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SIMON'S TOWN STRUCTURE PLAN

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PREPARED BY

TRANSITIONAL METROPOLITAN SUBSTRUCTURE

SIMON'S TOWN

FOR THE

**SIMON'S TOWN
STRUCTURE PLAN**

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ISIHWANKATHILO

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AN EXECUTIVE SUMMARY

The need for a Structure Plan for Simon's Town arose from the impact that changing social, economic and political circumstances are exerting on the South Peninsula and Simon's Town. These numerous developmental pressures are threatening the unique Naval and historic heritage of the town and its natural environment. Consequently there is an urgent need to manage growth in such a way that it is beneficial to both the people and their town. The first step in achieving this is to prepare and agree a Structure Plan, and its associated policy, that enjoys the wide support of the Simon's Town community.

In January 1995 the Premier of the Western Cape granted the Simon's Town TMS permission to prepare a Structure Plan in terms of Section 4(1) of the Land Use Planning Ordinance (15 of 1985). Subsequently a Steering Committee was established by the Simon's Town TMS to direct the planning process, with representation from themselves, the Provincial Administration of the Western Cape, Cape Nature Conservation, the South African Navy and the consultants.

The first phase of the planning process focused on information gathering and the identification of issues to be addressed by the Structure Plan. This included advertising for public comment, a survey amongst residents to understand their needs and concerns, meetings with interested and affected parties, and research focusing on the social, economic and physical characteristics of Simon's Town. This phase culminated in a public meeting held in June 1995, where the issues to be addressed by the Structure Plan were presented to the public for comment and discussion.

Following on this, a vision for Simon's Town was formulated:

"Simon's Town wishes to create an integrated and vibrant community that is socially and economically diverse. It recognises the importance of the SA Navy and the area's unique historical and natural heritage. Building on these assets the community seeks to enhance and develop the strong sense of place and identity that is Simon's Town."

The research, the vision and subsequent interaction with numerous interested and affected parties, in particular with the local community, interest groups, the South African Navy and the Simon's Town TMS, have lead to the creation of policy to address the agreed issues and concerns affecting Simon's Town.

The report has put particular emphasis on the history and development of Simon's Town, emphasising its unique Naval heritage which is of world wide significance. It sets out the natural environmental background, current issues and concerns, and goes on to deal with the town's built environment, its infrastructure, and socio-economic characteristics. Special emphasis is placed on tourism, recreation, land ownership, land use and the limited housing opportunities in the town. The analysis of land ownership in particular, made it clear that the State, in the Departments of Land Affairs, Public Works and the SA Navy, together with the Simon's Town TMS, are in strong position to direct and influence the nature and growth of the town.

Two surveys have indicated that the community's main concerns are the protection of the unique historic character of the town, the natural environment, the need to address social problems (such as vagrancy and crime) and that many of those who work in Simon's town would live in the town if affordable housing opportunities were available. In this regard it is quite clear that the forced removals of the 60's did immeasurable harm to Simon's Town, in that its natural vibrancy was damaged and its economic base of a significant working population was removed.

The next planning phase focused on the formulation of policies to achieve the vision for Simon's Town. These policies form the basis of the Structure Plan. The draft plan was presented to the public at public meetings at the beginning of December, and the end of January and was at the same time advertised for comment in accordance with Section 4(5) of LUPO. The final plan, as presented to the Premier, was drafted, taking into account the comment and input received on the proposed policies.

The policies or planning guidelines have been divided into the following policy arenas.

Natural environment and conservation: In order to ensure the sustainable use of the valuable resources of this environment, the strict enforcement of an urban edge, combined with the introduction of particular management areas, where different uses such as eco-tourism can be directed, is recommended. Development in the coastal zone in particular should be strictly controlled.

Tourism and recreation: So as to ensure that the benefits of tourism are maximised, access to numerous unrealized tourism opportunities - many of which currently fall under the control of the SA Navy should be established, and a comprehensive marketing effort, combined with the provision of facilities to attract a wider range of tourists should be undertaken. Such provisions will necessitate appropriate development at specific pressure points, such as the central waterfront and similar nodes along the coast and on the mountain.

Economic activity: Economic growth in Simon's Town will depend largely on the successful development of the tourism market and an increase in the permanent population. In addition, the economic spin-offs of the presence of the Naval Base and the dockyard should be exploited. Light industry related to these activities should be encouraged to settle in Simon's Town.

Conservation and the form of the built environment: The historic character and scenic quality of the townscape should be protected through the strict control over the form and location of new development. Such measures include the enforcement of an urban edge, the amendment of the zoning scheme to include regulations dealing with height, bulk and coverage, and the extension of the Architectural Advisory Committee's area of jurisdiction. As the SA Navy controls much of the conservation-worthy fabric they should be urged to adhere to these policies.

Infrastructure: There are no major infrastructural short falls in Simon's Town. Any expansion or upgrading of the existing infrastructure, especially roads, should take cognisance of the historic character of Simon's Town, particularly the Historic Mile and Red Hill Road.

Residential growth: The form that future residential growth takes will be critical for Simon's Town. In the first place such growth should include a range of more affordable housing options so as to encourage the establishment of a balanced community in Simon's Town. In the second place, such provision should be appropriately located and of sympathetic design so as not to detract from the unique character of the town. As most of the developable land belongs to the State, the release thereof should be carefully managed to ensure that the above objectives are met.

The spatial implications of these Structure Planning Policies, are portrayed in the Structure Plan for Simon's Town. If Simon's Town is to move towards its desired future character, the Simon's Town TMS will have to implement the recommendation of this plan pro-actively. The provision of a range of housing options for instance, should be actively pursued by the Simon's Town TMS, especially in the light of the fact that it owns the bulk of land in the area.

Finally it is clear that if the character of Simon's Town is to be protected and enhanced, a number of detailed development studies of sensitive areas should be undertaken so as to pre-empt development.

In the light of the imminent changes to the structure of local government, it is also critical that the policies set out in the Structure Plan are adopted by both the Simon's Town Community as well as by the new authority.

Die behoefte aan 'n Struktuurplan vir Simonstad het ontstaan uit die impak wat veranderende sosiale, ekonomiese en politieke omstandighede uit oefen op die suidelike Skiereiland en Simonstad. Hierdie ontwikkelingsdruk en politieke omstandighede het Simonstad geïmpulseer om 'n natuurlike omgewing. Gevolglik is daar 'n dringende behoefte om die ontwikkeling van Simonstad op so 'n wyse te bestuur dat dit die dorp en al haar mense bevooed. Om hierdie doel te bereik is dit nodig om 'n struktuurplan op te stel en te aanvaar. Ook die meegaande beleid moet die steun van die gemeenskap van Simonstad geniet.

In Januarie 1995 het die Premier van die Wes-Kaap toestemming verleen aan die Simonstad MOS om 'n struktuurplan op te stel in terme van Artikel 4(1) van die Ordonnansië op Grondgebruikbeplanning (15 van 1985). Hieropvolgend is 'n bestuurskomitee deur die Simonstad MOS aangestel om die beplanningproses te lei. Die komitee bestaan uit verteenwoordigers van die Simonstad MOS, die Provinsiale Administrasie van die Wes-Kaap, Kaapse Natuurbewaring, die Suid-Afrikaanse Vloot en die Konsultante.

Die eerste fase van die beplanningproses het gefokus op die insameling van inligting en die identifisering en aangegeweende wat deur die Struktuurplan aangespreek moet word. Dit het onder andere die volgende ingesluit: advertensie vir kommentaar, 'n opname onder inwoners om hul behoeftes en kweltrae te bepaal, ontmoetings met belanghebbende en geaffekteerde partye, asook navorsing oor die sosiale, ekonomiese en fisiese eienskappe van Simonstad. Hierdie fase het geklimineer in 'n openbare vergadering in Junie 1995, waar die aangegeweende wat deur die Struktuurplan aangespreek moet word, aan die publiek voorgehou is vir kommentaar en bespreking.

Hieruit is 'n visie vir Simonstad geformuleer:

Simonstad streef daarna om 'n geïntegreerde en lewende gemeenskap te vestig wat sosiaal en ekonomies divers is. Hierin word die belang van die SA Vloot erken, asook die unieke historiese en natuurlike erfenis. Die gemeenskap streef daarna om, op hierdie fondament, die sterk gevoel van plek en identiteit van Simonstad uit te bou.

Die navorsing, visie en opvolgende interaksie met verskeie belanghebbende en geaffekteerde partye - in besonder die plaaslike gemeenskap, belangegroepe, SA Vloot en Simonstad MOS - het tot 'n beleidsformulering gelei waardeur die geïdentifiseerde aangegeweende aangespreek word.

Die verslag beklemtoon die geskiedenis en ontwikkeling van Simonstad, in besonder die unieke erfenis van die Vloot, wat ook van internasionale belang is. Verder word die volgende aspekte bespreek: die natuur-wetenskaplike agtergrond en aangegeweende, stedelike ontwikkeling, infrastruktuur en sosio-ekonomiese eienskappe. Toerisme, ontpanning, grondgebruik en -besit, en die beperkte behuissingsmoontlikhede in Simonstad word ook beklemtoon. Die analise van grond-eienaarskap het aan die lig gebring dat die Staat, in die Departemente van Grondsaake en Openbare Werke, en die SA Vloot, saam met die Simonstad MOS, in 'n sterk posisie is om die aard en groei van die dorp te bepaal en te beïnvloed.

Twee opnames het getoon dat die gemeenskap onder andere besorg is oor die beskerming van die unieke historiese karakter van die dorp, die natuurlike omgewing en die behoefte om sosiale probleme (soos leegte en misdaad) aan te spreek. Bate van diegene wat in Simonstad werk het aangedui dat hulle ook graag daar sou woon indien bekostigbare behuising beskikbaar was. In hierdie opsig is dit duidelik dat die gedwonge verskuiving van die sesdigjarige gewelddige skade aangerig het, deurdat die lewendige atmosfeer geskaad is en die ekonomiese basis van 'n beduidende gedeelte van die werkende bevolking verwyder is.

Die volgende beplanningfase het gefokus op die daarslelling van beleid om die visie vir Simonstad te verwerklik. Hierdie beleid vorm die basis van die Struktuurplan. Die konsep-plan is aan die publiek voorgehou tydens openbare vergaderings aan die begin van Desember 1995 en einde van Januarie 1996. Terselfdertyd is dit geadviseer vir kommentaar ooreenkomstig die bepaling van artikel 4(5) van die Ordonnansië op Grondgebruikbeplanning (no. 15 van 1985). Alle kommentaar op die voorgestelde beleid en plan is in aanmerking geneem in die finalisering van die Struktuurplan, wat uiteindelik aan die Premier voorgele is.

Die beleidspunt of beplanningstrylne is as volg ingedeel:

Natuurlike omgewing en bewaring: Om die onderhoubare gebruik van die waardevolle hulpbronne van die omgewing te verseker, word die streng toepassing van 'n stadsgras aanbeveel. Dit moet gekombineer word met die instelling van spesifieke bestuursgebiede waar verskillende gebruike soos eko-toerisme geakkommodeer kan word. Ontwikkeling moet veral in die kusgebied streng beheer word.

Toerisme en ontspanning: Om te verseker dat die voordele wat toerisme inhou maksimaal benut word, moet toegang tot onontginde geleenthede bewerkstellig word (bale van die geleenthede word tans deur die Vloot beheer). 'n Omvattende bemarkingspoging, gekoppel aan die voorsiening van fasiliteite om 'n breër mark te lok, moet onderneem word. Die gepaste ontwikkeling van spesifieke areas wat ontwikkelingsdruk ervaar, soos byvoorbeeld die sentrale waterkant en soortgelyke nodusse langs die kus en in die berggebied is ook noodsaaklik.

Ekonomiese aktiwiteite: Die ekonomiese groei van Simonstad sal tot 'n groot mate afhang van die suksesvolle ontwikkeling van die toerisme mark en die toename in permanente inwoners. Verder moet die ekonomiese byvoordele van die teenwoordigheid van die Vlootbas en skeepswert ontgin word. Die vestiging van ligte nywerhede, wat met die aktiwiteite verband hou moet aangemoedig word.

Bewaring en voorkoms van die beboude omgewing: Die historiese karakter en skilderaagtigheid van die dorp moet beskerm word deur streng beheer oor die vorm en plasing van nuwe ontwikkeling uit te oefen. Maatregels sluit die volgende in: die toepassing van 'n stadsgrens, die aanpassing van die soneringsskema om regulasies oor die hoogte, vloerfaktor en dekking van geboue in te sluit, asook die uitbreiding van die Argitektoniese Advieskomitee se area van jurisdiksie. Die SA Vloot moet aangemoedig word om hierdie beleid toe te pas, aangesien bale van die bewaringswaardige elemente onder hulle beheer val.

Infrastruktuur: Daar is geen noemenswaardige infrastrukturele tekortkominge in Simonstad nie. Enige uitbreiding of opgradering van die bestaande infrastruktuur - veral paale - moet die historiese karakter van die dorp in ag neem, in die besonder die Historiese Myl en Red Hill-pad.

Residensiële Groei: Die aard van toekomstige residensiële groei sal kritiek wees vir Simonstad. In die eerste plek moet sulke groei 'n verskeidenheid van meer bekostigbare behuisingsmoontlikhede insluit om die vestiging van 'n gebalanseerde gemeenskap van Simonstad aan te moedig. In die tweede plek moet sulke behuising gepas geplaas wees en simpatiek ontwerp wees sodat dit nie afbreek doen aan die unieke karakter van die dorp nie. Aangesien die meeste van die ontwikkelbare grond aan die Staat behoort, moet die beskikbaarstelling daarvan omsigtig bestuur word om te verseker dat bogenoemde doelwitte bereik word.

Die ruimtelike implikasies van die beleidspunte word vergesl in die Struktuurplan vir Simonstad. Indien Simonstad wil beweeg in die rigting van die verlangde toekomstige karakter, sal die Simonstad MOS die aanbevelings van hierdie plan op 'n pro-aktiewe wyse moet implementeer, veral die voorsiening van verskillende behuisingsopties.

Ten slotte is dit duidelik dat 'n aantal gedetailleerde ontwikkelingsplanne van sensitiewe areas onderneem moet word wat ontwikkeling voorafgaan, sodat die karakter van Simonstad beskerm en uitgebou kan word.

In die lig van die toekomstige veranderinge in die struktuur van plaaslike regering, is dit noodsaaklik dat die beleid wat uiteengesit is in die Struktuurplan, aanvaar word deur beide die gemeenskap van Simonstad en die nuwe owerheid.

Imfuneko yesicwangciso sozinziso saseSimon's Town yavela ngenxa yefuthe lengquko kwimikeko zentlalo, ezogqosho nezopolitiko kuMizantsi wosingasigqithi nakwisimon's Town. Lonke olu lwakhiwo luninzi lughubekayo lubeka esichengeni inkangeleko eyodwa yesimon's Town yokuba yidolophu elizibuko leengqanawe nenecebali, kwakunye nendalo eyingqongileyo. Isiphumo sale meko ke kukuba kukho imfuneko engxamisekileyo yokuba kulawulwe ukukhula ngenziela eya kwenza ukuba kube lulutho ebanwini nasedolophini yabo. Inyathelo lokugala ekwenzeni oko kukuba kuqulunqwe isicwangciso sozinziso kuvunyelwane ngaso nemigaqo-nkqubo ehamba naso size sibe sesamkelekileyo kubahlali basesimon's Town bebonke.

Ngokanuwari ka-1995 iNkulumbuso yeNtshona Koloni yanika umasipala waseSimon's Town imvume yokuba aqulunge isicwangciso sozinziso ngokwemigaqo yeCandelo 4(1) loMpoposho oyiLand Use Planning Ordinance (15 ka-1985). Kwathi ngenxa yoko ke kwamiselwa iKomiti esungulayo ngumasipala waseSimon's Town ukuba iququzelele lo msebenzi wokwenziwa kwesicwangciso, komiti leyo inabameli abavela kuye yena masipala, kuLawulo lwePhondo leNtshona Koloni, kuLondolozo lweNdalo lweKoloni, kuMikhosi waseLwandle woMzantsi Afrika nakwiingcali.

Inkalo yokugala yolu cwangciso yaye yajolisa ekugokoleleni tinkucakacha nasekutyumbeni imiba efanele kuqwalasela sisicwangciso sozinziso. Le nto ke yayibandakanya ukukhuthiswa kwezibhengezo ezicela izimvo ebanwini, uphando kubahlali ngenjongo yokufumana ukuba zintlonti na imifuno zabo, izintlonti na ezibaxhalabistileyo, imlantlango namagela achaphazelekayo kwakunye nophando olujoliswe kwimikeko yezentlalo, eyezogqosho neyokuma kwesimon's Town. Le nkalo ke yaye yazala ukubizwa kwentlanganisano ngoJuni ka-1995 apho kwathi kwandalelwa abantu imiba eza kuqwalasela kwisicwangciso sozinziso, khona ukuze bavakalise ezabo izimvo baxoxe nokuxoxa ngayo.

Kwathi ke emva koku kwaququlunqwa umbono wesimon's Town:

"Simon's Town inqwenela ukugingqa indawo enabahlali abayimbumba yamanyama nenenkqubela-phambili, apho abahlali bahlukeneyo ngokwentlalo nangokwemikeko yezogqosho. Iyakugonda ikwamkela ukubaluleka koMikhosi waseLwandle woMzantsi Afrika nento yokuba le ngingqi iyingingqi emlano iyodwa ngokwembali yayo nangokwendalo eyingqongileyo. Abahlali ke bazimisele ukuba phezu kwezi ziseko bakhe baqinise iqhayiya ngesimon's Town bayigcine imale mlano yayo iyodwa."

Uphando, umbono lo kwakunye nonxibelelwano namagela amaninzi achaphazelekayo, ngakumbi abahlali bale ndawo, amagela anomngqano wokukwazi okughubekayo, uMkhosi waseLwandle woMzantsi Afrika kunye nomasipala waseSimon's Town, zonke ezi zinto zikhokelele eluqulunqweni lomgaqo-nkqubo wokugwalasela loo miba kuvunyelweneyo ngayo kwakunye nezo zinto zidla isimon's Town.

Le ngxelo iyinxinise kakhulu indawo yembali yesimon's Town neyokukhula kwayo, ibelilela ngakumbi kwinto yokuba le ndawo iyindawo eyaloko ilizibuko leengqanawe elibaluleke kwimibombo zone zomhlaba. Iyayaneke imeko yendalo engqonge le ndawo, ize yaneeke nemiba ephethekayo kungoku nje ngokunjalo nezinto ezibaxhalabistileyo abantu, ize ke igqithile nakwizakhiwo ezikhoyo kule dolophu, amalungisiselelo entlalo yoluntu nobume bayo le ndawo ngakwicela lezentlalo nezogqosho. Kucinezela ngakumbi kukhetho, ubunini-mhlaba, ukuseyenziswa komhlaba nokungongophala kwamathuba okwakha kule dolophu. Uphononongo lobunini-mhlaba lona luyivelisa ngakumbi into yokuba isebe leMincimbi yoMhlaba, eMisebenzi yakwaRhulumente noMikhosi waseLwandle woMzantsi Afrika zikunye nomasipala waseSimon's Town, zizo ezikufanele kakuhle ukuba ziququzelele zibe nempembetele kwinto efanele ukuba yibo le dolophu nendlela efanele kukhula ngayo.

Uphando-zimvo olwenziwe kabini luvélise ukuba ezona ndawo ziphambili zibaxhalabistayo abahlali kukukhuselwa kwemifano eyodwa yale dolophu ngokwasezimbalini, ukukhuselwa kwendalo eyingqongileyo, imfuneko yokugwalasela kweengxaki zasekubhaleni (ezilana nobuninzi booyabulani nolwaphulo-mitheho) nento yokuba abantu abasebenza esimon's Town mabahlale kule dolophu ukuba ngaba amathuba okufumana izindlu ezitikelekayo ngamaxabiso ayavela. Kwesti sithuba ke kuacacile ukuba ukufuduswa kwabantu ngenkani phaya koo-1960 kwenza umonakalo omkhulu kwisimon's Town, kuba udlamko lwaseLwandle lwale ndawo lwaye lwadodobala, kwaye isiseko sale ndawo kwezogqosho esingabantu abasebenzayo saye saba siyadhlizwa.

Inkalo elandelayo yocwangciso iye yajolisa ekuqulunqweni komgaqo-nkqubo wokufezekisa umbono wesimon's Town. Le migaqo-nkqubo yibo ke ekumiselwe phezu kwayo isicwangciso sozinziso. Isicwangciso esiyiDrafthi sathi sandalwa kwintlanganisano eyayisekugaleleni kudisemba, masekukupheleli kukajanyuwari, kwaye ke kwangelo xesha yabe ibhengezwa ngokwemigaqo yeCandelo 4(5) loMpoposho oyi Land Use Planning Ordinance. Esokugqibela sona isicwangciso e singeniswe kwinkulumbuso, siqulunqwe, singqiyanyiswe nezimvo ezo zithe zavakaliswa neengcebiso ezo zithe zanikwa malunga nate migaqo-nkqubo.

Imigago-nkqubo okanye izikhokelo zocwangciso zize zahlulwa ngokwezi nkawana zilandelayo:

Indalo esingqongileyo nolondolozo: Ukuze kugcinisekise ukuba ubuncwane obuziswa lukhenketho buyandiswa kufuneka kuzanyelwe ukuba kuvulwe iindawo ezingaseyenziswayo ezinamatshaba abakhenkethi - ubuninzi bazo kungoku nje ziphanisi kolawulo loMkhosi waselwandle woMzantsi Afrika, kuze ke kugawelwe iphulo eliqinileyo lokubhengeza, ize ke yonke loo nto ihambe nolwakhiwo lwezinto ezingamatshungisilelo entlalo, ngenjongo yokusala abakhenkethi kangangoko. Amalungisilelo anjalo ke aya kuluna ukuba kugutywe ulwakhiwo olufanelekileyo kwiindawo ezilile ezinombezane, ezilana nemizi yoshishino esembindini ephuzu kwananzi nezinye iingingana ezinjalo ezigudle unxweme neziphaya entabeni.

Ezooqosho: Ukukhula kweSimon's Town kwicala lezooqosho kuya kuxhomekeka kakhulu ekuphumeleni kokhenketho nasekunyukeni kwananani abantu abahlala apha isigxina. Ngaphesulu ubukho beziko loMkhosi waselwandle kuya kufuneka ukuba kuseyenziswe kwangangoko ekuncediseni ukuphuculwa kwemeko yezooqosho. Kufuneka kukhuthazwe ukusuka kwamaziko emveliso ephathelele kwezaseemkhosini nezasezibukweni leengqanawe apha eSimon's Town.

Ulonolozo nendlela emazime ngayo izakhwi: Kufuneka imfano eyodwa yale dolophu ngokwasezimbalini kanye nenkangeleko yayo entle zikhuselewe kangangoko ngokuthi kulawulwe uhlobo lolwakhiwo olugutywayo kunye neendawo olugutywayo kuzo. Loo manyathelo ke abandakanya ukulawulwa ngongqo kwenyale yedolophu, nokwenziwa kwezilungiso kwisikimu sokwahlula umhlaba khona ukuze sibe nemigago ephathelele kumphakamo, kubuninzi nokunaba, kwakunye nokwandiswa kwenjingqi yolawulo yeKomiti eCebisayo kwezoflano-lwakhiwo (Architectural Advisory Committee). Njengoko uMkhosi waselwandle woMzantsi Afrika inguwa ubuninzi bezi ndawo zifanele ulondolozo, kufuneka uthundezwe ukuba uyithobele le migago-nkqubo.

Amalungisilelo entlalo yoluntu: Akukho kungongophala kungako kwamalungisilelo oluntu apha eSimon's Town. Naluphi na ulwandiso okanye uphuculo lwala selekho, ngakumbi iindlela, kufuneka luyithathele ingqalelo into yemfano eyodwa yeSimon's Town ngokwasezimbalini, ngakumbi iHistoric Mile neRed Hill Road.

Ukukhula kweendawo zokuhlala: Ibaluleke kakhulu apha eSimon's Town indaba yokuba ukukhula kweendawo zokuhlala kuba njani na. Okokuqala, oko kukhula kweendawo zokuhlala kuya kufuneka ukuba kubandakanywe nezindlu ezifikelekakayo ngamaxabiso, khona ukuze abahlali baseSimon's Town babandakanywe iindidi zonke ngokwamanqanaba abakuwo. Okwesibini, ezo zindlu kuya kufuneka ukuba ibe zizindlu ezakhiwe ngohlobo lokuba zifanelane nenkangeleko yezindlu zaseSimon's Town esele zikho khona ukuze imfano eyodwa yale dolophu ingaphazamiseki. Njengoko umhlaba omninzi ekunokwakhiwa kuwo ingokwakhulumeni, kufuneka ukukhulwa kwawo kugutywe ngohlobo oluya kugcinisekisa ukuba ezi njongo ziyafezekiswa.

Okuthethwa yile Migago-nkqubo yeSicwangciso soZinziso ngokuphathelile ekuseyenzisweni komhlaba kuzotywe kakuhle phaya kwisicwangciso soZinziso saseSimon's Town. Ukuba ngaba isimon's Town ingwenela ukuba igqibe ngemfano etuna ukuba nayo kwixa elizayo, umasipala wakhona kuya kufuneka ukuba ahambe ngezindlu zesi sicwangciso ngobuchule obukhulu. Ulwakhiwo lwezindlu ezizintlobo ezahlukeneyo, xa kusenziwa nje umzekelo, kufuneka lwenziwe ngumasipala waseSimon's Town, ngakumbi njengoko ubuninzi bomhlaba kule ngingqi ingumhlaba wakhe.

Elokuphepha ke leli lokuba, ukuba ngaba kufunwa ukukhusela nokuphucula imfano eyodwa yeSimon's Town, kufuneka kwenziwe uphando olunzulu olumalunga nophuhliso olugutywe kwiindawo ezifanele ulondolozo, khona ukuze olo phuhliso lunjalo luthintwe.

Njengoko ukuma kolawulo lweedolophu kuza kujika, kubalulekile ukuba imigago-nkqubo equkathwe kwisicwangciso soZinziso mayamkeleke kubahlali baseSimon's Town nakuloo gunyazive wedolophu omisha.

"... repeatedly during the evidence (given before the Commission by others) one heard the word 'unique' used in connection with the atmosphere of Simon's Town and the peaceful relations here. In my opinion, I feel that this spirit should be preserved as a sort of living national memorial to the tolerance of the past and also not only as an example to our own country but to the whole of our continent of what can be achieved if men are really imbued by a general spirit of goodwill towards their fellow men. I think precisely because Simon's Town is unique it should be preserved for that purpose, to encourage the whole country and continent in its efforts in striving for unity in spirit and goodwill where races are concerned".

Father Sebba, 1959

(Extract of evidence to investigate the desirability, or otherwise, of proclaiming Group Areas in Simon's Town as quoted in Brock, et al, 1976).

1.0 INTRODUCTION

The need for the Simon's Town Structure Plan has originated as much from the history of the town as from contemporary circumstances. Simon's Town is a unique maritime town with a special character formed over many years through the interaction of people, economics and environment.

Changing social, economic and political circumstances are exerting a new dynamic on the South Peninsula and Simon's Town. Foremost amongst these is the fact that the South Peninsula as a whole is coming under increasing pressure both from urbanisation and from the rapid growth of tourism. It is estimated (Draft South Peninsula Sub-Regional Structure Plan (SPSP)) that an additional 20 000 people will need to be accommodated in the South Peninsula over the next 15 years. In 1994 approximately 400 000 people visited the Good Hope Nature Reserve in the South Peninsula. Given that the total number of tourists to the Western Cape was just over 1 million in 1993 it means that 40% of all tourists to the Western Cape visit the South Peninsula. Given projected increases in tourism in the Western Cape ($\pm 3,5$ million by 2004) steps must be taken to manage and accommodate this growth.

Simon's Town itself has not been unaffected by these changes. Over the last 10 years it has become a desirable location for up-market holiday and retirement homes and it is well within commuting distance of the major urban centres of Cape Town. This, coupled with the disastrous removals of approximately 4 500 people under the Group Areas Act in the 1960's, and the Naval rationalisation in the early 90's, has fundamentally altered the social and economic base of the town. The increase in tourism, and in particular the "day tripper" type tourism, is also impacting on the nature of economic activity, and facilities and services in the area. People working in the Navy and the Naval Dockyards (the largest employers) commute to work, many because they cannot afford to live in Simon's Town.

These trends mark a distinct change from the historical processes driving growth in Simon's Town. In the early 1900's and before there was a direct link between the town and the Navy - the town being an extension of the Naval operations. Most of the businesses were linked to Naval operations, either directly or indirectly, and those working in the town lived there.

The takeover of the Naval Base by the South African Navy in 1957 (with increased security measures) and the group areas removals in the 1960's, marked the start of a process of separation between the Navy and the town.

Today, with the removals and rationalisation already referred to, and with the growth in holiday and retirement homes, the link between town and Navy has all but been cut.

This changing pattern of urban growth has raised the need to protect the natural environment, to maintain the character of the town, and to manage the impact of growth in a way that is beneficial to the town and its people.



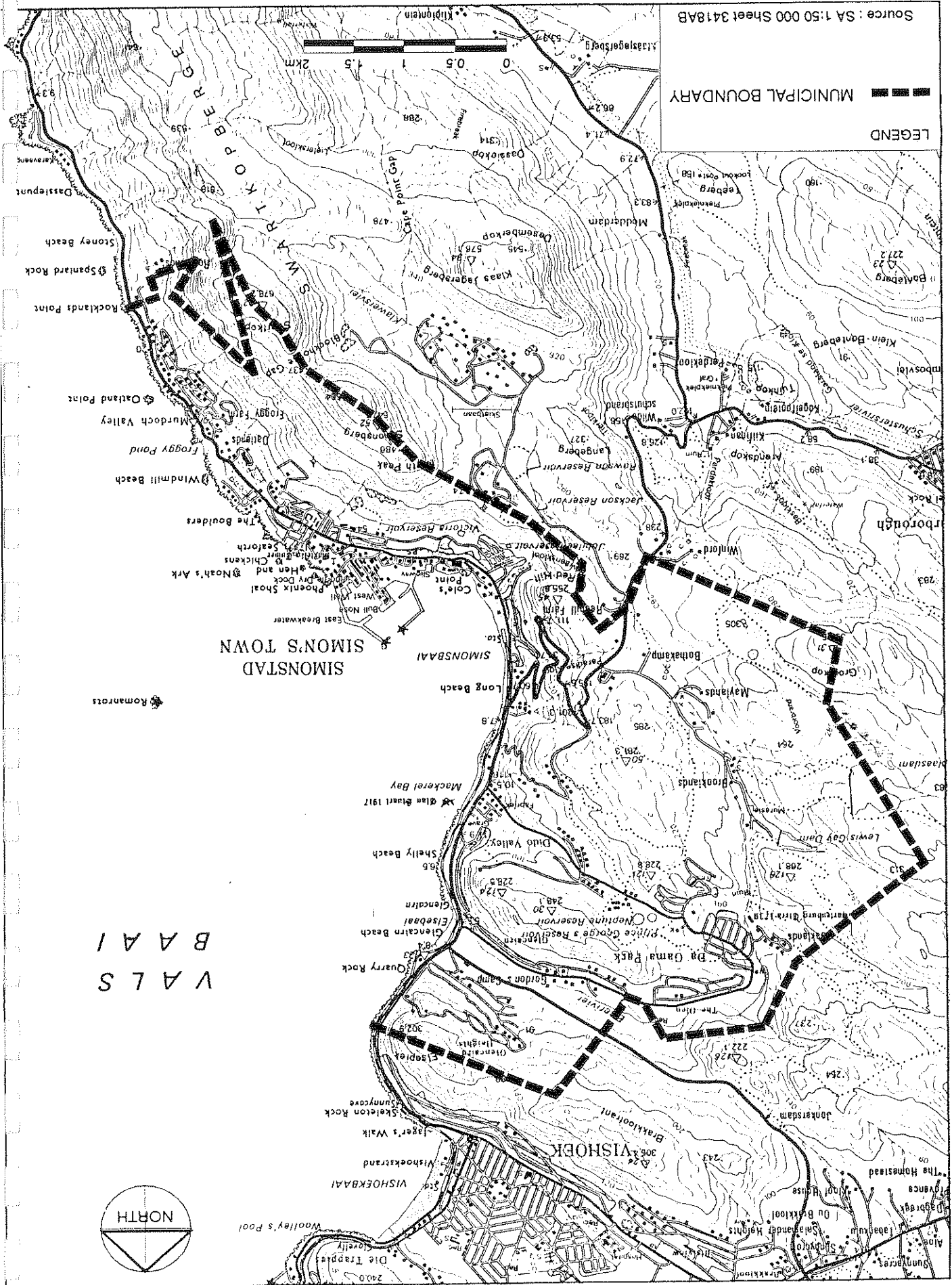
SIMON'S TOWN MUNICIPAL AREA

SIMON'S TOWN STRUCTURE PLAN

Figure 1.1

Source : SA 1:50 000 Sheet 3418AB

LEGEND
MUNICIPAL BOUNDARY



1.1

AIM OF THE STRUCTURE PLAN

It was with these concerns in mind, and with the recognition that a new dynamic is exerting itself on the town, that the Local Authority resolved to prepare a plan to ensure that the town is able to anticipate and manage growth effectively. In particular, it was stressed that the unique Naval, historic and environmental heritage of the town must be maintained and enhanced.

Consequently, MLH Architects and Planners were appointed by the Simon's Town Transitional Metropolitan Substructure (TMS) to prepare a Structure Plan. Formal approval to prepare a Structure Plan in terms of Section 4(1) of the Land Use Planning Ordinance (LUPO) (15 of 85) was received from the Premier of the Western Cape in January 1995. This approval also set out the requirements of the Ordinance with regard to the preparation of the Plan.

In accordance with these requirements, a Steering Committee was established comprising the Simon's Town TMS, the Provincial Administration of the Western Cape, Cape Nature Conservation, the South African Navy and MLH Architects and Planners. The role of this Steering Committee is to ensure that the full legal requirements and processes are met in the preparation of the plan.

After due consideration and discussion it was agreed that the area covered by the Structure Plan should correspond with the Simon's Town Municipal Area (see Figure 1.1).

In terms of Section 5(1) of the Land Use Planning Ordinance (15 of 1985) the purpose of a structure plan is defined as follows :

"The general purpose of a structure plan shall be to lay down guidelines for the future spatial development of the area to which it relates (including urban renewal, urban design or the preparation of development plans) in such a way as will most effectively promote the order of the area as well as the general welfare of the community concerned".

In particular an "urban structure plan serves as a mechanism for the formulation of land-use and policy proposals whereby the goals of planning and development can be achieved. It indicates conceptually the long-term expansion of urban areas" (Manual for Structure Planning, 1986).

The brief from the Simon's Town TMS stressed that the plan should, "Identify the characteristics, both natural and manmade, contributing to the sense of place and the different identities of Simon's Town and develop policies to protect and enhance these."

The Simon's Town Structure Plan thus outlines the key challenges facing the town and its environs and proposes policies and a spatial framework to guide development with the aim of maximising the social, historic, economic and natural assets of the area.

In working up the plan for Simon's Town it is recognised that it is neither desirable, or feasible, to go back to some "Golden Age". To be effective the plan has had to recognise the new processes driving growth, particularly tourism.

However, it is vital for the future diversity, vibrancy and health of Simon's Town that a much greater degree of inter-action and inter-dependence is generated between the Navy and the town so that the Navy, and those who work in it, once again play a significant role in the development of the town. The plan therefore aims to provide opportunities for those who work in the Navy and town to be able to live in the town. It also encourages greater access to, and utilisation of, the historical and infrastructural resources of the Navy.

Furthermore, the plan recognises the importance of encouraging and developing the qualitative tourism market. Those who are in search of more than sun and sea, who come to experience the town, the Navy, the history of the area and its diverse flora. In doing so it seeks to utilise the assets of the natural environment and historic heritage of the area.

The vision for the town as spelled out by this plan is as follows :

"Simon's Town wishes to create an integrated and vibrant community that is socially and economically diverse. It recognises the importance of the SA Navy and the area's unique historical and natural heritage. Building on these assets the community seeks to enhance and develop the strong sense of place and identity that is Simon's Town."

1.2 THE PLANNING APPROACH

Planning, in order to be effective, must be guided by a clear set of principles. These form the basis for the planning product (the plan per se) and the planning process (the formulation of the plan). The following key principles are to guide the development and planning in Simon's Town¹. (Figure 1.2 illustrates the relationship between these principles):

- (a) Planning decisions should ensure the sustainable use and development of the natural, built and cultural resources of Simon's Town.
- (b) The Simon's Town Community should have **equitable** access to all resources and opportunities.
- (c) The planning process should ensure that all interested and affected parties have the opportunity to participate.
- (d) Planning should continuously **adapt** to changing social, economic and environmental circumstances.
- (e) At all times the role and place of Simon's Town within a broader social, economic, natural and political **context** must be recognised and steps taken to work constructively with these processes.
- (f) The plan must promote the social, environmental and economic well being, diversity and growth of the area.

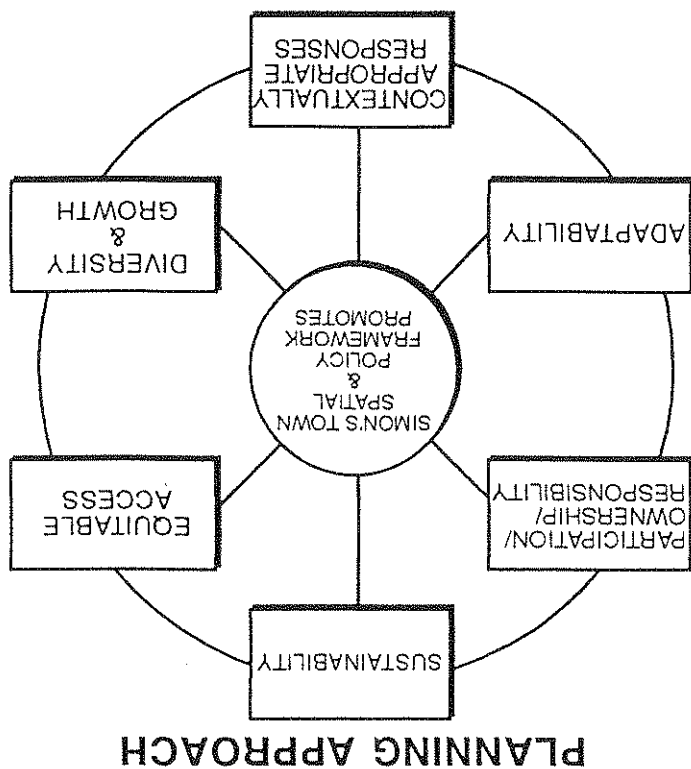


FIGURE 1.2

¹These are also the principles inherent to Agenda 21, a comprehensive plan of action, agreed to at the Rio-Conference in 1992, that seeks to integrate developmental and environmental issues. The implementation of these principles at local level is regarded as especially important as many of the problems (and solutions) addressed by Agenda 21 have their roots in local activities. The participation and co-operation of local authorities will be a determining factor in fulfilling its objectives. This effort at local level is called Local Agenda 21.

Further to these principles it should be borne in mind that the principles for land development, decision-making and conflict-resolution, as set out in the Development Facilitation Act of 1994, will most probably form the basis of any amendments to or new, planning legislation (at all levels of government) that may impact on Simon's Town in the future. These principles, set out in Appendix 3, are endorsed by the Structure Plan.

The Urban Development Strategy - a discussion document that will form the basis of a white paper on urban development, translates these principles into seven strategic goals to be achieved by towns and cities by the year 2020. These goals, where applicable to Simon's Town, are pursued in the Structure Plan.

1.3 THE PLANNING PROCESS

Planning is a process of discovery in which the outcome is not pre-determined, but is reached through a holistic approach to the specific realities of the area. Public participation and involvement plays a vital role in this. As part of their submission to the Simon's Town TMS, MLH Architects and Planners put forward a planning process consisting of 3 elements : Public Participation, Analysis and Research, and Drafting of Proposals. The key steps of this process are outlined in Figure 1.3.

PLANNING PROCESS

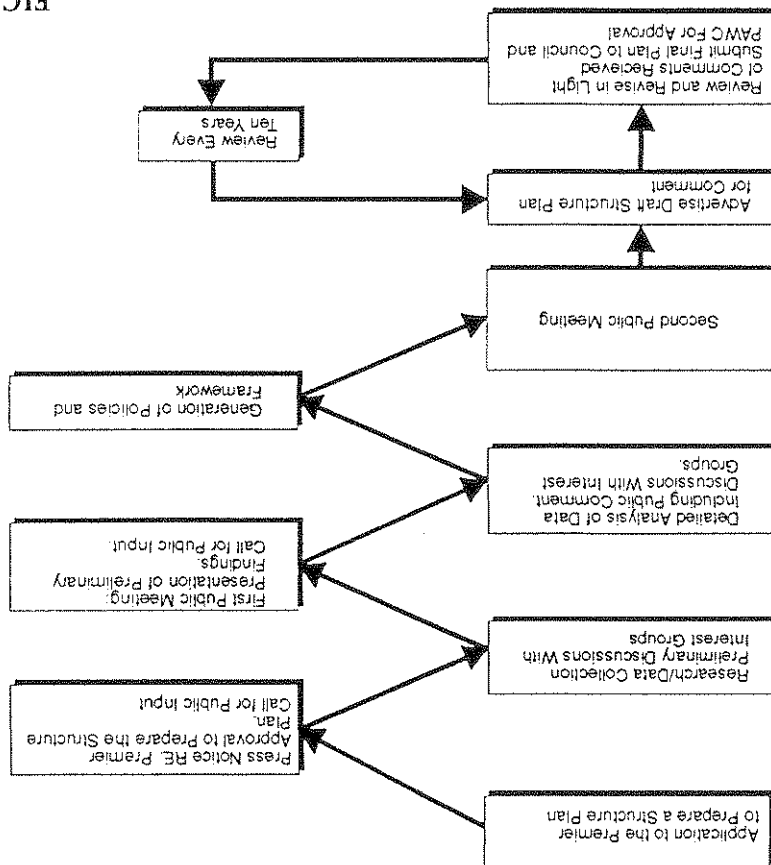


FIGURE 1.3

Following this and the need for an open and transparent public participation process, the public participation elements of this plan were detailed and are shown in Figure 1.4.

1.3.1 The Public Participation Process for the Simon's Town Structure Plan

In accordance with the requirements of the Land Use Planning Ordinance (15 of 1985) (LUPO) the public participation exercise forms an integral part of the overall Structure Planning process.

The process followed in this plan is as follows :

PHASE 1 PHASE 2

PUBLIC PARTICIPATION PROCESS

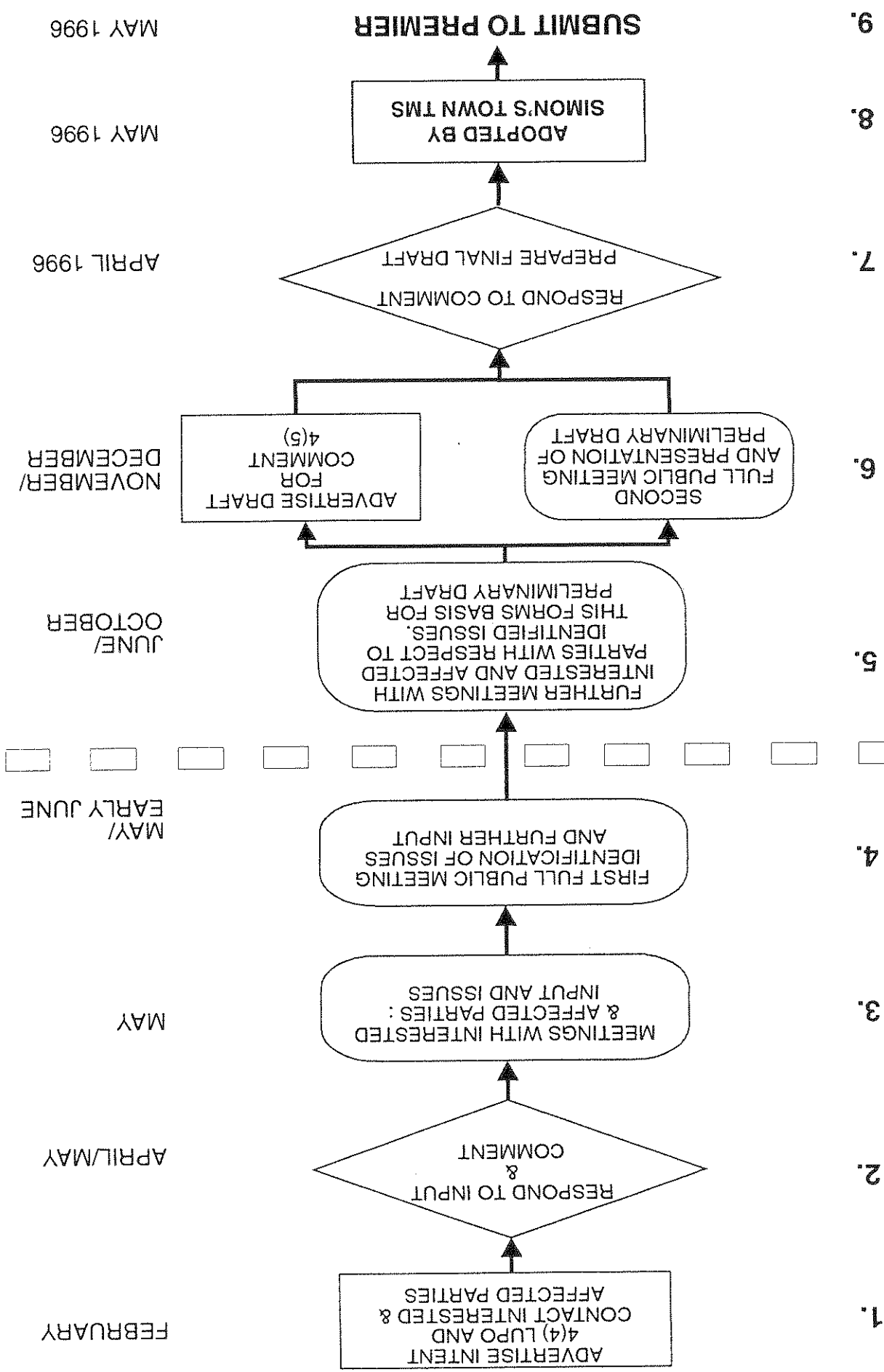


FIGURE 1.4

PHASE 1 : INITIAL PREPARATION, IDENTIFICATION OF ISSUES AND ANALYSIS

1. Advertising the intent to prepare the Structure Plan and ask for comment in accordance with Section 4(4) of the LUPO. Advertisements were placed as follows :

- The Cape Times (3 February, 1995)
- Die Burger (7 February, 1995)
- The False Bay Echo (9 February, 1995)
- The Government Gazette (3 February 1995)

A questionnaire was also sent to all residents in Simon's Town with their water accounts notifying them of the intent to prepare a Structure Plan and to request comment/input. The results of this questionnaire are discussed in section 10.1.

