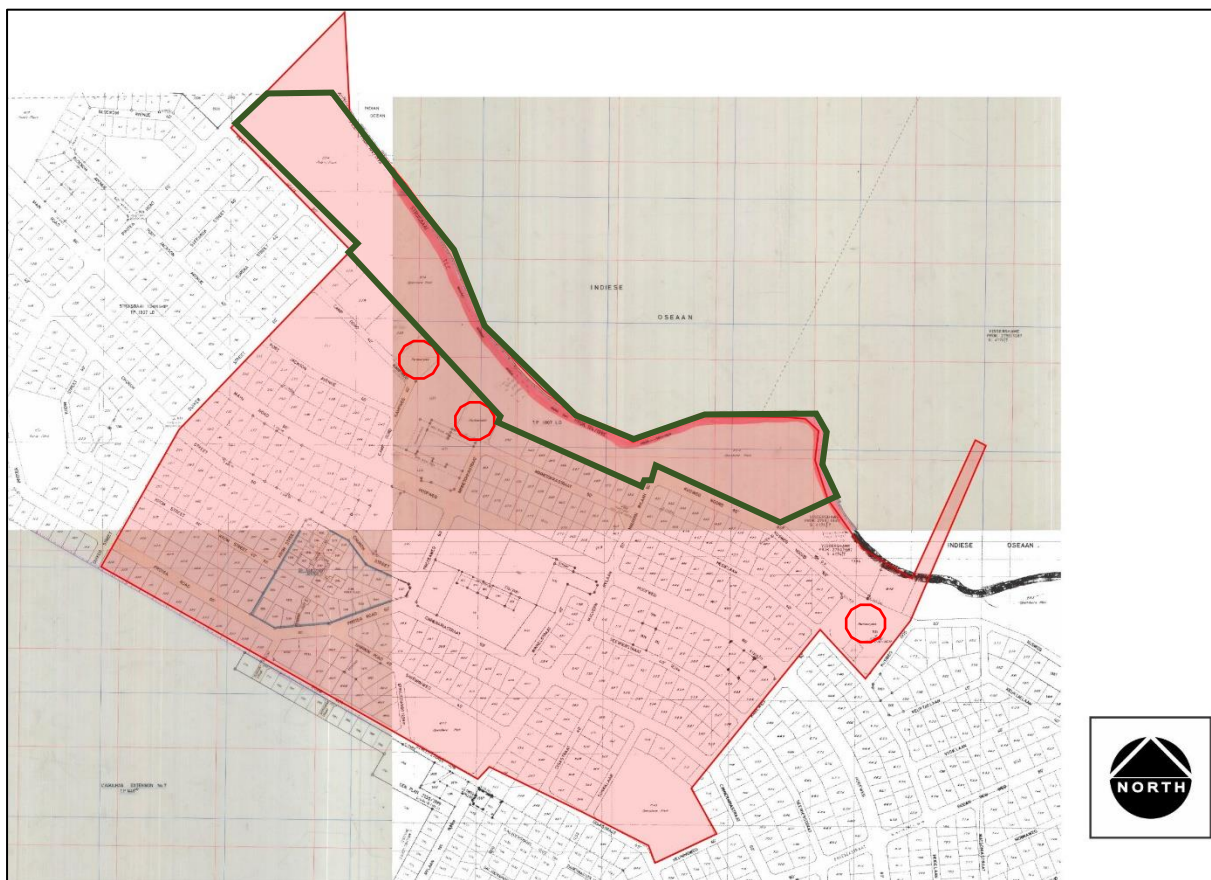


Figure 4-2: Noting Sheet

## 5 SWOT ANALYSIS

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### 5.1 SPATIAL REPRESENTATION OF DEVELOPMENT SWOT

Figure 5.1 (Refer also to Annexure B) presents the spatial extent of developmental SWOT analysis of the study area. The map corresponds with the zones of activity as identified being the:

- Central Business district including civic uses.
- North-eastern tourism node at the caravan park.
- South-eastern tourist/harbour node.
- Main Road activity zone.
- Coastal recreation/ open space zone.

Within each of these zones, issue or aspects that are either a **Strength**, a **Weakness**, an **Opportunity** or a **Threat** for the future development of the precinct have been identified. Often, an aspect has more than one element e.g. the wide road reserve of Main Road is both an opportunity to utilize the space for non-motorised transport and or landscaping, but can also be a weakness. The weakness in the non-utilisation of the land is that it will remain a 'no-mans' land with informal parking and will detract from the sense of place in the study area.

