

Agulhas Municipality Spatial Development Framework

ARNISTON / WAENHUISKRANS

Comment on Section 7.4.4 of CNdV Proposals

(headings refer to CNdV report and comments should be read in conjunction with this report)

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These comments are prepared and submitted on behalf of,

Waenhuiskrans / Arniston Ratepayers Association

Waenhuiskrans Action Group

Arniston Conservation Association

Existing Development

Controls should be put in place in respect of B+B signage (refer B+B signage 'pollution' affecting other coastal towns, eg. Knysna.)

Coastal lines / Riversides

Note, historical monuments (Kassiesbaai) stipulations regarding views from historical sites.

Consult SAHRA on the proposal regarding development of the dunes north of Kassiesbaai.

Main Street

Development along Main Street

Main street is a Provincial road with prescribed setback lines which mitigate against the type of intensified Main Street development envisaged.

As a provincial road, with relatively higher traffic volumes and high speed traffic, Main street is not attractive as an outlook from residential properties, and adjacent property owners will accordingly continue to exercise their rights, and turn their backs on the street.

There is insufficient commercial demand to create a ' Main Street ' along this route and, in any event, reference to coastal towns like Jeffery's Bay should amply illustrate the undesirability of this planning concept.

A constructive intervention would be the de-proclamation of Main Road from the Kampstraat intersection and the introduction of a 40 km/h speed limit together with traffic calming measures, which would stimulate a natural integration process leading to improvement in the approach.

Access Landmark

The physical implementation of the transition between highway and urban street at the Kampstraat intersection should be designed to serve the purpose of defining the 'entrance' to Arniston as envisaged in this recommendation. A traffic circle at this point could serve well to define the transition from high to low speed

Ring Road

The principle of integration inherent in this proposal is supported, however, it is suggested that the proposal should be referred to as a ' Link Road' joining the respective street systems.

Special Challenges

Low nuisance light industrial opportunities fully supported.

Fishing rights issue initiatives fully supported.

Kassiesbaai land tenure issue requires consultation with the community.

Arniston Conservation Association have an important contribution to make in this regard, and should be consulted.

Sustainability issues are a National priority, and clearly apply equally in Arniston.

New Development Areas

Generally, and notwithstanding the extensive coastline to the north and south of Arniston, the useable and accessible recreational beach areas are, in fact, restricted to Roman beach and the small beach to the south, the beach in front of the hotel, and the area of beach north of Kassiesbaai.

These beaches, together with the associated marine life, are clearly currently under strain, and arguably lack the sustainable carrying capacity to support any further development of Arniston and/or increase in the population of Arniston during peak periods.

Before approval of a Spatial Development Framework which contemplates further expansion, a thorough environmental impact assessment specifically addressing this aspect is essential.

Area along R 316, Gateway

Whilst the development area proposed will have the lowest impact on the existing urban structure of Arniston, it is also the least desirable location in terms of topography (generally below the level of the R 316 and surrounding dunes) and proximity to the Municipal dump and new sewerage treatment plant.

Kassiesbaai North and Harbour area

Refer above issues regarding Kassiesbaai National Monument Status.

Both of these areas are highly sensitive and accordingly merit in-depth analysis, detailed attention and public participation in the development of planning proposals.

Such micro-planning is beyond the scope of an SDF and the organisations represented in this submission must accordingly reserve the right to comment further during such public participation process.

The SDF should, however, entrench the obligation of Local Government to adhere to a process which prescribes a transparent public participation process.

Area between Kassiesbaai North and Landezand

Apart from the ideological need to redress the impact of apartheid planning, there is no sound planning motivation for replacing this greenbelt with residential development, in fact, this proposal might well conflict with the provisions of LUPO in terms of the inevitable reduction in the value of existing properties adjacent to the greenbelt, and accordingly is unlikely to be realizable.

There is clearly a need to bridge this 'divide' but it is suggested that this could be achieved successfully by.

Providing vehicular and structured pedestrian links across the greenbelt.

Developing the greenbelt as a ' Fynbos Reserve' providing access to the natural flora and fauna, possibly as an extension to the tourist attraction of Kassiesbaai, with attendant job creation opportunities.

Area South of Harbour Road

This proposal has been the subject of controversy between property owners, the Ratepayers Association and the Municipality for more than a decade, and will continue to be so in the future.

Two preconditions should apply to any further proposal of this option

the existing relationship between residential erven along the west of Harbour street and the existing fynbos urban edge should be retained by providing a greenbelt along this edge,

and

as 7.4.1.2 records, existing constraints on water supply and sewerage disposal and the completion of an adequate infrastructure must be a pre-condition to the proclamation of any further development areas.

Urban Edge

Refer above comments on new development areas affecting determination of urban edge determination.

In addition, the proposal to extend north of Kassiesbaai can not be considered without a thorough understanding of the impact of development on coastal dunes on the natural sand erosion and deposit cycle of the adjacent seashore. Extensive research on the effects of forestation of the dunes south of Arniston is available to inform such understanding, and the success of deforestation in this instance suggests an undesirable impact arising from development.

It is noted, and strongly supported, that the property Dollas Downs remains excluded from the urban edge perimeter and that the proposed limit of future lateral growth is located to the south of this property.

In the long term, should all pre-conditions for further development be satisfied, the lateral growth boundaries should be maintained and any adjustment to the urban edge should be restricted to the west / inland edge.

Heritage Areas

Existing heritage areas elsewhere in Arniston and in addition to Kassiesbaai require identification and protection.

Economic Linkage Areas

The proposal for a periodic market at Kampstraat / R 316 intersection appears to promote division of the community. This function, if viable, should be accommodated in

the development of erf 599 on Main Road to reinforce this location as the commercial centre of Arniston.

Services

The notation 'to follow' against this heading is of concern.

Any further development must be conditional on the provision of an adequate services infrastructure serving both existing and any new development.

Transport

Pedestrian and cycling routes currently and compatibly share roadway space with vehicular traffic. This compatibility can be supported and enhanced by the imposition and enforcement of an appropriate blanket speed limit of 40 km/h on all streets.

Future Lateral Growth Direction

Proposals for lateral boundaries as indicated are strongly supported.

Additional comments

As the primary tourist attraction, the beaches of Arniston require substantial upgrades in terms of public amenities. The existing public toilets are both inadequate and unsightly, and past attempts at stabilizing the embankment of the hotel beach are similarly unsightly and require remedial work.

Glen Loudon.

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