Letters have also been sent to identified interested and affected parties notifying them of the intention to undertake a Structure Plan and requesting input and comment.

2. All comment/input was reviewed and a check made that identified interested and affected parties (IAPS) received notification and responded. This occurred over April and May 1995.

3. A series of meetings was held with various interested and affected parties to follow up on comments and discuss the plan. This occurred in May.

4. A full public meeting was held in late June 1995 where the intended character of the report and issues identified by the interested and affected parties was discussed and where further input from the public was gathered.

PHASE 2 : PREPARATION OF PROPOSALS AND DRAFTING

5. Between June and August, further meetings were held with interested parties to discuss possible responses to the issues raised. Policy was formulated with respect to the identified issues. This forms the basis of the preliminary draft document.

As it became clear that the provision of affordable housing for people who work in Simon's Town is a critical issue to be addressed by the Structure Plan, a second survey amongst people who work in Simon's Town was undertaken to gauge the extent and nature of housing needs in Simon's Town. The results of this survey are discussed in section 10.2.

6. Public meetings were held in the beginning of December 1995 and the end of January 1996 to present the preliminary draft document and to gather comment and input on the proposed policies.

7. At this stage the draft plan was also advertised for comment from interested and affected parties in accordance with Section 4(5) of LUPO.

8. Once all comment was received the final plan was prepared.

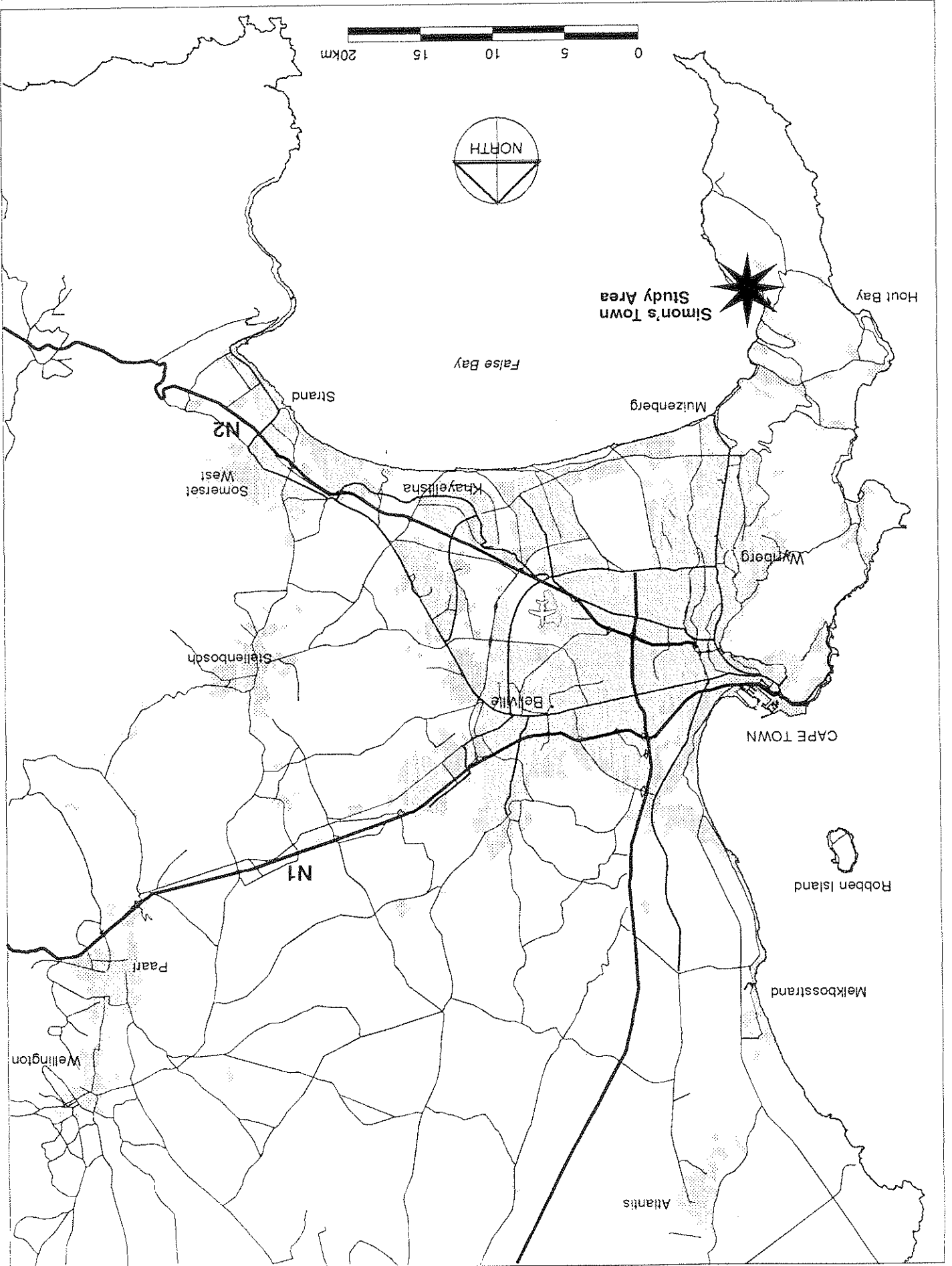
9. A full public participation report was prepared on all input and comments received as well as the response to the comment/input and an indication of how it has been incorporated into the plan (and if not why). This was presented to the Premier, with the final submission of the plan. All interested and affected parties as notified when the final plan was submitted to the Premier and it is available for information purposes.



LOCATION OF THE STUDY AREA

Figure 1.5

SIMON'S TOWN
STRUCTURE PLAN



1.4 LOCATION OF THE STUDY AREA

The Simon's Town Municipal Area is located within the South Peninsula and lies at about 34°12' latitude and 18°27' longitude. It is the southern most town on the South Peninsula and nests between the Swartkopsberge and the False Bay Coast (see Figure 1.5). Most of the town is north and west facing and the historical core overlooks the Simon's Town Naval Yards and Harbour. The town contains some of the oldest buildings and historical features in the country and the surrounding areas contain a particularly high diversity of fynbos species.

1.5 STRUCTURE OF THE REPORT

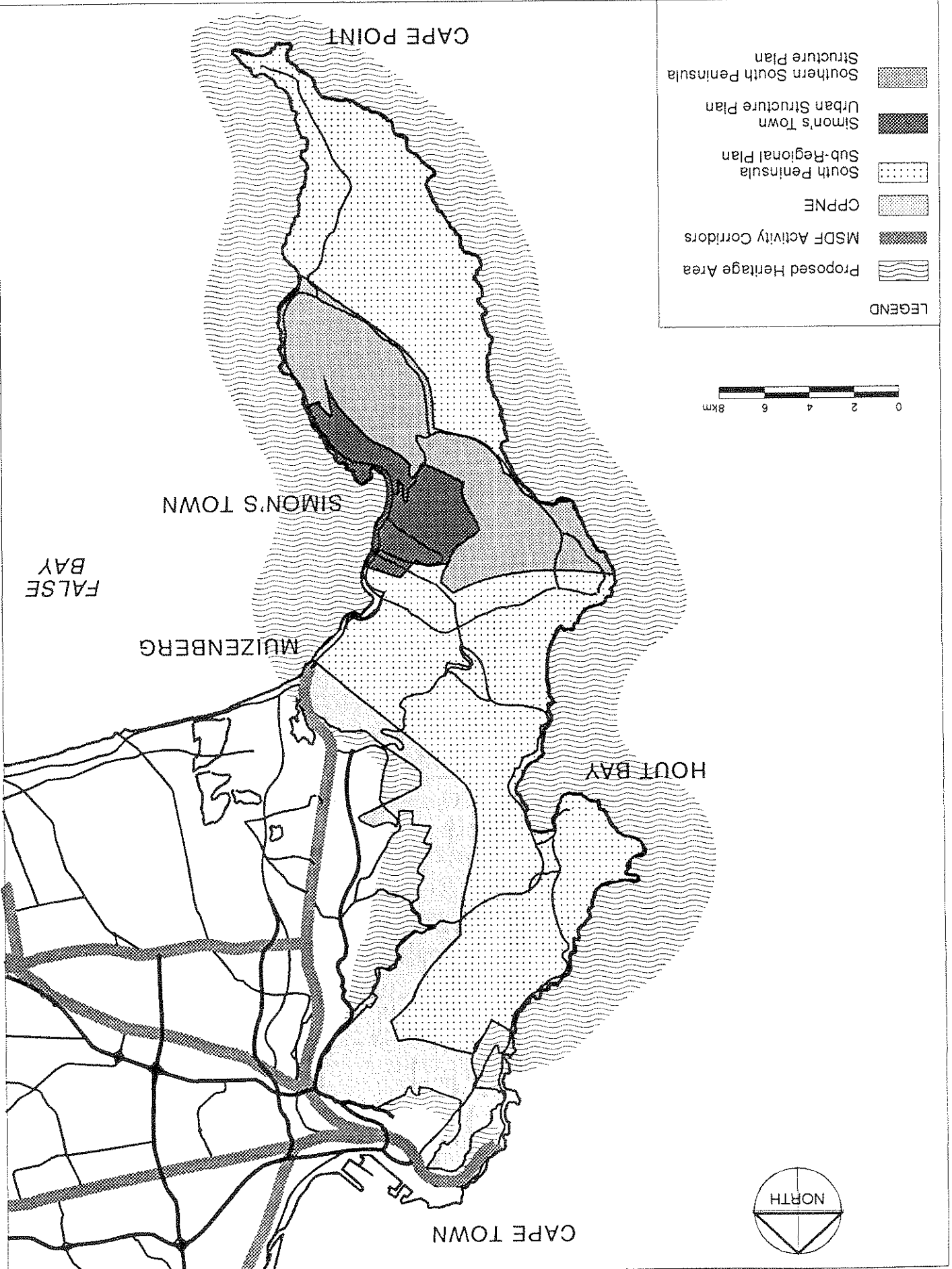
The Simon's Town Structure Plan is based on a detailed analysis of the historical, environmental, infrastructural, land use and socio-economic characteristics of the Study area. From this analysis the opportunities and constraints offered by the area have emerged - the understanding of which is critical to ensure that realistic plans are formulated. In addition, the public input and response have indicated the areas of greatest concern to be addressed in the Structure Plan.

The desired future character of the area is thus based on both that which is deemed important by the public and that which is possible in the area (given its opportunities and constraints). In order to move towards this desired future character a series of policies and actions have been formulated. These policies and actions are aimed at maintaining and enhancing the unique character of Simon's Town, managing future growth and addressing the socio-economic imbalances created by recent historical events.



EXISTING PLANNING STUDIES (REGIONAL)

SIMON'S TOWN
STRUCTURE PLAN
Figure 2.1



2.0 CONTEXT

An understanding of the context in which the planning for Simon's Town will take place is important. It will ensure that such planning responds appropriately to issues that arise from Simon's Town's relationship with its broader environment. Furthermore a number of planning and development initiatives have recently been undertaken that impact on Simon's Town to a greater or lesser degree. These have been considered in the preparation of the Structure Plan. The purpose of this chapter is to outline Simon's Town's relationship with its surrounding environment as well as the relevant planning initiatives that impact on the Structure Plan.

2.1 METROPOLITAN CONTEXT

Wesgro estimated that in 1990 the total population of Metropolitan Cape Town (Statistical Regions 0,1 0,2 and 0,3) was 3 242 563 in an area of approximately 3 700km² (Wesgro, 1992). According to the same statistics the total population of Simon's Town in 1990 was 6 580 (0,2% of the total metropolitan population). The Simon's Town Municipal Area covers some 19,8km² (0,53% of the total metropolitan land area).

Simon's Town is becoming part of a much broader tourist industry. At $\pm$ 1 hour from the city centre (in peak traffic), the town is also well within the Cape Town "commuter" belt, and its relationship to the metropolitan area is becoming much stronger.

Simon's Town is largely unaffected by metropolitan issues such as unemployment, lack of housing and lack of infrastructure and services. However, urban sprawl and environmental degradation are key metropolitan issues which impact on Simon's Town. These are dealt with by the plan.

2.2 SOUTH PENINSULA CONTEXT

Simon's Town is the southern most town on the South Peninsula and its history and character distinguish it from the other urban settlements.

It has traditionally been tied to the Naval operations and it has in the past been less influenced by the activities and trends in the rest of the South Peninsula. This is now changing and, in the more recent past, retirement and "commuter belt" accommodation has begun to play a far more prominent role. The flora and scenic beauty of the South Peninsula is also becoming increasingly important - both as a tourist resource and for conservation purposes. Simon's Town, with its existing historical attractions, location and resources is well placed to play a major role in tourism development in the South Peninsula.

2.3 THE RECONSTRUCTION AND DEVELOPMENT PROGRAMME AND SIMON'S TOWN

The Reconstruction and Development Programme (RDP) White Paper (Section 2.7) recognises the importance of Local Government in implementing the RDP. This includes delivering basic services, extending local control, managing local economic development, and redistributing public resources. It is expected that Local Authorities will work with community based organisations and NGOs to implement projects. In order to gain access to funds and resources local authorities must demonstrate that they are shifting resources (staff, management, equipment, skills) towards appropriate projects, switching their spending priorities, freezing clearly inappropriate projects and engaging in consultation with community groups. It also notes that the principle of payment for services is fundamental to the implementation of the RDP.

2.3.1 Role of RDP Forums

The role of RDP Forums "is to ensure integrated and sustainable development through constant and widespread consultation, with constructive interaction with government structures, so that strategies and policies reflect the needs and aspirations of the people, thus bringing about true, representative governance at local level" (Western Cape Provincial RDP Office).

2.3.2 Business Plans/Action Plans

The most significant planning tool at the local level will be the production of a five year plan (reviewed on an annual basis). Local business action plans will be prepared annually and fed up into Provincial line functions and co-ordinated during the budgetary allocation process into three-year programmes. These will cover all aspects that fall into the powers and functions of provincial and local government.

The RDP Forums will, with the help of the Local Authority, be largely responsible for this process. This Structure Plan - working towards a 10 year planning horizon - should provide a useful and vital input into the preparation of the annual action or business plans.

In terms of this Structure Plan it would appear that the most significant contribution to this process would be to :

- (a) identify needs, and in particular those associated with the historically most disadvantaged groups; and
- (b) identify possible areas where housing and related needs could be accommodated.

2.4 PLANNING WORK OF RELEVANCE

A number of plans are currently under preparation, or have been prepared, which impact on the Simon's Town Structure Plan. The RDP and its significance have already been discussed. In addition to the RDP there is the Metropolitan Spatial Development Framework which has implications at the broad policy scale; and the South Peninsula Sub-Regional Plan which gives specific guidelines - especially with regard to conservation at a sub-regional scale. A number of local level plans such as the Southern South Peninsula Structure Plan, Seaforth Structure Plan, the Red Hill IEM and others give more detail at local level. These, and their impact on the Structure Plan, are discussed below :

2.4.1 Metropolitan Planning (see Figure 2.1)

The Metropolitan Spatial Development Framework (MSDF) outlines a specific set of guidelines to direct planning and development in the Cape Metropolitan Area.

These are :

(a) *Management for Sustainability*

In managing all urban resources (environmental, financial, cultural) competent authorities should seek to meet current basic needs and achieve long term sustainability by:

- establishing a co-ordinated system of metropolitan growth management informed by publicly-agreed development and conservation priorities; and

- establishing a publicly-agreed environmental and cultural resource policy and management system.

(b) *Containing Sprawl*

In order to protect potential resources from destructive development and to encourage maximum use of development potential within the urban area, further urban development should be guided, and contained through the application of an urban edge concept. The expansion of urban development into areas with notable agricultural, recreational, mineral or ecological potential should be limited.

(c) *Residential Intensification*

Residential development should be intensified in existing urban areas where access to employment and transport is greatest.

(d) *Urban Integration*

Planning and development work should seek to integrate urban areas by:

- promoting affordable and appropriate housing in areas close to existing economic, social and transportation opportunities;

- promoting a mutually supportive mix of residential, recreational, commercial and employment opportunities; and

- developing an effective, efficient and equitable transport system to better connect jobs, housing and other urban opportunities with particular emphasis on public transport.

(e) *Redressing Imbalances*

Planning and other competent authorities should seek to redress the unequal distribution of, and access to facilities and opportunities by:

- directing a significant portion of new investment into public facilities in areas of greatest need and encouraging private investment in these areas;

- locating new housing close to existing urban resources; and

- creating new centres for economic and other related activities, together with maintaining and enhancing the economic vitality of the metropolitan area's established centres of economic life in order to promote overall economic development, job creation and increased opportunities of all kinds.

(f) *Quality Urban Environments*

Planning and development work should seek to create quality urban environments which provide opportunities for positive personal, social and economic development.

These guidelines have informed the preparation of the spatial framework and the sub-regional plans. They are also being applied in the preparation of the Simon's Town Structure Plan.

The Metropolitan Spatial Development Framework consists of 4 main elements which need to be picked up in Sub-Regional Plans :

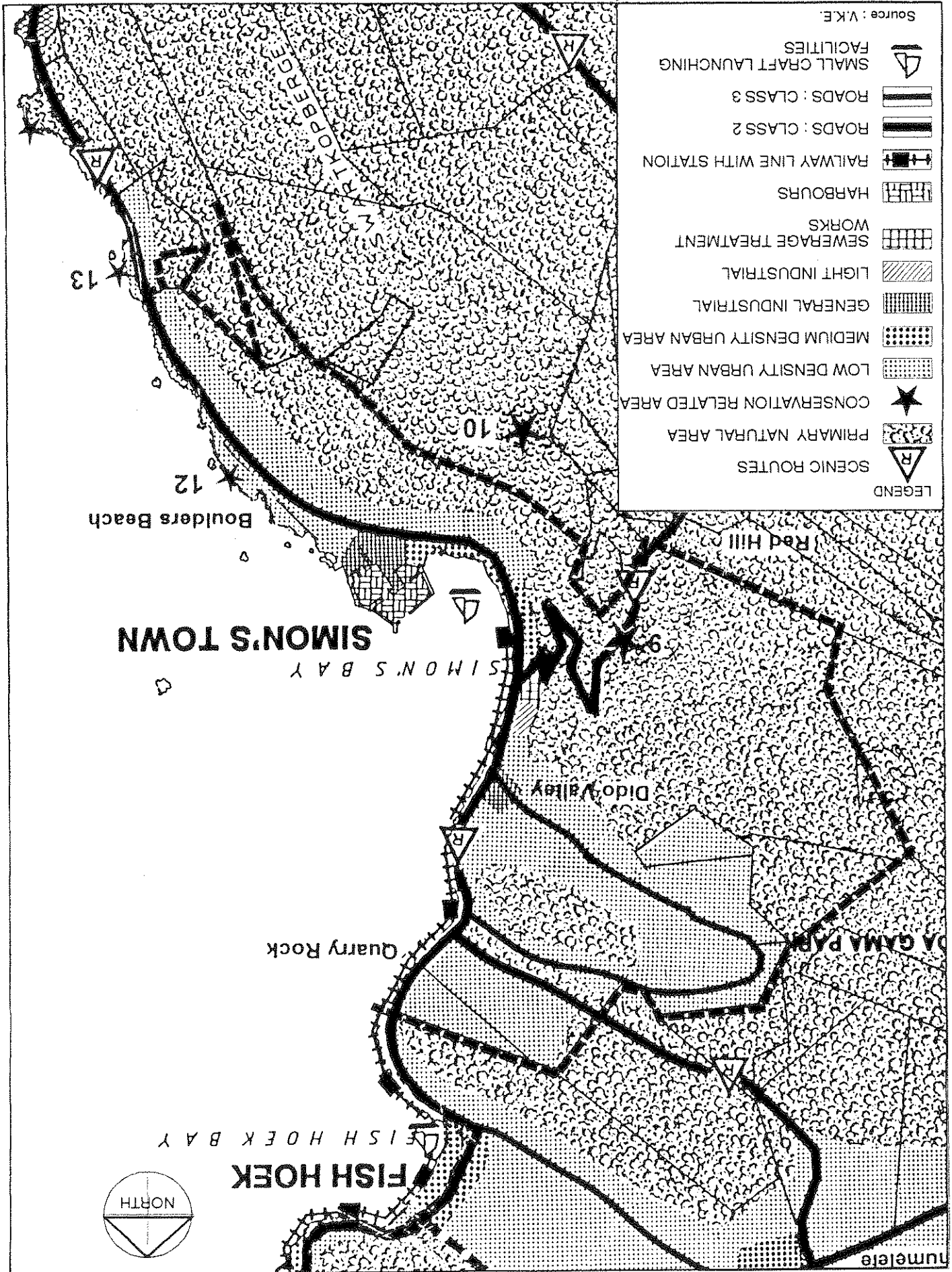
- * Nodes;
- * Corridors;
- * Metropolitan Open Space System; and
- * Urban Edge.



SOUTH PENINSULA SUB-REGIONAL PLAN

SIMON'S TOWN
STRUCTURE PLAN

Figure 2.2



The South Peninsula Sub-Regional Structure Plan looks at the South Peninsula as being unaffected by the designated Metropolitan Nodes and Metropolitan Activity Corridors. However, the MSDP stresses the importance of locally designated Activity Streets and Sub-Regional Nodes as a means to stimulate a range of economic activities and integrate urban areas.

Given Simon's Town's unique location and history the types of nodes and activity streets within the area and how they are planned and managed need to be carefully considered. Main Road Simon's Town is significant in being a Historic Activity Street which must be carefully managed. The Metropolitan Open Space System and Urban Edge are of much greater significance to Simon's Town and in this regard the MSDP recognises the environmental importance of the South Peninsula.

2.4.2

Planning initiatives in the South Peninsula

There are a number of planning initiatives in the South Peninsula which need to be recognised. These include :

a) The Cape Peninsula Protected Natural Environment (CPPNE), Policy for the Multi-purpose use of the Cape Peninsula;

b) The steps being taken to have the area declared a World Heritage Site; and

c) The South Peninsula Sub-Regional Plan being prepared by the Cape Metropolitan Council.

The South Peninsula Sub-Regional Plan is of particular importance. The key points of relevance with regard to the South Peninsula Structure Plan are discussed below (see Figure 2.2) :

* *Demarcation and Location of Medium and Low Density Areas*

In terms of the South Peninsula Structure Plan (SPSP) most of Simon's Town is demarcated a "low density urban area".

The SPSP is more concerned with the natural environment than the urban areas, and as such only establishes *principles* for future urban development. In particular these relate to the scale and type of development to be allowed in urban areas, hence the proposed "low and medium density urban areas" and the establishment of an urban edge.

In "low density urban areas", higher densities of up to 35 units per hectare are permitted, but not high-rise development as this may have a negative visual impact, especially on steep slopes. The main principle is that the overall sense and "feel" of the development is one of low density and that the gross density must remain low.

For example : although Dido Valley is not situated on a scenic route nor does it have problems with flooding, indigenous vegetation or steep slopes, it has not been designated as a medium-density area as it is important to retain the "low-density" feel. For medium density areas high-rise development on slopes steeper than 1:6 would be especially undesirable. Large building masses of high visibility should not be allowed. The SPSP also recognises that even in "low-density" designated areas low-income housing can occur in pockets of higher density. The main point being that in the area as a whole the gross densities are kept low.

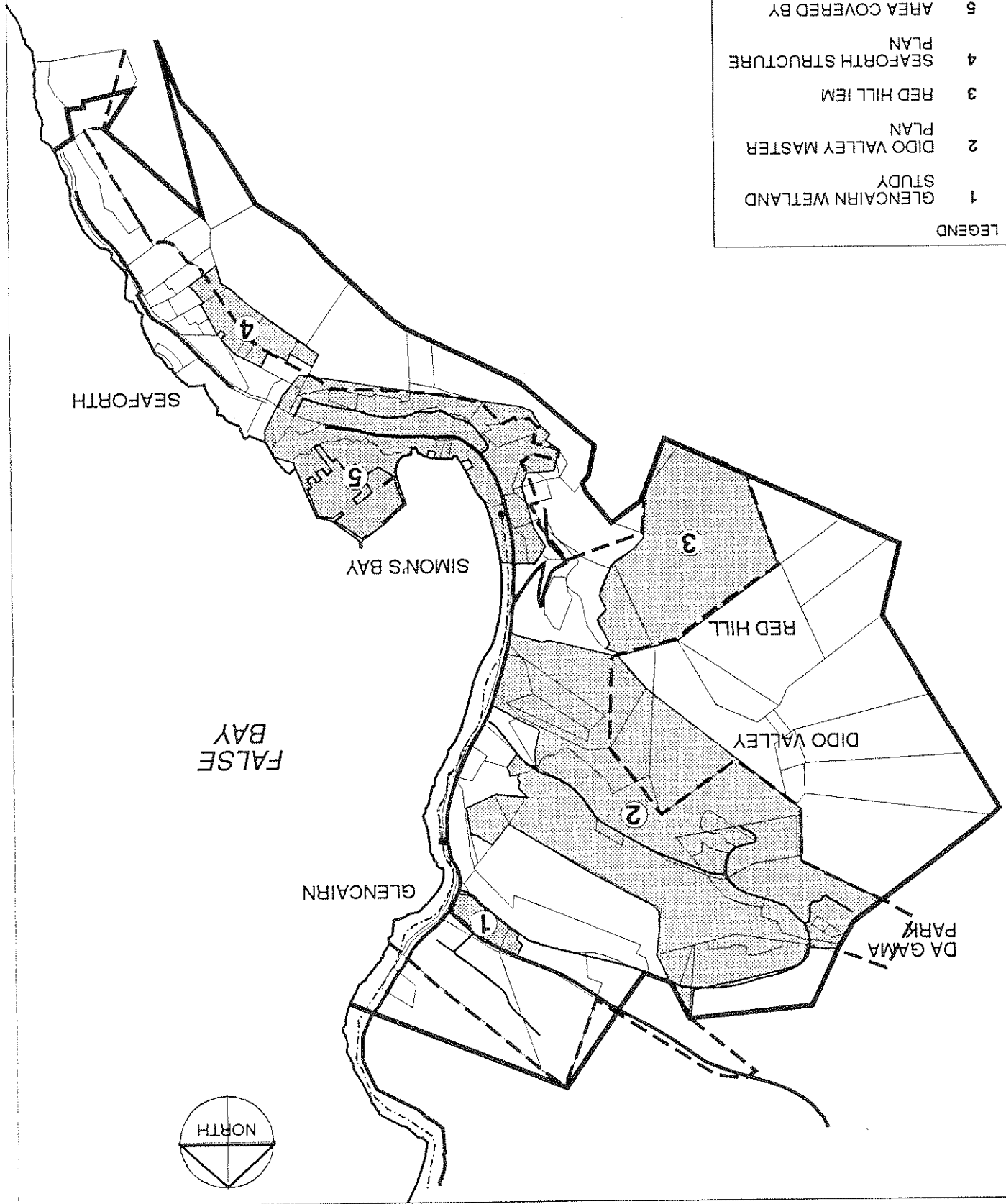
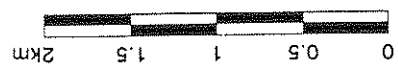
* *The Nature and Management of the Urban Edge*

The establishment of an urban edge is closely related to the principle of medium and low density areas. The SPSP wants to establish a hard urban edge that is strictly enforced. The height of

LOCAL PLANNING AREAS

Figure 2.3
SIMON'S TOWN
STRUCTURE PLAN

- LEGEND
- 1 GLENCAIRN WETLAND STUDY
 - 2 DIDO VALLEY MASTER PLAN
 - 3 RED HILL IEM
 - 4 SEAFORTH STRUCTURE PLAN
 - 5 AREA COVERED BY CONSERVATION & DEVELOPMENT GUIDELINES
 - MUNICIPAL BOUNDARY
 - CPPNE BOUNDARY



development near that edge will be especially critical.

The edge in the has been defined at a scale of 1:50 000. A set of criteria that have been agreed to at SPSP workshops should be used by local authorities to define the edge in more detail. These include the 1:4 slope and areas containing valuable or unmapped indigenous flora. The Simon's Town Structure Plan has used the existing edge and guidelines to define a more detailed local edge which will be able to accommodate growth over the next 10 years (the period that the edge will initially be established for). The criteria for determining the edge are discussed in more detail later.

* CPPNE Boundaries and their Realignment

The SPSP proposes the realignment of the CPPNE boundary in the Red Hill area resulting in the inclusion of the Botha's Camp area in the CPPNE. The Simon's Town TMS have been planning for some time to build another dam in this area so as to meet current water shortages and have also looked at other recreation related development. In the SPSP this is designated a Conservation Related Area (CRA) which will permit the construction of the dam and other eco-tourist related activity).

* Accommodation of New Growth in Simon's Town

The SPSP proposes that development along scenic routes should not be permitted. Provision for low-income housing should be made in areas of low visual impact and infill areas. According to the SPSP high density development will be allowed only in certain areas, such as at the base of Red Hill.

The land just north of Red Hill is indicated as suitable for industrial development. Smaller high tech industries will be especially desirable.

* Conservation Related Areas

The SPSP identifies a number of Conservation Related Areas. There are six identified in and around Simon's Town including Rocklands Farm and Botha's Camp (See Figure 2.2). Permitted and desired uses within Conservation Related Areas includes eco-tourist and recreation related development. These aspects are developed in more detail in this plan.

2.4.3

Planning Within The Simon's Town Area

A number of plans and proposals have dealt with aspects of Simon's Town as shown on Figure 2.3. These include :

- Glencairn Viei : This entailed a proposal for the augmentation of the Glencairn Viei wetlands with treated effluent, that has been accepted by the Simon's Town TMS.
- Dido Valley Master Plan (1994) : This plan was prepared by the Department of Public Works to look into the use of State land in the area, taking into account the possible settlement of the Red Hill Informal Community in the Valley and the use of land for affordable housing in general. The Master Plan was incorporated in principle in the Structure Plan.
- The Red Hill IEM (1994) : This is an initial scoping study conducted by Ninham Shand for the Simon's Town TMS. The research and material has provided a useful input to the Simon's Town Structure Plan.
- Simon's Town : Guidelines for Conservation and Development (1992) : These guidelines were prepared by Todeschini and Japha and cover the Historical Core of Simon's Town.

This plan provides an important base for further conservation and development guidelines.

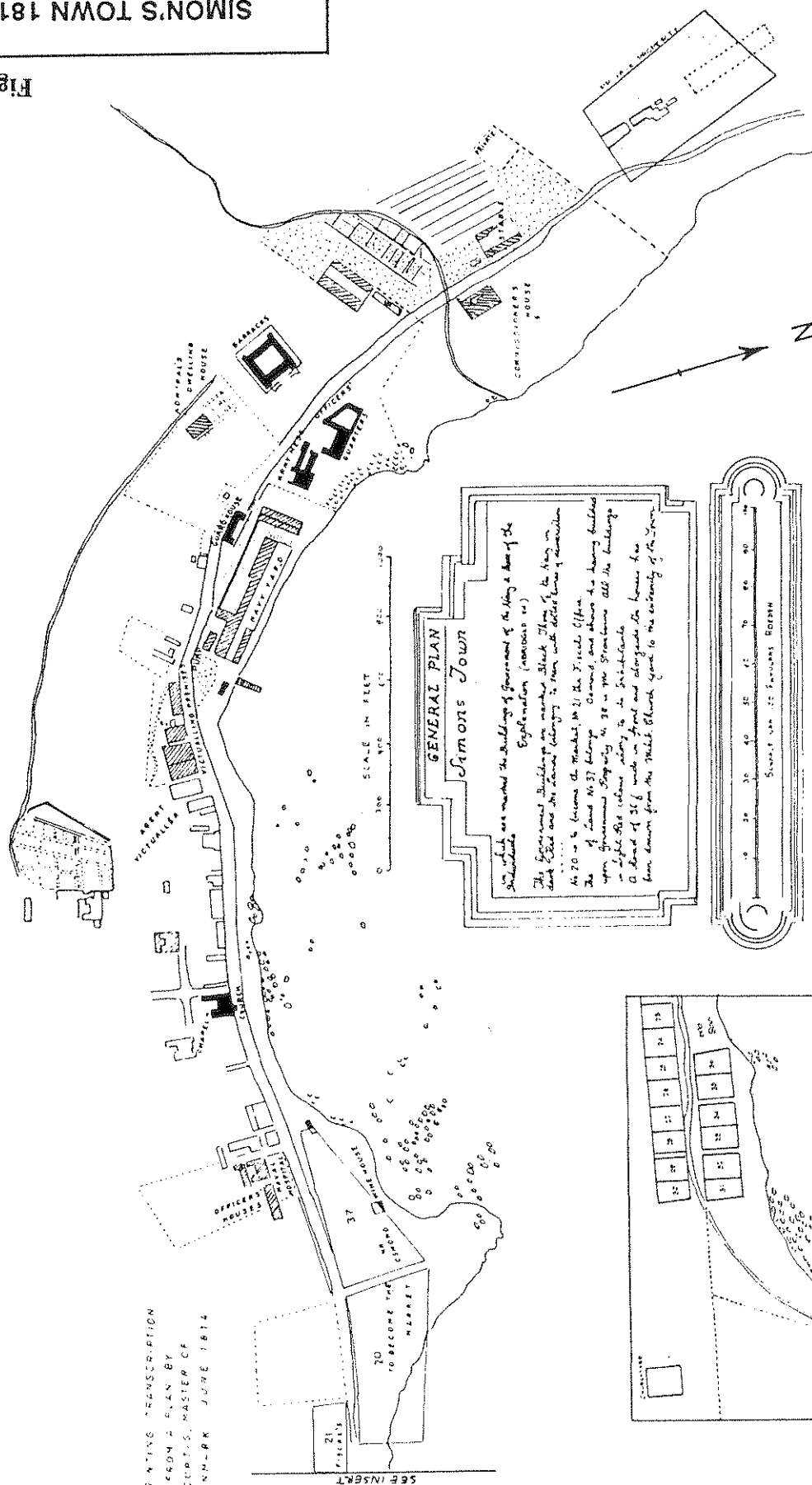
- Seaforth Structure Plan (1992) : This Local Area Plan makes recommendations for a mixed single/general residential housing development. The recommendations of this plan are incorporated into the Simon's Town Structure Plan.

- Simon's Town Guide Plan (1994) : This is a plan produced by the Simon's Town TMS which identified possible areas for future residential and other developments. These have formed an input to the Structure Plan and some of the proposals were incorporated.

All these plans are discussed in more detail in the report where appropriate.

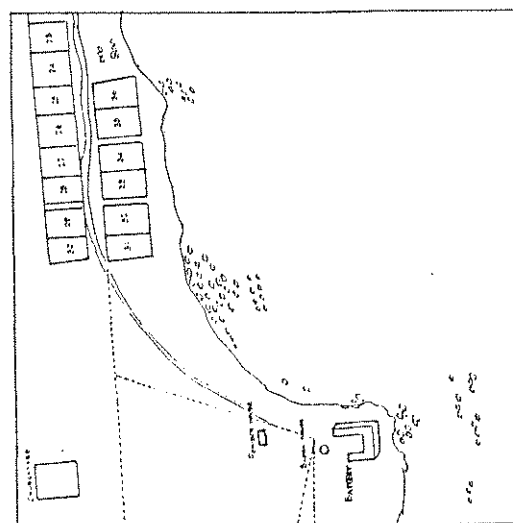
(taken from Brock et al, 1976)

Figure 3.1



SUCCESSFUL IN THE TRANSFER OF
 OF RECORDS TO PLAN BY
 JAMES C. C. MASTER OF
 M. S. C. C. JUNE 1914

Surveyor L M Thibault (Col Lng)
1875



3.0 HISTORICAL DEVELOPMENT OF THE TOWN

Simon's Town's history is closely linked not only to the colonisation of the country but also, being a port of global significance, to world events. In compiling an overview of its historical development one is faced with a wealth of information. However, given the significance of Simon's Town, it is ironic that no systematic analysis and documentation has ever been made of its history. The most authoritative source is the fascinating "Historical Simon's Town" (1976) edited by Brock et al. In addition to this Fransen and Cook's work "The old buildings of the Cape" (1980) and the Todeschini and Japha work "Simon's Town: Guidelines for conservation and development" (1992) contain useful information on the important historic buildings and features of the town.

3.1 EARLY SETTLEMENT BY THE DUTCH EAST INDIA COMPANY

In 1652 when the first Europeans came to settle at the Cape, the Khoikhoi were living on the Cape Peninsula (having pushed the Bushmen further north). Evidence of Khoikhoi settlement has been found around Simon's Town (mostly in the form of coastal middens), but it was only later that the settlement as we know it today started taking shape. In 1687 Governor Simon van der Stel surveyed the whole of False Bay and noted Simon's Bay as a safe winter anchorage for ships of the Dutch East India Company (DEIC), but the physical constraints of development in this area, such as the distance from Cape Town and the ruggedness of the route, the lack of flat land for development and the difficulty in finding a water supply, delayed formal settlement in the area until 1743. In 1724, however, permission for a cattle post and tent hospital in the area was granted to Antoni Visser.

By 1741 it became clear that Table Bay was extremely unsafe during winter and the DEIC decided to go ahead with the establishment of an official winter anchorage at Simon's Bay. Building started in 1743, with the construction of a Storehouse which also doubled as a bakehouse, barracks, magazine and hospital. This storehouse is still in use today, situated in what is now known as the West Yard. This building was constructed near the shoreline and from here development gradually spread according to the development plan for the area drawn up by Baron van Imhoff of the DEIC at the time. In 1765 a hospital was built on the only piece of relatively flat land (today this site lies between Arsenal and Waterfall Roads) and the Company gardens, known as Groot Tuyn and Klein Tuyn, and some private farms were established to the east of the settlement (areas later known as Ourlands and Seaforth). Cattle were grazed on top of Red Hill and up the Glencairn Valley. Von Imhoff also granted some farms for private gardens against the hillside at the back of the settlement. This area is still known as Goede Gif, after the farm granted here to Christina Diemer in 1743. In 1768 the first wharf was built to allow for more convenient watering of ships and embarking and disembarking of passengers. When the war between France and Holland broke out in 1793/4 two forts were constructed in Simon's Town in an effort to strengthen the fortification of the Cape. One, known as Boetselaar Battery, was situated at the South point of the bay, and the other, known as the Zoutman Battery, where the Lower North Battery is now situated. The Zoutman Battery was designed by L.M. Thibault.

3.2 THE BRITISH OCCUPATION OF THE CAPE

In 1795 the British invaded the Cape for the first time and in June of that year British troops took possession of Simon's Town. At this stage most of the buildings in Simon's Town belonged to the DEIC. Some of these buildings such as the Storehouse, the Block House and Powder Magazine at the south end of the Bay, the stables, the hospital and the Resident's House (originally built by the DEIC to accommodate the Governor on his visits to Simon's Town), were requisitioned by the new Government as they were necessary for Naval operations. The Resident's House later became the magistrates court and today houses the Simon's Town Museum.

Buildings in private ownership were leased or purchased for use by the Royal Navy. Most of the few private houses that existed in the town at this stage were far larger than necessary as they were also used to provide lodging for foreign visitors not related to the DEIC. Amongst these was the large house (consisting of 20 rooms) of John Hurter, used as lodgings. This was purchased as a residence for the Naval Commissioner and the building later became known as Admiralty House. It is still used for this purpose by the SA Navy.

Although the Royal Navy only moved its Shore Establishment to Simon's Town in 1813/14, well after the second British occupation of the Cape in 1806, their influence on the development of Simon's Town was felt from the time of the first occupation. Apart from new constructions undertaken by the British Government such as the Martello Tower (constructed in 1796, to reinforce the southern fort and still in

[illegible]

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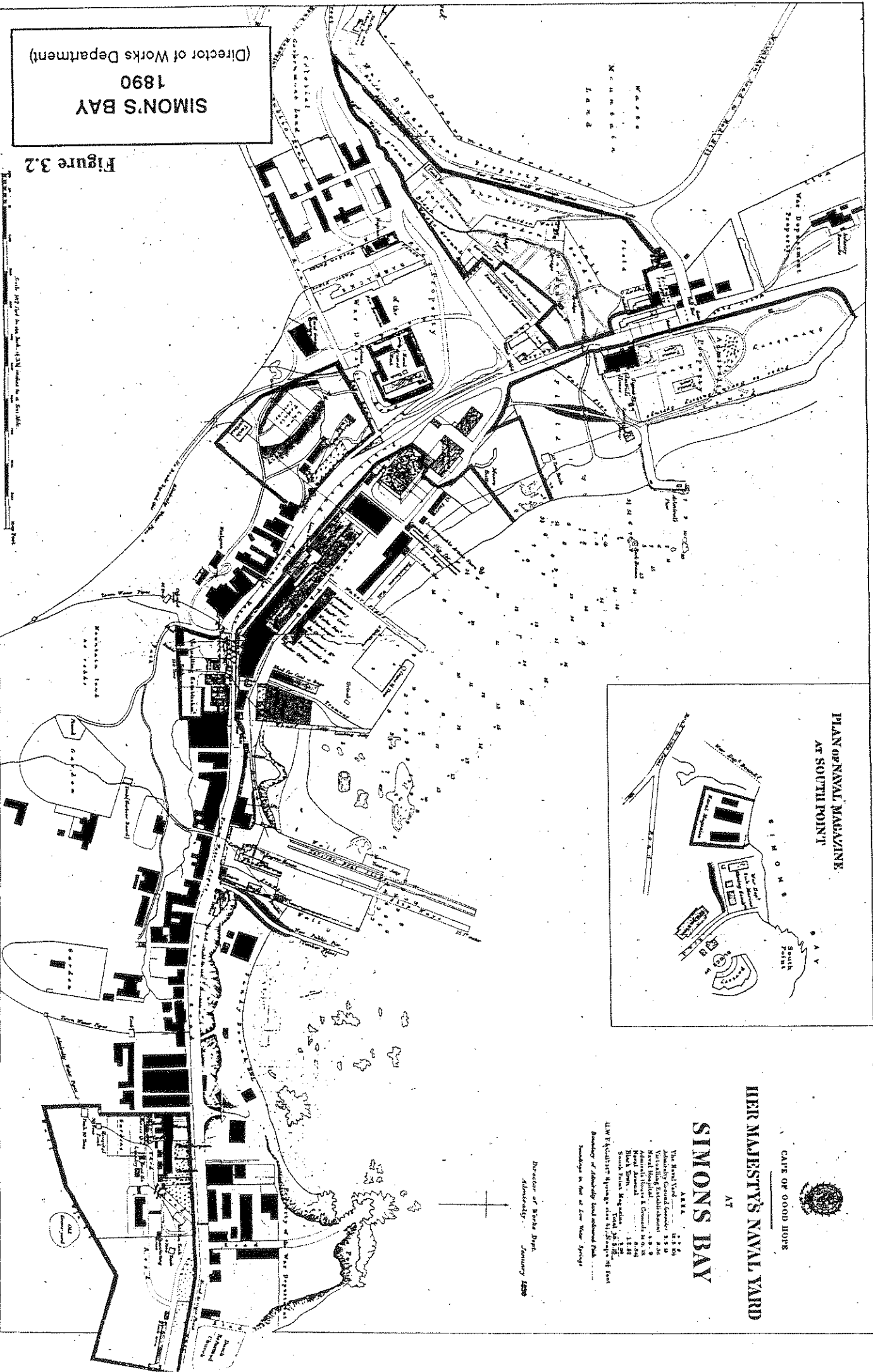
本報專訊

The Naval Yard	12 5 2
Admiralty-Crowded Shores	1 5 15
Valuelling Establishments	1 16
Naval Hospitals	4 3 9
Admiralty House & Grenada	6 18
Naval Arsenal	1 14
Black Town	1 2 15
South India Magazine	8 10
Total	30 15

Bounded by Adirondack Park and Lake George

Director of Works Dept.
Admiralty. - January 1899

Figure 3.2



existence today), the economic injection brought about by the presence of Royal Navy ships during winter months, lead to the construction of many new private buildings, especially along the Main Road. This included Studland, a wine-house built on a piece of land granted to Johannes Eksteen in 1797, which to this day is still situated diagonally opposite Admiralty House. It was also at this time that the building now known as the Palace Barracks was sold to John Osmond, the wealthy "king" of Simon's Town, who outbid the Royal Navy for the building. Osmond, who entertained lavishly in this building, later added the second storey.