The components and rationale for the map is based on the desktop study, site visit and initial client meeting. These components will be augmented through the public participation process and the SWOT analysis will be used to feed into the precinct planning proposals, with additional issues and elements.

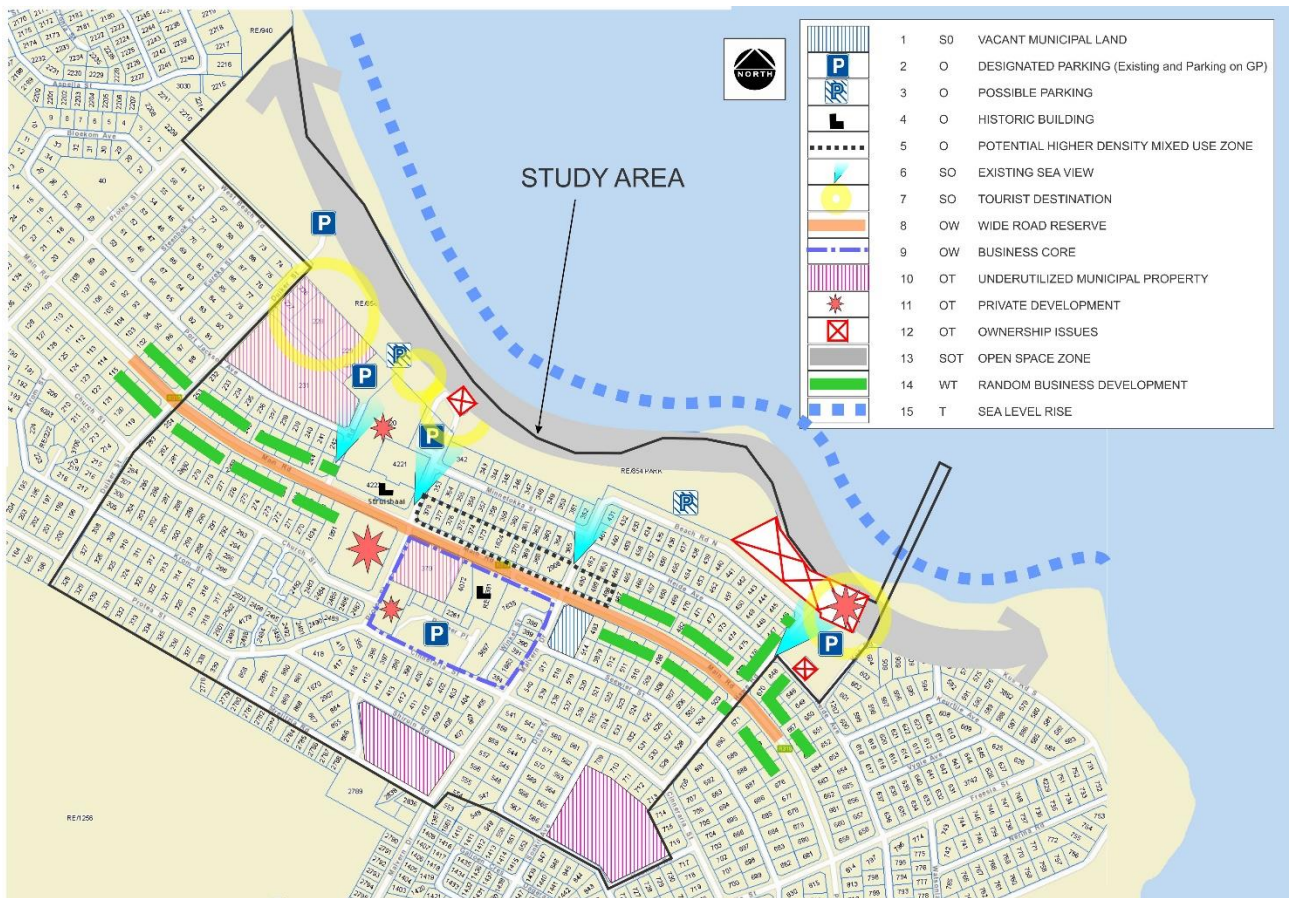


Figure 5-1: SWOT Analysis Map

## 5.2 SWOT ANALYSIS DISCUSSION

The SWOT analyses of the various elements as identified are discussed in detail below.