When it was eventually decided to move the Royal Navy's Shore Establishment to Simon's Town, many new Naval buildings were constructed in anticipation of the move. This included the building of a hospital (still known today as the Hospital Terrace) and residences for its surgeons at the south end of town. After the move the area was proclaimed a separate district and Thibault surveyed a General Plan for Simon's Town in 1815 to assist the planning of the development of the town. Figure 3.1 represents a tracing of Thibault's plan. In the same year the Dockyard was enclosed with a security wall.

From this time on until 1822 Simon's Town became exceptionally busy, as it formed the base from which the troops guarding Napoleon at St. Helena were supplied and also the base for many small ships engaged in suppressing slave trade and surveying the coasts of Africa. This necessitated the construction of a Mast House with Sail Loft, cottages for the Dockyard workers (such as those alongside the Admiral's Garden that were later known as Sayer's Lane) and administrative buildings for the Navy. During this time the Mast House was used by the Anglican Church as the building originally converted for their use by Thibault in 1815, was washed away in 1819. In 1852 a portion of the Mast House eventually became a permanent house of worship of the Anglican Church. Today the rest of this building houses the SA Naval Museum. The Wesleyan Chapel (known today as the Methodist Church) was constructed in 1822 and was intermittently used by the Anglican and Dutch Reformed Church until they secured their own buildings (the Dutch Reformed church was completed in 1855) and the Anglican Church (St. Francis) in 1837.

With the abolition of slavery in 1834 many freed slaves settled in Simon's Town as a result of the Royal Navy's involvement. Many of the African "Kroomen" and "Seedies" who originated from the west and east coasts of Africa respectively, were employed by the Royal Navy up to the time of the First World War. They eventually became part of the permanent staff of the dockyard and settled in Simon's Town.

The 1840's saw the advent of steam vessels and the number of ships calling at Simon's Town increased dramatically. As a result storerooms and workshops were needed to store the large amounts of coal and machinery required by steam vessels. In 1860 the Navy acquired the old public wharf or jetty and extended the Dockyard by reclaiming much of the land in front of the existing Dockyard. This construction included the Camber, the small dock that provided shelter for ships' boats and other smaller craft.

During this time a group of businessmen from the town decided to extend the commercial dockyard by providing facilities to repair damaged ships as careening² did not prove to be very successful, and a private company was formed to develop a dry dock for Simon's Town. The project eventually resulted in the construction of the first patent slipway in South Africa, put to use in 1860. As a result of the expansion of Naval and commercial shipping facilities further houses and commercial buildings were constructed in Simon's Town.

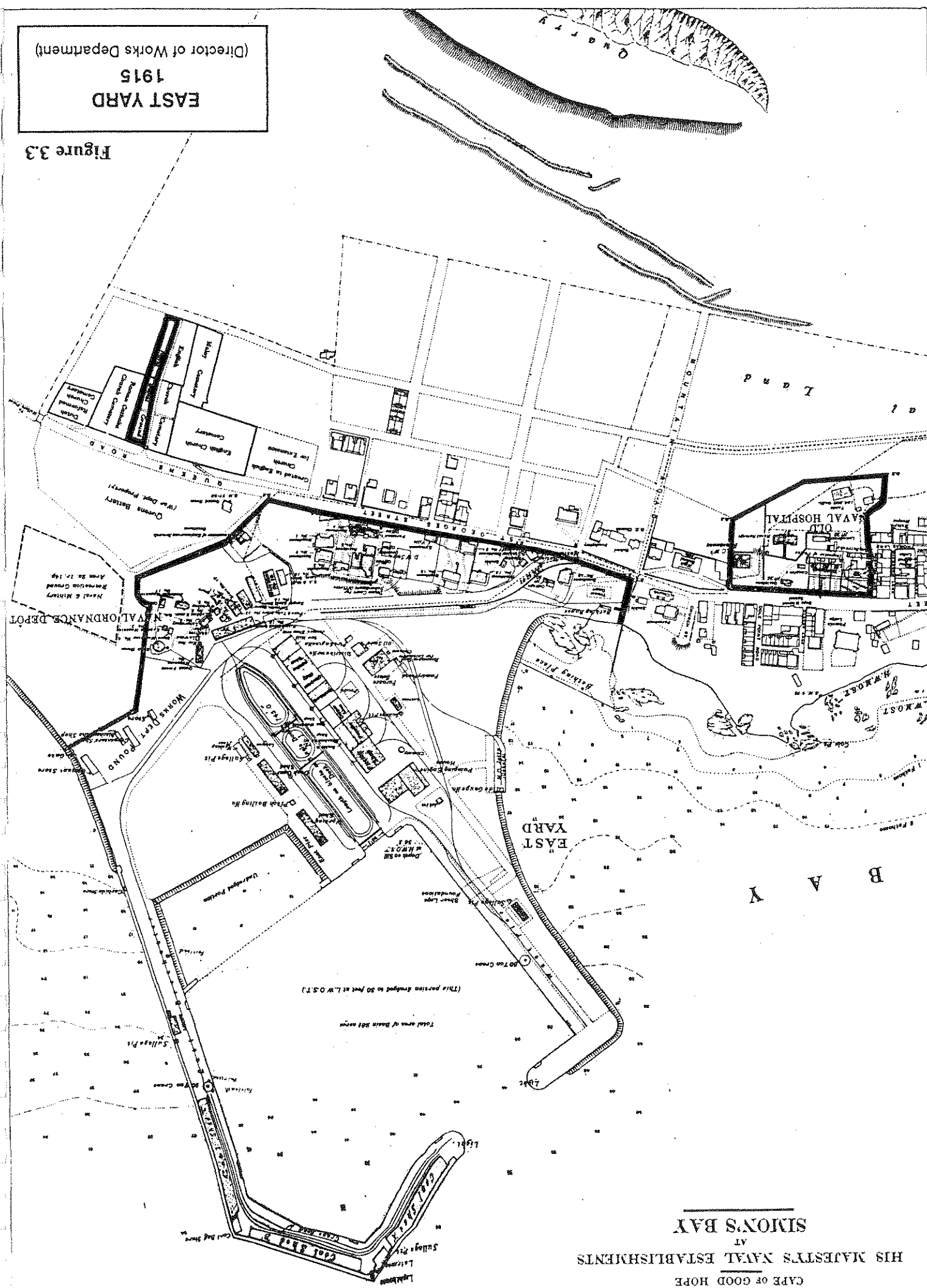
In 1883 the town was declared a Municipality (with six elected councillors) and in 1890 the railway line from Cape Town reached Simon's Town, resulting in a new spurt of development for the town. Figure 3.2 represents a map of the town as it looked in 1890. By the beginning of the twentieth century the existing dockyard facilities could no longer cope with the larger, more complex Naval ships of the time - the slipway could only take vessels of up to 1 000 tons and even the dry dock at Cape Town could not accommodate the larger ships of the Royal Navy.

As there was no space around the existing Dockyard for expansion (it was completely surrounded by private property) a site to the south end around the South Battery, Blockhouse and Powder Magazine was identified, where the Royal Navy owned large tracts of land. Construction of a new Dockyard designed to enclose an area of more than 11 hectares, began in 1901. This area soon became known as the East Yard and in 1906 the foundation for a dry dock capable of accommodating the largest ships of

²Turning a ship on its side for repairs.

EAST YARD
1915

Figure 3.3



the time was laid in this dockyard. The construction of the dockyard involved over 2 000 workmen and the whole dockyard was completed in 1910 (Figure 3.3 illustrates the dockyard as it looked in 1915). It was during this time that the Luyolo Location was established to accommodate African workers working on the construction. New housing was also built in areas such as Mount Pleasant and Belmont Road. In St Georges Street, many of the older buildings got new facades and the three storey British Hotel was completed. It was during this time that many Indian people opened businesses along the Main Road. Many of the new buildings of this period were constructed of sandstone, quarried on the southern slopes of Simonsberg.

At this stage the Naval hospital (known as the Hospital Terrace), constructed in the early 1800's, was found to be inconvenient as it was by now surrounded by development and situated in the centre of town. A new hospital was constructed at the back of the town above Cornwall Road, which was later connected to the sanatorium, constructed on Red Hill in 1905, by means of an Aerial Ropeway or Cable Way. This Cable Way was used until 1927 and the sanatorium until 1957.

During the Anglo-Boer War and First and Second World Wars, the Naval Base was crucial to the Royal Navy. Throughout the Anglo-Boer War, Simon's Town and Cape Town were the principle ports through which supplies, equipment and troops were provided to sustain the war effort and during the two World Wars Simon's Town provided a strategic base for the elimination of enemy ships around Southern Africa. In both these wars it played a particularly important role in the destruction of the German Navy. During the Second World War Naval Base Simon's Town also proved vital in the launch of the attack against Japan in Malaysia and the East Indies. In addition, many Allied ships were repaired at Simon's Town when the Mediterranean was closed to traffic during this war. These operations did not however lead to any further significant development of the town. One of the few interesting buildings dating from this period is the Mosque in Thomas Street (dated 1926), built on the site of a private house where services have been held since 1888.

3.3 THE SOUTH AFRICAN NAVY TAKES OVER

In 1957, with the signing of the Simon's Town Agreement, the Dockyard and all other British property was taken over by the South African Navy, resulting in a new spurt of development for the town. The housing estate for employees of the SA Navy, known as Da Gama Park, was established in the late fifties, in a bid to house Naval personnel during the move of the Naval Headquarters from Durban to Simon's Town. In the sixties Naval facilities were expanded substantially. The East Yard in particular had to be expanded to accommodate the Navy's fast growing fleet. A dry dock for small crafts was constructed in the early sixties and with the acquisition of submarines by the end of the sixties, a synchrolift was installed as part of the fleet support for these submarines. Most of Naval Base Simon's Town training facilities, such as the TAS School in Seaforth and the Gunner School at Scala Battery (with a firing site at lower North Battery), were also established during this decade.

From the 1950's the subdivision of new, low density, single residential areas on the outskirts of the old town started taking off. In 1951 Froggy Farm was subdivided and the first subdivision in Murchison Valley took place in 1955. Expansion to the north took off with the first formal subdivision in Glencairn (Extension 5) at the end of the 1950's. In 1965 residential expansion crossed the Elise River with the first subdivision in Glencairn Heights.

In 1967 Simon's Town was the only town to be declared a single group area in terms of the Group Areas Act, despite fierce objection from the whole community. In the early 1960's African people from Luyolo Location were moved to Guguletu and the Coloured community were moved to a new township at Slangkop (now known as Ocean View). As there were no declared areas for Indian people to move to at first, the families were allowed to remain in Simon's Town. These families finally received security of tenure as the result of the presentations by John Wiley. Some of the areas where Coloured families lived, such as Goede Gif and in the vicinity of Cole Point, were bulldozed and redeveloped, subsequent to the removals.

The growth of Naval facilities continued during the early seventies. By the end of the seventies it was decided to move the Naval Headquarters to Pretoria, and thus a number of Navy employees moved to Pretoria from Simon's Town. In the eighties a new growth dynamic started driving development as the town became increasingly popular as a holiday resort and retirement village. Property prices increased dramatically as a result of this trend, which made it impossible for former residents to return to Simon's Town after the scrapping of the Group Areas Act. This dynamic is still a major driving force for development in the town today, with the result that a large number of people who work in the town, commute there on a daily basis as they cannot afford to live there.



NAVAL LAND RELEASE

SIMON'S TOWN
STRUCTURE PLAN

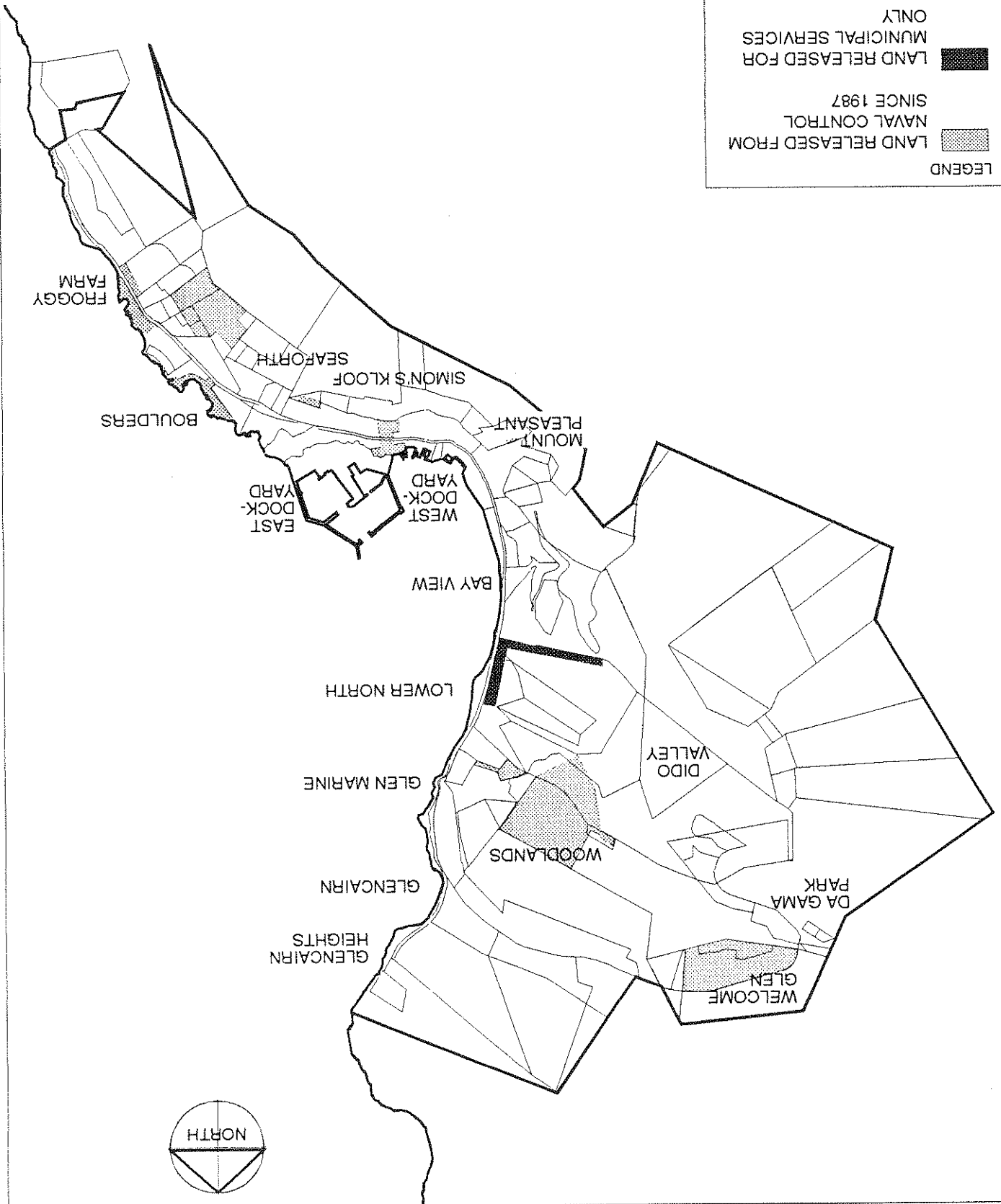
Figure 4.1

LEGEND

LAND RELEASED FROM
NAVAL CONTROL
SINCE 1987

LAND RELEASED FOR
MUNICIPAL SERVICES
ONLY

0 0.5 1 1.5 2km



From the discussion on the historical development of Simon's Town it is clear that the history of Simon's Town is in fact the history of the Naval Base. Simon's Town owes its existence to the safe anchorage it provided in the early days of colonisation at the Cape and since this time development in Simon's Town has largely been driven by the development of the Naval Base. This is especially true of the period when the Royal Navy occupied the Naval Base at Simon's Town. Under British rule the Naval Base expanded to become the most important Naval Base in the southern hemisphere. As a result, the town itself experienced rapid growth as many services and businesses related to Naval activities settled in the town.

In 1957 the Naval Base was officially handed over by the Royal Navy to the South African Navy through the Simon's Town Agreement and became the South African Defence Force's Naval Headquarters, thus increasing Naval Base Simon's Town's strategic importance. During the sixties and early seventies, a time of rapid economic growth for the whole country, the Naval Base was extended substantially to cope with the increase in the Navy's fleet and to accommodate the other infrastructural requirements of the Navy such as training facilities.

In 1977 the Naval headquarters were moved to Pretoria, and in the 1990's Naval Base Simon's Town experienced significant cutbacks, which resulted in the retrenchment of more than 2 000 people.

However, Naval Base Simon's Town remains the most important and substantial Naval Base in the country with extensive land holdings and logistical facilities. It is unlikely that this situation will change. In the light of recent political changes the Base is likely to once again grow in importance to the country. There has recently been a substantial increase in official traffic in the Simon's Town Dockyard in the form of visiting dignitaries and foreign Naval vessels. With the re-entry of South Africa into the international arena and given the strategic importance of Simon's Town it can be expected that its role as a stop-over and possibly even an anchorage for friendly nations, will increase, although no major expansion of Naval facilities is envisaged for the near future. It could however, boost the economic and social activity of the town.

In addition to this growing diplomatic role and its traditional role in the defence of the country the Naval Base has the following functions:

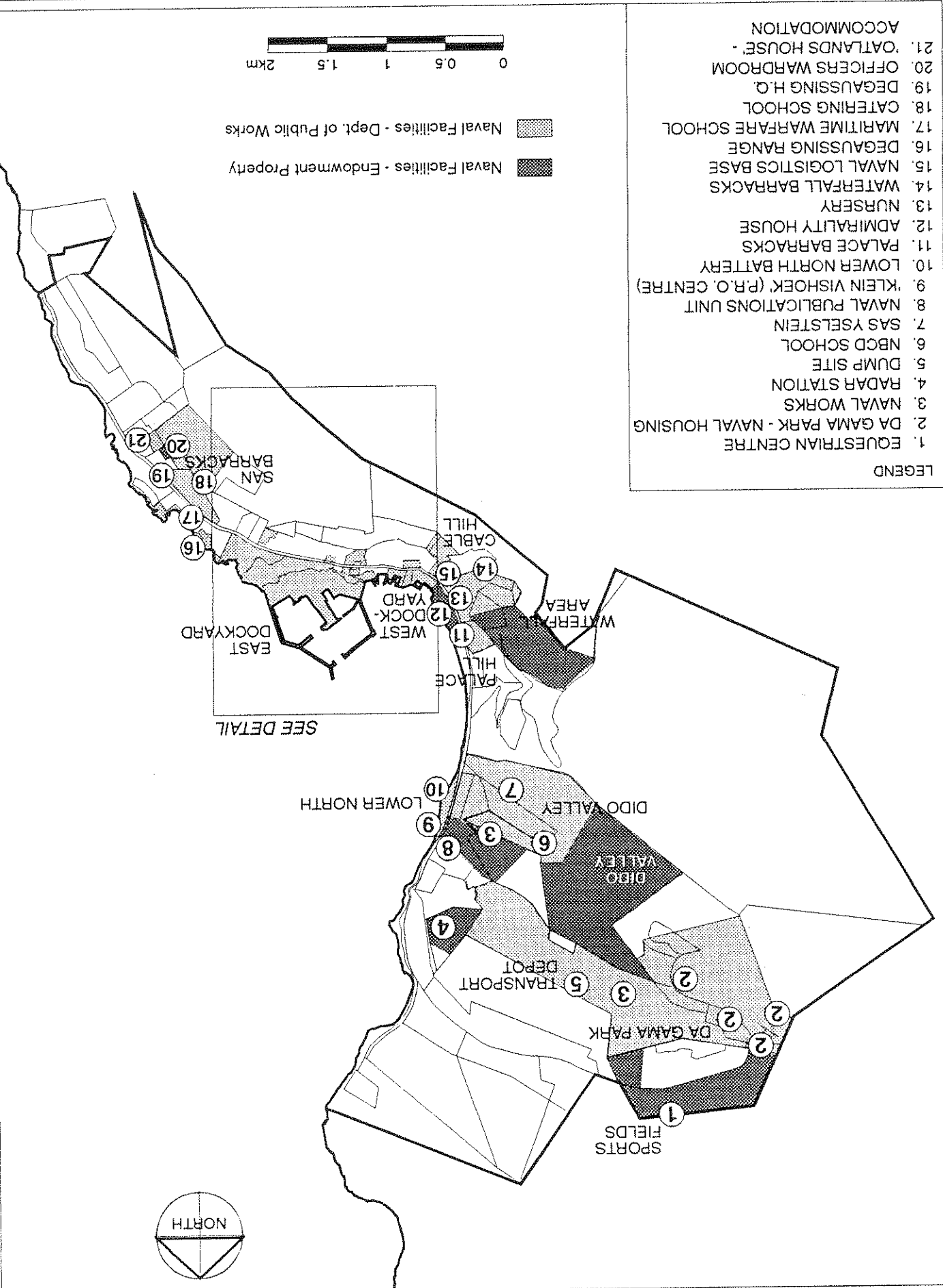
- Protecting the south coast up to Saldanha against oil pollution, by monitoring passing oil tankers (SA has a pollution restriction zone of 50 nautical miles, but ships often pass closer). The coast is prone to storms and difficult to navigate, which together with an ageing world oil tanker fleet poses a significant pollution threat. Approximately 30 of these tankers pass the Cape of Good Hope monthly. The Navy is the only body with the capability to exert some form of control, however limited. (A large part of this capability is dependant on Simon's Town strategic location).
- Enforcing international shipping law when contravened by commercial ships visiting Cape Town Harbour. The "host" country has the right to pursue (the principle of "hot pursuit") such ships into international waters, and only the Navy is empowered to take ships by force.
- Protecting the marine resources of the South African waters. The most important fishing areas stretch from the Agulhas up to the West Coast. In the absence of a coast guard, Naval Base Simon's Town is ideally situated to protect these waters and could provide mooring and servicing for coast guard operations in the future.
- Monitoring passing ships from other Navies for military purposes. Also monitoring innocent passage within SA's 12 nautical mile waters.
- Collecting information on breaches of marine law (i.e. it acts as a centre for collection of such information).

It is anticipated that the Naval Base's role in the protection of South Africa's marine resources from poachers and pollution in particular, will grow in importance.



NAVAL FACILITIES

SIMON'S TOWN STRUCTURE PLAN



- LEGEND
1. EQUESTRIAN CENTRE
 2. DA GAMA PARK - NAVAL HOUSING
 3. NAVAL WORKS
 4. RADAR STATION
 5. DUMP SITE
 6. NBCD SCHOOL
 7. SAS YSELSTEIN
 8. NAVAL PUBLICATIONS UNIT
 9. KLEIN VISHOEK (P.R.O. CENTRE)
 10. LOWER NORTH BATTERY
 11. PALACE BARACKS
 12. ADMIRALTY HOUSE
 13. NURSERY
 14. WATERFALL BARACKS
 15. NAVAL LOGISTICS BASE
 16. DEGAUSSING RANGE
 17. MARITIME WARFARE SCHOOL
 18. CATERING SCHOOL
 19. DEGAUSSING H.Q.
 20. OFFICERS WARDROOM
 21. OATLANDS HOUSE - ACCOMMODATION

Since 1957, when the South African Navy took over from the Royal Navy at the Naval Base, the relationship between the town and the Naval Base changed. The South African Navy proved to be far more self-sufficient and inwardly focused than the Royal Navy. During the times of the perceived security threat to the country this became even more so. Eventually the Naval Base physically cut itself off from the rest of the town through the erection of extensive security fences and walls.

From the very early maritime settlement, the activities related to shipping (commercial and military) drew people from a variety of nationalities to settle in Simon's Town, with the result that Simon's Town was known as a vibrant and cosmopolitan town. In the sixties the town lost much of this vibrancy when the so-called Coloured and African sections of the population were forcibly removed in terms of the Group Areas Act. This also exacerbated the decline in interaction between the town and the Navy as many of these people were employed in the Naval Base and Dockyard. In the nineties the situation was further worsened by retrenchments in the Navy.

Despite these circumstances the SA Navy remains an extremely important influence on the town for a variety of reasons discussed below.

4.1.1 Naval Land in Simon's Town

The South African Navy currently controls approximately 1 000 hectares of land in the study area, (most of it belonging to the Department of Public Works) despite the fact that the Navy has relinquished control over a significant amount of land in the recent past (see Figure 4.1). This constitutes about 45% of land in the Simon's Town municipal area and clearly has important implications for planning in Simon's Town. Figure 4.2, illustrating land currently occupied by the Navy and the facilities located there, reveals that this 45 % includes strategic tracts of land on the waterfront such as the East and West dockyards, which means that the Navy controls most of the access to the sea in the centre of town. Of this waterfront area, the West Yard in particular is potentially one of Simon's Town greatest recreation and tourist amenities. In addition, these and other areas contain many historically significant buildings, features and precincts. The East and West Yard in particular contain many of the most important manifestations of Simon's Town's Naval heritage such as the DEIC's original Storeroom and the Martello Tower. Such buildings and features could become important tourist attractions in Simon's Town, should more public access be allowed to these sites.

Appendix 4 contains the results of a detailed investigation into the future use of State land in Simon's Town.

4.1.2 Shared Infrastructure and Services

Although it has been pointed out that the SA Navy is in many ways self-sufficient, it is nevertheless dependant on the Simon's Town TMS for the provision of some key services. Naval Base Simon's Town receives its water from the municipality and some estimates put their consumption at approximately 40% of the total consumption in the study area. It is however difficult to establish an exact figure as the demand for water by the Navy is extremely variable and closely related to visiting ships. It should be noted that the Navy has contributed to the establishment of the water supply infrastructure and owns two reservoirs that are connected to the water supply network of Simon's Town. The Naval Base also makes use of the sewage treatment plant of the Simon's Town TMS.

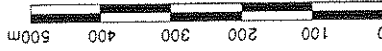
In addition, the Naval Base and the town share most of the road network in and around Simon's Town.

Finally, the Naval Base and the Simon's Town TMS share joint responsibility for the protection of the town and Naval installations from veld fires. This entails not only the actual fighting of fires, but also the co-ordinated clearing of alien vegetation in the mountain areas and preparation of fire breaks.



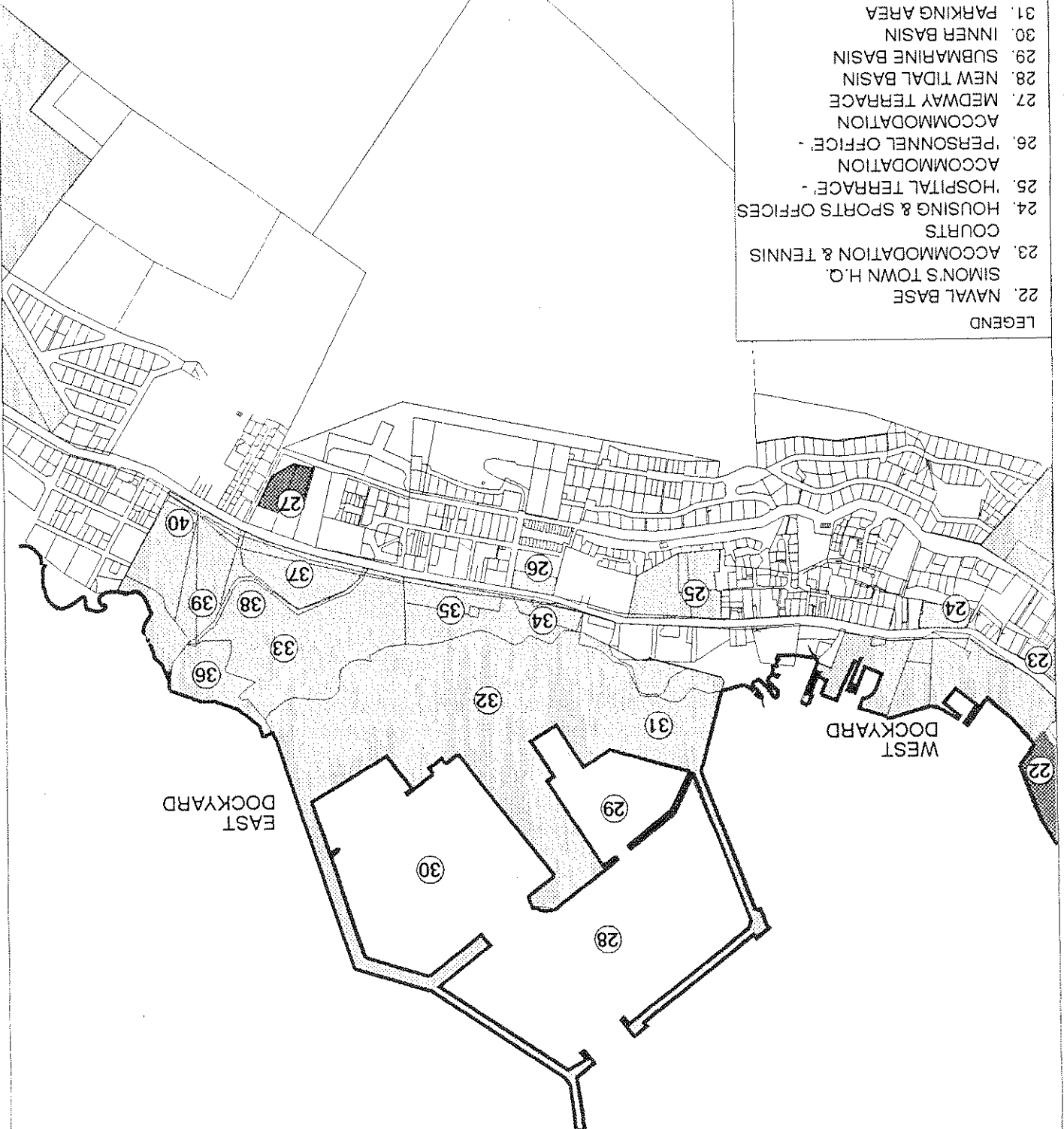
NAVAL FACILITIES

SIMON'S TOWN
STRUCTURE PLAN
Figure 4.2a



Naval Facilities - Endowment Property
Naval Facilities - Dept. of Public Works

- LEGEND
- 22. NAVAL BASE
 - 23. ACCOMMODATION & TENNIS
 - 24. HOUSING & SPORTS OFFICES
 - 25. 'HOSPITAL TERRACE' -
 - 26. ACCOMMODATION
 - 26. 'PERSONNEL OFFICE' -
 - 27. ACCOMMODATION
 - 27. MEDWAY TERRACE
 - 28. NEW TIDAL BASIN
 - 29. SUBMARINE BASIN
 - 30. INNER BASIN
 - 31. PARKING AREA
 - 32. WORKSHOPS
 - 33. STORES
 - 34. SAS HUGO BIERMANN H.Q.
 - 35. DOCKYARD OFFICES
 - 36. INSTITUTE FOR MARITIME
 - 37. INSTITUTE FOR MARITIME
 - 37. TECHNOLOGY
 - 38. MEDICINE
 - 39. SPORTS FIELD
 - 39. FUEL STORAGE
 - 40. SWIMMING POOL



THE ECONOMIC BASE OF SIMON'S TOWN AND THE SOUTH AFRICAN NAVY

4.2

Although the SA Navy no longer has the economic impact it used to, there is no doubt that it still forms the economic base of Simon's Town. Not only is it responsible for 47% of rates paid to the Simon's Town TMS, but it also remains the biggest employer by far in the town despite recent retrenchments. The SA Navy employs about 5 000 people in Simon's Town, and a further 800 people are employed in the Naval Dockyard. In addition to this approximately 200 people are employed on a contractual basis at the Dockyard.

Most of the SA Navy employees commute to Simon's Town - (approximately 74% as established by a recent survey), as property prices in Simon's Town have risen beyond the reach of the average Naval employee. It is clear that should these employees have the opportunity to live in Simon's Town the economic base of the town will be broadened substantially.

In addition to this, light industry related to the Naval Base could broaden the economic base of the town, should it be encouraged to locate in the town. A mechanism whereby the Navy's dry dock facilities are rented to Portnet for commercial ship repairs, has recently been established. Although the revenue generated thus goes into State coffers (a portion of which is allocated to the RDP) and not to the SA Navy directly, this does mean that an increased number of people work in Simon's Town, albeit as commuters to the town.

Finally, the importance of Simon Town's Naval heritage in the expanding tourism industry in Simon's Town, has been touched upon. As the Naval Base is the custodian of most of the important buildings and features related to the town's maritime history, the Navy will play an important role in helping the town develop its tourist potential. It should furthermore be noted that the presence of the Naval Base is an important attraction in itself.

CONCLUSION

4.3

From this analysis it is clear that the town's critical strength lies in the interaction between the SA Navy and the Simon's Town TMS. This is indeed what makes the town so unique. No planning can thus be undertaken without taking the SA Navy and its future needs into account. During the course of the preparation of the Structure Plan it became clear that the SA Navy is aware of its influence on, and responsibility towards, Simon's Town. Specific issues raised in this section are dealt with in more detail later in this document.

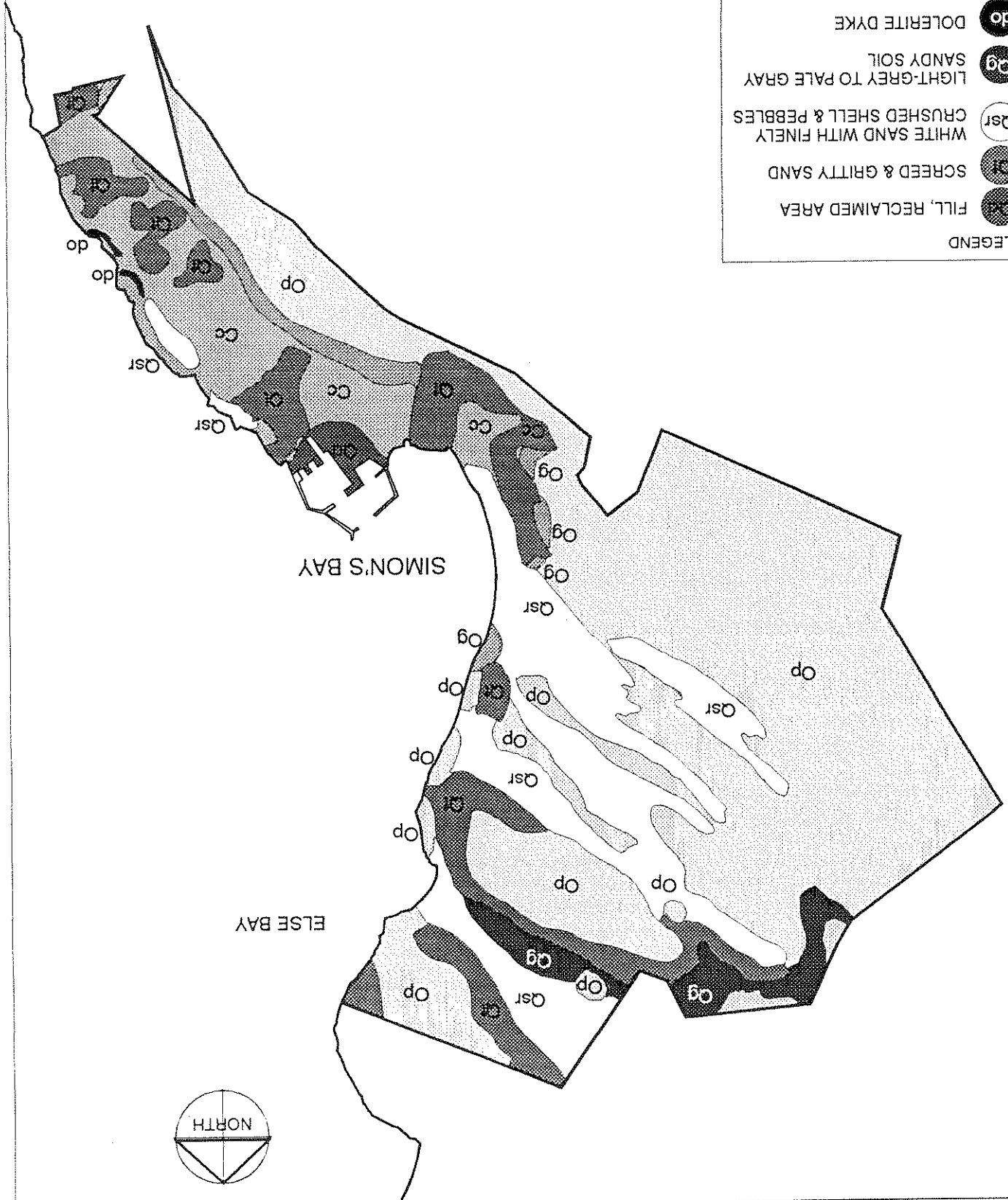


GEOLOGY

SIMON'S TOWN STRUCTURE PLAN

Figure 5.1

- LEGEND
- FILL, RECLAIMED AREA
 - SCREE & GRITTY SAND
 - WHITE SAND WITH FINELY CRUSHED SHELL & PEBBLES
 - LIGHT-GREY TO PALE GRAY SANDY SOIL
 - DOLERITE DYKE
 - QUARTZITIC SANDSTONE WITH THIN LENSES OF GRIT, CONGLOMERATE & SHALE
 - THINLY BEDDED SANDSTONE, SILTSTONE & MUD
 - COARSE-PORPHYRATIC GRANITE



5.0 NATURAL SYSTEMS

5.1 GEOLOGY

Volcanic activity on the edge of Gondwana-land literally gave rise to the southern Cape about six-hundred million years ago. As a result the oldest formation in the study area is a metamorphic coarse grained granite layer, the Cape Peninsula pluton (Cc), underlying the whole of Peninsula (see Figure 5.1). The southern coastline of Simon's Town results from outcrops of this formation in the form of "boulders", created by the spheroidal weathering of the granite. This granite was quarried at Seaforth in the 1800's and used to build the Roman Rock Lighthouse.

Upon this granite foundation rests a quartzitic sandstone sediment, that forms part of the Table Mountain group. The study area contains the Peninsula (Op) and Graafwater (Og) formations of the Mountain group. The Graafwater formation lies at the base of the Table Mountain group. Only a small outcrop of this formation, in the form of a narrow strip, occurs in the southern part of the study area. The reddish shale associated with this outcrop used to be mined in the waterfall area to produce clay for bricks.

The Peninsula formation dominates the study area, forming the mountains surrounding the urban settlement and the rocky headlands along the northern part of the coast. This formation consists of well-bedded quartzitic sandstone in horizontal layers of variable thickness and is extremely hard and erosion resistant. It is this sandstone, quarried at outcrops high above the town, that was originally used in building the dockyard wall and many of the dockyard buildings in the early 1900s. Surface deposits found in the area are of particular significance as they can adversely affect development.

In the rocky outcrop in the Froggy Pond area geological formations of various ages are found in combination. This rare occurrence is recognised as an area of outstanding geological interest by the Geological Society of South Africa.

Large sections in the north of the study area, from the south of Dido Valley to the Elise River are covered by shell-bearing dune sands of varying coarseness (Qsr). Some dunes in the Dido Valley area possibly date from prehistoric times.

In the Glencairn area light to pale grey sandy soil (Qg) is found. This sand, commonly found on the Cape Flats, consists of particularly pure silica and is even older than the dune sands. Kipling described the dunes at Glencairn as "whiter than any snow" and the purity of the sand in this area was deemed sufficient to be used for glass manufacturing at Glencairn in the previous century.

In the southern part of the study area the coarse porphyritic granite is covered in patches with scree and gritty sand (Q1), merging with weathered granite on the lower slopes. Building on deposits of the Cape Granite Suite (associated with the Cape Peninsula pluton) requires special investigation as these soils may, under varying circumstances, exhibit either slightly collapsible or expansive characteristics. Residual soils of *in situ* weathering of Table Mountain sandstone do not present any major construction problems, however slope instability may occur as a result of seepage along weathered shale beds in combination with other joint planes, as seems to have been the case south of the Waterfall area. Hill creep may occur where strong ground-water movements interlace with residual granite soils. In addition some dolerite dykes (do) are found in the southern part of the study area. Structural damage as a result of highly expansive weathered residual dolerite has been recorded in this area.

5.2 TOPOGRAPHY

Simon's Town owes its very existence to the topography of the region (see Figure 5.2). Sandstone mountains cover most of the study area, forming a plateau in the central study area ringed by low outcrops such as Swartkop at 678m and Simonsberg at 547m. The safe anchorage afforded by Simon's Bay, sheltered from the winter winds by the Swartkop Mountains, led to its initial use as a winter anchorage by the Dutch East India Company.

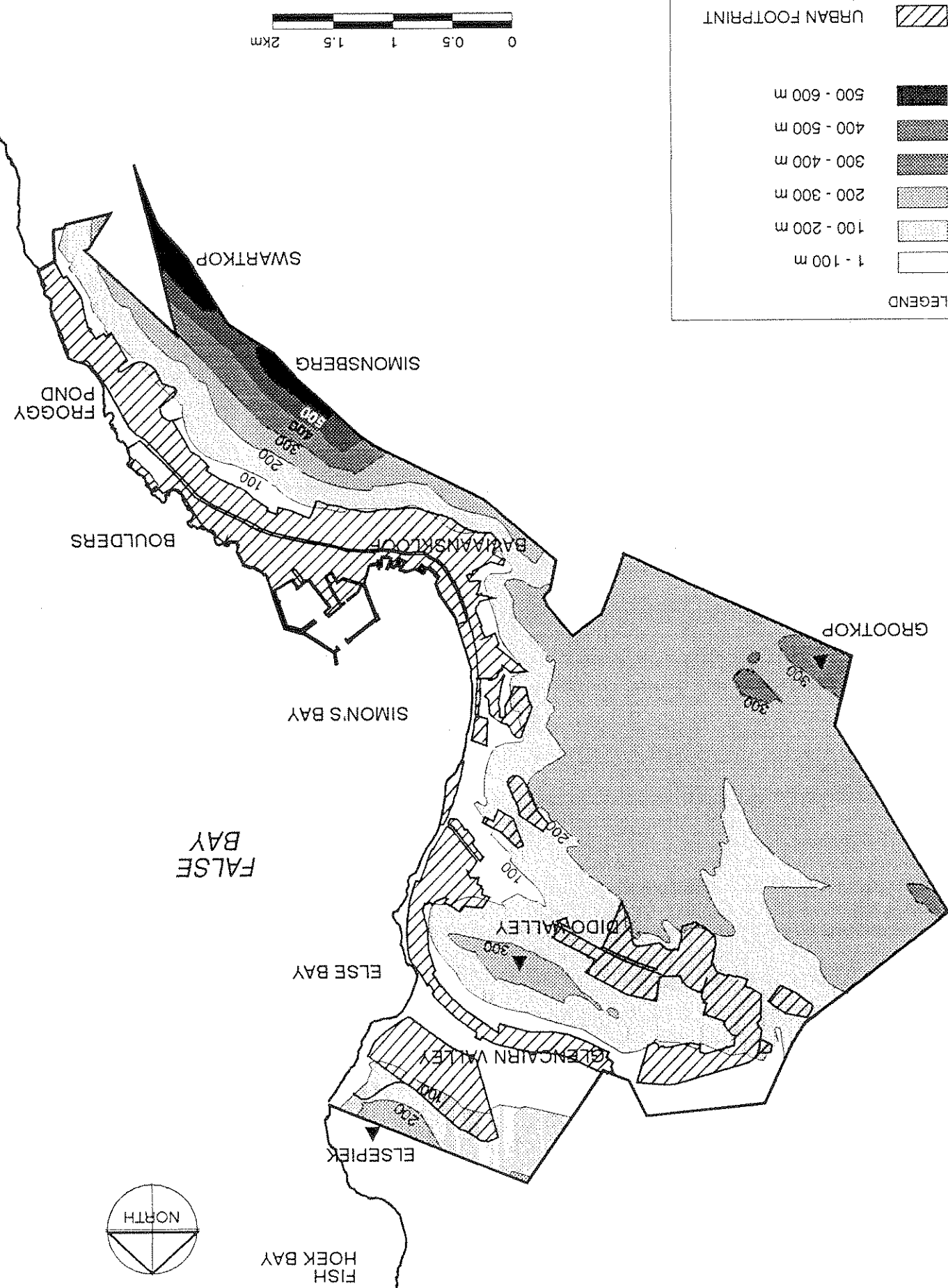
To the north of the study area the mountain range is interrupted by a major valley, the Glencairn Valley, where the Elise River drains into False Bay. This valley is fairly steep and narrow, flattening out to form a wetland for the last 1,2 km of the river before reaching the sea.

Further south lies Dido Valley, a wide and shallow valley, flanked on the south side by prehistoric dunes.



TOPOGRAPHY

SIMON'S TOWN STRUCTURE PLAN





SLOPE ANALYSIS

SIMON'S TOWN
STRUCTURE PLAN

Figure 5.3

URBAN FOOTPRINT



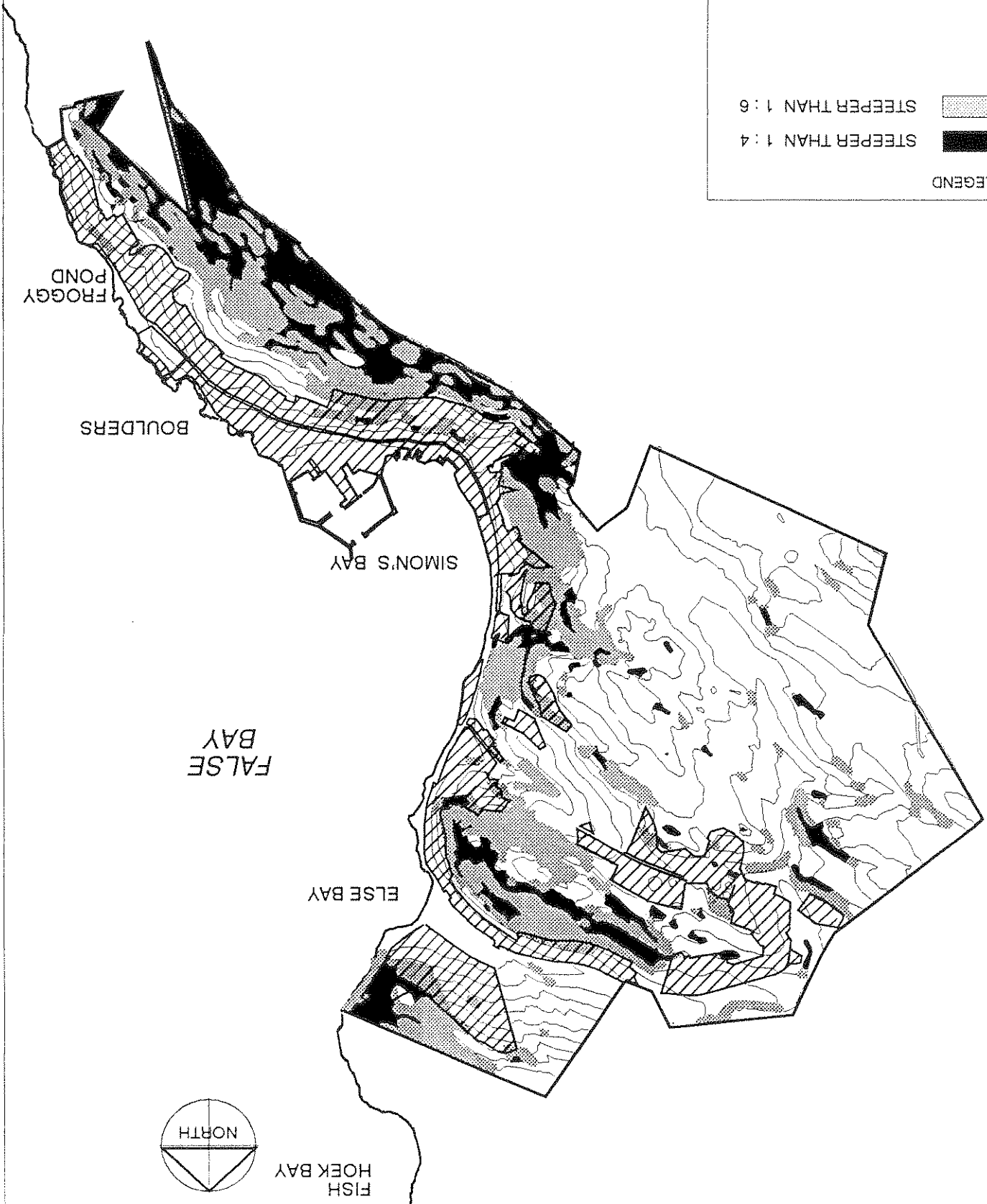
STEEPER THAN 1 : 6



STEEPER THAN 1 : 4



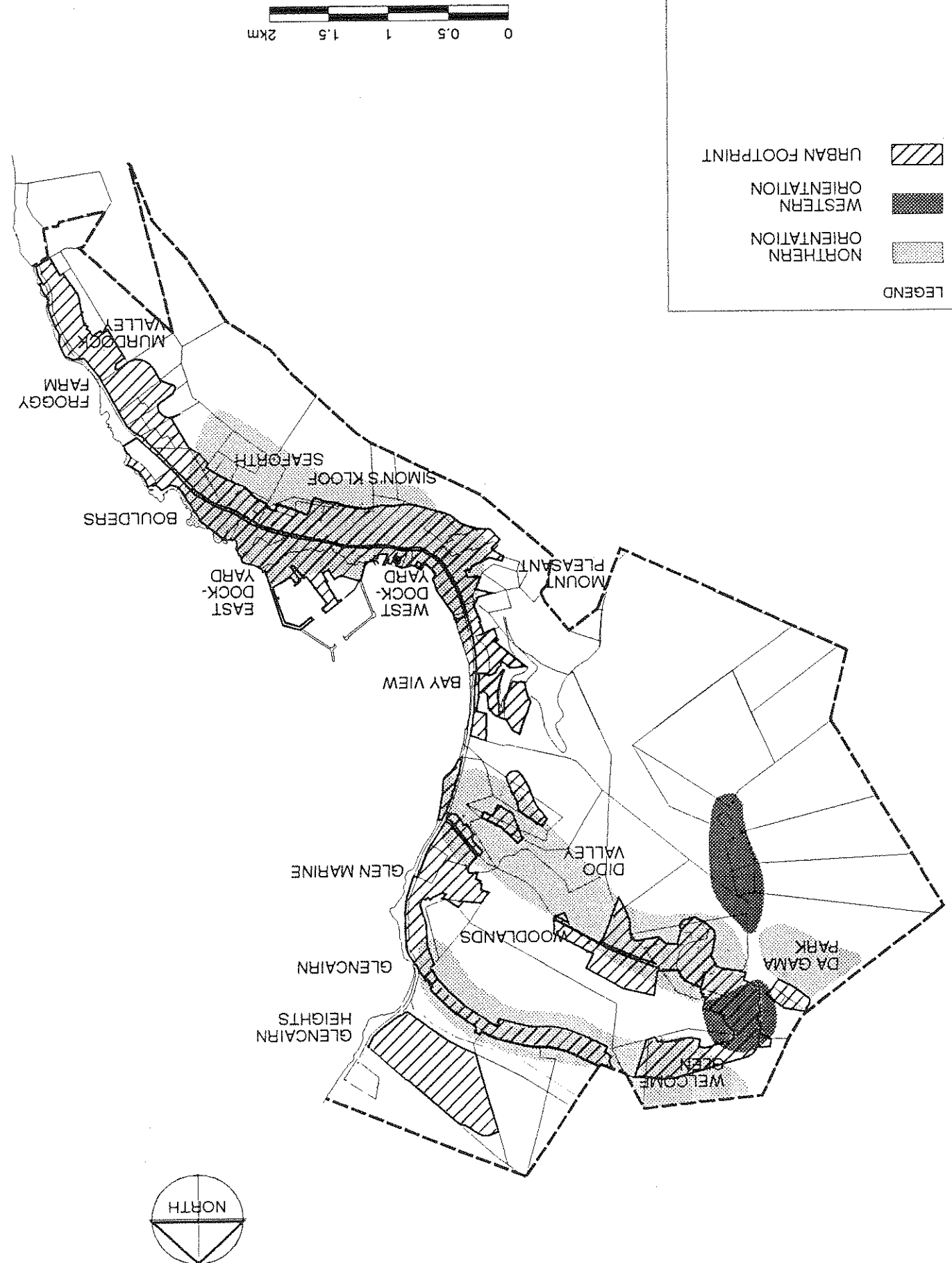
LEGEND





ASPECT

SIMON'S TOWN STRUCTURE PLAN



Another important valley is Bavianskloof where the Klawersvlé river forms a waterfall before draining into the sea.

The southern part of the study area is dominated by the steep slopes of the Swartkop Mountains, leaving only a narrow coastal strip of land. Gullies along these slopes are deep, difficult to cross, and subject to severe erosion if denuded of vegetation.

All urban settlement in Simon's Town, with two exceptions (Da Gama Park and Glencairn), is spread along the coastal strip. This strip is on average 500m wide. Settlement on the southern slopes of Glencairn valley is confined to approximately 150m above Glen Road and is constrained by steep slopes. On the opposite slope (Glencairn Heights) however, development has expanded to above the 120m contour (more than 450m from the Glencairn Express Way). Da Gama Park is situated on a relatively flat portion of land at the top of Dido Valley and is less affected by topographical constraints.

Figure 5.3 indicates slopes greater than 1:4 and 1:6. It shows a significant portion of the area bordering the urban settlement to be very steep. Some development has already taken place on these steep slopes despite the high costs of construction.

The coast itself consists of stretches of sandy beaches, such as Glen Beach and Long Beach, interrupted by rocky headlands. In the centre of town, land has been reclaimed to construct the East and West dockyards, resulting in a predominantly manmade landscape. South of this area the beaches become shorter with the rocky headlands dominated by the granite boulders. These boulders, scattered on the beaches and spilling into the sea, contribute to the uniqueness and popularity of these beaches.

An analysis of the aspect of slopes, indicates that urban settlement has already taken place on most of the favourable north and west facing slopes (see Figure 5.4). In Glencairn Valley the opportunity of spectacular views resulted in settlement on the south facing slope. In the Dido Valley area the north facing slopes have not been inhabited yet, as most of this land is under control of the Navy. It should also be pointed out that northern slopes in these areas consist largely of dunes, which could make construction difficult.

5.3

SOILS

Soils in the northern portion of the study area fall into the Da Gama zone and cover most of the study area. Soils in the southern portion of the study area covering the coastal strip fall into the Simon's Town zone, as categorised by Smith-Baillie et al (1976). Soils in the Da Gama zone (excluding the sandstone hills around Simon's Town) are shallow (less than 600 mm) and stony, and consist mainly of weathered sandstone deposits and patches of windblown sand. Along the coastline the soils are deeper at more than 800 mm. These soils are well drained, but acidic and have a very low nutrient content.

Soils forming the Simon's Town zone consist of shallow and stony colluvial sandstone covering the upper sandstone slopes. The lower lying area along the coast, comprising of weathered granite, is covered by more clayey soils of varying grittiness and fertility with an average depth of 800 mm.

In general the poor quality of the soils in the study area does not allow for much agricultural activity, but nevertheless supports the indigenous fynbos containing a vast variety of species.

5.4

DRAINAGE

The Elise River is the most important waterway in the study area (see Figure 5.5). This river is about 8 km long and has a catchment area of approximately 18 km². Small streams join together on the plateau to form the Elise River, which frequently runs very low in summer. In the last 1,2 km of its flow the river forms a wetland approximately 100m wide. This wetland is effectively formed by the compaction of the dune barrier on the boundary of Glencairn Beach, where the railway line and road linking Simon's Town to Cape Town, cross the Elise River. The vlel drains through a canal in the southern side of the valley which is rarely penetrated by seawater.

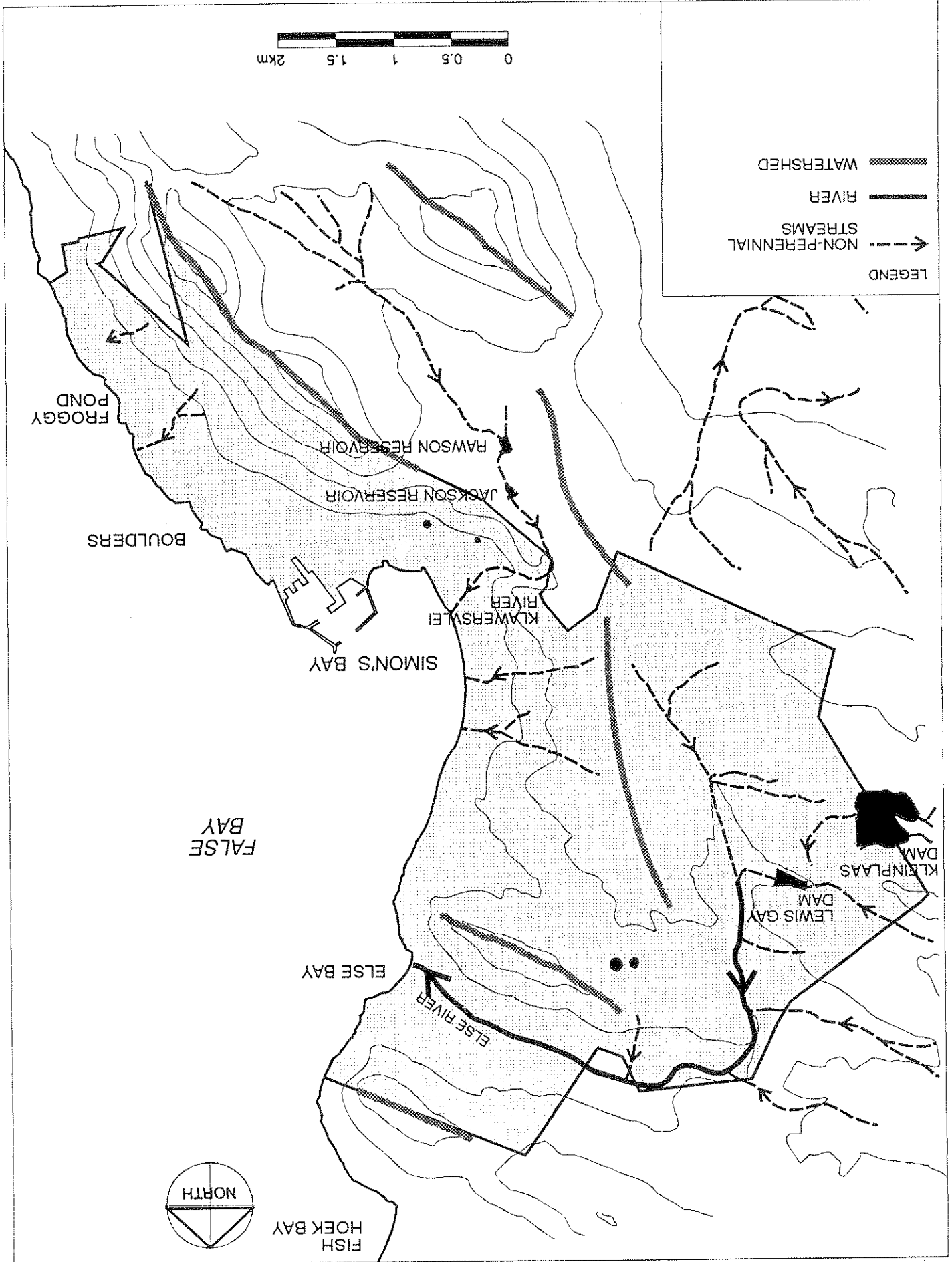
The Klawersvlé River, once a tributary to the Elise River, drains the Klawer Valley area and enters the study area in Bavianskloof where it forms a waterfall before draining into the sea via a storm water duct. The rest of the study area, particularly in the south, is drained by non-perennial streams, flowing down



DRAINAGE

SIMON'S TOWN
STRUCTURE PLAN

Figure 5.5



the gullies on the slopes of the Swartberge. This winter run-off is known to cause considerable erosion where ground cover is insufficient.

Two of the important tributaries to the Elise River are dammed on the plateau forming the Lewis Gay and Kleinplaas dams. These dams were able to meet the water requirements of the Simon's Town Municipality until 1982. Recently the water supply has been frequently augmented by water from Cape Town City Council and the SA Navy's Jackson and Rawson Reservoirs. Another dam on the plateau to be known as the Brooklands dam, is planned. This dam will effectively catch most of the Elise River run-off, with the probable effect of permanently drying the Glencairn wetland. In order to combat the negative effect of this, the Simon's Town TMS is implementing a plan to pump treated effluent into the wetland - ensuring it remains wet all year round.

In addition to the Glencairn Wetland there are a number of smaller wetlands in the study area, especially on the Red Hill plateau and in the Dido Valley area. Some of these are seasonal.

5.5 CLIMATE

Simon's Town shares in the Mediterranean climate of the Cape Peninsula, with hot dry summers and cold, wet winters. The average rainfall for the area (calculated for the period 1861 - 1994) is 619,3 mm per year reaching a peak in July with an average of 96,8 mm and dropping to 19,5 mm in January. Table 5.1 illustrates the average monthly distribution. The precipitation is generally gentle without thunderstorms, line squalls or heavy concentrations.

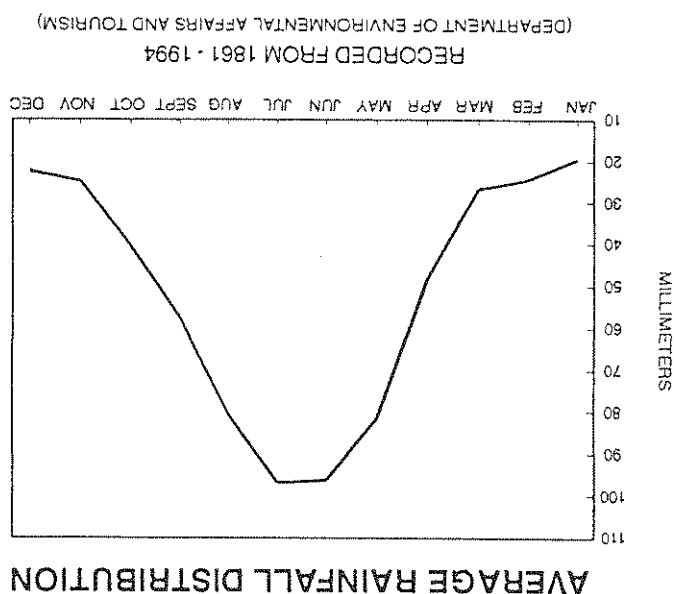


Figure 5.6

The moderating influence of the sea provides for an average temperature of 16,2 degrees C, with the fluctuation between winter and summer temperatures less dramatic than in the interior of the Western Cape.

Simon's Bay, despite its reputation as a safe anchorage, is often exposed to gale force winds in summer. The infamous Cape southeaster is slightly modified by the topography of the area to a south-easter that reaches a mean wind speed of more than 36 km/h in the months of November, December, January and February. This can raise the normally moderate level of high tide³ by as much as 0,305m. In the winter months, the north, north westerly brings the rain and can reach the same speed as the south and south-easter in summer (see Figure 5.7).

Micro climates are of importance in the study area, because of the influence this has on the vegetation. North and west facing slopes are generally drier and hotter than south facing ones, and the climate in the deep kloofs and gullies found in the study area is generally moister and cooler than the exposed areas. The mist associated with the south easterlies creates a moist micro climate for vegetation to survive the dry summer months.

³The tidal range varies from between 1,525m at spring tide to only 0,600m to 0,900m at neap tide.



WIND PATTERNS

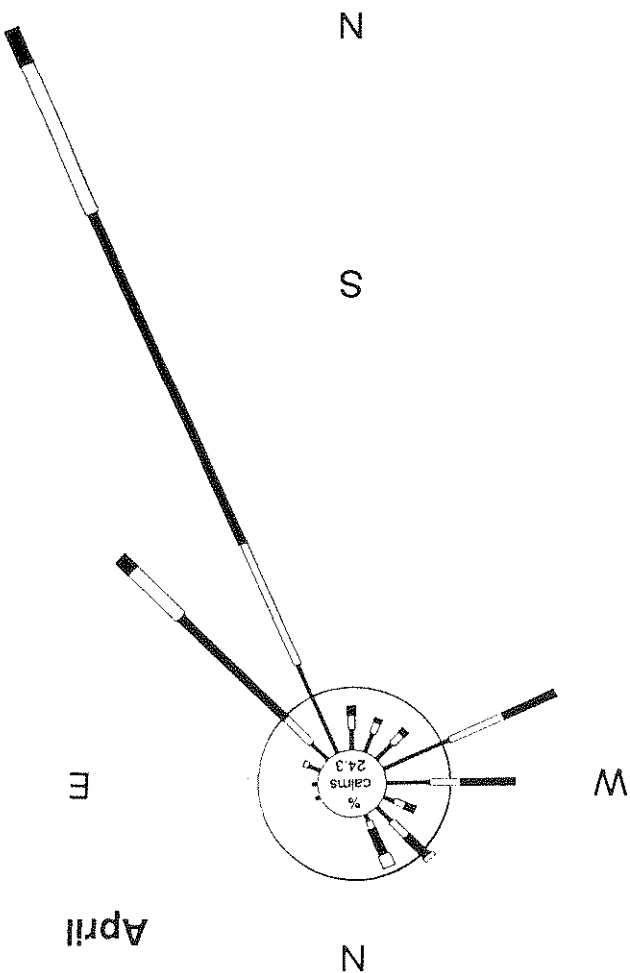
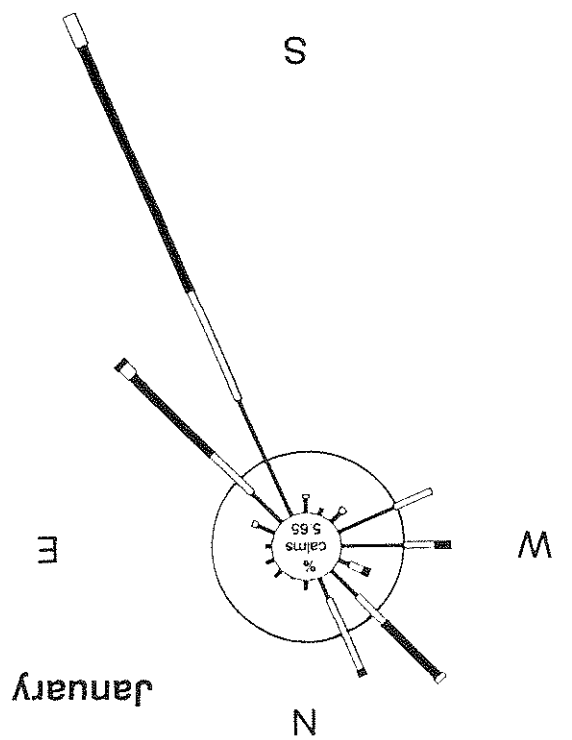
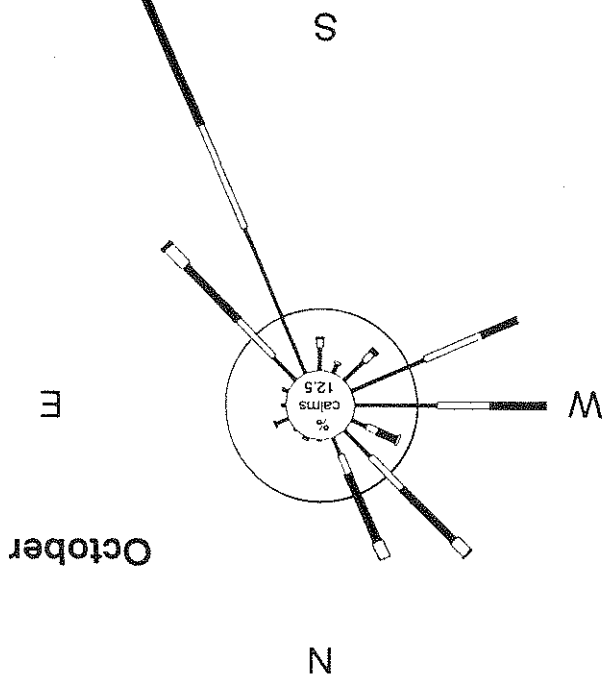
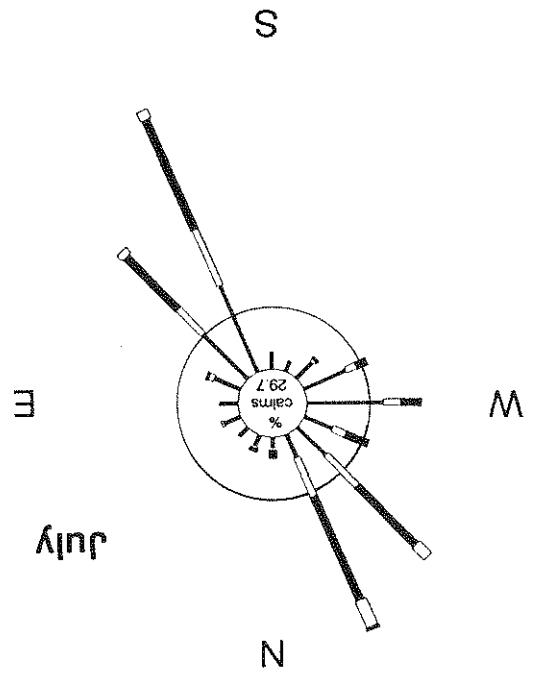
SIMON'S TOWN
STRUCTURE PLAN

0 1 2 3 4 5 10 15 20 %

0 20 29 50 62 75 88 km/h

DIRECTION FREQUENCY

WIND SPEED





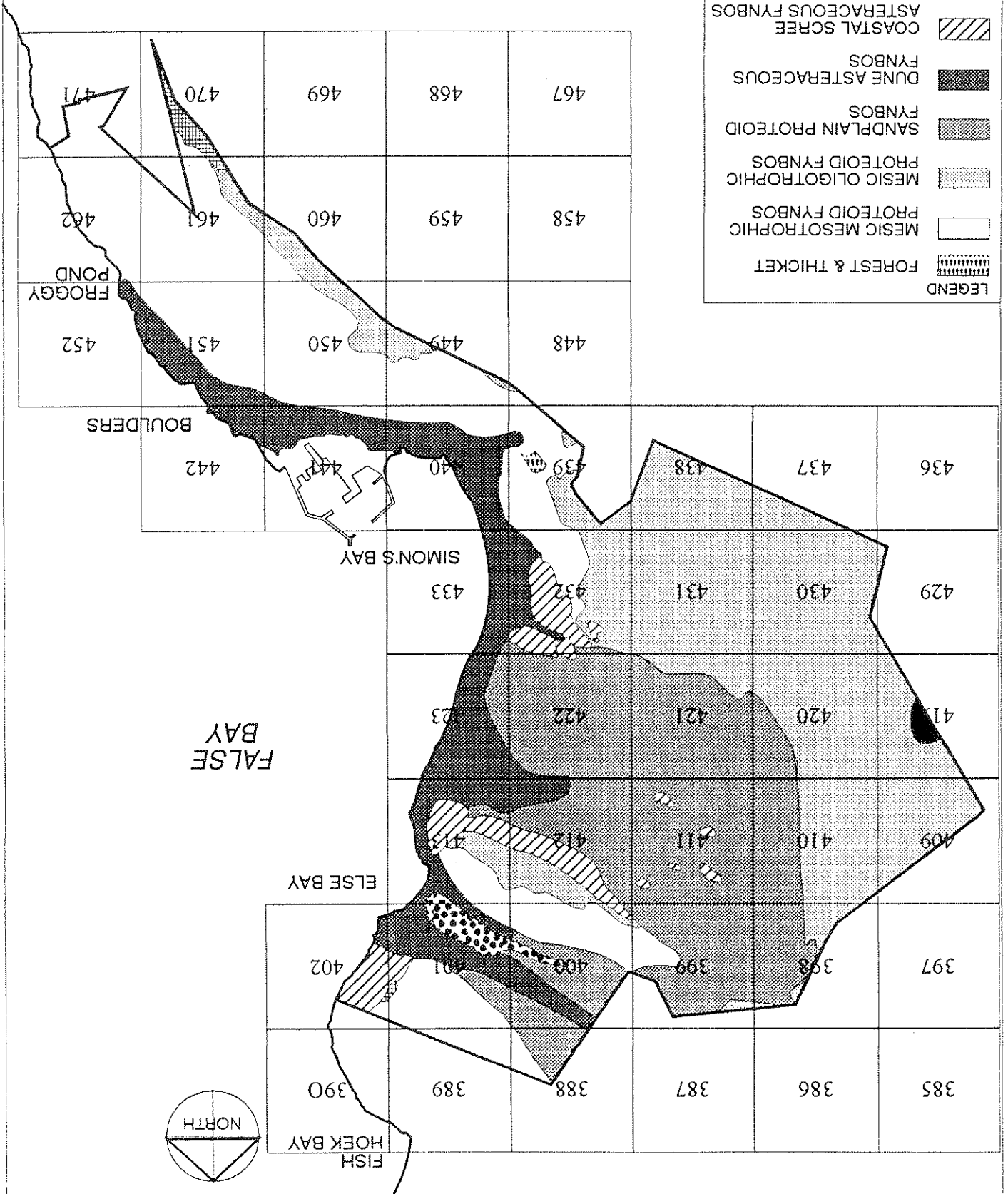
NATURAL VEGETATION

SIMON'S TOWN STRUCTURE PLAN

Figure 5.8

Source : CSIR

- LEGEND**
- FOREST & THICKET
 - MESIC MESOTROPHIC PROTIOID FYNBOS
 - MESIC OLIGOTROPHIC PROTIOID FYNBOS
 - SANDPLAIN PROTIOID FYNBOS
 - DUNE ASTERACEOUS FYNBOS
 - COASTAL SCREE ASTERACEOUS FYNBOS
 - WET RESTIOID FYNBOS
 - UNDIFFERENTIATED CLIFF COMMUNITIES
 - WETLANDS

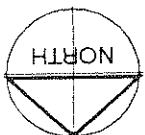
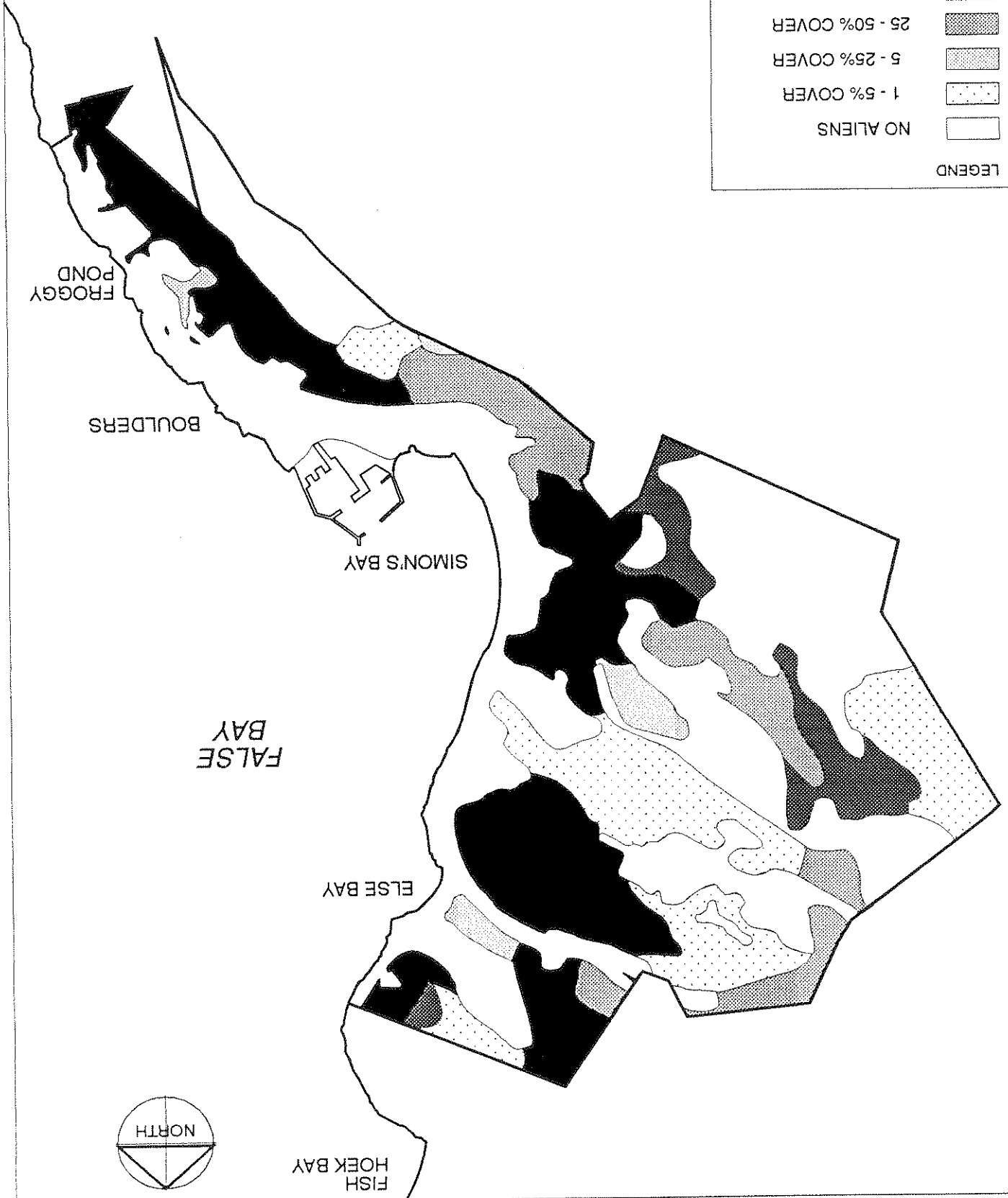
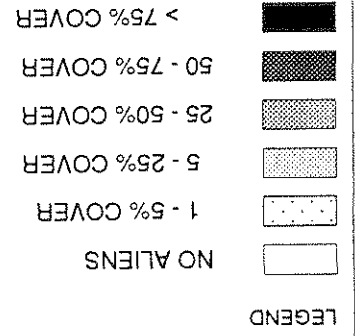




ALIEN COVERAGE

SIMON'S TOWN
STRUCTURE PLAN
Figure 5.9

Source : CSIR



5.6 FLORA

The predominant indigenous vegetation of the study area, fynbos, forms part of the Cape Floristic Region, one of six floral kingdoms of the world and is one of the greatest assets of the area. This kingdom has an exceptional diversity of species. According to Trinder-Smith, Cowling and Linder (1996) there are 2 285 species, of which 90 are endemic, on the Cape Peninsula.

Conditions in the study area (an average annual rainfall of just below 700mm; sand, infertile soils derived from the sandstone mountains and some dune sands in the low lands) are ideal to sustain this rich vegetation biome. Figure 5.8 indicates the distribution of fynbos in the study area, as recorded by the CSIR. (Appendix 5 contains the names of Red Data Book species that occur in each square of the grid.) It should be pointed out that these records cannot be taken as entirely accurate and complete as recent veld fires have had a significant influence on the vegetation in the study area. Peter Salter of the Botanical Society of Simon's Town estimates that as many as 600 to 700 different species may have been recorded in the study area. At one stage no less than 127 species (one of the highest numbers ever recorded per 1000 m²) were recorded on a site on the Red Hill plateau adjacent to the study area (Burgers & Impson, 1994).

The varying topography of the study area affords a variety of "habitats", with different soil nutrient and moisture conditions, ranging from exposed, dry areas where bushes grow in low isolated clumps (such as the *Leucospermum conocarpedendron*) to the deep, protected and well-watered Baviaanskloof, containing the last remaining indigenous evergreen forest in the south Peninsula⁴, to the wetland area containing grasses and reeds such as *Typha capensis*. (Appendix 6 contains a table from Cowling (1992) setting out the different plant communities/vegetation types as indicated on Figure 5.8)

Large areas of indigenous vegetation have been invaded by alien vegetation such as *Acacia cyclops* (Rooikrans), *Acacia saligna* (Port Jackson) and various pine varieties. According to Peter Salter the innocuous looking *Lantana camara* is starting to pose a major threat in the area. Figure 5.9 indicates the extent to which alien vegetation has invaded the study area. Alien plants have especially affected areas bordering on urban development, particularly in the southern part of the study area just above Murdoch Valley, Froggy Farm and Seaforth. It is in this area where the rare *Seruria hirsuta* and *Seruria inconspicua* have recently been found. It is also in this area where the proposed "Magic Forest" is situated - an area of rich soil that could potentially sustain an exceptionally high diversity of indigenous species. Some tall wa-bome still grow in this area, but the area is slowly being invaded by alien vegetation.

Dense alien invasion also occurs in the Dido Valley area running all the way north to just south of the Glencairn area. Areas such as Red Hill and adjoining plateau have been less affected and could probably return to a pristine state with appropriate management.

5.7 FAUNA

The varying topography of the study area, also allows for a variety of animal and bird habitats. No detailed record of fauna in the whole study area exists. A list of amphibia, reptilia and mammals recorded in the area covered by the 1:50 000 3418 AB and AD maps, is contained in Appendix 7. It can be safely assumed that these species do occur in the study area to a greater or lesser extent.

One of the most interesting species occurring in the study area, must be the African or Jackass Penguin that recently settled at Boulders Beach. The first two nests were spotted in 1985. The population has since grown and in 1993, 172 nests were counted, indicating that the Boulders thicker creates a preferred habitat for the colony. This reasonably dense undergrowth provides shade and protection for the birds and the prohibition of fish trawling in False Bay has left the birds with an abundant food supply in the form of pilchards and anchovies. It is anticipated that the birds will in time migrate southward, when the population has exhausted the available space. The African or Jackass Penguin is listed in the Red Data Book as a totally protected species. The Cape Clawless Otter has also recently been spotted at Boulders Beach.

No record of other fauna in this area exists, but would probably include rodents, reptiles, crustaceans and other birds.

⁴This area is said to contain the oldest (and last "wild") yellow wood tree in the south Peninsula.

The Glencairn wetland offers a habitat for many vlei birds, such as the Cape Reed Warbler and the Cape Sedge Warbler. A list of birds recorded in the study area is contained in Appendix 7. Six of these would probably disappear should the wetland disappear. Other animals identified in this area include rodents, otters, grysbuck, mongoose and porcupine. Crabs, frogs and reptiles such as the mole snake, russet garden snake, herald snake and brown water snake have also been spotted in the area. Although no official record has been found it is known that frogs and other fauna occur in the wetlands on the Red Hill plateau.

In the mountainous parts of the study area the Cachma Baboon reigns supreme. A number of troops roam the whole of the south Peninsula. Human feeding of these animals has led to them becoming increasingly tame, but they should be regarded as highly dangerous.

5.8 THE MARINE COMPONENT

Simon's Town shares in the vast marine resources of False Bay. This includes reef fish such as the Red Roman, White Stumpnose and Red Stumpnose; pelagic fish, such as Sardines and Anchovies; and demersal fish such as Kingklip, Hake and Maasbanker. According to Dr. Augustyn of the Department of Sea Fisheries there are up to 50 different species of demersal fish in False Bay. Shoal fish caught in the area include Geelbek, Kabeljou and Snoek. Tuna is sometimes found when the water temperature rises in summer.

Trawling is prohibited in False Bay, but commercial line fishing takes place in the area. Some treknieting is allowed from Klein Vishoek and Long Beach in Simon's Town. These fishermen catch mainly Muller, Elf and White Steenbras. Recreational fishing is an important activity in the area, including line fishing and spearfishing. The Great White Shark is found in the area and is a totally protected species. A general marine reserve (Castle Rock) is situated to the south of Simon's Town, where the activities of anglers and divers are restricted. Snoek may be caught from a licensed fishing boat in the reserve. To the north of the coast, from Jager's Walk at Fish Hoek to Glencairn Beach, only surf and rock angling and the collection of washed-up red-bait is allowed.

Other species occurring in the area include Chokker Squid, Crayfish, Abalone, Black, Ribbed and White Mussels. Bait such as red-bait also occur in the area and is sometimes collected for commercial purposes. The Southern Right Whale is known to frequent the coast of Simon's Town during certain times of the year when it enters shallow waters to calve and has become an important tourist attraction.

CONCLUSIONS

The setting created by the natural environment is one of Simon's Town's important assets. The combination of its location on the Cape Peninsula, beautiful landforms and coastline, fynbos vegetation (known for its bio-diversity), agreeable climate and marine resources, adds greatly to the town's attractiveness as both a permanent home and holiday resort. The potential economic benefits (mostly to tourism and related recreation) to be derived from these assets are clearly extensive should these resources be managed on a sustainable basis.

Anthropogenic activities have however substantially impacted on this environment, largely to its detriment. These negative impacts include: the spread of alien vegetation; erosion caused by vehicles and hiking; untimely and too frequent veld fires; poaching of indigenous plants in the mountain areas; continued urban expansion into sensitive natural areas, detracting from the scenic beauty of the area and threatening valuable habitats, such as the coastal zone and against prominent slopes and littering and dumping of building rubble in sensitive areas such as the Glencairn wetland. In addition, the prehistoric dunes in the Dido Valley should be subject to geological investigation before any development is allowed.

Not all of these impacts have been negative. The Glencairn wetland, that attracts a variety of wading birds, has been established through construction of the Main Road and railway line to Simon's Town.

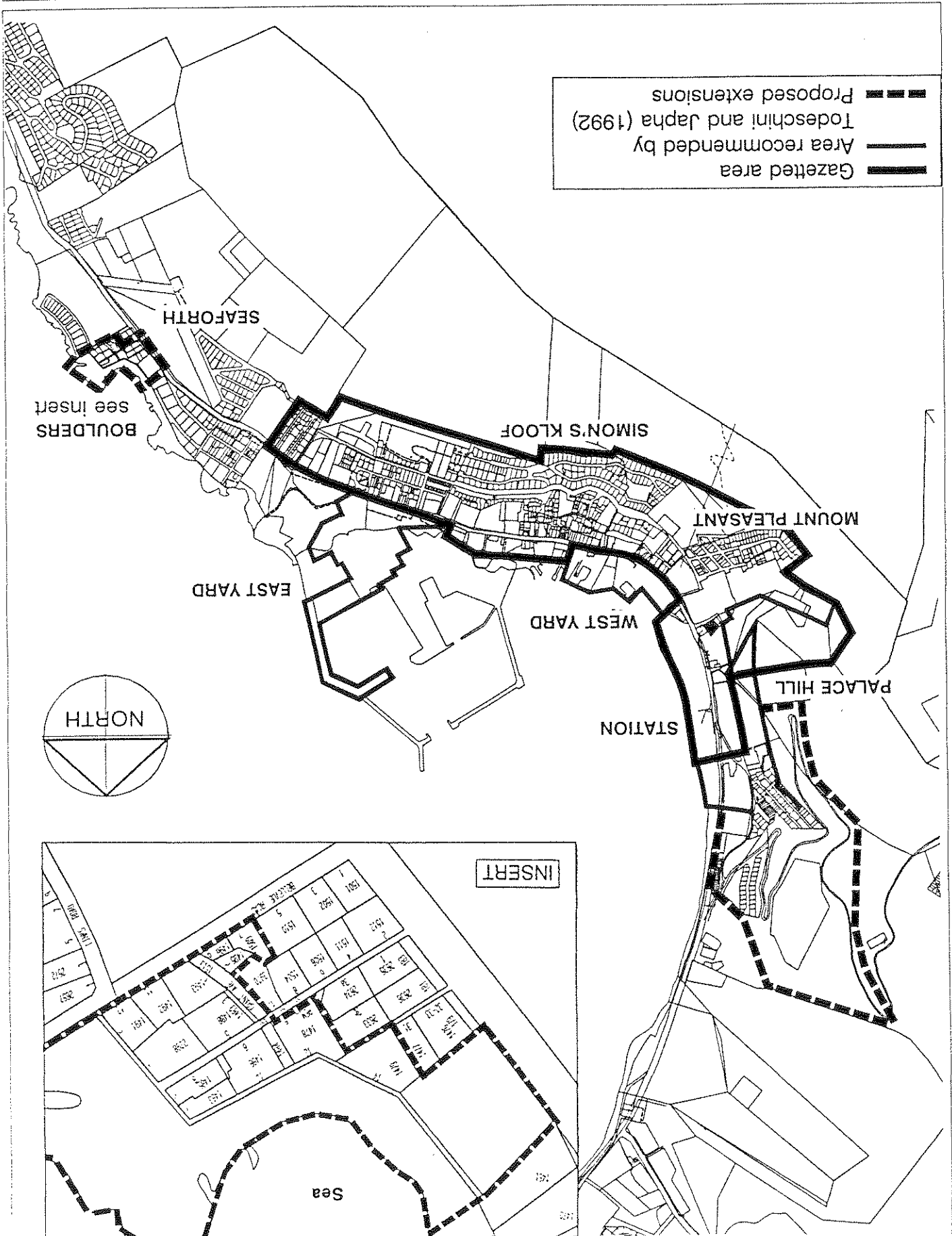
Technical implications for planning include the following: The extremely strong south south-east combined with the topography of the study area can be very uncomfortable and even hazardous to buildings and humans. The geology of the steep slopes on the Swartberge have proved to be unstable in the past and should be investigated before any building take place. Building on the slopes of the Swartberge is expensive and offers problems for stormwater management. The erosion caused by uncontrolled water drainage during construction has been noted to be quite severe. Finally building on these slopes is often extremely visible, especially as it also entails the clearing of the surrounding area.