Nr.	Element	S	W	O	T
1	<p><b>Vacant Municipal Land:</b></p> <p>The vacant municipal land presents an opportunity to utilise the land for a current or future need or can be developed in a PPP. It can also be utilised to generate funds for another project through the outright sale of the land. The fact that it is owned by the municipality represents a strength as much as the use can be decided on with specific intended results. The location along Main Road, abutting the business core contributes to the value of the land as a strategic asset to address specific needs or unlock other opportunities.</p>	x		x	
2	<p><b>Designated Parking Areas:</b></p> <p>A number of parking areas are designated on the General Plan and Township Diagrams for Struisbaai. Some of these are utilised for parking whilst others not. The undeveloped but designated parking areas are opportunities to use already designated parking areas to provide additional parking in response to seasonal parking needs.</p>			x	

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3	<p><b>Possible Parking:</b> Underutilised areas within road reserves or abutting designated parking areas are easy gains to develop into parking areas. The position of these areas, close to existing tourist destinations present opportunities to address localised parking needs.</p>			x	
4	<p><b>Historic Buildings:</b> Existing historic buildings contribute to the local sense of place and character. They are opportunities to develop further and act as destination points for visitors. They represent opportunities to promote a localised architectural vernacular.</p>			x	
5	<p><b>Potential Higher Density Mixed Use Zone:</b> The properties north of Main Road from the Protea Road intersection to just after Malvern Road, are slightly lower lying. This, combined with the business core across the road, represents an opportunity to permit higher density development with more height. In this location, the integrity of the business core will be maintained and there will be limited impact on existing sea views if taller buildings are built. This opportunity can strengthen the business core function, increase densities within easy walking distance to the beach and diversify the accommodation options in Struisbaai.</p>			x	
6	<p><b>Existing Sea View:</b> Existing view corridors permit sea view glimpses from Main Road. This is a strength with contributes to the character of the area and an opportunity to enhance the visitor experience. These corridors must be protected from development.</p>	x		x	
7	<p><b>Tourist Destinations:</b> Aside from the beach itself, various tourist destinations, of varied levels of activity and intensity already exist in the precinct. These include the harbour, the beach restaurant and caravan park. The precinct plan must utilise this strong tourism focused zone to develop further opportunities. The threat with the destinations is that they remain under-developed and under-utilised. In addition, the long term threat of sea level rise must be considered in their development, expansion or possible re-location.</p>	x		x	x
8	<p><b>Wide Road Reserve:</b> Main Road has a wide road reserve which is underutilised/not utilised. This represents an opportunity to provide parking, slip lanes to beach access roads, landscaping and/or non-motorised transport infrastructure. The weakness is that cost of such interventions could be significant which will result in no action. The underutilised road reserve will remain a strip of 'no mans lands' what detracts from the town sense of place.</p>	x	x		
9	<p><b>Business Core:</b> The location and relative compactness of the business core is an opportunity to focus development of business uses optimally. The weakness of the current core is that development has happened organically and without cohesive architectural theme that could have improved the appearance and character of this zone. The opportunity remains that future expansion could improve the cohesion of this zone.</p>	x	x		



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10	<p><b>Underutilized Municipal Property:</b>                  These land parcels include the caravan park, police station, and two open space properties (Erven 872 and 849). All of these properties represent opportunities for re-use, and/or re-development on the whole or portions of the land. The threat, as with Main Road road reserve is that nothing is decided on and the land/buildings remain under used to the detriment of the town.</p>			x	x
11	<p><b>Private Development:</b>                  Private Development contributes to the local economic base and economic sustainability. Opportunities exist to negotiate with developers that would result in developments that contribute positively to the town, both economically and in terms of sense of place. The threat is that developments are approved with more negative impacts than positive contributions, to the detriment of the area.</p>			x	x
12	<p><b>Ownership Issue:</b>                  Ownership issues of strategic properties – the harbour Erf 1394 and ownership as a national governmental responsibility, Erf 572 as a single private property surrounded by municipal parking and the existing lease for the now demolished restaurant, must be addressed. This can mean the acquisition of the private property by the Municipality or a land swap. The lease should be cancelled and in terms of the harbour and the proposed upgrading, the Municipality must take an active part to ensure maximum local benefit.</p>			x	x
13	<p><b>Open Space Zone:</b>                  The coastal open space zone represents a significant opportunity for appropriate development and improvement to maintain both an ecological and tourism function. The strength of this feature in giving the town a unique character is significant. The threat to this area is not only from sea level rise and related environmental factors, but also from inappropriate development and poor management.</p>	x		x	x
14	<p><b>Random Business Development:</b>                  Permitting random business development, both in terms of location and in nature of the development poses a significant threat to the existing business core as well as to the character of the town in terms of Main Road. The location and type of developments must be carefully considered.</p>				x
15	<p><b>Sea Level Rise/Storm Surge:</b>                  The threat to tourism, development and economic growth from this is clear and long term planning must consider this as a reality.</p>				x