CONSERVATION AREA

SIMON'S TOWN
STRUCTURE PLAN

Figure 6.1



6.0 THE BUILT ENVIRONMENT

Chapter 3 has outlined the history of man's impact on the natural environment to create Simon's Town as we know it today. This chapter will look at the result of that long history of human settlement in Simon's Town. The discussion of the built environment focuses on the conservation-worthy buildings and features, urban form and land-use, as well as land ownership patterns in Simon's Town.

6.1 CONSERVATION-WORTHY FABRIC

Simon's Town, being the most important Naval town in South Africa, is the custodian of a significant part of South Africa's cultural heritage. This heritage comprises a large number of buildings and features that reflect Simon's Town's important role not only in the history of our country, but also in world events. Some of these buildings and features such as the old Storehouse still date from the early colonial settlement of the Dutch East India Company, whilst others such as the patent slipway (the first in the country) are of significant maritime and historic interest.

As the conservation-worthy fabric of Simon's Town is such a prominent and important feature of the town, a separate survey thereof was undertaken by a professional conservation architect. The results of this survey are contained in Appendix 8. The important conservation worthy features, buildings and areas are indicated on the figures 12.6a to 12.6h.

6.1.1 Existing Measures to Protect the Conservation-worthy Fabric

These controls comprise statutory measures and local authority legislation and building plan controls.

A number of buildings in Simon's Town are declared National Monuments in terms of the National Monuments Act (28/1969), but the National Monuments Council (NMC) register of listed buildings is currently inoperative, nor is the NMC able to consistently exercise its legal control over 50 year old buildings, sites and objects. Most of the control over and protection of the conservation-worthy fabric thus lies in the hands of the Simon's Town TMS.

For this purpose the Simon's Town TMS has declared Conservation Areas/Special Zones (see Figure 6.1) Designers and property owners who want to develop in these areas are recommended to use "Simon's Town: Guidelines for conservation and development" prepared by Todeschini and Japha (1992). Additionally, the Architectural Advisory Committee (AAC) of the Simon's Town TMS, exercises some design control over alterations and new buildings in these areas.

These measures do not apply to certain strategic parcels of State land and the control over conservation and developments in areas under the control of Naval Base Simon's Town are of particular concern, as many of Simon's Town's most valuable historic buildings, features and precincts fall in these areas.

In addition to the relatively intact built conservation-worthy fabric dating from colonial times to the mid twentieth century, much of the greater Simon's Town is regarded as archaeologically sensitive. Shell middens and a prehistoric burial site have been noted in the area but the whole study area has not been comprehensively surveyed for archaeological sites (prehistoric and historic). In addition, Simon's Bay contains a number of underwater archaeological sites in the form of shipwrecks and debris. At present archaeological sites are subject to control and protection by the National Monuments Council.

6.2 QUALITY OF THE TOTAL URBAN ENVIRONMENT

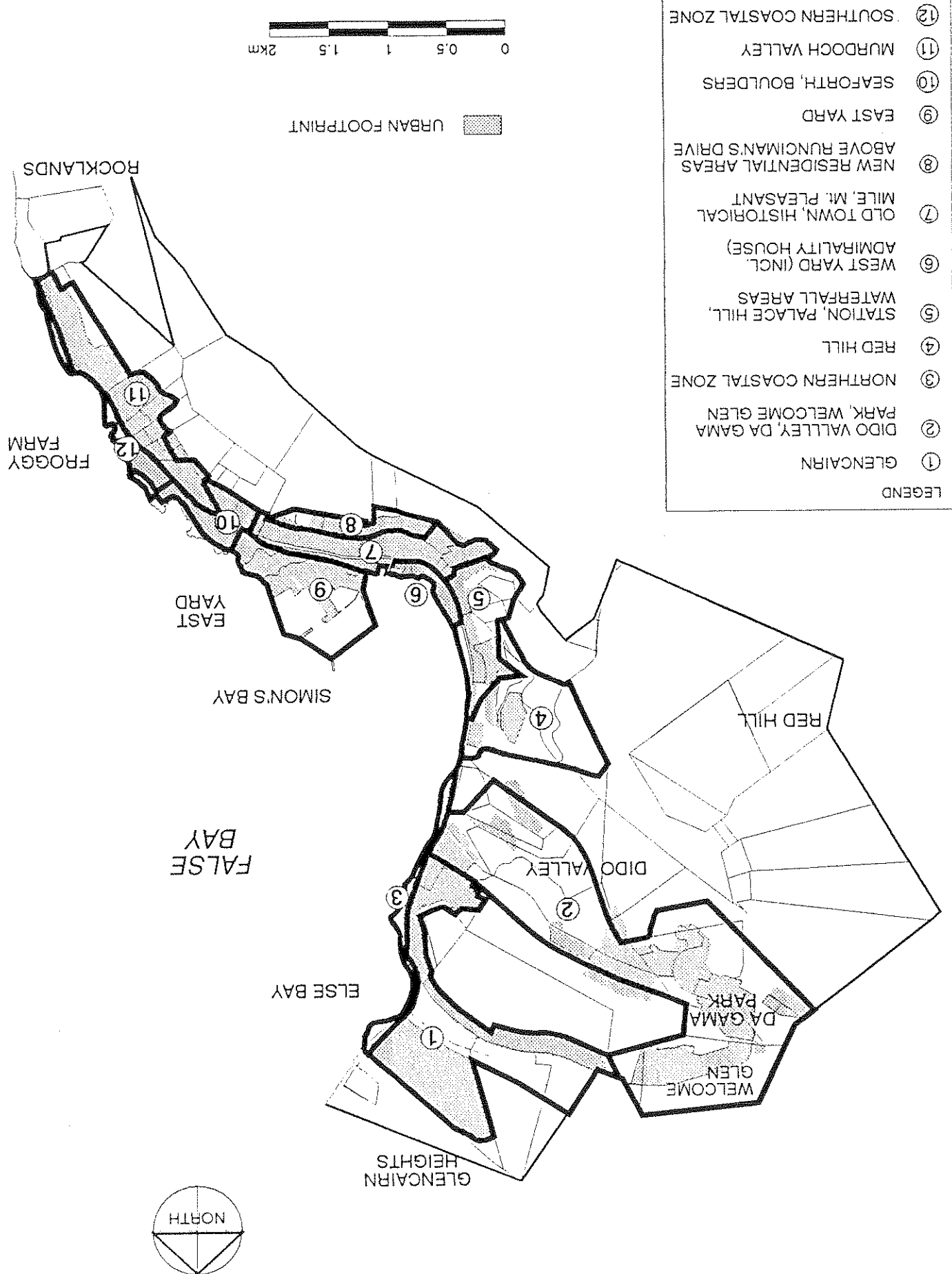
The historic buildings and features of Simon's Town combine not only to reflect the history of the town, but also to create an interesting and aesthetically pleasing townscape. This townscape, combined with the presence of the Naval Base, gives the town an atmosphere and feel unique in South Africa, which is further enhanced by Simon's Town position as the southernmost town on the scenic south Peninsula. Simon's Town is also the only town on this side of the Peninsula coast not bound in by a railway line along the coastal edge, that otherwise divorces town and mountain from the sea.

Developments dating from the last half of this century have unfortunately not only detracted from individual buildings, features and areas of historic interest, but also from the scenic quality of the townscape as a whole. These developments specifically include recent residential developments on prominent hillside, and insensitive Naval buildings and installations.



PRECINCTS

SIMON'S TOWN
STRUCTURE PLAN



In order to make appropriate proposals to prevent further degradation of the townscape, the environmental qualities of the built environment were investigated. As a result of the opportunities and constraints provided by the topography, the town today consists of distinct pockets or precincts of development (see Figure 6.2). These precincts generally date from different eras with the result that inappropriately placed developments are often incongruous with regard to appearance and density. The urban environmental qualities of each of these precincts, especially in relation to the conservation-worthy fabric, are discussed below.

6.2.1 Glencairn

This precinct includes Glencairn Heights, Glencairn, and Glen Marine, all of which are situated on very visible slopes. All of these areas suffer from a lack of control over development. This has resulted in highly visible development lacking in consistency and continuity. In the newer Glencairn area, the poor design response to building on a slope has left especially visible scars on the landscape. In the Glen Marine area many of the erven have not yet been developed and there is great concern over the potential visual impact of insensitive development in the area, especially as the area is highly visible from central Simon's Town.

The old Glencairn Quarry situated just outside Glencairn Heights appear as a very visible scar on aerial photographs, however this quarry is not visible from the Main Road. The future use of this quarry will need careful consideration.

6.2.2 Welcome Glen, Da Gama Park and Dido Valley

This precinct extends all the way from Welcome Glen, to include the whole of Dido Valley up to the Main Road.

Welcome Glen, a newly subdivided area aimed at the middle income groups, is extremely visible from the Glencairn Express Way. The existing controls, in the form of title deed restrictions, will only provide minimal control over the visual impact of this development.

The whole of Dido Valley, including the Da Gama Park area is not as visible as Welcome Glen and it is thus an area where future growth of the town could be accommodated. The old Dido Valley cottages (occupied by Municipal workers before the forced removals in the sixties) have already been earmarked for restoration and further expansion in the form of higher density residential development, and community facilities such as a primary school and clinic.

Towards the coast the area is occupied by light industries on either side of Dido Valley Road. Although the Marine Oil Refineries, situated on Main road, is very unattractive and a source of great discomfort for the surrounding residential area because of its smell, it has become part of the townscape.

The Middle and Upper North (Scala) Battery in conjunction with Lower North Battery and adjacent historical buildings and installations in this area are significant and offer considerable tourist potential.

6.2.3 The Northern Coastal Zone

This area, stretching from the Main Road to the sea, is mostly undeveloped, allowing undisturbed views towards False Bay. The only development of significance in this area is Lower North Battery and the adjacent Klein Vischoek building (recently renovated by the Navy), that combine to form a unique complex that has become an intrinsic part of the experience of arrival into Simon's Town. In general the vacant areas are derelict and in need of attention.

6.2.4 Red Hill

This area includes Red Hill Road and the new developments to the north of the road such as Neptune Close, the sewerage works and the Kelp Products factory.

Red Hill Road is a scenic drive of great natural beauty and should be granted a high level of protection. The development taking place at Marlin Ridge, is cause for great concern as the area is highly visible from the coast and Red Hill Road and the impact of this development on the surrounding environment has not been investigated. In the case of such developments it is imperative not only to control the appearance of individual buildings, but also the combined effect and impact of the massing of buildings from a broad environmental point of view.

6.2.5 The Station, Palace Hill and Waterfall Area

This area is one of the most critical areas in Simon's Town from a conservation and urban design point of view. Not only is it highly visible as it is situated at the entrance to the town, but it also contains large areas of State land suited for development. Because of the central location of this land, close to public transport and work opportunities such as the Naval dockyard, and the relative ease (in terms of slope and services) with which land in this area could be developed, it could be used to provide affordable housing for people who work in Simon's Town at relatively high densities and at a reasonable cost. The terraced area at the back of Palace Barracks would be especially suitable for such development. Any development should be subject to strict control in terms of design parameters.

6.2.6 West Yard, Including Admiralty House

The West Yard is one of Simon's Town's greatest assets. It contains a collection of very valuable historic buildings and features, unique in South Africa, that combine to form a highly interesting area. Although the area falls within the jurisdiction of the AAC, they have not been able to exercise their control over the area, as the land belongs to the State, and is thus not bound by any zoning scheme.

The West Yard is currently occupied by the Navy and only limited public access is allowed to the area. The area is in fact cut off from the town by a wall that allows not even a visual link between the central town and the sea.

6.2.7 Old Town, Historic Mile and Mount Pleasant

It is in this area that much of the early settlement took place in Simon's Town and to this day the area contains many old buildings and features, of varying age and historic importance. The way in which these buildings are grouped, especially in response to the slope, has created a unique townscape, with some particularly attractive streetscapes, of which the Historic Mile is the most prominent. Some infill development has taken place in this area, but as the area is strictly controlled by the AAC, these developments have generally not detracted from the area. The redevelopment of the Ricketts Terrace area, based upon the qualities of the historic Simon's Town, is a particularly successful and cohesive grouping of new buildings.

The growing pressure of tourism on the town centre and historic mile, is a source of concern in the area. The demands created by the increase in traffic, especially large buses and delivery vehicles, should be addressed as the presence of these vehicles in the town centre currently detracts from the area.

6.2.8 New Residential Areas above Runciman's Drive

This area, at this stage only partially developed, consists of large freestanding houses on fairly large plots with some higher density developments in between. It is extremely visible from the approach into Simon's Town and Red Hill Road. Although the area is subject to AAC control and there are title restrictions on the appearance of buildings, the lack of bulk and height controls has in effect negated the control exercised by the AAC. Many of the buildings are executed at such a large scale that they are extremely visible and often quite unattractive. In addition, construction in this area has scarred the hill side and combined with the lack of greenery, the area as a whole is intrusive on the landscape.

6.2.9 East Yard

This restricted Naval area, as in the West Yard, contains a collection of buildings and features of varying age and historic value. The local authority is not empowered to exercise control over conservation and development in this area. Newer developments in this area include some extremely inappropriate and intrusive developments.

6.2.10 Seaforth and Boulders

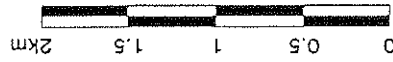
This area includes a range of historic buildings of varying age and significance, many of which are worthy of protection. The older enclave of houses at Boulders (including contributing properties) is recommended for conservation area status.



CURRENT LAND USE

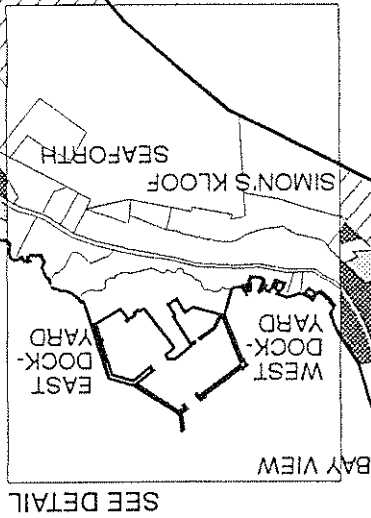
SIMON'S TOWN STRUCTURE PLAN

Figure 6.3



CEMETERY	
AREA	
VACANT LAND / NATURE	
CPNE	
PUBLIC OPEN SPACE	
RECREATIONAL	
BUSINESS	
INDUSTRIAL	
GENERAL RESIDENTIAL	
SINGLE RESIDENTIAL	
S.A. NAVY	

LEGEND



SEE DETAIL

FROGGY FARM

BOULDERS

GLEN MARINE

GLENCAIRN

GLENCAIRN HEIGHTS

WOODLANDS

DIDO VALLEY

DA GAMA PARK

WELCOME GLEN



This initially appears to be a fairly modern suburban area, with pockets of development separated by green gullies. There are nevertheless a few buildings of historic interest and value in this area such as Froggy Farm, Oatlands and some of the buildings in the vicinity of the Main Road, as well as the Hugo Burial Vault (NM).

Some expansion of residential development will be possible in this area. The vacant land at the back of the Simon's Town High School and Naval area has been earmarked for such development for some time. As the area is very visible against the slope any development should be subject to overall design, height and coverage control. Higher density development should be restricted to the lower portions of this area with particular attention being paid to the massing of buildings.

6.2.12 Main Road and Southern Coastal Zone

Simon's Town Main Road is an important scenic drive in the south Peninsula stretching all the way to Cape Point, and should be recognised as such.

Some residential development has been allowed in the southern coastal zone and here as well the lack of control over the height and bulk of buildings has led to inappropriately scaled development (and redevelopment) that detracts from the scenic qualities of Main Road in the area, and impedes views onto the coast.

6.3 CURRENT LAND-USE AND URBAN FORM

The overall character of Simon's Town is largely that of a residential, holiday and retirement village uniquely combined with the presence of the Naval Base to give it a maritime feel. The pattern of land-use conforms closely with the opportunities and constraints provided by the topography (see Figure 6.3). Residential precincts are mostly situated in areas offering good views and aspect, with recreational uses occurring along the coast and the Elise River. Business uses generally occur in the older precincts, where they are located close to the Main Road and reflect typical High Street characteristics associated with the historical development of the town and the Main Road as its main movement and supply artery. However the presence of the Navy does have a significant impact on these patterns. Historically, business uses have been mostly restricted to one side of the Main Road, as a result of Naval activity. The SA Navy occupies large tracts of land (the West and East dockyards) on the seaward side of the St. Georges Road in the town centre. Figure 6.3 illustrating current land-use patterns, shows that the Navy does in fact occupy various parcels of land throughout the study area - the most prominent of these being the dockyards.

Economic activities are generally of a low order and orientated towards the basic requirements of the residents and employees of the SA Navy. The growing tourism market has attracted some small businesses that have settled on the Historic Mile. The significant number of estate agents operating in the town reflects the fact that the popularity of the town as a retirement village and holiday resort is growing, even though less than 10 % of residences in the town are currently used as holiday homes.

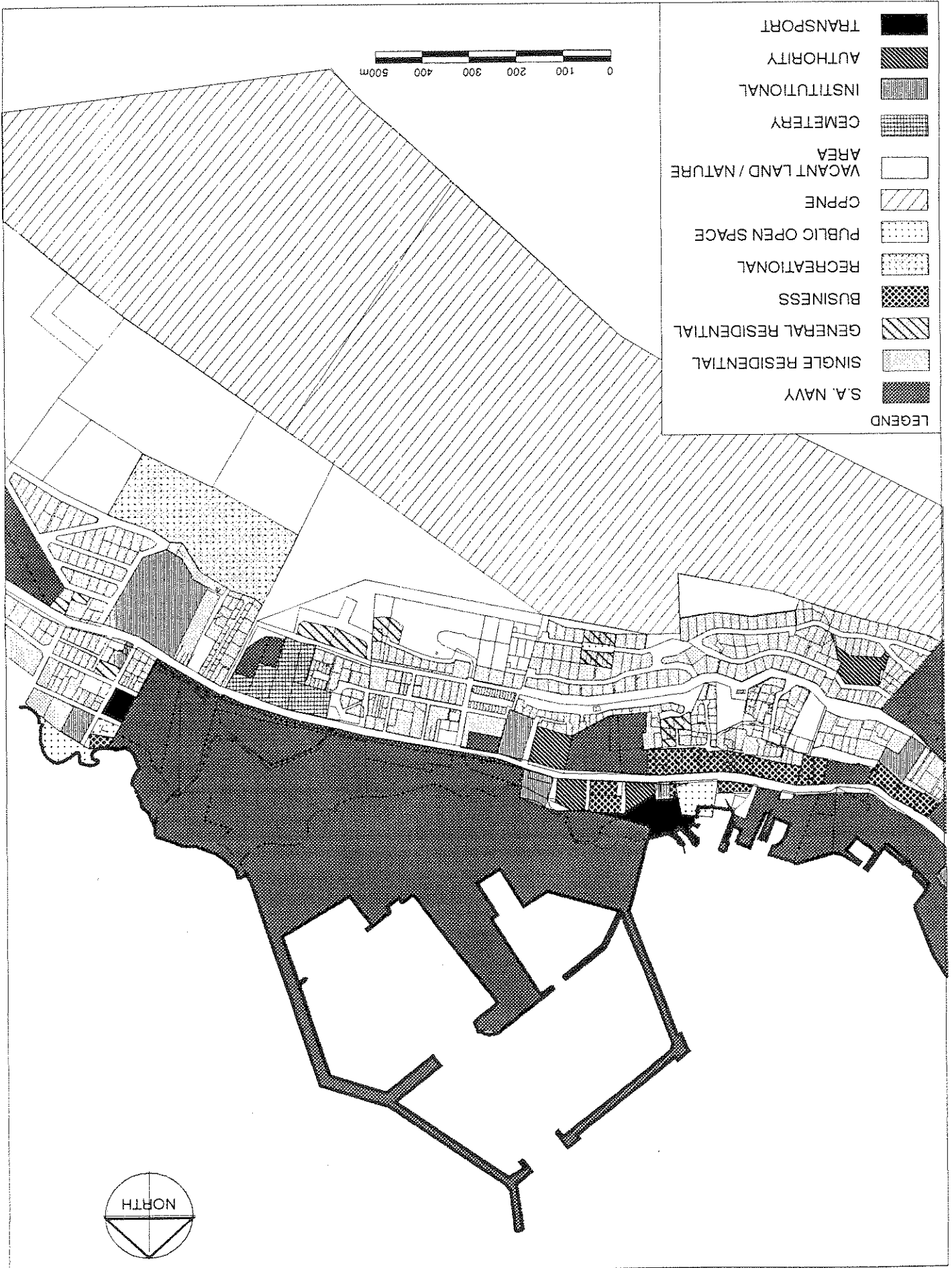
Residential uses are mostly restricted to precincts of single residential development of fairly low density. In certain precincts such as Glencairn Heights and Murdoch Valley, where residential developments date from the fifties, gross densities are as low as 8 to 10 dwelling units per hectare. In the town centre the urban fabric is however much denser, due to historical settlement patterns. Newer developments in this area have generally conformed to this pattern taking the form of row or semi-detached houses, eg. Ricketts Terrace. Densities in the Red Hill precinct reaches 19 dwelling units per hectare, where residential development consists of pockets of higher density townhouse developments. In the Seaford and Boulders precinct gross densities are low at approximately 9 units per hectare (despite the fairly dense fabric of the older residential areas), due to non-residential uses such as various Naval installations, the Old Burial Ground and the Simon's Town High School that occupy large areas.

This school represents the most significant institutional use in the study area. Other institutional uses such as museums and churches are dispersed throughout the town centre. Industrial uses are concentrated in the dockyards and around the Dido Valley Road and Main Road junction, where Marine Oil is situated. Further south along the Main Road industrial uses such as the Kelp Product factory and the Municipal sewage works occur.



CURRENT LAND USE (DETAIL)

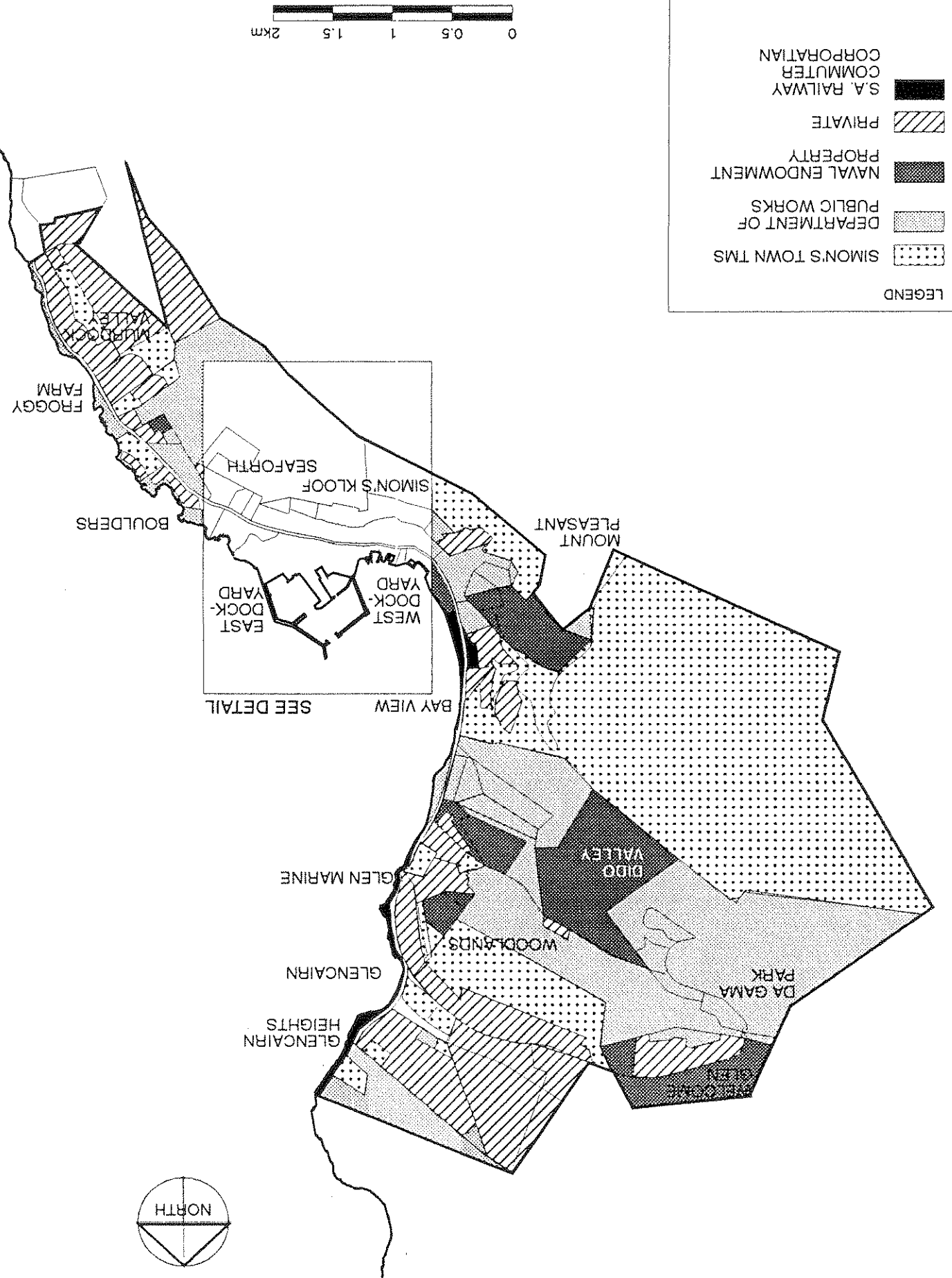
SIMON'S TOWN
STRUCTURE PLAN
Figure 6.3a





LAND OWNERSHIP

SIMON'S TOWN STRUCTURE PLAN





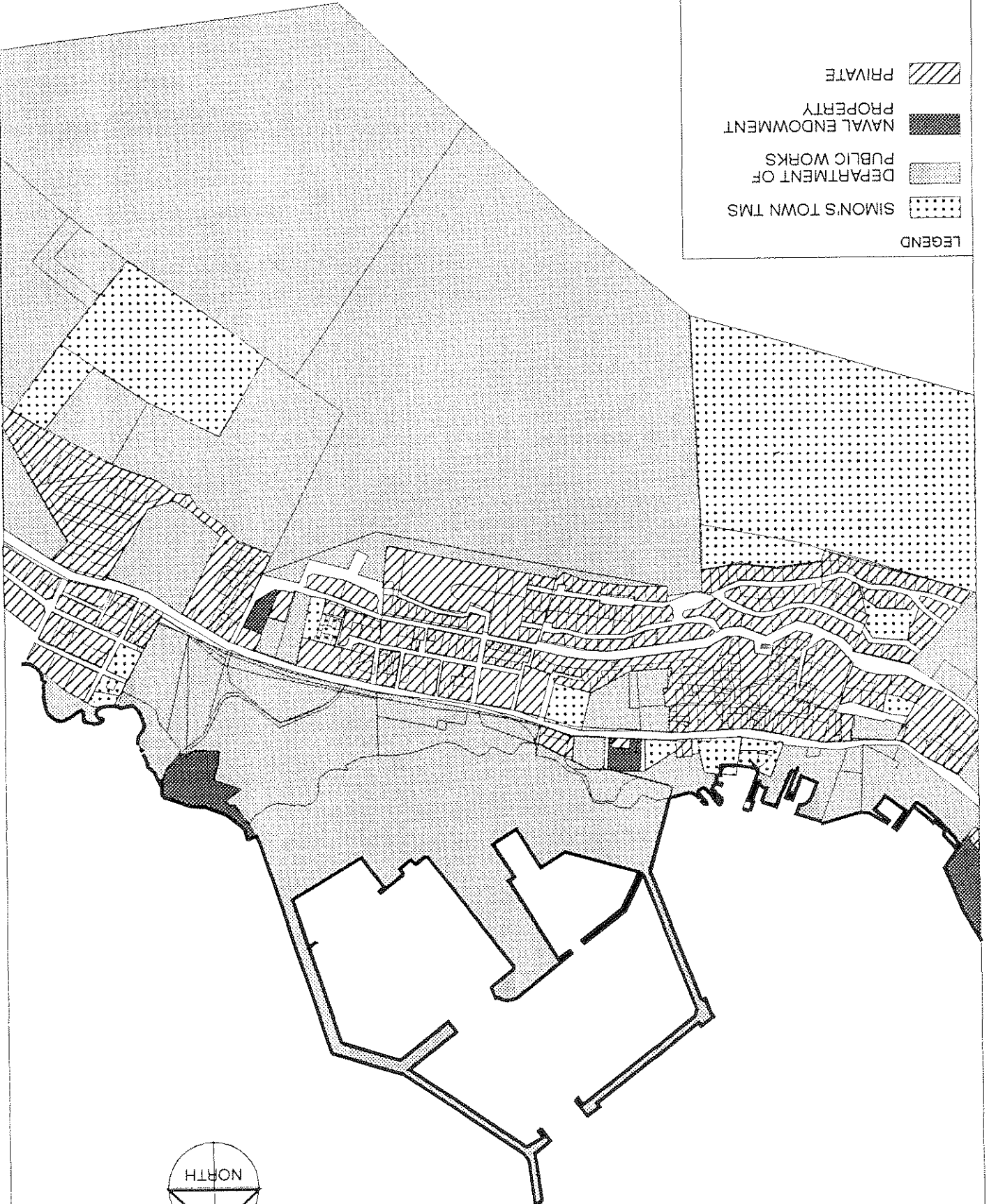
LAND
OWNERSHIP
(DETAIL)

Figure 6.4a

SIMON'S TOWN
STRUCTURE PLAN

0 100 200 300 400 500m

- LEGEND
- SIMON'S TOWN TMS
 - DEPARTMENT OF
PUBLIC WORKS
 - NAVAL ENDOWMENT
PROPERTY
 - PRIVATE



A large section of the study area falls within the CPPNE-area with the result that the largest "land-use" in the area is vacant land or nature areas. Relatively few areas are designated as public open space, apart from the beaches and the Glencairn wetland.

LAND OWNERSHIP

6.4

A land ownership survey of the study area reveals that the largest landowners in Simon's Town are the Simon's Town TMS and the State. Some parcels of State land are Naval endowment or Admiralty land, which means that any revenue generated from the sale of this land will return to the coffers of the South African Navy itself. However, most of the land that is currently occupied by the Navy, belongs to the Department of Public Works, including the strategic West and East Yards.

The Simon's Town TMS owns a significant portion of land in the Red Hill area, stretching to the western boundary of the study area, thus including the plateau area containing the dams. In Dido Valley most of the land is owned by the Department of Public Works. Figure 6.4 indicates that the Department of Public Works and the Simon's Town TMS also own significant portions of land in southern part of the study area.

The only other body to own strategic land in Simon's Town is the South African Rail Commuter Corporation whose properties are managed by Intersite. The SARCC owns most of the tract of land along the coast from Glencairn Beach up to Admiralty House. TRANSNET owns a portion of land opposite the station on Main Road, which is managed by PROPNET.

The only large tracts of land in private ownership are situated in the southern part of the study area, including important nature areas such as Rocklands Farm. Individual residential erven and industrial sites make up the rest of the land in private ownership. The Simon's Town TMS owns some residential erven and public open spaces within residential areas.

CONCLUSIONS

6.5

The preservation and enhancement of Simon's Town unique scenic qualities clearly requires a comprehensive approach. Existing measures to protect the total conservation-worthy fabric of the town are mostly focused on historic areas and do not extend to broader urban design principles, and they are thus ineffective in preventing inappropriate and overscaled new developments that detract from the conservation-worthy fabric and the whole townscape.

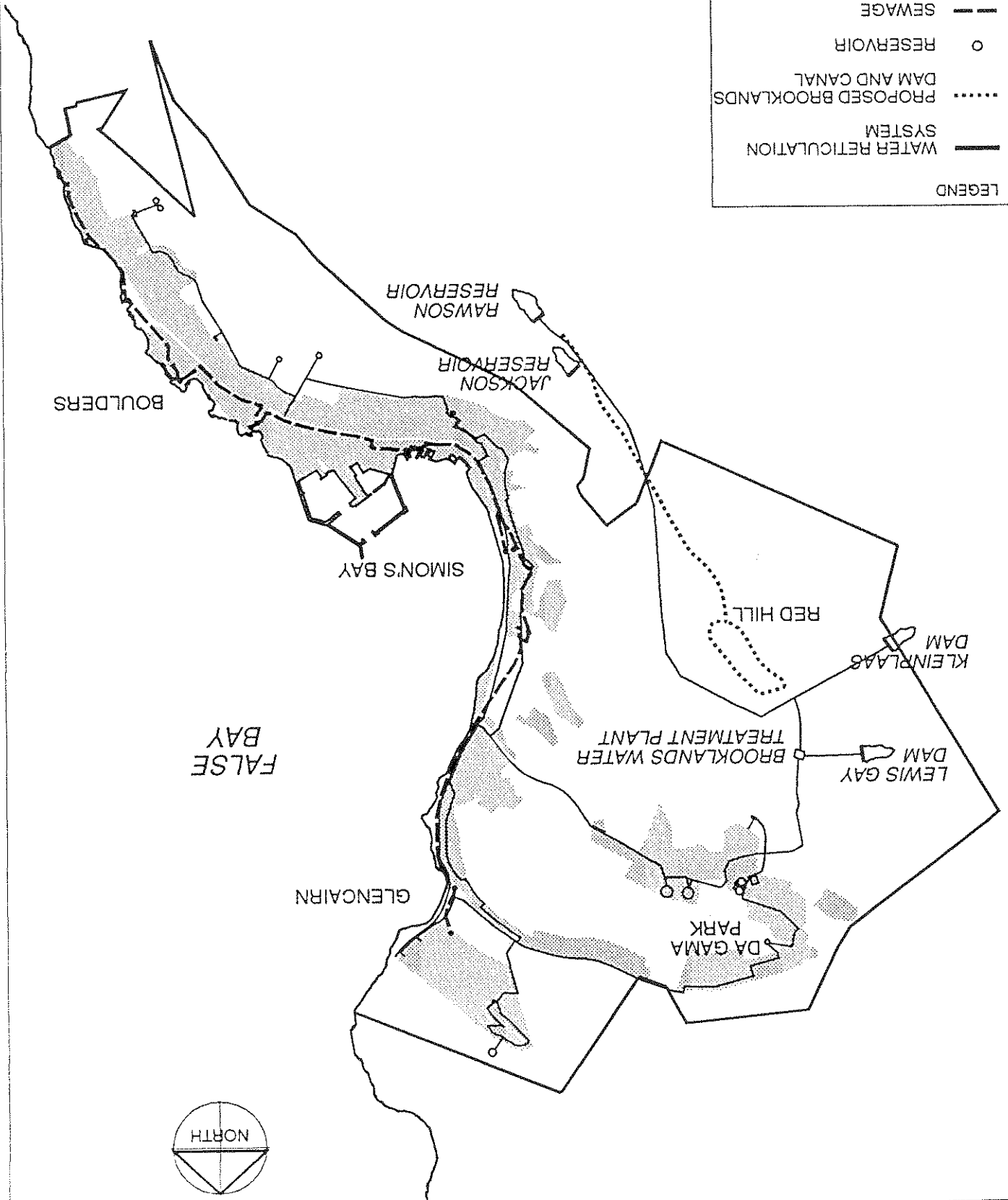
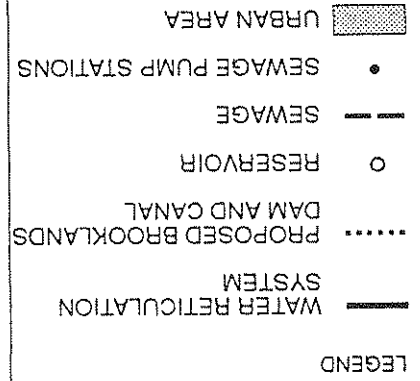
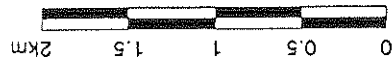
The combination of the expansion of low density single residential development and the lack of control over the bulk and height of buildings, is a cause of particularly great concern and should be addressed (with regard to location and form) as a matter of urgency. As most of the undeveloped land in Simon's Town belongs to either the State or the Simon's Town it should not be difficult to control new development. However, as has been pointed out, modern developments on State land have seriously detracted from the townscape and as existing measures of control (however limited they are) do not apply to most of the State land the issue of control over conservation and development on State land should be taken up with the SA Navy and other relevant State departments as a matter of urgency.



ENGINEERING SERVICES INFRASTRUCTURE (WATER AND SEWAGE)

Figure 7.1

SIMON'S TOWN
STRUCTURE PLAN



The present services infrastructure has been established over a long period. During this period the line between Naval and municipal services has become blurred. The coastal installations of the Navy are connected to the bulk engineering services of the Simon's Town TMS, whereas the Navy to a large extent supplement the municipal systems in the mountain areas. Figure 7.1 illustrates the engineering services infrastructure.

The Simon's Town TMS is currently relatively self-sufficient in supplying water to the town. However, as the water supply is at times inadequate during the peak season, Simon's Town has an arrangement whereby treated water can be drawn, at a cost, from Cape Town's distribution network via a connecting link to Clovelly. The SA Navy contributes 75% of the funds needed to maintain this pipeline.

Of the water collected in the Klaver Catchment, the Navy holds about four months supply in their dams. Water which is surplus to this requirement is directed, either by pumping or gravity mains to the municipal raw water dams. This will continue to be the case when the new Brooklands dam is built. When there is a surplus both to the Navy's and the Municipality's requirement this flows off the mountain and into False Bay.

Plans are underway to construct a new dam in the catchment area of the Elise River that would make Simon's Town completely self-sufficient in water supply. In conjunction with the construction of this dam (the Brooklands Dam), the capacity of the main water treatment works will also have to be extended.

The Town Engineer reports the present distribution system as working adequately. Such problems as there are relate to low pressures at some of the higher level developments. The areas identified as areas of insufficient pressure include parts of Glencairn, 2nd Bend on Red Hill, Upper Simon's Kloof, Dido Valley and the area above Sealoff. In the upper Murdoch Valley a small pumping system to sustain pressures to the higher properties has already been installed.

7.2 SEWAGE

The Town Engineer reports that at present the town is well served by a waterborne sewage system. There are only two older properties within the Municipality area which are not connected.

Sewage is transferred to the treatment works from all existing development in the town, via a network of gravity sewers, pumping stations and rising mains. There are altogether some 16 pump stations operated by the Municipality - 11 in the southern section of the town and 5 in the north. In addition, the SA Navy report that they run some 17 sewage pumping stations in their dockyard area. Problems with the town's sewage system include bad odours from manholes and vent pipes, operating the system in the case of power failure and, in the old part of town, groundwater infiltrating the sewers.

Simon's Town's existing sewage purification works is a conventional bio-filter and sludge digester plant with the final effluent discharging to the sea. The final effluent from the treatment works is discharged 150 m out at sea near the north gun battery. At present the works are reported to be operating at $\pm$ 60% of their potential capacity.

It has lately been suggested that Marine Oil Refineries divert their industrial effluent to the sewage treatment plant. This would effectively take up all the spare capacity of the plant. More importantly it would introduce toxicity loadings of certain parameters which the plant is not, at present, equipped to deal with. Marine Oil presently discharge their effluent directly into the sea in front of the factory.

7.3 STORMWATER

As most of the development of Simon's Town has taken the form of ribbon development against steep slopes, stormwater run-off is rapidly concentrated and discharged over short lengths to the sea.

The Town Engineer reports that the town is well served by stormwater conduits and that there are few stormwater-related problems at present. Designing conduits, however, which are capable of containing the high kinetic forces of the mountain run-off presents challenges. Design solutions are often considerably more expensive than those in flatter areas. Surface water which flows on the Main Road between Glen Beach and Glencairn Station is of some concern.

SIMON'S TOWN
STRUCTURE PLAN

The Town Engineer reports that there is very little scope for surface water to be allowed to flow on the surface of the existing streets. These are generally narrow and steeply sloping and unable to accommodate storm surface run off without causing serious consequential problems.

Problems with soil erosion and slope stability are also experienced in steeply sloped areas with rapid runoff. These problems tend to be specific to a particular site and any protective measures needed are investigated and implemented in relation to that site. This is handled through the development control procedures and conditions are imposed where necessary when granting approvals. There have been in recent times embankment and other ground failures associated with new developments. It can be expected that specialised expertise to deal with this aspect of design will continue to be needed in developments on the steeper sections of the mountain side.

ROADS AND TRAFFIC

7.4

Roads in Simon's Town can be broadly divided into those in the older historically unique areas of the town and those in more recent developments. No particular problems with the fabric of roads exist (where road failures have occurred they are attributed to inappropriate design or poor workmanship).

Figure 7.2 illustrates the road network and other transport infrastructure in the study area. The road network in the study area is largely dictated by topography. Apart from the main coastal road, the Glencairn Express Way, Glen Road and Runciman's Drive are the major collectors in the study area. Some complaints have been received about limited access in residential areas. The central section of the town up to Mount Pleasant contains lanes and alleys inaccessible by car, such as Cotton Lane. In the southern residential areas the steep slopes and deep gullies have made it impossible to connect roads above the Main Road between areas such as Murdoch Valley and Seaforth adding to the perception of limited access. The real extent of the problem can only be ascertained by a detailed study.

According to the Metropolitan Transport Planning Branch of the Cape Town City Council 8 702 trips are attracted to Simon's Town daily, 78% of which are by car. Only 2 481 trips are produced daily from Simon's Town (see Figure 7.3). The high instance of commuters travelling by car to Simon's Town results in some congestion on the Main Road during peak hour. In addition holiday makers cause congestion along the Main Road and at the beaches during the peak season. The Main Road, being an important scenic route in the Peninsula (leading to Cape Point) also carries many large tourist buses. This adds to problem of congestion. It has been suggested that congestion in Simon's Town could be a function of traffic flow problems in the whole of the south Peninsula, with the major roads and intersections not able to cope with peak hour traffic.

Another problem frequently raised by residents is the lack of adequate parking, especially in the centre of town. However the Chief Traffic Officer does not see this as a problem. Provision has been made for long-term parking (especially for people working in the town centre) and short-term parking in or near the centre of town. In addition tour operators complain that there is not enough convenient parking for their buses and no convenient area where the buses can turn around in Simon's Town. As a result many of these buses do not stop in Simon's Town. According to the Chief Traffic Officer of Simon's Town, a turning circle for buses in the Main Road does exist at Murdoch Valley and adequate parking for buses is available in the Cole Point parking area in the town centre.

PUBLIC TRANSPORT

7.5

Various modes of public transport are available in Simon's Town. In general it seems that these services are currently underutilised.

7.5.1 Rail Service

Simon's Town is served by a single commuter and freight railway line. Table 7.1 shows that approximately 5% of trips to and from Simon's Town are taken by train. Metro, the rail services division of the South African Rail Commuter Corporation, running the service, indicates that approximately 1 000 people get on and off at Simon's Town Station daily on weekdays. The figure for Glencairn Station is between 380 and 340 persons. According to the SPSP it was calculated in 1991 that the train service on the whole of the railway line in the South Peninsula from Muizenberg Station is running at only 13% of its current capacity.

SIMON'S TOWN STRUCTURE PLAN
TRANSPORTATION DATA

SIMON'S TOWN / MURDOCK VALLEY	DA GAMA PARK / GLENCAIRN	
		DEMOGRAPHICS
		Household size (ave.)
2.6	3.2	
		No. of Households
1043	877	
		Workers / Household (ave.)
1.47	1.47	
		TRIP PRODUCTIONS
1297	1178	
		MODAL SPLIT
		Car
0.66	0.91	
		Rail
0.04	0.06	
		Walk
0.23	0.00	
		Other
0.07	0.03	
		TRIP PRODUCTIONS
2481		
		TRIP ATTRactions
8702		

Table 7.1

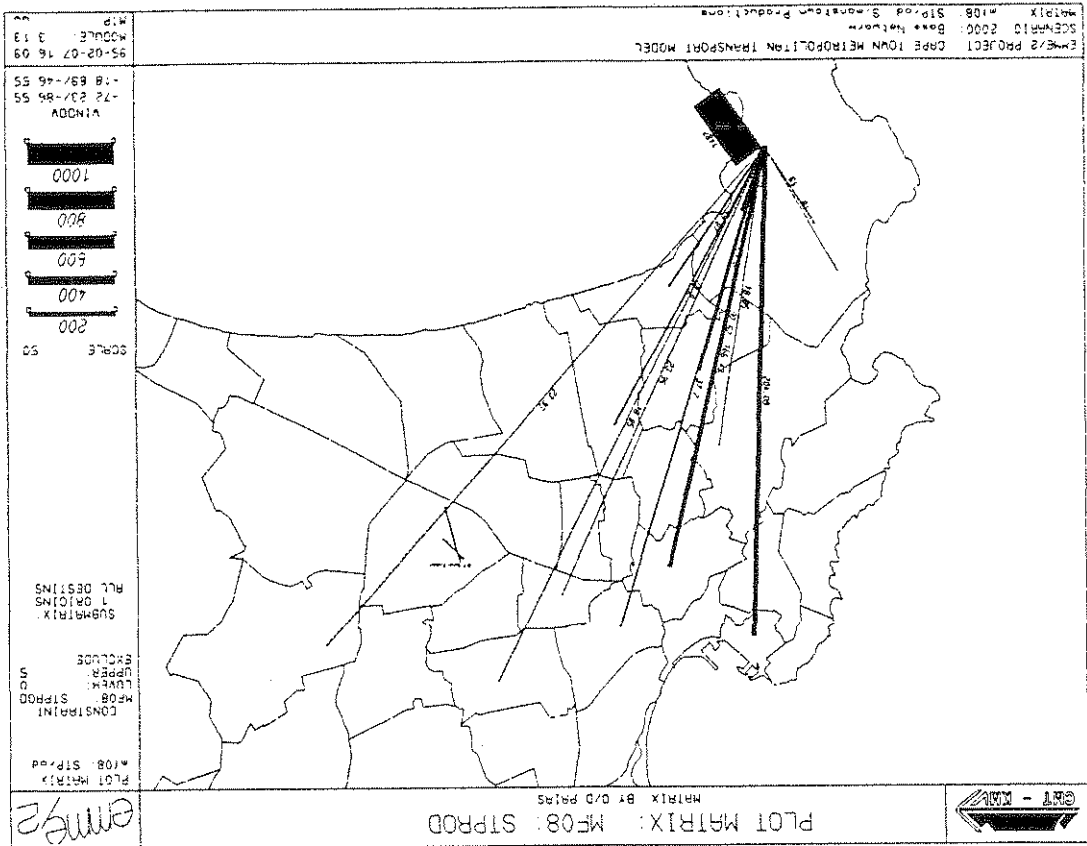


Figure 7.3: COMMUTER TRIP PRODUCTIONS

7.5.2 Bus Service

The Golden Arrow bus company has a depot of twelve buses in Simon's Town that cover most of the south Peninsula. Some buses travel to Claremont, and Mitchell's Plain where a number of people who work in Simon's Town live. Most of the approximately 200 clipcard-users (ie commuters) travel from Ocean View to Simon's Town and back. This figure does not include scholar and pension clipcards. A manager of the bus company estimates that approximately 500 people travel to Simon's Town by bus on a daily basis. A significant number of residents in Simon's Town have indicated that they find the bus service inconvenient. A Rikiki-service with three vehicles, has recently been introduced in Simon's Town and it seems that this service is able to fill the gap in the market for quicker, more flexible transport over short distances.

HARBOUR

7.6

Harbour activity is restricted to Naval operations (The SA Navy does in fact control the whole of Simon's Bay) and smaller boats operating from the Yacht Club. The Navy has also recently started renting its dry dock facilities to Portnet. The False Bay Yacht Club provides mooring for approximately 200 boats, most of which are yachts. 85 of these moorings are walk-on marinas and the Yacht Club is planning to increase these facilities. In addition the Yacht Club offers launching facilities for 120 ski-boats. These facilities are for members only. No public slipway exist in Simon's Town. (A public slipway exists just north of Simon's Town at Miller's Point).

Some commercial boats (mostly offering charter services for line-fishing and diving) are launched from the Yacht Club, but it seems unlikely that large scale commercial activity will evolve at the harbour. The limited capacity for commercial fishing in False Bay is already accommodated at Kalk Bay with its established commercial harbour.

REFUSE COLLECTION

7.7

Domestic refuse is collected twice per week and a free garden refuse removal service is also offered for small lots. Refuse is mechanically compressed into 10 tonne bins before transporting and disposal in the land-fill at the City's Coastal Park on Baden Powell Drive near Muizenberg.

The Council also removes refuse from the beaches on a regular basis and the streets in the CBD are swept and the refuse collected on a daily basis, seven days a week. In other areas street sweeping is not a regular operation by the Municipality and takes place perhaps only once a year. The same team of some 16 men plus supervisor are responsible for both refuse collecting and street sweeping and appear to be well-motivated in their work.

The resident's survey revealed that some residents would like a recycling plant for household and other refuse.

FIRE FIGHTING SERVICES

7.8

The Simon's Town TMS has a well-equipped fire station with three fire engines. This station provides fire fighting and rescue services and is also responsible for alien clearing and fire breaks in the mountain areas. Veld fires in the mountain areas constitute the majority of fires in the area and as such the clearing of aliens and maintenance of fire breaks form an important part of their duties. Two full-time employees run these services with the help of a group of volunteers, 6 traffic officers and a permanent bush team of 10 men.

When necessary this team work in close co-operation with the Navy's fire fighting division, which is a highly efficient rapid-response unit for strategically critical events. Recently major veld fires on the mountain have been fought with the combined resources of all establishments including the other arms of the defense force and adjoining local authorities.

ELECTRICITY SUPPLY

7.9

The City Council of Cape Town are the electricity supply authority for Simon's Town, as they are for the whole of the South Peninsula region. The City Electrical Engineers (CEE) Department have been and are still, progressively upgrading their supply and distribution infrastructure to serve the urban expansion south of the mountain which has taken place in recent years.

City Council staff carry out the installation and maintenance of the electrical reticulation in Simon's Town and they are also responsible for the reading of meters and the collection of payment directly from consumers. Unit tariff rates for electricity are the same for all sectors of the City's distribution area.

In the older historically important parts of Simon's Town there are moves to have electricity cables placed underground for aesthetic reasons. Funds have been allocated in the past for this purpose and sections of existing lines have been placed underground.

7.10 ENGINEERING MANAGEMENT SERVICES

Responsibility for the management of the engineering services of the municipal area rests primarily with the Town Engineer and his Council. This includes the operating and maintenance of existing infrastructure and the timely planning and introduction of new infrastructure to match the nature and rate of developments which take place within their area of control.

8.0 SOCIO-ECONOMIC PROFILE

8.1 POPULATION DYNAMICS

Estimates of the total population for the study area vary. The 1991 Census⁵ puts the total population at 5 232, whereas the WCRSC provided an estimate of 7 110 in December 1993. The RSC figures based on rates and ground surveys, represent a high scenario as opposed to the low scenario of the 1991 Census.

Population figures have been greatly influenced by the proclamation of Simon's Town as a white group area in 1967 and the subsequent forced removals in terms of the Group Areas Act in the same year. According to the municipal yearbook the total population at that stage was approximately 8 700 (3 579 coloured, 3 482 white, 115 Indians and more or less 1 500 african people). By 1971 the population decreased to less than half of this number. As a result the area was left predominantly white (90,7% of the population according to the WCRSC in December 1993) (see Figure 8.1).

POPULATION ACCORDING TO RACE

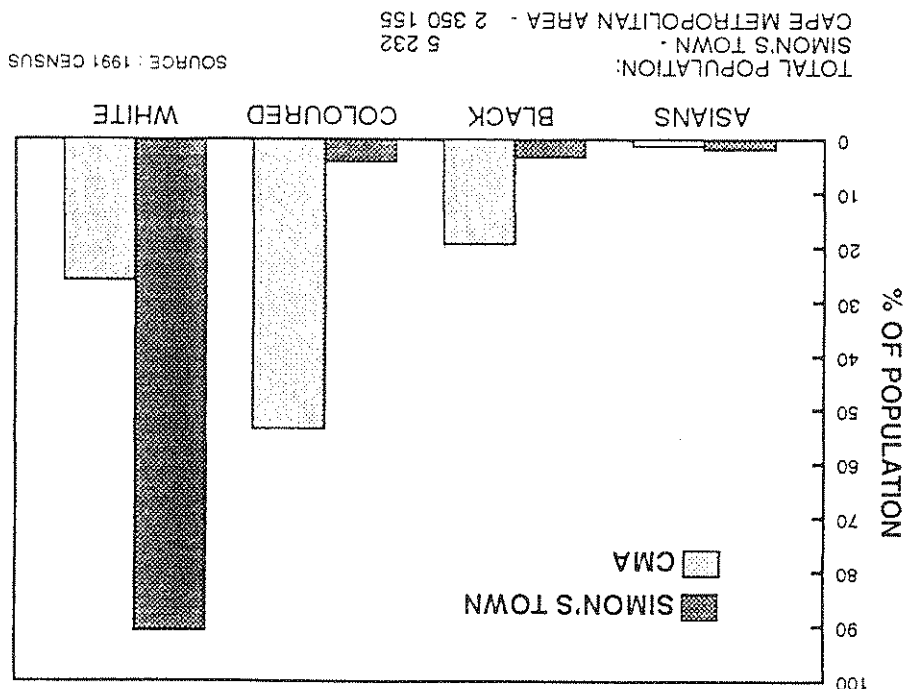


Figure 8.1

In addition to forced removals the population of Simon's Town decreased at a rate of 1,47% between 1980 and 1991. This is most probably due to rationalisation by the Navy during this period (SPSP 1994). The Simon's Town TMS estimates the total population to be between 8 000 and 10 000 at the moment. In light of the steady physical expansion of the town over the last years, this figure seems highly plausible. Figure 8.2 illustrates dwelling plans approved over the last 10 years. The growth rate calculated according to these figures is 2,3% per annum from 1984 to 1994. This figure refutes most predictions of future growth in Simon's Town which are very low. The SPSP predicts a rate of 0,1% for the area and Mostert and Hofmeyer (1990) projects a growth rate of 1,1% for the white population of Simon's Town and negative growth rates for the other population groups until the year 2 000. The projection for whites in the whole Cape Metropolitan Area (CMA) until 2010 stands at 1,1% compared to an average of 1,8% for the population of the CMA (Wesgro, 1992).

⁵According to the demarcation of census districts used in the 1991 Census, the study area includes the districts Simon's Town and enumerated sub-districts, Simon's Town NU 3 (Da Gama Park) and Simon's Town NU 5 (Glencairn Quarry).

DWELLING PLANS APPROVED SINCE 1984

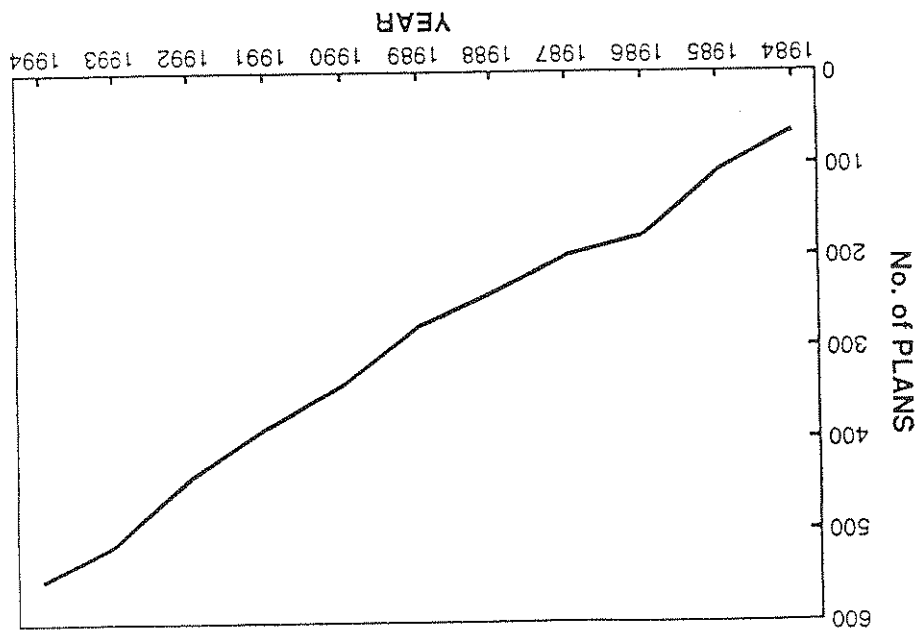


Figure 8.2

Although there is no denying that the rate of natural increase will probably stay very low, should the population profile remain as it is, it is argued that the growth rate will largely depend on other factors, the most significant of these, being the release of land for residential development. According to the SSP growth in the south Peninsula has in the past been closely related to the release (ie. availability) of land and this seems to be case in Simon's Town as well.

In addition, the probable resettlement of the Red Hill Community in Dido Valley in the near future, and people with land restitution claims in the area, will alter the profile of the population and lead to higher rate of natural increase. This initial group will probably entail at the most 1 000 persons. It is thus argued that the growth rate could remain at 2.3%, which is substantially higher than that predicted for the CMA (1.8%). If we take the current population at 10 000, as the absolute maximum (considering the RSC 1993 estimate of 7 110 people), and add the 1 000 additional people to be accommodated in the near future, Simon's Town could have to cater for an additional 5 000 people over the next 10 years.

The Simon's Town community is at present characterised by an ageing population. According to the 1991 Census 11% of the population is older than 64, compared to 4.9% for the CMA (HSRC, 1990 in Wesgro, 1992). Only 19% of the population is younger than 15 compared to 29.2% for the CMA (HSRC, 1990 in Wesgro, 1992) Figure 8.3 shows a simplified population pyramid. It should be noted however that the population of Da Gama Park forms a socially distinct unit within the population of the study area. Here only 1% of the community is older than 64 and 34% is under 15.

As a result the dependency ratio for Da Gama Park is 51.1% as opposed to 39.8% for Simon's Town (excluding Simon's Town NU 3 and Simon's Town NU 5), with its ageing population. The dependency ratio for whites in the CMR was calculated at 44.8% from 1988 to 1990 (Wesgro, 1992).

According to the 1991 Census the male to female ratio in Simon's Town is 1.05 compared to 1.08 for whites in the CMA as calculated by the HSRC for 1988/1990 (Wesgro, 1992).

AGE SEX STRUCTURE

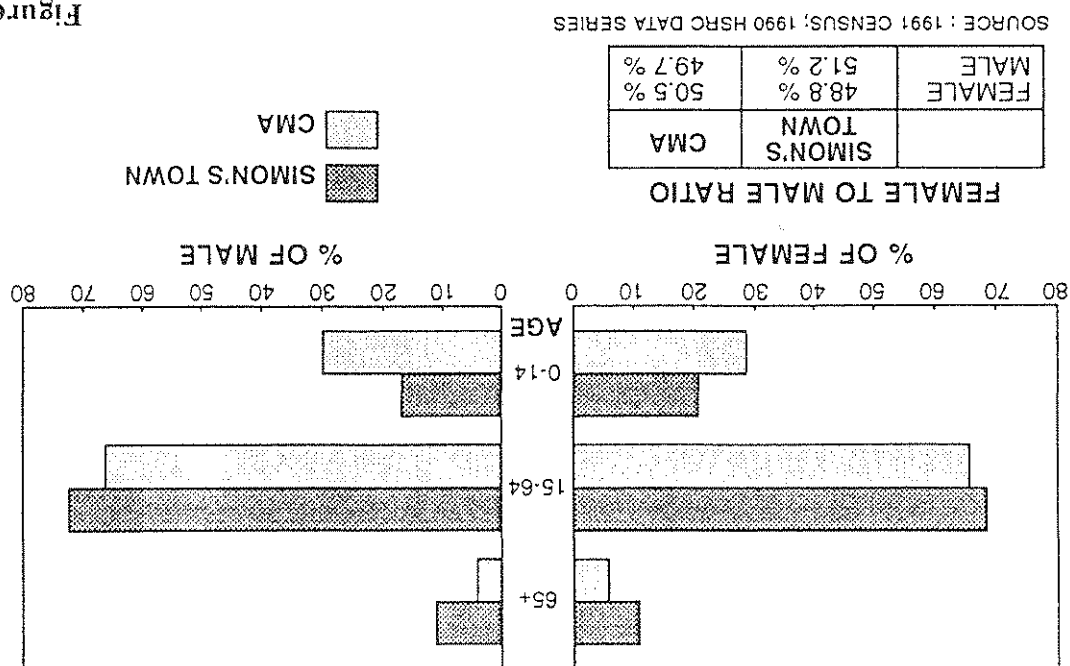


Figure 8.3

HEALTH

8.2

Available information shows the community of Simon's Town to have a high standard of living and good health care. During 1993, there were 79 births, only one child between 0 and 1 year old died and no deaths amongst children between 1 and 4 years old were reported (WCRSC, 1993), pointing to a very low infant mortality rate. Notification of tuberculosis in 1993 amounted to only 70 per 100 000, compared to 592 notifications per 100 000 estimated for the CMA area (including Stellenbosch and Paarl). According to a SALDRU classification in 1993 the Simon's Town magisterial district presents an area of low risk of being affected by illness or diseases for whites, asians and coloureds and a fairly low risk area for black people, indicating a population economically better off than the rest of the Western Cape (SALDRU, 1993).

A recent survey amongst residents of Simon's Town, conducted by the CMC health services, indicated that more than 90% of respondents had adequate provision for health care (either in the form of private medical aid or as State patients, etc.) and were satisfied with the existing health care services in the area.

Little is known about the health condition of the Red Hill Informal Community. A recent survey (dated July 1995) conducted on behalf of the Western Cape Provincial Administration reveals only that approximately 70% of members of the community visit a clinic regularly and these people most commonly make use of health services in Fish Hoek.

The only provider of public health services in Simon's Town is the CMC-clinic situated in the centre of town. This operates on a Thursday. This clinic services the whole of the south Peninsula up to Ocean View and Fish Hoek. The clinic offers health care services for children (immunisation, minor ailment treatment), adults (family planning, tuberculosis treatment, sexually transmitted diseases and minor ailment treatment) and the elderly (geriatrics, entailing regular check ups of blood pressure, etc.) In addition Manna, a non-profit organisation sells scheduled foods from the clinic. This service attracts most of the clinic's clients. The biggest concern of the clinic at the moment is health care for vagrants in the area. Tuberculosis and unhygienic living conditions poses a major threat to these people. The upgrading and extension of the clinic has been approved by the CMC, mainly in order to provide more space for the activities of Manna. In addition to the regular clinic a mobile clinic visits the Red Hill area every second week.

8.3

EDUCATION

There is no public hospital in the Simon's Town. The nearest is the Faise Bay Hospital in Fish Hoek with a capacity of 74 beds. A private nursing service that offers care to the elderly, operates in Simon's Town and there are at least four general practitioners in the town. The Navy is completely self-sufficient in providing health services to its employees and it also provides some health care to its retired personnel. Apart from a sophisticated medical centre in the East Yard, and a decompression chamber in the West Yard, a unit researching maritime related diseases is situated south of the East Yard.

According to the CMC Clinic there is a lack of day care facilities for infants in Simon's Town. The Simon's Town Community School offers a service in this regard. A number of smaller centres caring for up to six children exist, but as no registration is required for centres of this size, it is difficult to establish a number.

The available information on education levels in this community points to a well educated population. According to the 1991 Census 81% of the population have passed at least standard 8 and 67% have passed at least standard 10. In the CMA only 70% of whites have passed standard 8 or more and only 51,8% standard 10 or more (DAG, 1994). 21% of the population has a further qualification.

The 1995-survey of the Red Hill Informal Community indicates that approximately 45 % of the community had passed at least standard 5, but only 3,5% had passed Standard 10. Of the 37% of children from the community that attended school more than 70% attended the Simon's Town High School.

At present this is the only school in Simon's Town. This school provides dual medium primary and secondary education and attracts pupils from as far as Angola. It has recently introduced two specialised maritime courses. The number of pupils enrolled at the school dwindled with rationalisation in the Navy, but has grown steadily since the school opened to all races in 1991 and now stands at more than 700. At present the school has a capacity for 900 pupils. The two specialised maritime courses prepare pupils for a career in shipping either shore-based or sea-based. These courses have been compiled through consultation with the shipping industry and are currently sponsored by Salfmarine. As one of these qualifications will virtually assure a candidate of employment upon leaving school it is expected that the numbers will increase further and for this reason the provision of boarding facilities is planned for the near future.

Pre-primary children are catered for by the Simon's Town Community School in Seaforth, which caters for approximately 120 pupils. This school also offers a day care service for school children. Approximately 40 children are cared for in the afternoon. The school has not reached its full capacity yet and the numbers are growing steadily at the moment.

No tertiary education facilities exist in the study area.

8.4.1 Income

Figure 8.4 shows the annual income per household in Simon's Town as recorded during 1991 Census. 82% of the population earn more than R10 000 a year compared to 49,7% of the white population in the CMA (DAG, 1994). Over 70% of the population in Simon's Town earn R10-29 000 or more per annum. Compared to 70% of the CMA population earning R10-R29 000 or less per annum. This points to a community of a relatively high socio-economic status.

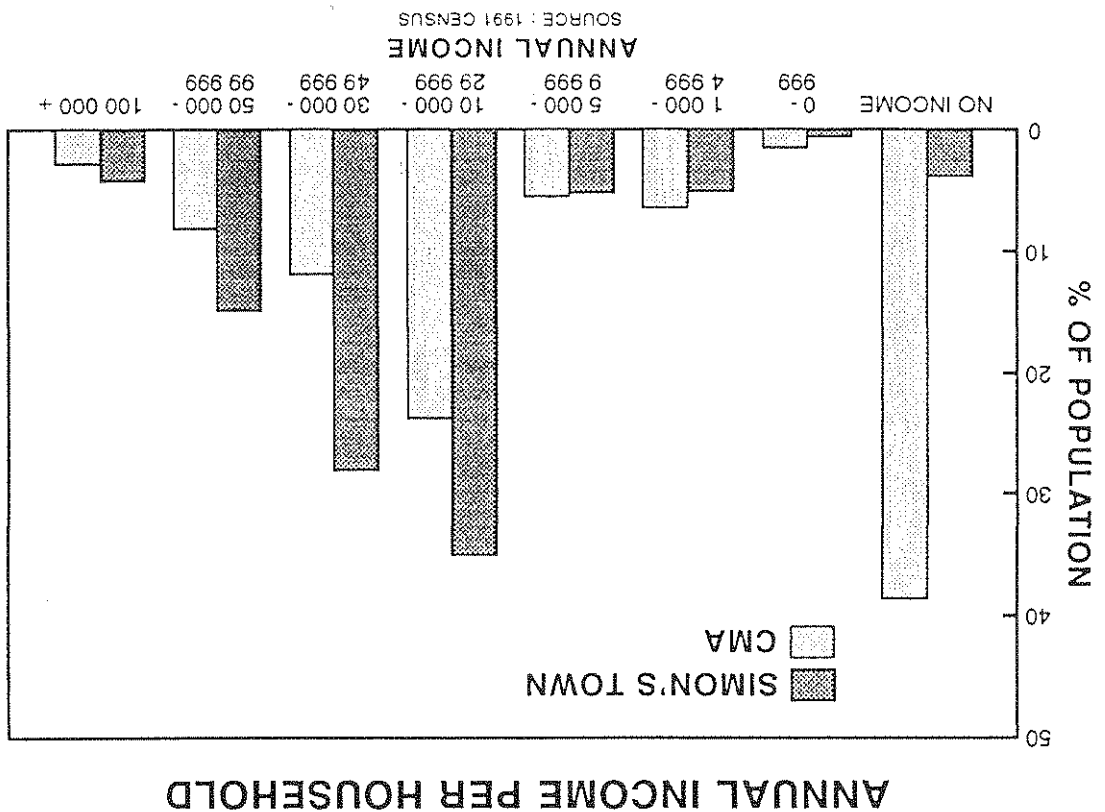


Figure 8.4

The average monthly income per household in the Red Hill Community was recorded as R806 in 1995. (R10 000 per annum).

According to the 1991 Census, 49% of the population is not economically active. This figure seems low, compared to 54,5% of the population in the CMA, despite the high percentage of older people in the area (DAG, 1994). The 1991 Census figures indicate that only 5,5% of the population is unemployed (looking for work) compared to 36% of the total population of the CMA, that is unemployed or working in the informal sector (Wesgro, 1992).

A survey undertaken by the PAWC in 1995 revealed that approximately 75% of the economically active population of the Red Hill Community has some form of employment, but less than 50% are employed full-time. Most of these people are employed by the CMC, either in the Cape Point Nature Reserve or at Koegefontein Road Maintenance Depot.

Figure 8.5 shows the occupational distribution within the area as recorded by the 1991 Census. 33,5% of the population is employed in the service sector, compared to 24,4% for the CMA (DAG, 1994). It is thus evident that the Navy remains the largest employer in this area. A large number of its employees also commute to the Naval base on a daily basis. It is estimated that approximately 5 000 people are employed at the Naval base and 800 people in the dockyard. In addition, approximately 200 people are taken on as temporary labour in the dockyard on a contract basis.

Other important employers in this area are Marine Oil, Kelp Industries and Mineral World who employ approximately 600 people between them. Figure 8.5 also reveals a low level of unskilled employment in this area again pointing to an economically well-off community.

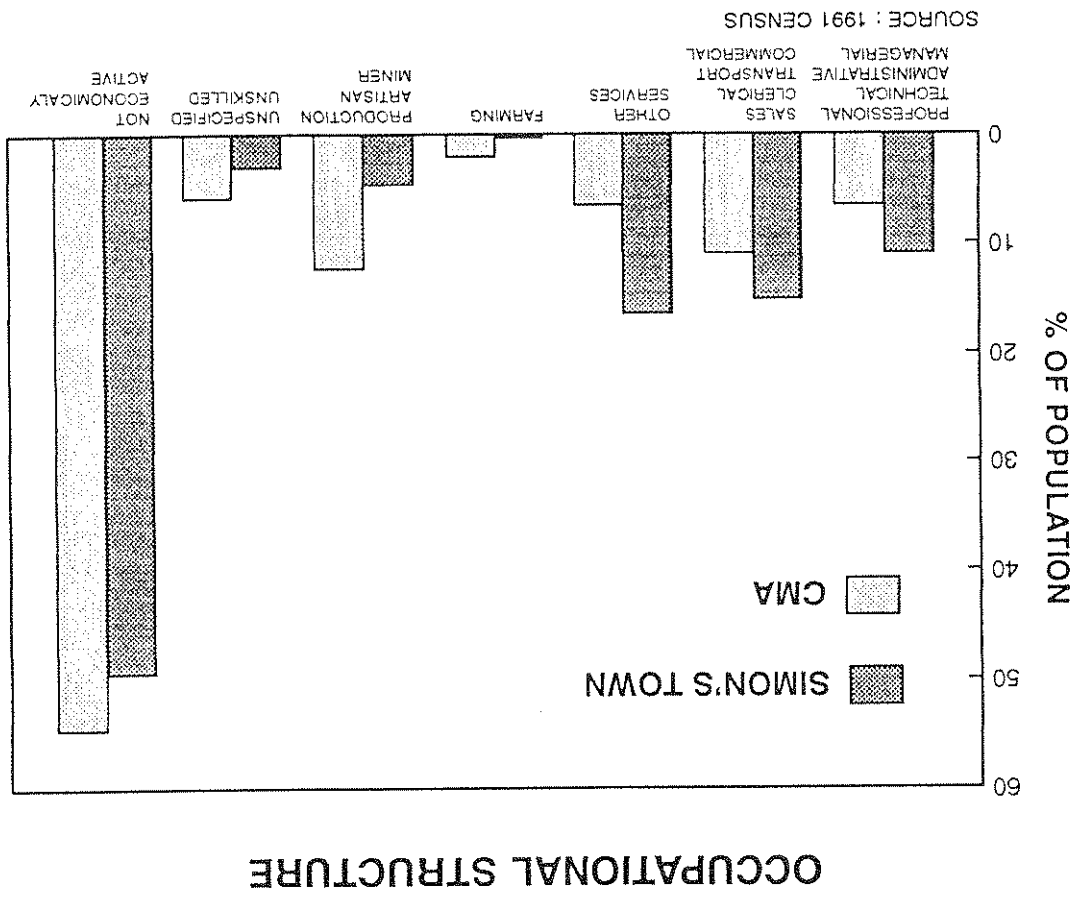


Figure 8.5

8.5 HOUSING

Housing data completes the picture of a fairly affluent, and predominantly older community in the study area. 65% of the population live in detached houses as opposed to 55,2% of the population in the CMA (1991 Census). 54,8% of residents are owner occupiers of which 47,6% have completed mortgage payments. Da Gama Park, the Naval housing estate, is however, characterised by rented accommodation (98% according to the 1991 Census).

Households density shows residents living in relative comfort. The average number of residents per household at 2,9 compares favourably with an average of 3,9 residents per household for the Western Cape (Wesgro, 1994).

A total number of 122 households reside in the Red Hill Informal Community. 99% of this community indicated that they would like to move to Dido Valley and are keen to do so in the near future. 66% of the households surveyed indicated that they would prefer to rent premises at the new site.

8.6 RELIGION

The historic diversity of the Simon's Town community is reflected in the fact there are no less than 8 religious assemblies present in the town. Seven of these are congregations of the Christian faith, whilst the eighth is a Moslem denomination.

8.7 CRIME AND POLICING

The police station at Simon's Town which serves the whole South Peninsula, up to Scarborough, reports that the crime rate recorded for this area is very low compared to the rest of the Peninsula. Police officers in Simon's Town have however indicated that there has been an increase in housebreakings in the area over the last two years.

8.8 CONCLUSIONS

The homogenous community currently living in Simon's Town is a far cry from a community once known for its diversity. The very nature of this community places constraints on the development of the town, especially the commercial sector.

Despite the fact that a large portion of the population is relatively aged, it does not seem as if there is a significant need for facilities aimed at the elderly. This is probably due to the fact that these people are also fairly affluent.

In contrast to this community the Red Hill Informal Community is at the bottom of the social and economic scales and the incorporation of this community into Simon's Town will certainly place some stress on the services and social fabric of the town.

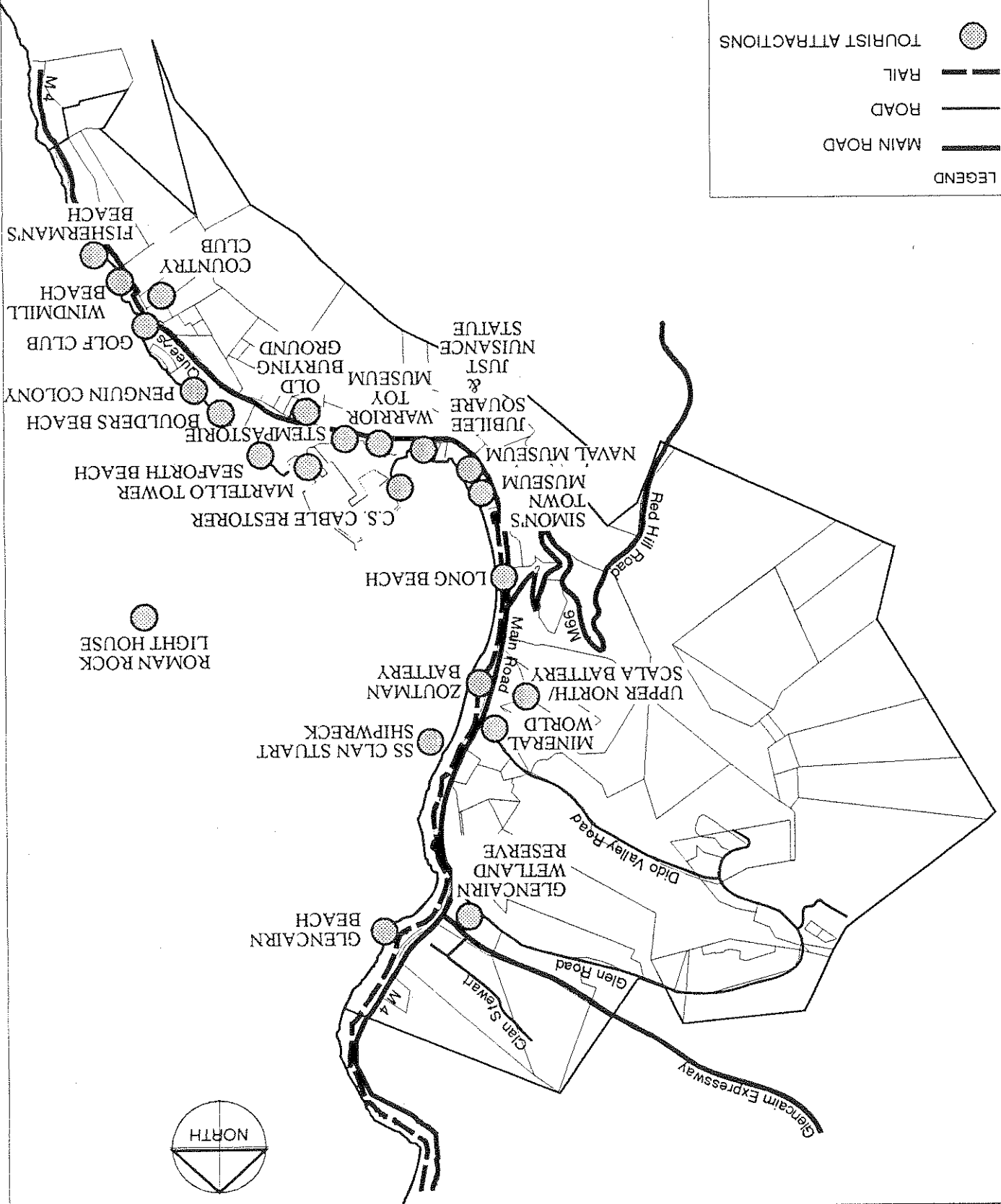
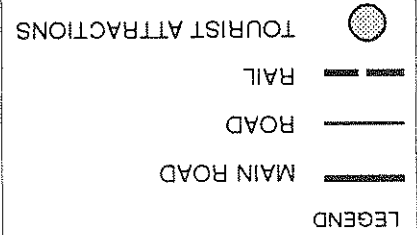
Simon's Town is fortunate in having an affluent, healthy and stable population. The characteristics of the current population mean a reduced pressure for public facilities and services. However it is desirable to maintain the existing characteristics, it can be expected that the settlement of the Red Hill Community in Dido Valley and the proposed increase in affordable housing will impact on the population profile. This needs to be properly managed so that the economic and social benefits of a diverse community has sustainable impact.



TOURIST ATTRactions

SIMON'S TOWN STRUCTURE PLAN

Figure 9.1



All indications are that the tourist industry in South Africa is growing rapidly and is becoming a major source of revenue for the country. In 1993 approximately 618 500 foreign visitors entered the country and an estimated 480 000 foreigners visited the Western Cape. With local tourists added to this, the total number of visitors to the Western Cape has already surpassed the one million per year mark. It is estimated that the tourism industry could grow with as much as 15% - 20% per year from 1996 onwards.

In accordance with this trend the number of visitors to the Cape Point Nature Reserve is increasing steadily. According to Capriour 404 000 people visited the reserve in 1993 and 442 600 in 1994. As it is difficult to ascertain the number of visitors to Simon's Town, these figures give an indication of the number of visitors who pass through the town. Visitors to the Simon's Town Museum have increased from 16 000 in 1993 to 19 219 in 1994 (a 12% increase in one year). Whether Simon's Town benefits from the increase in tourists to the area to the extent that it could remains an open question. It is estimated by the Simon's Town Publicity Association, that the average visitor spends only 25 to 40 minutes in total in the town.

9.1 ATTRactions IN SIMON'S TOWN

Simon's Town has a wide range of tourist attractions (see Figure 9.1). The large number of historic buildings especially on the Historic Mile and the associated Naval heritage lends the town an old world atmosphere with a unique sense of place. The four museums in the town elaborate on these themes. There is the Simon's Town Museum depicting the history of human settlement in the area, the Naval Museum tracing the history of the Royal and South African Navies in South Africa, the Toy Warrior Museum with a fine collection of antique toys, and the Stempastorie, a museum of national symbols and emblems.

According to the Simon's Town Publicity Association a significant number of visitors to Simon's Town have previous Naval connections with the town. During summer the Navy conducts open days, with guided tours of the East Dockyard. Most of the places of interest are related to the Naval heritage, such as the Old Burial Ground in Seaford, various batteries in the Lower North/Scala area and the grave of Just Nuisance.

The large number of shipwrecks along the coast already attract some divers, but could probably become a popular attraction with better marketing. Mineral World and its Scratch Patch, the largest gemstone tumbling plant in the world, is another popular tourist attraction in the area.

The penguin colony at Boulders beach is fast becoming a major tourist attraction in Simon's Town. This colony is one of only two colonies on the South African mainland. As mentioned in chapter 5 the colony has only recently settled there and is growing rapidly, causing some problems to the surrounding residents. These residents complain about the stench, the erosion caused by the penguins, the uncontrolled meandering of the birds and the conduct of tourists who visit the colony. It has become clear that a comprehensive management plan is needed to protect the interests of all affected parties.

Apart from these attractions, Simon's Town has a number of popular beaches, good fishing, yachting and diving waters, and opportunities for walks along the coast and in the mountains (including historic walks such as the old donkey track). These attractions make Simon's Town a popular holiday venue during the summer months. The unique location as the "last" town on the Peninsula and the related scenic routes such as Red Hill Road and the drive along the coast adds to the popularity of the town as a day trip destination.

9.2 FACILITIES FOR TOURISTS

One of the problems hampering the development of the tourist market is inadequate public facilities to support the town's attractions. According to the Simon's Town Publicity Association the increase in tourists to the town has rendered existing public facilities such as the public toilets in St. Georges Street near Jubilee Square inadequate, especially during the peak season. There are also no facilities for disabled people. From the residents questionnaire it also became clear that the public facilities at beaches are regarded as inadequate.

The Publicity Association currently runs a small information centre in the Jubilee Square area. Its hours of operation are limited due to a shortage of resources. In addition to this the lack of after hours entertainment, such as restaurants and pubs, is dissuading overnight tourists. A small waterfront

development is currently being planned, which could address some of these needs. This development will add to the upgrading of the part of the waterfront that is currently accessible to the public. It has further been suggested that the quality of some of the services provided and goods offered are inadequate for the needs of the average tourist.

According to the chief traffic officer of Simon's Town, adequate parking is provided in the centre of town. However, tour operators would like more parking for buses right in the centre of town on Jubilee Square. Problems with inadequate parking are experienced at the beaches during peak season. It should however be kept in mind that the provision of parking should occur with the capacity of the beach. Boulders Beach. Finally, the Publicity Association has pointed out that existing public transport is not convenient for tourists. The newly-introduced Rikiki-service has partially addressed this need.

9.3 BUS TOURS

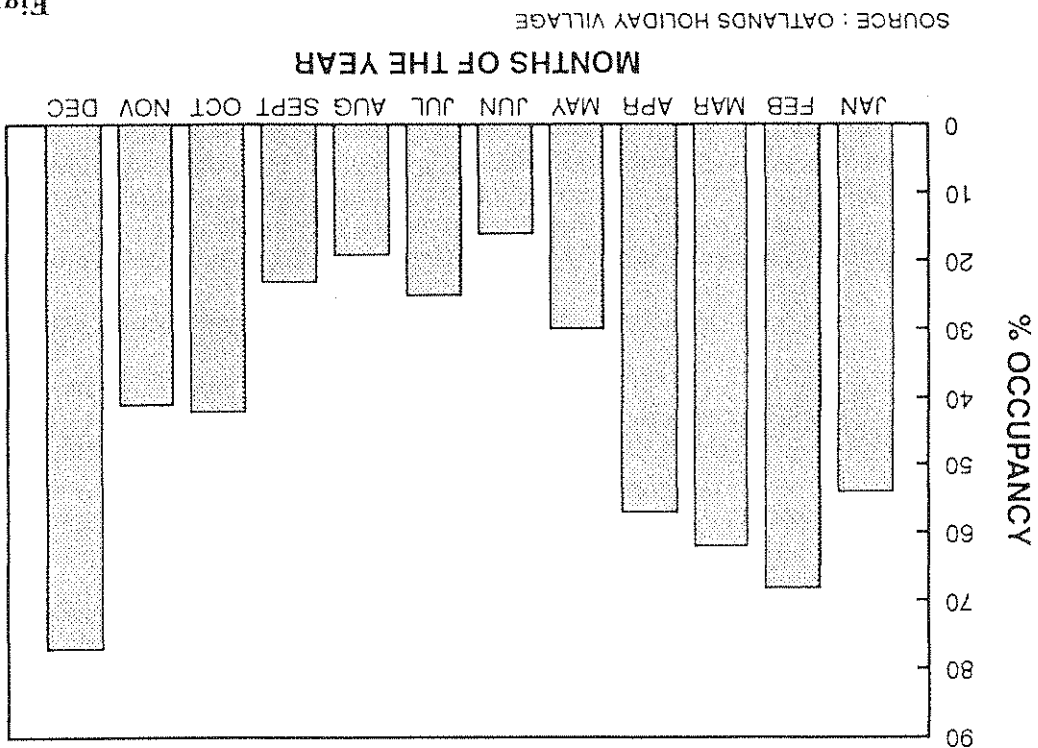
A number of tour companies operating in the Western Cape offer bus trips around the Peninsula in large luxury coaches and some in smaller combi-type vehicles which pass through Simon's Town. Many of these operators do not stop at Simon's Town for a variety of reasons. It is argued that it is inconvenient to stop from a parking and traffic point of view, (turning at Jubilee Square causes congestion, but the nearest turning circle is at the southern end of town, which seems to be inconvenient for most operators) and that Simon's Town is not important enough to warrant a stop on tour that could include a visit to Kirstenbosch, Groot Constantia and the Cape Point Nature Reserve all in one day. Those buses that do stop do so for 10 to 40 minutes only, normally in the vicinity of Jubilee Square, during which time tourists visit the statue of Just Nuisance and the shops in and around Jubilee Square. It seems that many operators do not provide their clients with information on the attractions in Simon's Town.

9.4 ACCOMMODATION

There are a number of establishments offering overnight accommodation in Simon's Town. Of the 350 to 390 beds available the majority are self-catering cottages, flats and bed and breakfast accommodation. The Lord Nelson, a three star hotel with only 9 rooms, represents the top end of the market. Otlands Holiday Camp is the largest of the self-catering establishments, with 150 beds. Figure 9.2 illustrates occupancy of the chalets over the last 11 years. The seasonality of the occupation is obvious, with December the peak season and January to early March, the "shoulder" season.

SEASONAL OCCUPANCY OF CHALETS

ANNUAL AVERAGES 1983 - 1994



SOURCE : OTLANDS HOLIDAY VILLAGE

Figure 9.2

Some caravan sites are available at Oatlands and outside of town at Miller's Point. The occupancy of these sites have shown a downward trend since 1980. The Simon's Town Publicity Association has indicated that a need for inexpensive accommodation such as a youth hostel has emerged lately, with the increase in the number of backpackers visiting Simon's Town.

Conference facilities are available at Oatlands and Rocklands Christian Camp. The Rocklands Camp can accommodate 150 persons at the moment, and they are in process of upgrading and expanding facilities as the demand is growing. These centres currently handle approximately one conference per week.

CONCLUSIONS

In order for Simon's Town to realize the benefits of its tourism opportunities, it will not only have to encourage the exploitation of underutilised opportunities, but will also have to address the problems related to current patterns of tourism in the area.

The Simon's Town Publicity Association has already embarked on this process with the drafting of a Tourism Plan, produced in May 1995. This plan goes a long way to identifying the problems currently experienced with tourism in the area and also opportunities waiting to be exploited in the area.

At the root of these problems lies the steep increase in tourists to the study area in recent years. The Simon's Town Council has noted that in the past providing for the comfort of residents also served to cater for the needs of tourists. However, this increase in tourists necessitates more incisive action, as the current infrastructure does not have the capacity to handle these numbers. As a result these tourists not only detract from the comfort of residents in the town, but the town does not benefit from their visit economically to the extent that it could. This influx is also very seasonal in nature which places a heavy burden on infrastructure and services and frustrates the optimal provision of facilities and services (see Figure 9.3).