## **6 THEMATIC RECOMMENDATIONS**

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### **6.1 TOURISM**

Tourism is clearly an important economic driver, shaping activity and theme in the study area. The precinct plan must provide for opportunities to grow the tourism sector and offerings in the area. Such opportunities must however allow for multi-use scenarios as far as possible. Tourism development has to respect the current sense of place and character of Struisbaai, which forms part of the attraction to tourists. Consideration must be given for a wide range of interventions that would allow both small and emerging business participation, as well as big business investment. Tourist developments must take cognizance of threats especially to the tourism zones and coastal area as identified.

### **6.2 DEVELOPMENT AND DENSIFICATION**

The study area has opportunities for a number of developments, both by the Municipality, National Government and private land owners. Development of vacant land underutilised public and private land and re-development of properties in appropriate locations, with mixed uses and at higher densities are all achievable. The identification of sites, development alternatives and areas for re-development must be based on a combination of the SWOT analysis, environmental constraints and design proposals.

### **6.3 BUSINESS**

The business core of Struisbaai is located in the middle of the study area. Opportunities exist for the expansion of the business core as well as for the re-development of properties to the immediate north of the current core. It is critical to protect the integrity of the current core and set clear guidelines for the further development of business areas. Development guidelines are critical in establishing a sense of place for the business area and to improve the current business core appearance. Uncontrolled business development along Main Road must be controlled and in this regard, the nature of business development, as well as limits to business growth along Main Road must be established.

### **6.4 PARKING AND TRANSPORT**

Provision of adequate and appropriately located parking areas, combined with the provision of non-motorised transport options and routes are important aspects to consider. Opportunities exist to develop seasonal parking areas on Municipal land. Such areas can be managed as part of multi-use areas and can also be included in possible seasonal 'park-and-ride' facilities. Management of and provision for seasonal traffic problems must be considered as management improvements rather than the provision of permanent and costly infrastructure. In this regard, options may include seasonal on-way systems and temporary road closures.