MONTHLY DISTRIBUTION OF VISITORS TO THE MUSEUM (1994)

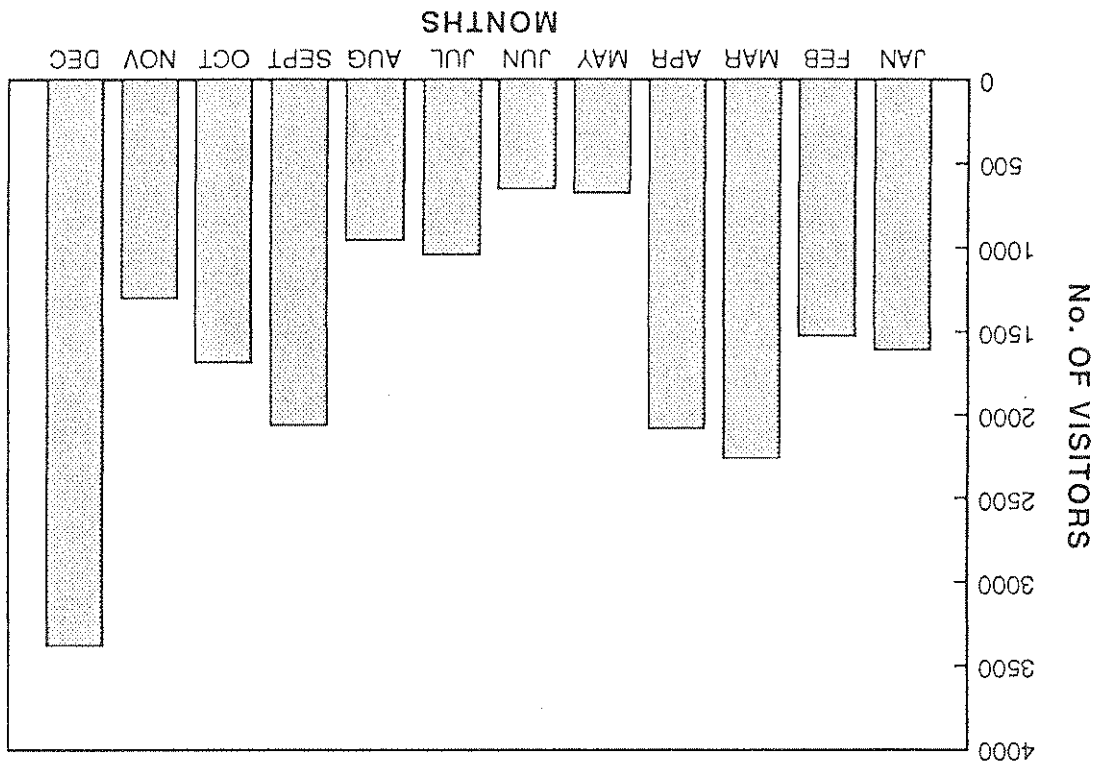


Figure 9.3

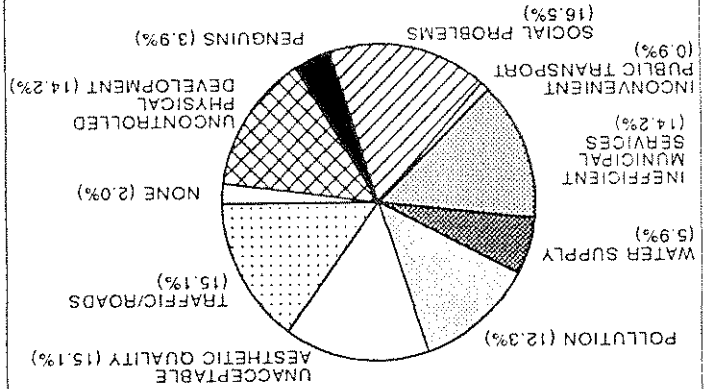
Related to this problem is the lack of aggressive marketing aimed at appropriate target markets. The eco-tourist market for instance, which is clearly an important opportunity, has not been targeted in any co-ordinated and planned manner at all. This is ideally an issue which should be co-ordinated amongst all the major role players in the South Peninsula.



RESIDENTS QUESTIONNAIRE

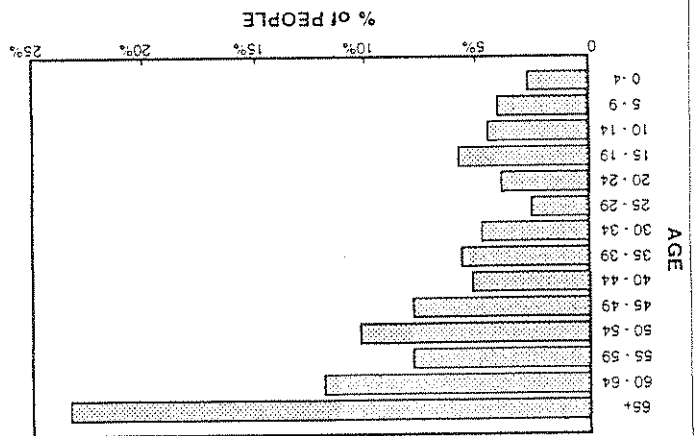
SIMON'S TOWN
STRUCTURE PLAN

Figure 10.3



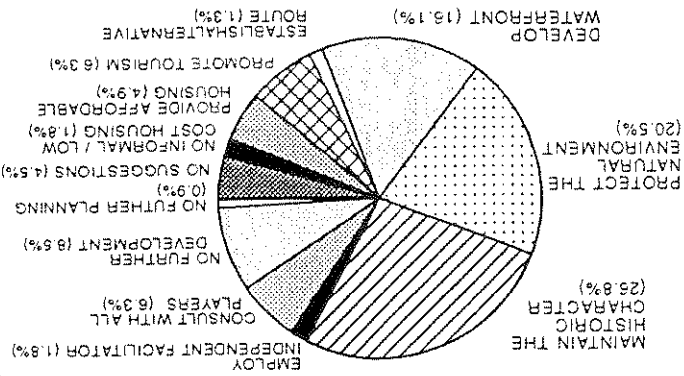
PERCEIVED MAJOR PROBLEMS

Figure 10.1



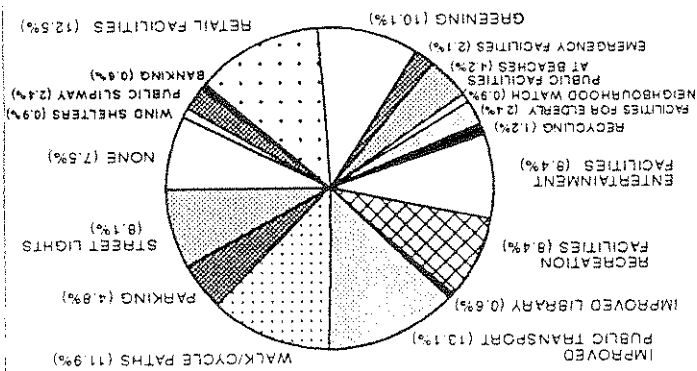
AGE STRUCTURE ACCORDING TO RESPONSES RECEIVED

Figure 10.4



SUGGESTED PLANNING PRIORITIES

Figure 10.2



SUGGESTED FACILITIES TO IMPROVE SIMON'S TOWN

During the course of the preparation of the Structure Plan two surveys were undertaken to ascertain the concerns and needs of the people who live and work in Simon's Town. The first of these took the form of an opinion survey amongst residents of Simon's Town undertaken at the beginning of the structure planning process. This survey gave the consultants a clear understanding of their perceptions on matters relating to the Structure Plan. The second was a survey amongst the people who work in Simon's Town that was undertaken when it became clear that there is a need to provide affordable housing for the large number of people who commute to Simon's Town on a daily basis. The survey gauged the extent and nature of the need for such housing in Simon's Town.

10.1 RESIDENTS QUESTIONNAIRE

This survey took the form of approximately 2 000 questionnaires that were sent out with the water accounts, which could be returned to the Simon's Town TMS offices or the consultants (see Appendix 10) for an example of the questionnaire). 317 replies were returned, amounting to a 15 % response. This is considered exceptionally high and statistically significant.

In the analysis of the information supplied by the respondents, it was discovered that a significant number of respondents were retired persons (see Figure 10.1). As such it was agreed that this would significantly influence the result of any demographic analysis and cannot be regarded as a representative sample of the population.

It was nevertheless agreed that an analysis of the responses concerning problems, facilities and suggestions would aid the consultants in understanding the issues that need to be addressed by the Structure Plan. As these were responses to open ended questions, categories of responses were established in the analysis of the questionnaires. It should be pointed out that questions 5 and 6 are closely related as the lack of certain facilities was obviously regarded as a problem by most respondents. It is thus important to read the analysis of especially these two questions together.

Figure 10.2 illustrates the response to question 5: "What facilities would improve your enjoyment of living in Simon's Town?". Responses were divided into 16 categories. The most important of these were:

- "Improved public transport" which referred to inadequate bus and rail services presently available;
- "Retail facilities" which entailed the need for supermarkets and fresh produce markets;
- "Walk/cycle paths" which included coastal walkways (related to the need for recreation facilities);
- "Greening" which referred to landscaping of road verges and the entrance to the town, and the planting of trees (it also included the provision of benches);
- "Recreation" which included sports facilities and facilities for children;
- "Entertainment" which referred to facilities such as restaurants and theatres.
- "Street lights" entailing mostly area or street specific responses

Figure 10.3 illustrates the response to question 6: "What do you see as major problems in your area?" Responses were categorised into ten main categories. The category "social problems" included problems such as vagrants, squatters, hawkers, dogs and crime. These kind of problems were raised the most frequently by the respondents. "Unacceptable aesthetic quality" referred to unkempt road verges, buildings and public open spaces, unsympathetic buildings and telephone poles, overhead cables and razor wire used by the Navy. "Traffic/Roads" covered the issues of congestion, the quality of road surfaces and intersections, and the lack of parking. "Physical development", related to aesthetics and entailed aspects such as overdevelopment, lack of affordable housing, the fire hazards caused by vacant erven, and the restriction of views by buildings and vegetation. "Municipal services" referred to problems experienced with administration of certain municipal functions, the upkeep and cleaning of beaches and roads and the lack of public toilets. Concerns about the capacity of the infrastructure of the town also fell into this category. "Pollution" referred to pollution caused by Marine Oil, the sewage outlet into False Bay and the smell of the sewage works. The noise caused by traffic and the Navy also fell into this category. The issue of penguins, although very localised, got so many responses from residents in the Seaforth area that

it had a total return of 3.9%. Although "public transport" only had a 0.9% return in this section, the issue had been raised in the response to the first question and should be regarded as an important concern to the residents.

Figure 10.4 illustrates the response to question 7: "Do you have any views that might assist in the planning of your area?". Again the responses mostly entailed respondents' long term view of Simon's Town as opposed to area specific concerns. Here it became clear that residents were very concerned about the future of their physical surroundings. 26.8% of responses fell into the "maintain character" category. Residents clearly felt that the historic "small town" character of the town to be a great asset that should be protected through measures such as architectural guidelines for new development. The protection and enhancement of the surrounding natural environment, was also deemed to be very important to many residents (20.5% of responses). This could be achieved through alien clearing, protection of fynbos and the prohibition of development in sensitive natural areas such as the coastal zone and against the mountain slopes. It became clear that the Glencairn wetland was regarded as an important asset to be maintained if possible. Many residents (16.1%) wanted some form of waterfront development, again reflecting the need for recreation facilities already identified. 8.5% of responses indicated that no further development should take place in Simon's Town.

It is clear from these responses that residents in Simon's Town are particularly concerned with the quality of their surroundings. This includes the built and natural surrounding. Although the social issues raised by the questionnaire, fall largely beyond the scope of Structure Planning, the many issues raised regarding the physical environment and public amenities, should be addressed by the Structure Plan. In addition some facilities, such as improved public transport and more retail facilities will improve the quality of life in Simon's Town. Some of these facilities such as recreation facilities, should be linked directly to the opportunities offered by the environment, such as the waterfront. In the final analysis it seems that it is imperative to strike a fine balance between development and conservation in Simon's Town.

10.2 EMPLOYEES SURVEY

This survey amongst the employees of the major employers in Simon's Town was undertaken in September of this year. 6 200 questionnaires were distributed to these employees by their employers and a total of 896 were returned, constituting a return of almost 15%, again regarded as statistically significant.

Most of the respondents were males (76%) and the average age of the respondents was 36. If we assume that these males are the heads of their households, it is also likely that the location of the household would prefer to be closely related to their place of work. Hence, it can also be assumed that a large number of these families would be willing to move given the relatively young average age of the respondents. Only 26% of respondents currently live in Simon's Town - the largest number living in the South Peninsula and Southern Suburbs of Cape Town (64%). Of those respondents who do not live in Simon's Town at the moment 40% have indicated that they cannot afford to live here, 45% that they are established where they currently live and 6% that Simon's Town is too far from shopping and other facilities. 6% of respondents did not like Simon's Town and the remaining 4% had personal reasons such as prefer to stay where they are, or were transferred to another section of the Navy etc.

56% of respondents were employed by the SA Navy and 34% at the Naval Dockyard. The remaining 10% of respondents were employed by the Simon's Town TMS, Marine Oil Refineries or private businesses, etc. 38% of those working in the Dockyard and 60% of those working for the SA Navy are civilian employees responsible for their own housing.

30% of all respondents have lived in Simon's Town before and of this number 30% had to move because their families were removed in terms of the Group Areas Act. Most of these people lived in either Waterfall Road or on Red Hill. Others lived mostly around the town centre, in Mount Pleasant and in Dido Valley.

Nearly 60% of all respondents indicated that they would like to live in Simon's Town, of which 12% would like rented accommodation and 88% would like to own a property. Respondents were willing to pay R335 rand on average to rent accommodation in Simon's Town and R932 per month to buy a house in Simon's Town.

11.0 DESIRED FUTURE CHARACTER OF SIMON'S TOWN

The aim of the Structure Plan is to formulate policies and plans to achieve the desired future character or vision of Simon's Town. The formulation of this desired character/vision should be based on both what is desirable and possible in Simon's Town. Sections 2.0 to 10.0 have explored this in some detail and have brought about an understanding of the opportunities and constraints that the town offers.

11.1 OPPORTUNITIES

In Simon's Town the variety of natural assets and the human response to these assets combine to create a unique environment, unequalled in the rest of the country.

The natural environment in itself already presents some unique assets:

- The geographical location at the Southern end of the Cape Peninsula - the last town forming the gateway to the Peninsula;
- The spectacular setting created by the dramatic land-sea relationship;
- The spectacular beaches created by the geological formations of the Peninsula;
- The unique vegetation - in particular the fynbos biome of the Cape Floral Kingdom;
- The marine resources of False Bay, offering commercial and recreation opportunities;
- The pleasant climate with warm, dry summers and mild winters; and
- The unique experiences offered such as the penguin colony, some of the last areas of "wilderness" on the Peninsula, the whales and the Glencairn wetland.

The combination of geological and topographical features created an excellent opportunity for safe anchorage in Simon's Bay. It is through the settlement of this area as a naval port, that many unique built assets and other features were created. These include:

- historical buildings and artifacts, related to the maritime heritage of the town, including shipwrecks along the coast;
- a strategic naval base;
- a very prominent Victorian character created by the presence of the Royal Navy; and
- physical infrastructure, which makes the town accessible, provides recreation and tourism opportunities in the form of scenic routes and opportunities for the provision of a range of housing options in Simon's Town.

11.2 CONSTRAINTS

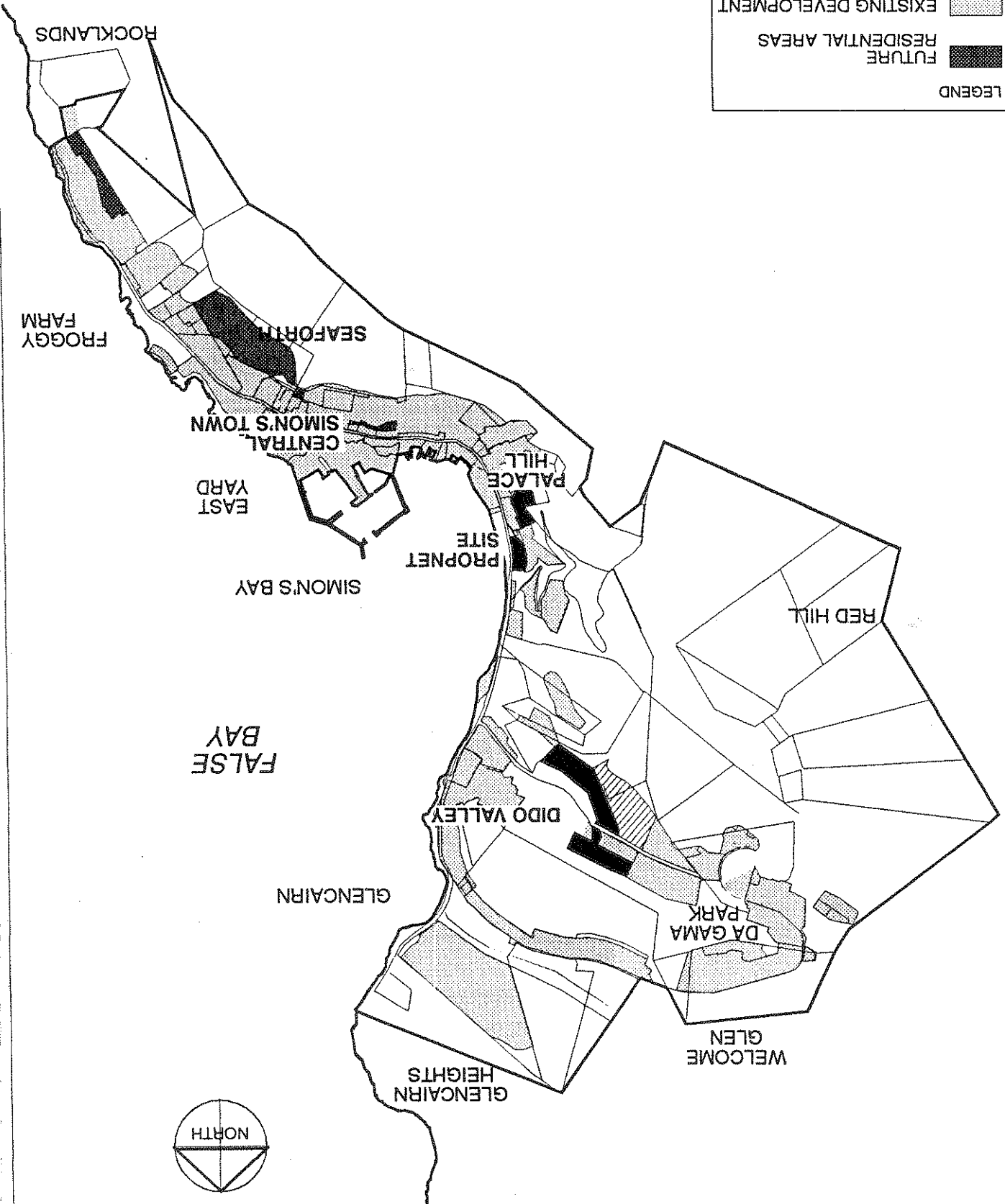
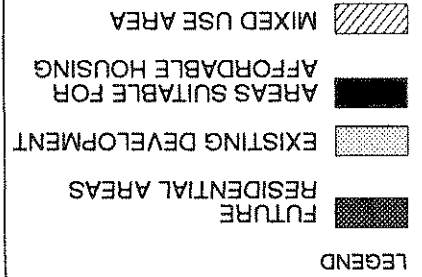
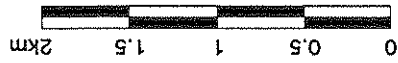
These assets present a double edged sword to Simon's Town. The very pleasantness of the town has made it a highly desirable place of residence, especially for retirement. The resultant high price of property has led to the population of the town becoming more homogeneous. The unbalanced community make-up cannot sustain economic diversity, once a feature of this town. This is exacerbated by the fact that the Navy, due to stringent security matters and other historical factors, is cut-off from the rest of the town, which has the added effect of restricting access to many of the towns cultural assets. Other problems include the degradation of the cultural and natural environment through human action. The spread of alien vegetation poses a major threat to the fynbos in the area and the built environment has been detracted from through unsympathetic development.



SPATIAL PROVISION FOR FUTURE RESIDENTIAL GROWTH

Figure 11.1

SIMON'S TOWN
STRUCTURE PLAN



It is clear that the town fulfils a number of roles, not only for its inhabitants, but also for the broader public. These roles represent the strengths of the town, that should be directed and further exploited to achieve the desired future character of the town.

11.3.1 Residential Role

In the first place the town provides a living space for its residents. The beautiful landscape, "small town" character, pleasant climate and attractive features, has led to Simon's Town becoming a highly desirable address especially for retirement. This in turn has had the effect that property prices have risen beyond the reach of the ordinary citizen. As a result the population has become more homogeneous and the diversity and vibrancy of the town has declined.

The provision for new residential growth should thus aim to attract a wider range of people - in particular those who currently commute to Simon's Town and those who were moved as a result of Group Areas. (A recent survey amongst people who work in the town has shown that nearly 60% of these people would live in Simon's Town if they could afford it). It is believed that if housing provision is made for these people throughout the town, a dynamic community would establish itself in Simon's Town.

The rate of future growth will depend largely on the amount of land released for development. The growth rate of 2.3% per annum calculated according to the number of dwelling plans released since 1984, proves this point. If we work according to this figure and take into account that as many as 300 families from Red Hill could move to the Dido Valley Area in the near future (ie bringing the total population to a maximum of 11 000), it is estimated that Simon's Town could have to accommodate a further 5 000 people over the next ten years.

Figure 11.1 illustrates areas suited for future residential growth. Additional residential growth will take place in areas where development rights currently exist, but have not yet been exercised.

11.3.1.1 Areas with existing development rights

The largest area of this nature is Welcome Glen, which has recently been subdivided and is aimed at the middle income market. This subdivision consists of approximately 200 single residential erven, a number of which have already been sold to individual owners. Some building has also started in this area. In addition, there is a proposal for a high density development of approximately 84 units in this area.

In Glencairn, in the area of Hopkirk Way, approximately 35 new erven will be subdivided in the near future, aimed at the middle to high income market. In addition to this development, an area behind the Glencairn Hotel has been granted residential development rights. In Seaforth, a portion of land of approximately 5 000m² adjacent to the old Naval blocks of flats have been sold for residential development. Another major new development is underway at Marlin Ridge in the vicinity of Red Hill Road. The first phase of this development will consist of 60 general residential units and it is envisaged that the whole development would be able to accommodate approximately 140 units, 80 of which will be freestanding single residential units. This development is aimed at the middle to high income market and a substantial percentage of the units will probably be used as holiday accommodation. This development, initiated prior to the Structure Plan, illustrates the kind of development which the Structure Plan is anxious to control and manage so that it takes on an appropriate form, scale and character and is appropriately located.

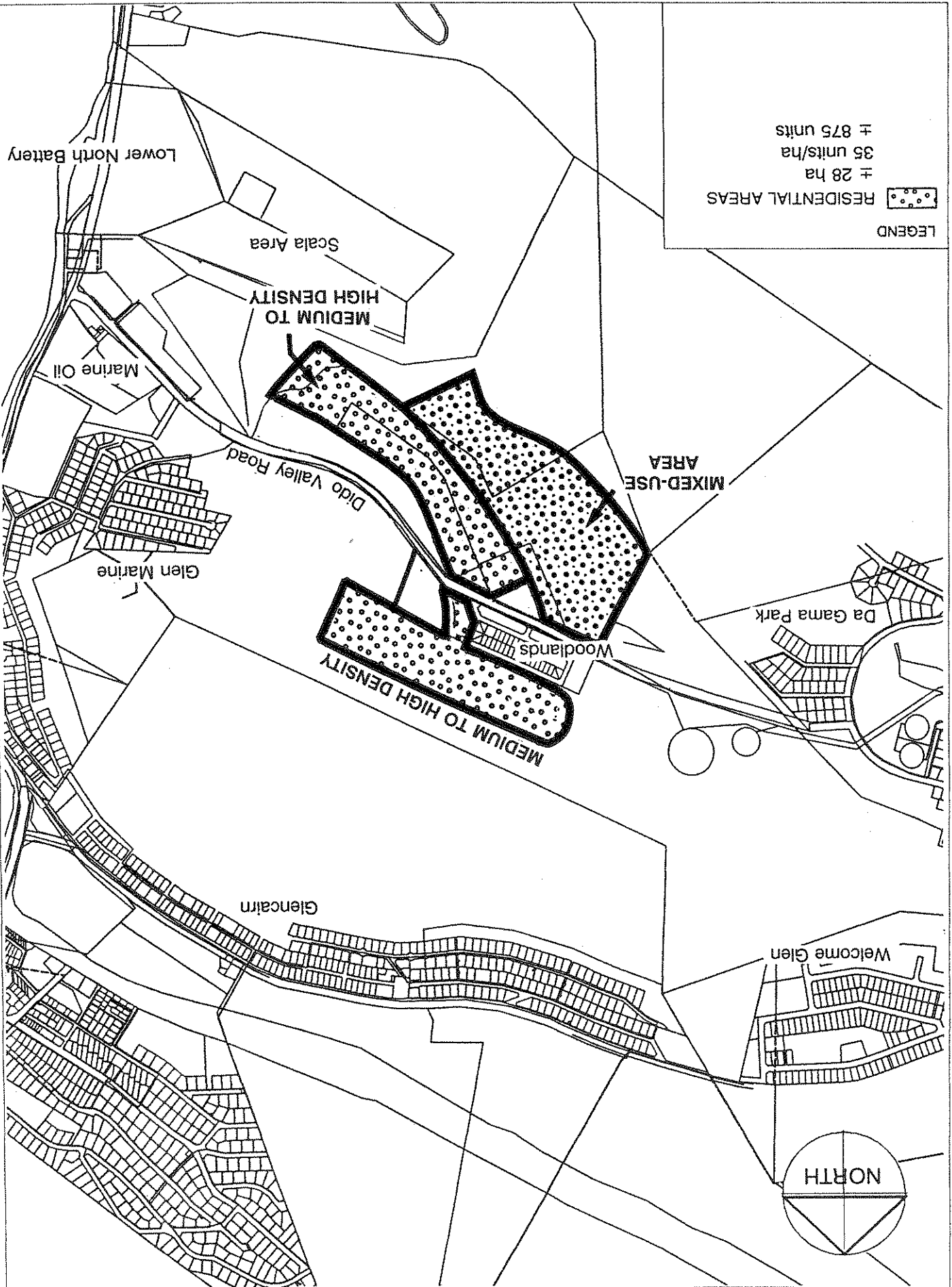
To the south of the study area in the areas of Admirals Kloof, Simon's Kloof and Murdoch Valley and to the north, in Glencairn Heights, a number of vacant erven still exist where single residential development will take place. Again development in these areas is very expensive. In addition some larger erven with groups as building against the slope in these areas is very expensive. In addition some larger erven with development rights, which could be subdivided for residential development in the near future, exist in the area of Murdoch Valley.

Finally the land opposite the station belonging to Propnet has been identified for development. The redevelopment of this land should take place in conjunction with the adjacent portion of land belonging to the Simon's Town TMS. This land will be suitable for affordable housing and tourist related commercial developments.



FUTURE RESIDENTIAL GROWTH : DIDO VALLEY

Figure 11.1a
SIMON'S TOWN
STRUCTURE PLAN



11.3.1.2 New residential areas

The development of new residential areas will mainly be concentrated in four areas, namely Dido Valley, the Palace Hill area, the land to the west of the existing development in Seaforth, and in the town centre.

a) Dido Valley (see Figure 11.1a)

The Dido Valley area is regarded as one of the areas suitable for the provision of affordable formal housing in Simon's Town. Such housing existed in the area prior to the forced removals. This also means that some restitution claims could exist in the area and should be accommodated in detailed planning. Informal housing is not regarded as suitable for the area. This area is serviced by the necessary road network and other bulk infrastructure to accommodate higher density development. The area is also close to existing work opportunities in the nearby industrial area and there is some room for further industrial development near the areas proposed for residential development.

A detailed plan for this area, commissioned by the Department of Public Works, has recently been completed and the recommendations made by this study conform largely to the view of the Structure Plan for this area. The area recommended for general residential development abutting the existing high density area in Da Gama Park, is however not regarded as suitable for development at this stage as this would amount to further sprawl in the area and falls outside the urban edge.

It has been calculated that there are approximately 28 hectares of developable land in the area. Figure 11.1a gives an indication of the possible extent of such land but the exact extent and location should be subject to a detailed engineering investigation. Stormwater management will need particular attention. Approximately 3 to 4 hectares of this land should be dedicated to community use in the form of a community centre connected to a public transport interchange (taxi rank) and a primary school. The rest of the land should be developed at suitable densities to ensure that the development is feasible. At a gross density of 35 units per hectare 875 households could be accommodated in this area. 64 vacant housing units already exist in the area that should be restored for use. Although the exact format of further housing provided should be subject to discussion with the target communities, it is recommended that housing provided in this area consist of a mix of single dwelling units and higher density duplex type housing.

The first community that will be accommodated in this area will most probably be the Red Hill Informal Community, and it is recommended that the Simon's Town TMS, who is undertaking the provision of this housing in conjunction with the Western Cape Provincial Administration as an RDP-project, should consult with the community on the optimal format of such housing.

The community centre in this area should be fairly extensive to include provision for a crèche, clinic and other uses such as facilities for youth organisations (eg the Boy Scouts) and religious gatherings. Provision should also be made for a primary school that would not only serve the immediate community but also the surrounding residential areas of Da Gama Park, Welcome Glen and Glencairn. Such a school could be accommodated on a one hectare site east of the existing Woodlands development. This would not only serve to ensure that the area for residential development is optimized, but would also create a more integrated urban fabric and reduce the maintenance cost of large open areas. Another school site has been identified in Glencairn Heights. The most appropriate site should be decided on at the time that such a facility is warranted.

Although the Dido Valley Masterplan indicates the old dump site as suitable for residential development, some doubt over the safety of residential development on such a landfill remains and this area is regarded as more suitable as a green belt between the Glen Marine area and future developments.

In addition to the areas indicated on the Map, the area just west of the southern portion indicated for affordable housing on Figure 11.1a, has been designated as a mixed use area that would allow for the expansion of housing development in the area as well as the development of economic activity, such as small scale light industry and small scale less formal home-based commercial activities.

The traffic implications of additional residential development in the area, especially along Dido Valley Road, needs further investigation. Traffic calming measures would probably have to be introduced to ensure the safety of future residents.

FUTURE RESIDENTIAL GROWTH : PALACE HILL AREA

ARCHITECTS AND PLANNERS

MOLH

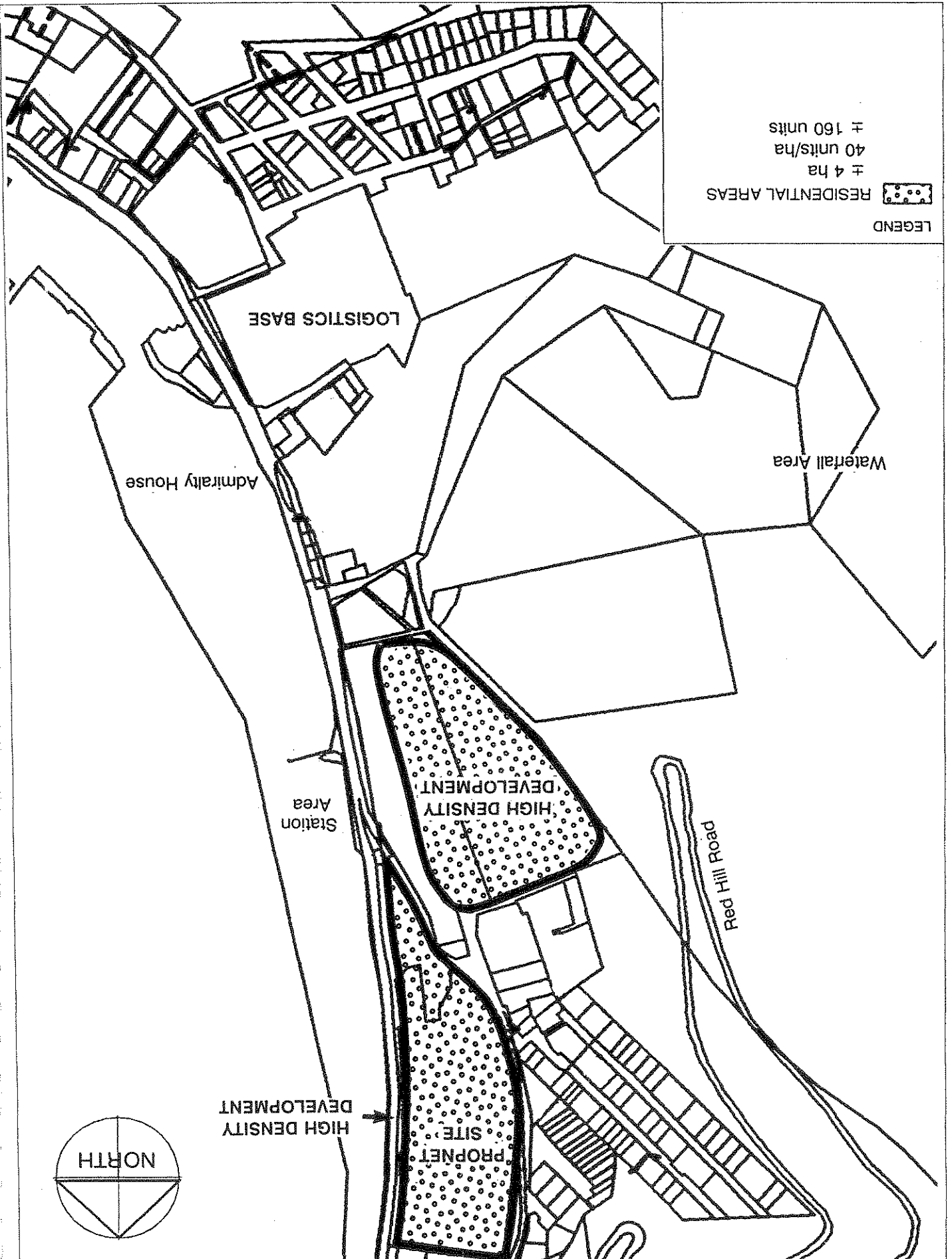
SIMON-
STAD



SIMON'S
TOWN

Figure 11.1b

SIMON'S TOWN
STRUCTURE PLAN





FUTURE RESIDENTIAL GROWTH : SEAFORTH

SIMON'S TOWN
STRUCTURE PLAN

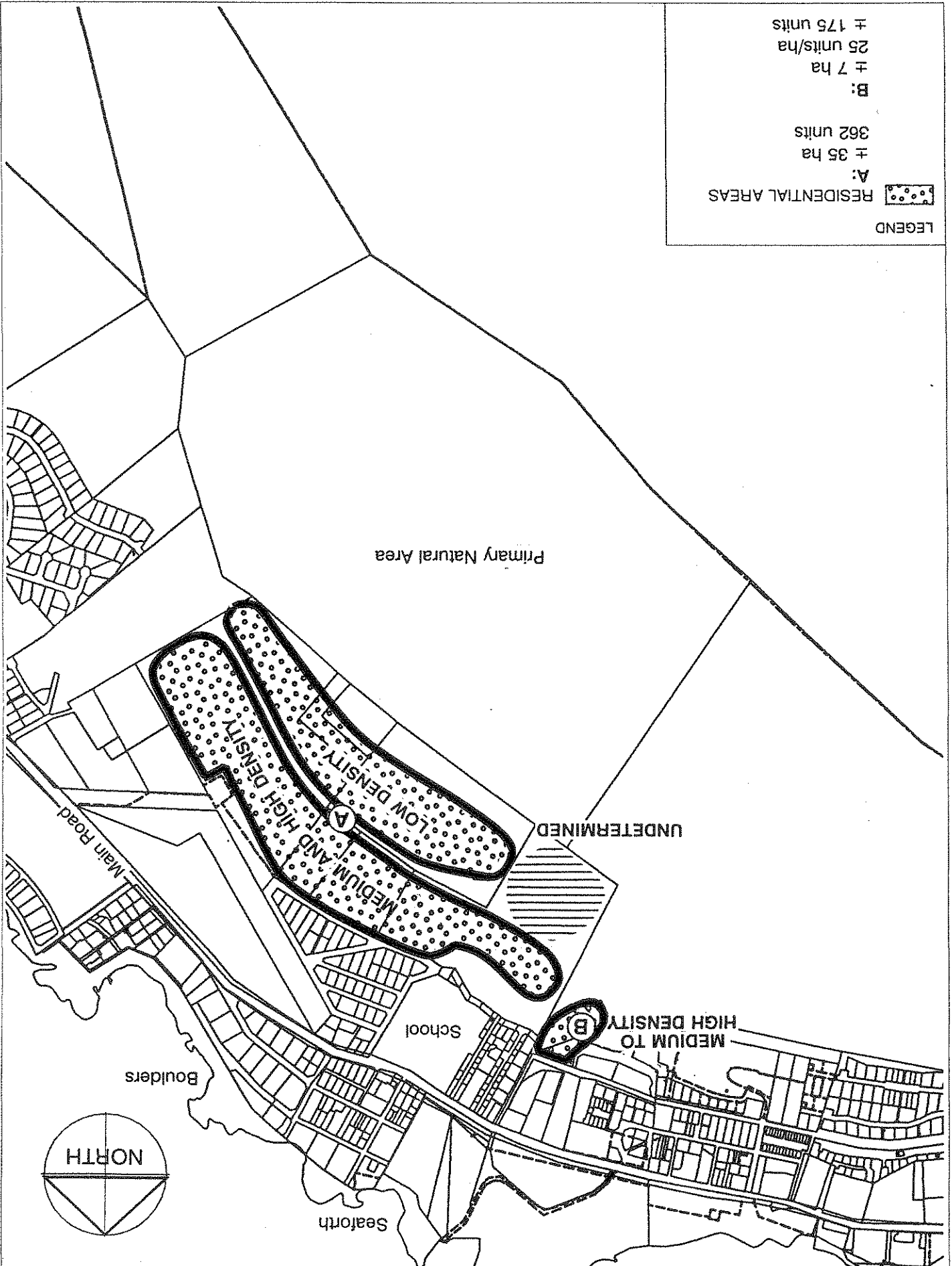
Figure 11.1c

LEGEND

RESIDENTIAL AREAS

A: ± 35 ha
362 units

B: ± 7 ha
25 units/ha
± 175 units



ARCHITECTS AND PLANNERS

MLH



SIMON'S
TOWN

SIMON-
STAD

FUTURE RESIDENTIAL GROWTH : CENTRAL SIMON'S TOWN

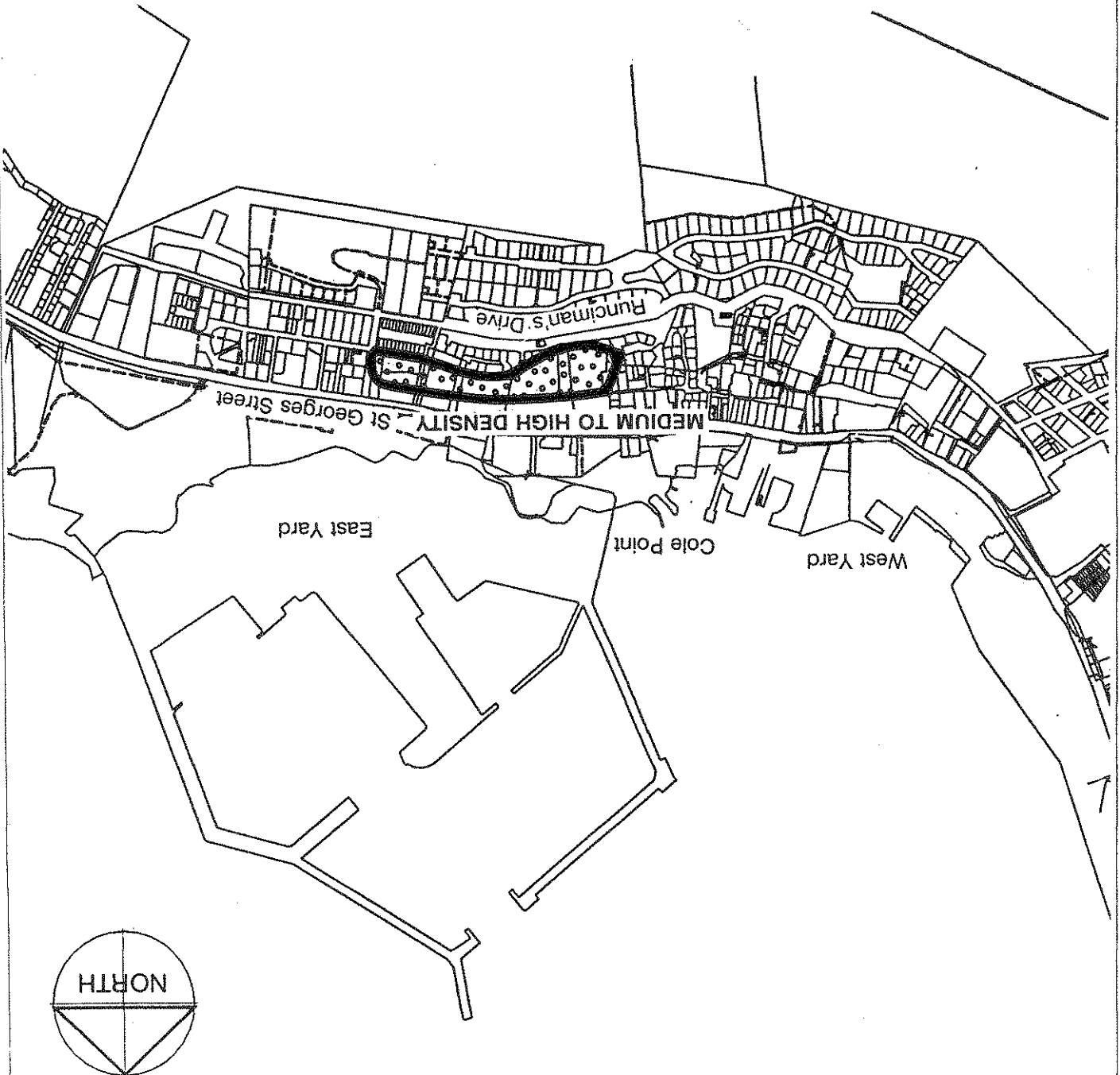
Figure 11.1d

SIMON'S TOWN
STRUCTURE PLAN

LEGEND

RESIDENTIAL AREAS

± 2,3 ha
30 units/ha
± 70 units



b) Palace Hill (see Figure 11.1b)

The land at the back of the Palace Barracks is regarded as extremely suited for residential development as it will further the process of infill development. In addition, the site is located near a public transport interchange (the station) and close to work opportunities in the dockyard and industrial areas to the north. As it is located within the urban fabric the necessary infrastructural services could be easily connected. In fact some parts of the site were previously developed. These buildings have since been demolished, leaving the site terraced and easy to develop.

This site is especially suitable for high density development in the form of duplex or even triplex apartment blocks as such precedents already exist in the area. It has been calculated that there are approximately 4 hectares of developable land and at a gross density of 40 to 80 units per hectare at least 160 dwelling units could be provided in this area. Such development could be linked to similar development in the area. The SA Navy's Logistics Base (should the Base be moved elsewhere) and the portion of land belonging to Propnet and the Simon's Town TMS, that lies to the east of this land, are examples of areas suitable for such development.

As the land in this area is currently under the control of the SA Navy it is likely that the Navy will develop the land. It should be noted that there are a number of Wild Olive and Vaalbos trees in the area that should be protected, should the area be developed.

c) Seaforth (see Figure 11.1c)

The third area where new residential growth could be accommodated, lies to the east of Seaforth against the mountain side. A Structure Plan has recently been prepared for this area and the proposals of this plan (the Seaforth Structure Plan) are regarded as sound. The plan proposes that an area of approximately 35 hectares be developed for residential use at a mix of different densities in keeping with the principle of providing a range of housing options in Simon's Town. According to this plan the higher densities will be accommodated on the lower flatter slopes and the low density single residential development will be situated on the higher more visible slopes. The plan also makes provision for the establishment of a recreation area, as discussed in section 12.1. Should the area be developed according to these proposals approximately 362 dwelling units will be provided in the area. The portion of land to the north indicated as not available for the development should remain undeveloped as this area is highly visible. (See section 12.1 on the demarcation of the urban edge).

A portion of this land, indicated for future residential development, falls within the Cape Peninsula Protected Natural Environment (CPPNE). However this is a function of the constraints experienced when demarcating the CPPNE boundary, when only approved beacons were used, and not necessary an indication of the value of this land. The development of this land will have to be negotiated with the future authority of the CPPNE (see section 12.1.2.1).

d) Central Simon's Town (see Figure 11.1d)

Finally the vacant land at the back of the Simon's Town Municipal Offices, the Roman Catholic Church and the Hospital Terrace has been identified for residential development. The Roman Catholic church is especially interested in using the portion of the land belonging to them to accommodate former members of their parish that were removed in terms of the Group Areas Act. Whereas this proposal is supported in principle, it would be imperative to establish a co-ordinated development for the whole portion of land, to ensure that the development opportunities of all owners are maintained and that the land is used optimally. As this land is located in the centre of the old town against a prominent hill side the visual impact of any development should be strictly controlled. Any development should include a landscape plan to ensure that the massing of buildings does not impact negatively on the townscape.

The area in total comprises approximately 2,27 hectares and could accommodate approximately 70 dwelling units at a gross density of 30 units per hectares.

11.3.1.3 Total residential provision

In total there are approximately 67 hectares of land available for future residential development apart from vacant land with existing development rights. It is envisaged that approximately 1 400 dwelling units can be accommodated on this land, which can house 4 200 persons calculated at a conservative 3 persons per household. In addition to this, there are approximately 780 existing vacant residential erven in the town.

11.3.2 Naval Base

Secondly the town contains the most important naval base in the southern hemisphere. The presence of the Navy has always been the single most important influence on the development of the town. Recently this role has diminished as the Navy has become inwardly focused. With careful planning the many potential opportunities offered by the presence of the Naval base could be exploited to the benefit of both parties. The Navy will continue to play an important role in the town.