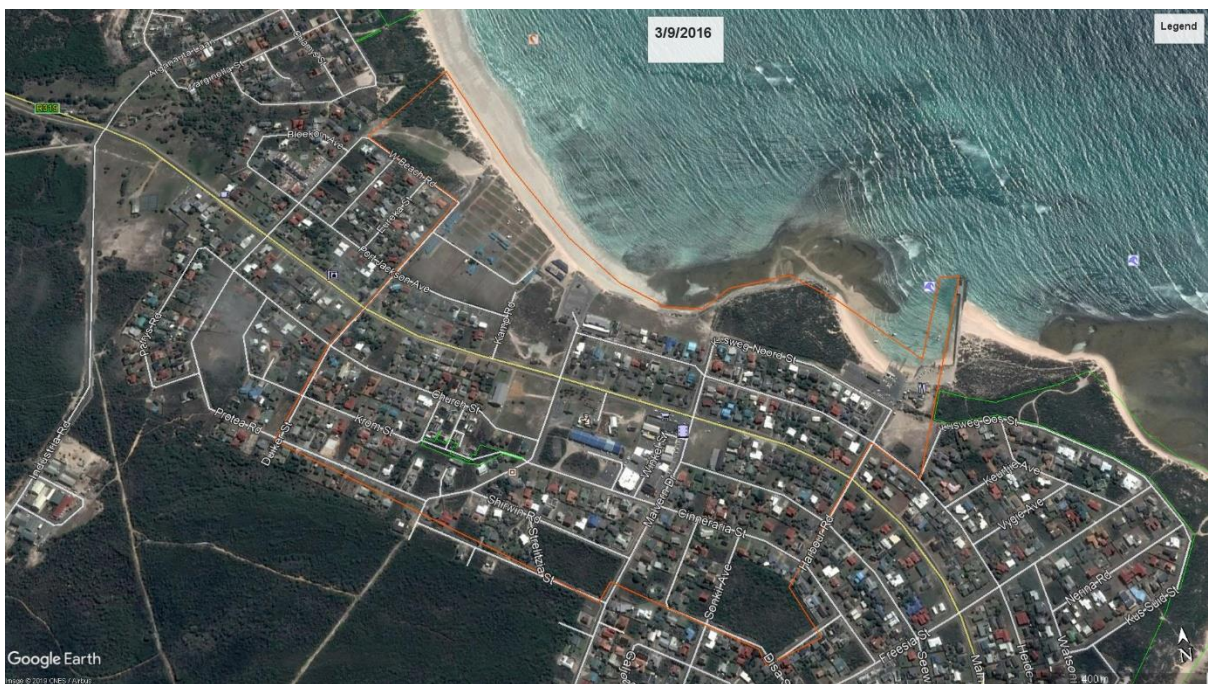
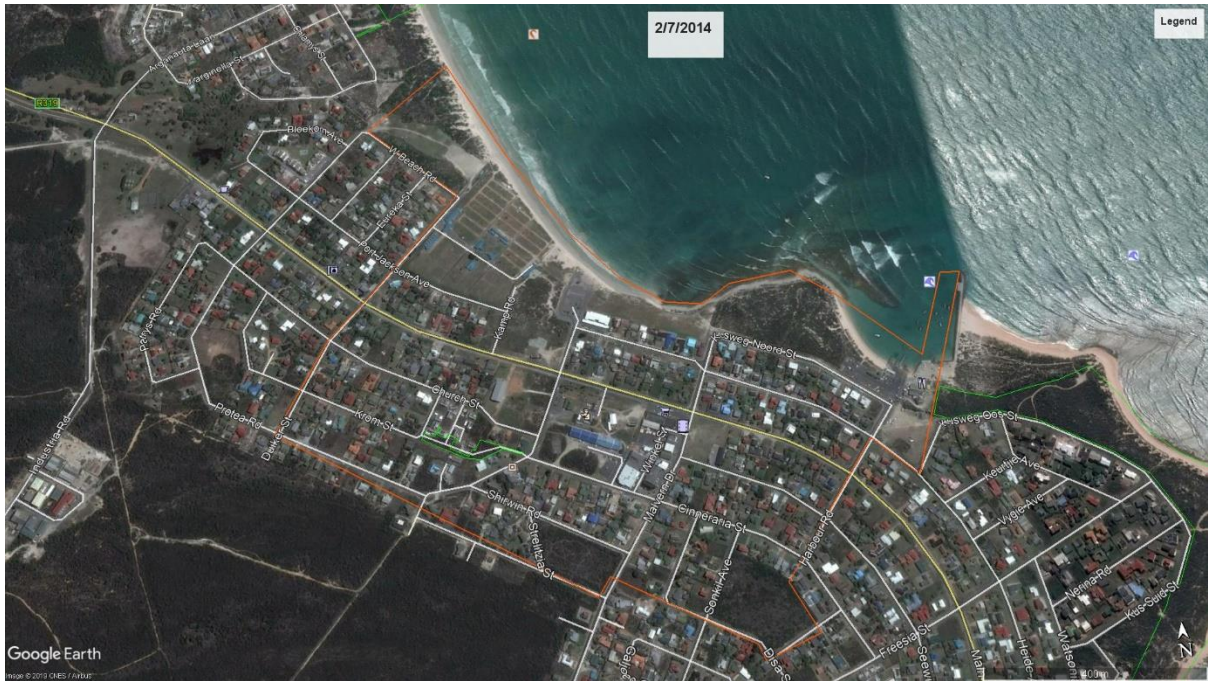








## Planning Overview: Developmental Opportunities and Constraints





# Planning Overview: Developmental Opportunities and Constraints





# Planning Overview: Developmental Opportunities and Constraints





**Annexure B: SWOT Analysis Map**