11.3.3 Conservation Role

Thirdly the town has a very important conservation role to fulfil. It has a number of natural and cultural assets that form part of the national and even global heritage. The unique maritime heritage existing in Simon's Town not only creates the towns unique character, but is of great historical significance. The fynbos resource, part of one of the five floral kingdoms of the world, should be protected to prevent further degradation. Simon's Town's resources need careful management to preserve them for future generations. This management includes the strict control over future development to ensure that it does not detract from Simon's Town unique cultural and natural assets.

11.3.4 Tourism And Recreation Role

Fourthly the town is a popular tourist and recreation destination. The unique assets of the town should not only be conserved, but should also be shared with others. This should however take place in such a manner that the benefits derived from this accrue to all the people and, equally important, that these resources are used on a sustainable basis.

11.4 THE VISION FOR SIMON'S TOWN

The desired future character of Simon's Town is summarised in the vision for the town:

"Simon's Town wishes to create an integrated and vibrant community that is socially and economically diverse. It recognises the importance of the SA Navy and the area's unique historical and natural heritage. Building on these assets the community seeks to enhance and develop the strong sense of place and identity that is Simon's Town."

The vision thus aims to strengthen the unique positive traits of the area and at the same time minimises the negative qualities and conflicts in the area by finding appropriate solutions for problems. By using the current roles of the area to guide decisions and to choose areas of focus, the needs of the area can be addressed while also promoting growth and development.

In the introduction to the report it was pointed out that the general purpose of a structure plan is to guide the future spatial development of the area so that it will promote the order of the area and benefit the community concerned (as set out in Chapter 11). Such a plan does not grant or remove a right from any piece of land, but indicate how the responsible authority will view any development application in the future, i.e. - any changes contemplated by the landowner will have to comply with requirements of the structure plan. These requirements are contained in the detail of the policies to be adopted by the responsible authority.

The policies are thus set of governing principles which will help the Simon's Town TMS to direct existing uses and future proposals towards the desired future character of Simon's Town.

Different policy arenas have been identified, each focusing on specific aspects of the vision for Simon's Town. These arenas are: the natural environment and conservation, tourism and recreation, economic activity, conservation and form of the built environment, infrastructure and residential growth. Figure 12.1 illustrates the relationship between these policy arenas and the vision for Simon's Town.

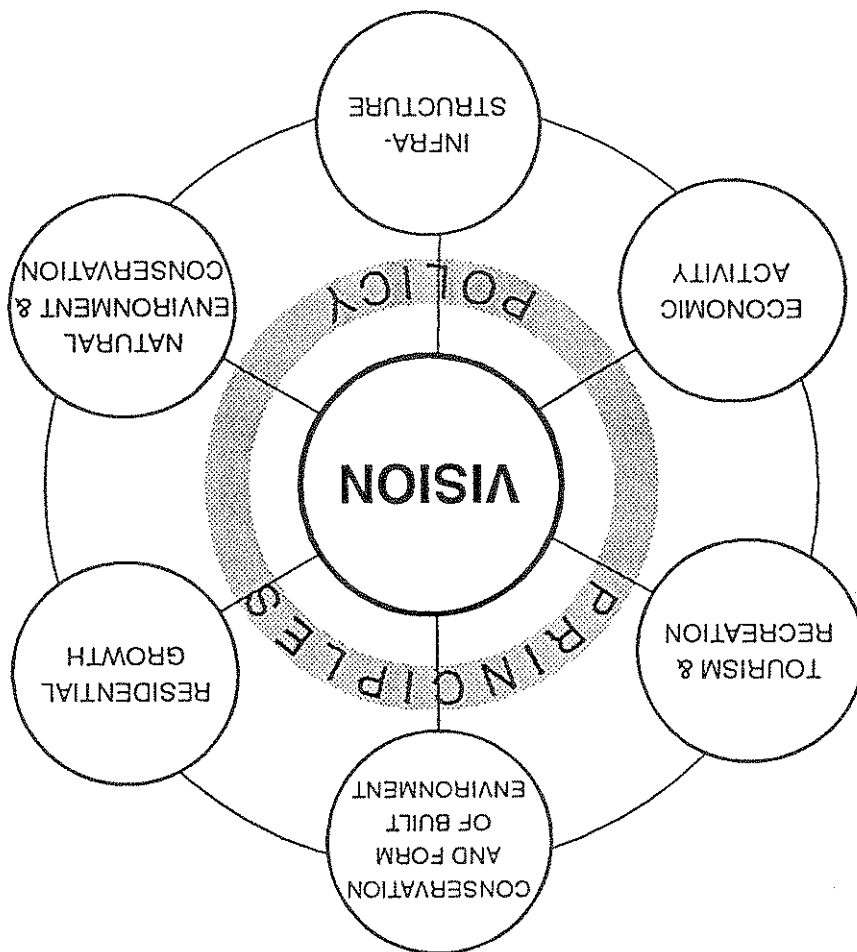


Figure 12.1

Each of these arenas are discussed in the following sections (12.1 to 12.6). The structure of each section consists of a discussion of the policy arena concerned in the light of the information contained in the preceding chapters of this report, followed by the identification of specific problems currently experienced - issues, the objective or desired goal to be reached within this arena, the policies to be adopted by the Simon's Town TMS to achieve the goals and the specific actions by the Simon's Town TMS needed to direct and set the plan in motion in the short term.

Adoption of the policies will guide all future decisions taken by the Local Authority with respect to the Simon's Town area. The actions identified are not exhaustive and it is envisaged that over time priorities will change and additional actions will become necessary to implement the policy with a view to achieving the objectives as listed.

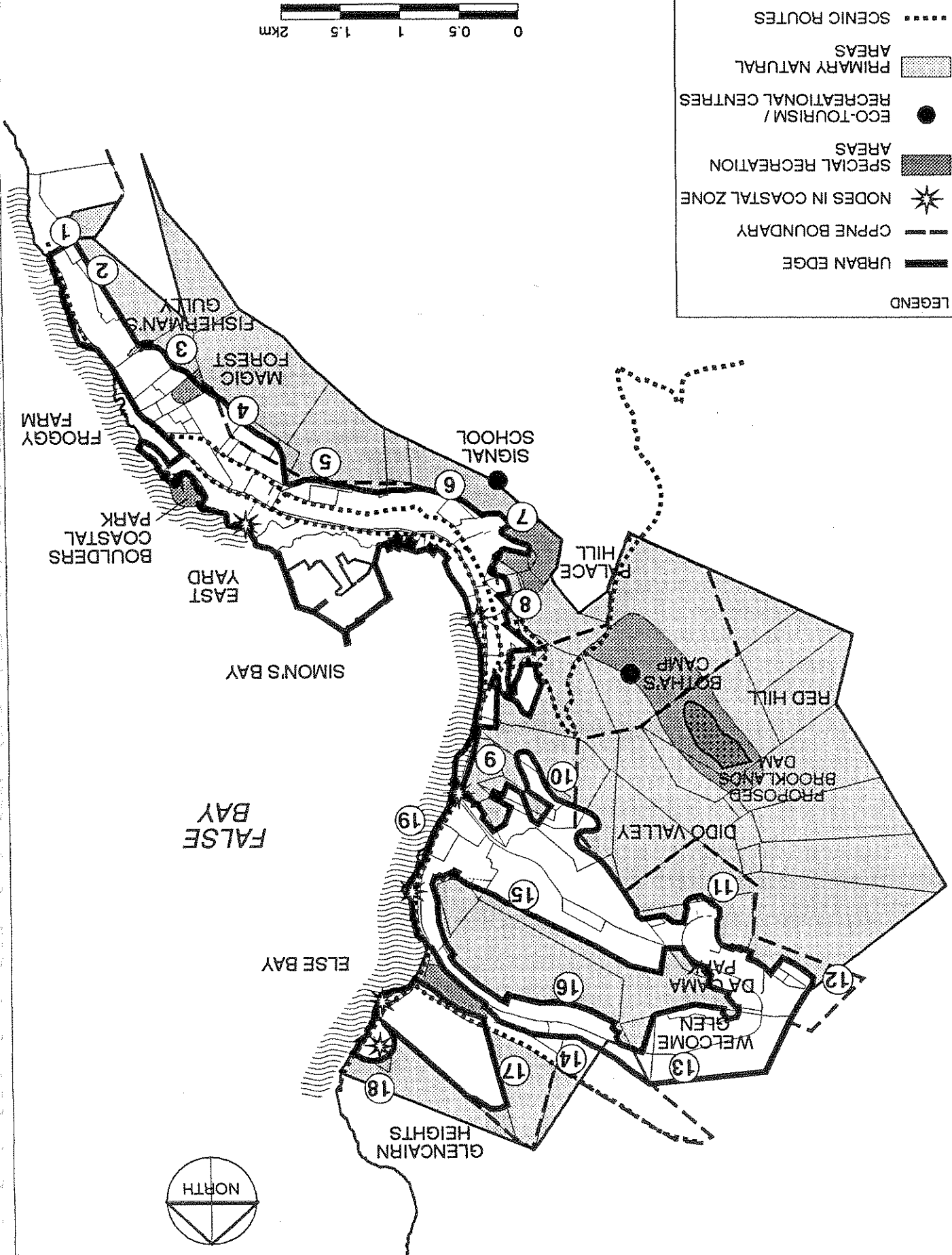
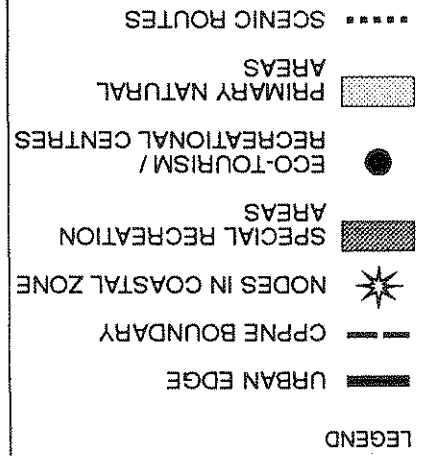
These policies must be adopted and used by the authority that replaces the Simon's Town TMS.



ENVIRONMENTAL POLICIES

SIMON'S TOWN STRUCTURE PLAN

Figure 12.2



Simon's Town is set in a unique natural environment of which the scenic beauty and indigenous flora is world renowned. The conservation and sustainable use of this environment will become increasingly important as the role of tourism and recreation in the area grows.

The protection and management of the natural environment in the metropolitan region, especially the Peninsula has been addressed at various levels of planning. The Metropolitan Spatial Development Framework (MSDF) has outlined general policy to ensure the sustainable development of the CMA. This includes the containment of sprawl through the enforcement of an urban edge and co-ordinated metropolitan growth management, as well as policies protecting environmental and cultural resources.

The Draft South Peninsula Sub-Regional Structure Plan focuses particularly on the conservation and sustainable use of the natural environment. This plan has refined the policies of the MSDF to the extent that it has identified principles for the demarcation of the urban edge and different management areas for the open space system. These policies (the enforcement of an urban edge, combined with different management areas) are regarded as well suited to the conservation and use needs of Simon's Town's natural environment and have been further refined to apply to the specific circumstances of Simon's Town Municipal area.

12.1.1 The Urban Edge

The principles that were established for demarcating the urban edge by the MSDF and the SPSP have been accepted as generally sound for the demarcation of the edge in Simon's Town. They are the following:

- Highly visible areas, where development would have a negative impact on the scenic beauty should be excluded from urban development. This would include steep slopes and prominent kopjes. Slopes of 1:4 and steeper are regarded as unsuitable for development, because of the visual impact such development could have.
- Areas of great natural beauty or significant value, containing endemic species and great biodiversity should be excluded from urban development. Areas that have the potential to be rehabilitated to their original state are also included in this category.
- Wetlands, sensitive coastal areas, river corridors and catchment areas should fall outside urban areas.
- The last criteria refers to existing planning and rights. Cognisance should be taken of the proposals of existing Structure Plans. Land with existing development rights or where services are already in place should be included in the urban area.

Figure 12.2 illustrates how these principles should be applied to Simon's Town:

1. Southern Boundary: In order to contain sprawl and consolidate urban development, it is recommended that urban development should not be allowed to spread south of the existing municipal boundary.
2. Murdoch Valley and Froggy Farm area: The edge to follow the existing development, including undeveloped areas with development rights. Some undeveloped pockets are included within the edge as development here would amount to consolidating urban development. Note that Fisherman's Gully falls inside the edge.
3. The proposed "Magic Forest" area has the potential to sustain a significant variety of indigenous species. This area is demarcated as a Special Recreation Area and should be rehabilitated and maintained as an informal recreation area by the Local Authority. The same applies to Fisherman's Gully and a further gully south of Fisherman's Gully.
4. Seaforth Area: The edge to follow the proposals of the Seaforth Structure Plan, as development here would amount to consolidating the area. The proposed residential area extends into the CPPNE. This however is not necessarily an indication of the ecological value of the land as the demarcation of the CPPNE boundary was constrained by the availability of surveyor general beacons, and thus includes areas not necessarily appropriate for an area of this nature.

5. Link between Seaforth and Simon's Kloof area: In this area it is proposed that the edge comes down towards the coastline to allow for a break in development. This area, due to the specific topography, is highly visible.
 6. Simon's Kloof area: The edge to follow existing development. This coincides with the SPSP proposals, demarcating the edge according to the 100 m contour line.
 7. Baviaanskloof/Waterfall area: No further development is desirable in this area, but existing rights should be taken into account. The SPSP proposals entailing slopes of less than 1:4 below the 100 m contour line are followed.
 8. Red Hill Road: This road is one of the most important scenic routes in the area and no development should be allowed near (within 20 m) the road as it could negatively impact on the value of this amenity. No development south of this road (i.e. no further up the slope) should be allowed and to the north the edge should follow areas with slopes of less than 1:4 below the 120 m contour. This is a priority area for clearing alien vegetation.
 9. In this area, it is proposed that the edge come right down to Main Road, as this is an area of high visibility and would allow for break in development along the coast.
 10. In lower Dido Valley, the edge follows the extent of the existing military development to exclude prominent kopjes from development. From these developments the edge follows the 200m contour line or the CPPNE boundary, whichever is more restrictive, to the existing urban area of Da Gama Park.
 11. Da Gama Park Area: The edge to follow existing development.
 12. Dido Valley (western portion): Development to be restricted to east of the Else River, and no development within the 50 year flood plain.
 13. Welcome Glen Area: The edge to follow the Else River, and no development within the 50 year flood plain.
 14. Glencairn Area: Development to be restricted to the south of the Else River.
 15. Northern side of Dido Valley: Areas with a slope of less than 1:4 and below the 140 m contour line to fall inside the urban edge.
 16. Glencairn Area: The extent of existing development and areas where development rights exist to form the urban edge.
 17. Glencairn Heights: The extent of existing development to demarcate the edge.
 18. The Glencairn Quarry is included inside the urban area as it is felt that this area is already disturbed and its sensitive development would not have a great visual impact.
 19. Along the coast the Main Road and existing development is seen as the limit to further development between the road and the sea, with the only exceptions discussed under point 12.1.2.2. The golf course is excluded from the urban area as this area should be used for recreation only.
- The enforcement of an urban edge will entail some measures to manage urban development bordering on the edge. Consideration should be given to measures that will control the height and appearance of buildings as well as building materials used (i.e. fire hazard controls). Other fire prevention measures such as roof wetting sprinklers may well prove necessary in the future, as experience has shown that traditional fire breaks are not always effective in preventing the spread of fires, and it is likely that controlled fires will be used as a management tool by a new CPPNE authority.

12.1.2 Management Areas

12.1.2.1 Mountain areas

For the management of the mountain areas, the categories of the SPSP have been refined to apply to the specific circumstances in Simon's Town. The implementation of these categories will not only ensure that the ecosystems are adequately protected, but will also enable greater public access to these areas (see Figure 12.2).

- a) Primary Natural Areas: This category comprises mostly of remote and environmentally sensitive areas such as important catchment areas and areas of great bio-diversity. Areas of high visibility (mainly steep slopes) and great beauty seen from scenic drives are also included in this category. In these areas conservation is of the highest priority in order to protect intrinsically valuable resources and the natural character of the area. By definition these areas fall outside the urban edge. Eco-tourist activities including hiking, walking, nature observation, rock-climbing, research and environmental education will be allowed in these areas.

- b) Special Recreation Areas: This category comprises areas that are generally more accessible than Primary Natural Areas and where higher intensity use will take place. Such areas, therefore, are also capable of withstanding such use. It is foreseen that in addition to a higher frequency occurrence of activities allowed in Primary Natural Areas, activities such as mountain-biking, horse-riding (on specially allocated roads/paths) and picnicking (excluding open fires) could take place where appropriate.

- c) Eco-tourism/Recreation centres: This category comprises mountain areas which can easily be reached by motor vehicle and is intended to form the base for activities in Special Recreation Areas and Primary Natural Areas. Such areas should thus contain eco-tourist or recreation related facilities and activities, such as administrative buildings, public toilets, restaurants and more formal picnic sites. These areas will also act as control points of access to PNAs and SRAs. It is further envisaged that such centres could contain environmental education centres and overnight accommodation in the form of free standing chalets. A percentage of revenue generated at these centres should go towards conservation efforts in the mountain areas.

Botha's Camp and the Signal School has been identified as potential eco-tourist/recreation related areas. Should any redevelopment of the Signal School take place its visual impact should be carefully controlled. It should however be noted that the Signal School falls outside the study area and as such this proposal carries no official status.

In addition, the Glencairn Quarry should be investigated for use as an eco-tourist/recreation centre. The provision of safe access and egress should be resolved when considering any development in this quarry.

These categories coincide closely with the those of the SPSP, and the planning constraints, as contained in Appendix 11, that apply in these categories were largely taken from the SPSP.

The areas identified above fall largely into the CPPNE. Since the first draft of this document was produced, it has been recommended by the Hunley Committee that the control of this area be taken over by a single authority, subject to this authority negotiating the transfer of the land. The National Parks Board has provisionally been named as this single authority. It has generally been accepted that all State land will be transferred to the new authority. In fact, a decision has already been taken to transfer Boulders Beach to this new authority. It is further anticipated that the new authority would want to extend its area of jurisdiction up to the urban edge as defined through local planning. However, this process may take some time. It is therefore recommended that a controlling body representative of all major land owners and conservation organisations be formed to formulate and implement a joint management plan for the mountain area. This body could assist the future CPPNE authority in formulating a management plan for the CPPNE. This authority would most probably have the power to purchase land in private ownership. In the meantime where land belongs to private owners, as is the case in the extreme northern and southern parts of the study area, the owners should be encouraged to declare their areas private nature reserves, and aided in rehabilitating their land.

As the coastal zone has largely been impacted on by urban development, this area calls for a different approach to management. In order to protect and realize its potential the whole coastal zone should be dedicated to recreation uses.

There are some specific opportunities along the coast for higher impact uses such as restaurants and other tourism and recreation related uses to occur. In general, these are currently derelict areas, and in need of attention. Development plans should be drawn up for the areas to pre-empt inappropriate applications and to make provision for the pressure these areas are likely to experience with the influx of tourists to the area. These tourism related or recreation nodes are indicated on Figure 12.2. Development at Elsie's Point in particular should aim to enhance its whale watching potential. No new developments should however take place where existing facilities can be used. Should no development take place at these nodes in the near future the rehabilitation and upgrading of existing facilities should be investigated.

Any development should be subject to IEM procedures, thus also entailing public participation and environmental impact assessments. In this regard examples of similar developments such as the proposal for a restaurant at Cape Point should be consulted. The visual impact that development may have looking from the sea onto the coast, should also be taken into account. The implications of such development on the traffic flow and the feasibility of safe egress and access to these nodes should form part of the initial scoping of development plans. In addition the provision of a safe vehicular and pedestrian crossing of the railway line in this area should be provided. Such provision should be of appropriate design (especially with regard to height) and should take into consideration that this single line carries relatively little traffic.

12.1.3 Scenic Routes

The spectacular scenery offered by the South Peninsula is one of its biggest attractions and the scenic routes in this area are thus of great value to the area. These routes should be protected and enhanced through appropriate design measures. The SPSP states that such measures include the following:

1. the protection of important views;
2. design criteria for roads;
3. controls pertaining to signage, street furniture and uses along such routes;
4. sensitively located and landscaped parking areas and picnic sites; and
5. the removal of alien vegetation along such routes.

Three such routes have been identified in the study area:

1. Red Hill Road: This historic road should be protected against inappropriately designed upgrading and its associated redevelopment. The road (including viewing points along the road) should be investigated for declaration as a national monument. Large parts of this road fall outside the urban edge where no further development is allowed. The clearing of alien vegetation along this road should receive urgent attention, especially in the area marked 8 in the discussion of the urban edge. New development close to this road should be subject to very careful design scrutiny so as to ensure its minimal visual impact.
2. The Main Road from Fish Hoek to Miller's Point: The scenic nature of this road has already been compromised through inappropriate development along the coast. Although no further residential development will be allowed in the coastal zone, any re-development should be subject to strict aesthetic control so as not to further impact on this road.
3. Glencairn Expressway: Spectacular views of False Bay and the Glencairn Valley are commanded by this road. The initial view of False Bay and Glencairn as one enters from Sun Valley are lasting and memorable. Development impacting on this road and the views from it needs to be controlled to ensure the visual and aesthetic qualities are retained.

In addition, a further possible scenic route has been identified through the connection of Runciman's Drive with Red Hill Road. Here again every measure should be taken to ensure that development along the road does not detract from its scenic quality. Care should be taken (through appropriate design mechanisms) that this road does not become an alternate fast route by-passing the town, especially considering the fact that this road, should it be constructed, will pass through the proposed urban park area.

NATURAL ENVIRONMENT AND CONSERVATION : ECOLOGICAL CONSERVATION

ISSUES:

- littering and the subsequent degradation of the environment
- lack of knowledge and direction regarding the use of recreation areas leading to inappropriate and unsustainable use
- lack of comprehensive knowledge or data regarding bio-diversity in the study area
- ad hoc approach to the use and conservation of the natural environment and resources
- negative impact of Naval operations on the environment (NBCD School)
- unrestricted urban growth
- dumping of builders rubble in natural areas
- pollution caused by Marine Oil smell and outflow

OBJECTIVES:

- to ensure the continued existence and expansion of indigenous flora and fauna (bio-diversity) in the study area
- to ensure the appropriate and sustainable use of environmental resources

POLICY:

The Simon's Town Community is committed to :

- the promotion of public awareness of the environmental assets of Simon's Town
- the protection of rare and endemic species
- the use of a comprehensive management plan for the use and conservation of the nature areas (see mountain and coastal areas)
- supporting efforts to record the bio-diversity in the study area
- controlling littering in nature areas and promoting of public awareness about the negative impact of littering
- encouraging the Navy to make sensitive use of the environment
- the use of an urban edge to prevent the loss of valuable nature areas (see Urban Edge)
- the use of environmentally appropriate techniques for the establishment of fire breaks
- encouraging Marine Oil to investigate and implement measures to limit noxious emissions into the environment
- enforcing restrictions on the use of nature areas
- enforcing regulations controlling dumping
- the protection of valuable wetlands in the area

ACTION:

- develop and implement a comprehensive public awareness campaign of Simon's Town's environmental assets
- investigate the establishment of a recycling plant for household refuse
- identify an appropriate area for the dumping of builders rubble
- create a central data-base to record bio-diversity in the nature areas
- enforce an urban edge
- investigate appropriate and effective law-enforcement methods
- initiate a public awareness programme about the negative impact of littering

ELSE RIVER

ISSUES:

- potential loss of Glencairn wetland due to drying up.
- degradation of the area through alien invasion.

POLICY:

The Simon's Town Community is committed to :

- the upkeep of the wetland and surrounding areas.
- maintenance of the wetland through supplementing river flow with treated effluent.

MOUNTAIN AREAS

ISSUES:

- no control over the use of mountain areas and resources for recreation and tourism
- the spread of alien vegetation (invasion of indigenous flora)
- untimely veld fires endanger the continued existence of bio-diversity in the mountain area
- unauthorised vehicles adding to problem of erosion
- illegal flower picking, poaching and removal of flora (e.g. monkey stone)
- soil erosion caused by inappropriate executed fire breaks and new developments, with subsequent run-off into the sea

POLICY:

The Simon's Town Community is committed to :

- the control of public access to mountain areas
- the direction and control of public use of mountain areas (see management areas)
- promoting appropriate facilities for the use of mountain areas
- the strict control over the spread of alien vegetation
- the systematic rehabilitation of invaded areas
- limiting fire hazards through the practice of sound and sustainable prevention measures.
- the use of environmentally appropriate techniques for the establishment of fire breaks
- the use of a comprehensive management plan for the mountain area

OBJECTIVES:

- to ensure the ecological balance and amenity value of the Else River system is maintained
- the establishment of a permanent wetland

ACTION:

- investigate the use of wetland water for gardens in the area
- initiate alien clearing (especially *Lantana Canara*) along the flow of the Else River

OBJECTIVES:

- to achieve the sustainable use of the mountain areas for recreation and tourism, and protection of catchment areas
- to ensure co-ordinated action between different land-owners
- to rehabilitate invaded and degraded areas
- to control the spread of alien vegetation

ACTION:

- establish a body concerned with the management of mountain areas comprising of representatives of the Simon's Town TMS; appropriate conservation organisations and other experts; interested and affected parties; and the Navy
- develop and implement a comprehensive management plan for the mountain areas
- review existing alien clearing and fire control measures
- establish official entry points into the mountain areas
- investigate the inclusion of nature areas into the CPPNE
- demarcate activity areas
- consult environmental experts on the appropriate establishment of fire breaks

NATURAL ENVIRONMENT AND CONSERVATION :

COASTAL ZONE

ISSUES:

- full potential of the use of the coast not realised
- parts of the coastal zone are derelict
- possible erosion of coastline due to rise in sea level, especially at Glencairn beach
- over population of penguins
- negative impact of penguins on surrounding residential areas
- negative impact of penguins on reserve area (erosion)

POLICY:

- The Simon's Town Community is committed to :
 - promoting the coastal zone for appropriate recreation and tourist use
 - the preparation of a comprehensive management plan for the coastal areas
 - strict control over development in the coastal zone (see Urban Edge)
 - the use of IEM procedures
 - assessing/preparing development proposals providing appropriate facilities for recreation in the coastal area
 - the promotion of appropriate commercial activities in identified areas
 - the use of existing structures in the coastal zone to provide appropriate recreation facilities
 - encouraging Metro Rail to keep the railway area clean and attractive
 - finding appropriate solutions to protect the coastline from erosion
 - no further residential development in the coastal zone
 - a public participation process in approving development proposals in the coastal zone

OBJECTIVES:

- to achieve the sustainable use of the coastal areas
- to rehabilitate degraded coastal areas and limit further degradation (including alien vegetation)

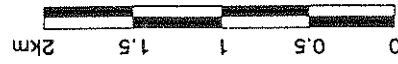
ACTION:

- establish a body concerned with the management of the coastal zone comprising of representatives of the Simon's Town TMS; appropriate conservation organisations and other experts; interested and affected parties; and the Navy
- develop and implement a comprehensive management plan for the coastal zone (including the control and eradication of alien vegetation)
- investigate the need to provide appropriate facilities in the coastal zone (in this regard examples of successful development of similar facilities such as those at Saldanha Bay should be investigated)
- demarcate different activity areas in the coastal zone
- extend the jurisdiction of the AAC to the coastal zone



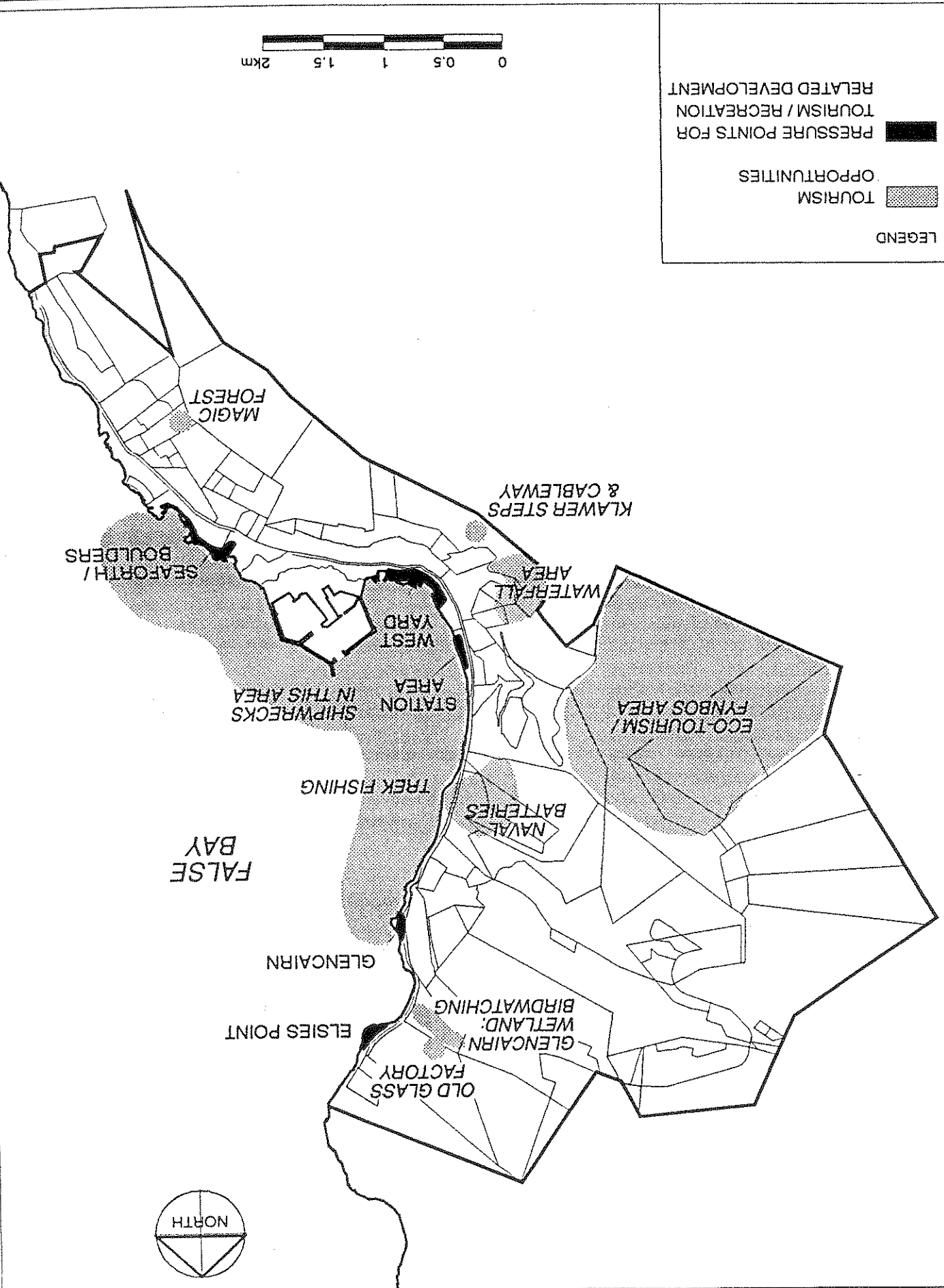
TOURISM OPPORTUNITIES

SIMON'S TOWN
STRUCTURE PLAN



LEGEND

- TOURISM OPPORTUNITIES
- PRESSURE POINTS FOR TOURISM / RECREATION RELATED DEVELOPMENT



12.2 TOURISM AND RECREATION

12.2.1 Tourism

The role of tourism and recreation in Simon's Town will become increasingly important as the influx of tourists to the region grows. The sustainable development of this market could support the economic growth of the town. Of equal importance, is to ensure that tourism creates benefits for the town.

At the moment Simon's Town does not benefit from tourism to the extent that it could. In fact the existing tourist experience detracts from the full realization of the opportunities offered in Simon's Town. If tourism is to be beneficial to the town, Simon's Town will have to address the problems associated with current tourist patterns, in addition to guiding the sustainable exploitation of the numerous underutilised opportunities.

Most of the problems associated with tourism in Simon's Town result from inadequate infrastructure and the prevalent type of tourism. In addition many of the established attractions such as the museums are poorly marketed, amongst both tour operators and the casual visitor.

Figure 12.3 indicates some of the unrealized tourist opportunities. Most of the potential attractions of the town are related to its maritime history and fall within areas currently controlled by the SA Navy. The realization of these opportunities necessitates discussion and co-ordination with the SA Navy. It is apparent from discussions with the Navy that they are aware of their important role in the development of tourism market in Simon's Town and the Simon's Town TMS should aim to resolve these discussions as a matter of urgency. Gaining public access to the West Yard is particularly important as this could become a major tourist attraction and recreational amenity for Simon's Town. Another tourism opportunity which could be exploited through co-operation between the SA Navy and the Simon's Town TMS exists in the various coastal defenses, especially in the Lower North/Scala Battery Area, where there are numerous guns of historic interest. The surroundings and stunning views afforded by these sites add to their attraction.

The eco-tourism and recreation opportunities offered by the natural environment such as the fynbos of the "wild" mountain areas, walks such as the old donkey trail, and the Glencairn Wetland, have not yet been realized. Spatial provisions for the sustainable development of the eco-tourist market are discussed in section 12.1.

Finally, it is clear that if tourism is to be developed to its full potential and provide a significant injection into the local economy, a comprehensive tourism plan will have to be drawn up. At present there are many local organisations involved in the conservation and promotion of Simon's Town's assets, such as the Simon's Town Historical Society, the Flora Conservation Group of Simon's Town and the Friends of the Simon's Town Coastline. The expertise of these organisations should be tapped in the development of the local tourist industry and the generation of the tourism plan.

12.2.2 Spatial Provision for Tourism (see Figure 12.4)

The Seaforth parking area should be extended and developed to accommodate the large number of tourists who visit the town for one day only. This would specifically entail provision for the large number of tour buses that pass through the town. From this area access to the penguin colony at Boulders, Boulders Beach and Seaforth Beach should be improved. Provision should also be made for an information centre (kiosk) as well as tourist related trade, specifically informal trade. In order to achieve maximum accessibility for large tourist buses, the provision of a circular route for buses in this area through the adjacent Naval area should be investigated as a matter of urgency.

The beginning of the Historic Mile marks the entrance to the old town. As the Simon's Town Railway Station is also situated in this area, it is ideally located to provide tourist facilities, especially for tourists not part of organised tours to the area. In order to improve the quality of the area and create some interest, a gateway, possibly reminiscent of the old tollgate at the entrance to Simon's Town, could be erected in this area. In addition a tourist information bureau and accommodation centre should be established here. This area would then become the base from which walking and other tours can depart. Such walks could either be guided or indicated with appropriate signage, including markers and story boards.

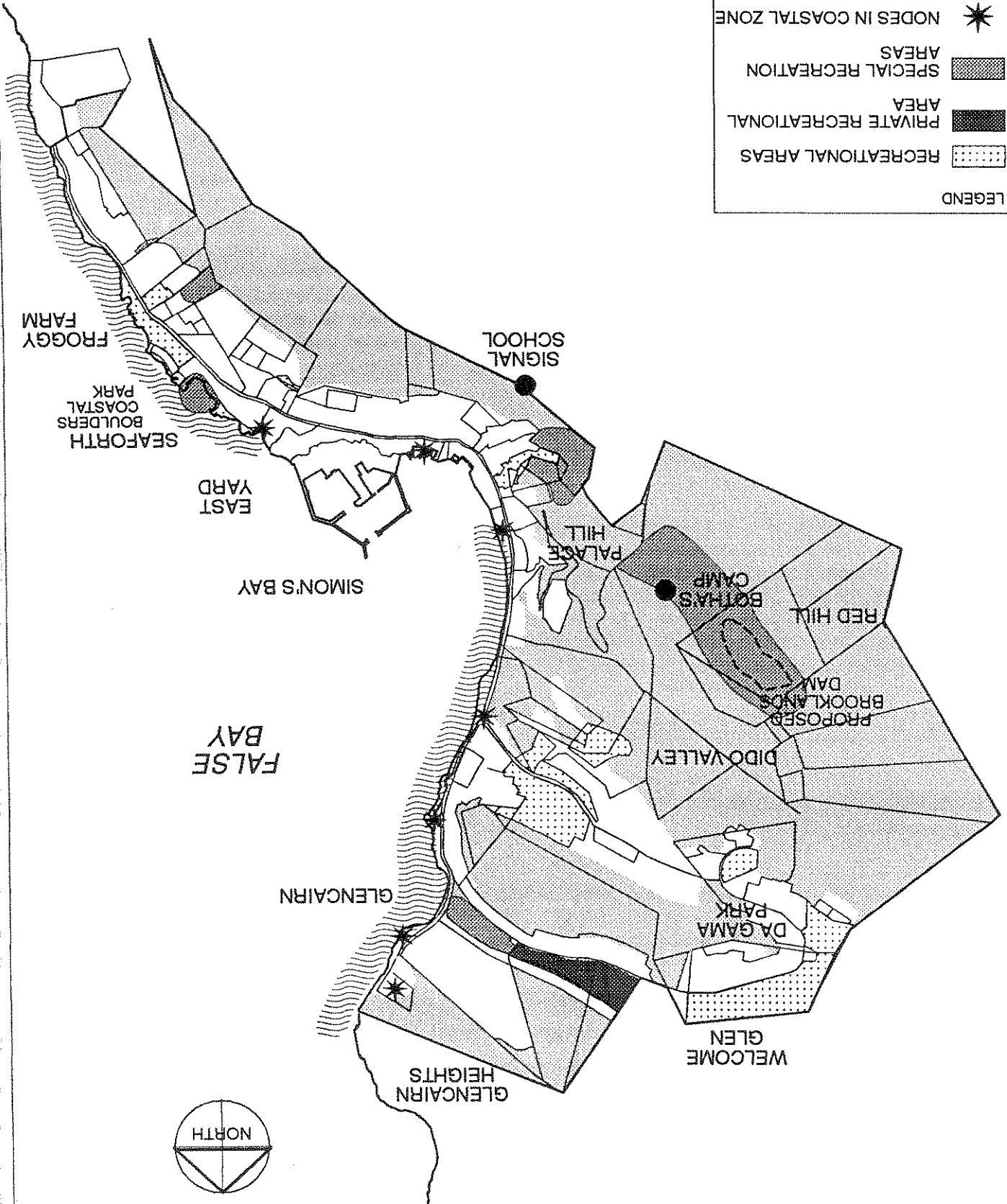
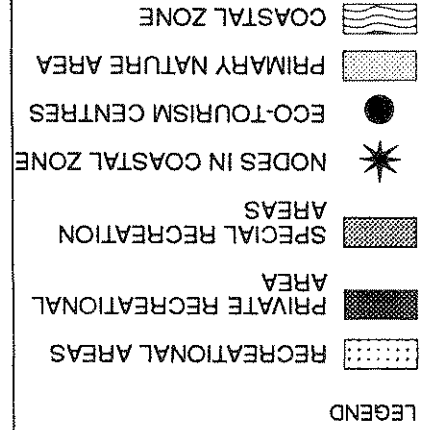
Urban design, such as signboards, street furniture, paving, etc. will also play an important role in making the town attractive - both for locals and tourists. Traffic calming measures should be introduced to



SPATIAL PROVISION FOR TOURISM & RECREATION

SIMON'S TOWN
STRUCTURE PLAN

Figure 12.4



improve the pedestrian and cycle friendliness of the town.

Jubilee Square and surrounding areas have always been a focus of tourism in Simon's Town. Jubilee Square is the only area that provides public access to the waterfront in Simon's Town. Whereas it is not desirable to encourage a further concentration of tourists in the area, some facilities should be provided in the area to improve the experience for tourists while access to the waterfront remains as limited. Such facilities should include the improvement of the current information centre (eg. extending the hours) and the public toilets in the area. In addition, the parking situation in the area should be addressed, through the development and landscaping of the Cole Point parking area.

Spatial provisions for eco-tourism, such as eco-tourist/recreation centres are set out in section 12.1. An eco-tourist centre at Botha's Camp would be especially important in establishing Simon's Town as the hub of eco-tourism in the south Peninsula.

In order to realise the numerous tourism and recreation opportunities offered by the coastal amenity, Simon's Town will have to extend its current development efforts (eg the waterfront development to the west of Jubilee Square that is currently being undertaken) to the whole of the coastal zone. It is particularly recommended that detail development plans be undertaken for pressure points (existing and potential) as indicated on Figure 12.3. Any development at Elsie's Point should aim to enhance the whale watching opportunities afforded by the area. As the coastal zone is a highly visible and sensitive zone such developments should be subject to strict controls. These are discussed in section 12.1.

12.2.3 Recreation

The unique recreation opportunities offered by Simon's Town are mostly related to the sea and associated activities. These include yachting - including dinghy, keel and board sailing; scuba diving; fishing and ski-boating, and general beach and coastal activities, including walking and whale-watching. Yachting is a particularly important activity, attracting participants from the whole Western Cape region, and it has been suggested that Simon's Town could host major yachting events as conditions here are so favourable.

12.2.4 Spatial Provision for Recreation

Apart from the provisions made for water related activities discussed above, a need for formal recreation facilities has also been identified. For this purpose provision has been made for the development of sports fields in the Dido Valley adjacent to the proposed area for residential development.

In addition the Navy should be encouraged to go ahead with its plans to upgrade the existing playground area in the centre of Da Gama Park.

Further provisions entail the special recreation areas discussed in section 12.1. In addition to these provisions, it became clear from the residents questionnaire that there is need for a coastal walkway that stretches as far a long the coast as possible. Ideally such a walkway should be pass through or on the edge of the existing Naval areas on the coast. The construction of such a walkway should be subject to the provisions set out in section 12.1 and should be of appropriate design.

In keeping with the policy of developing and promoting the recreational use of the coastal zone, it should specifically be noted that the land currently occupied by the golf course should remain reserved for recreational use only - even in the case of the golf course being relocated elsewhere, i.e. when the lease expires. The Country Club and adjacent Oatlands Holiday Camp could be better utilised for tourism related activities.

Other recreation areas to be managed by the TMS as informal recreational areas, are the "Magic Forest" area, the Fisherman's Gully and another gully further south, indicated as special recreation areas. Management should particularly focus on the rehabilitation and control of erosion in these areas.

TOURISM

ISSUES:

- negative impact of existing patterns of tourism on the town and environment (congestion and littering)
- marginal economic benefits of existing patterns of tourism
- inadequate public facilities and infrastructure aimed at tourist market
- limited access to opportunities located within Naval areas
- the seasonal nature of tourism
- lack of after hours entertainment and activities

POLICY:

- The Simon's Town Community is committed to:
- enhancing the infrastructural capacity of the town to accommodate tourism
- encouraging the development of Simon's Town's vast tourism opportunities
- the promotion of Simon's Town's unique cultural and environmental assets
- supporting appropriate organisations in the promotion of tourism to the town
- the promotion of eco-tourism to the area
- encouraging the development of appropriate eco-tourist facilities (see section 12.1)
- the promotion of year-round tourism to Simon's Town
- promoting the use of public transport to, and in, Simon's Town
- encouraging the establishment of appropriate after hours activities
- co-ordinating marketing initiatives within the region and with other players such as public transport providers
- promoting public awareness within Simon's Town of the importance of tourism to the town

ACTIONS:

- commission, in conjunction with the Publicity Association, the preparation of a comprehensive tourism plan, including the identification of possible niche markets
- initiate a comprehensive marketing programme in conjunction with relevant organisations such as Metro Rail, following from the tourism plan
- develop specific eco-tourism goals
- liaise with the SA Navy on the joint realisation of opportunities currently under their control, eg more public access to the West Yard
- commission detailed development plans for existing and proposed tourist nodes (see Figure 12.4)
- initiate actions such as the erection of appropriate signage (eg story-boards) to inform the public of Simon's Town's colourful history and unique cultural and environmental assets
- investigate and provide the necessary public facilities in the town and at beaches
- ensure access for the elderly and disabled wherever possible
- investigate and encourage the establishment of budget accommodation such as a youth hostel aimed at backpackers and the "affordable" market
- commission an investigation into the traffic problems caused by tourists, and parking, cycling and pedestrian facilities needed by tourists

RECREATION

ISSUES:

- lack of formal recreation facilities such as tennis courts and sports fields
- recreation opportunities offered by the natural environment not realised
- recreation facilities offered at waterfront not always accessible to the general public (eg slipway)

POLICY:

The Simon's Town Community is committed to:

- the provision of appropriate formal recreation facilities
- developing the recreation potential of the natural environment (see also section 12.1)
- developing the recreational potential of the waterfront area, in particular for major regional, national and international yachting events
- promoting the establishment of appropriate enterprises aimed at recreation

OBJECTIVE:

- to develop appropriate and sustainable recreation opportunities in Simon's Town
- commission an investigation into the maximisation of water related recreation opportunities
- commission detailed plans to develop the recreation potential of underutilized coastal areas including Cole Point and other areas such as the Magic Forest Area, the Waterfall area and the Red Hill plateau
- continue/resolve discussion with the SA Navy on developing the recreational potential of the waterfront area
- establish the exact need for formal recreation facilities in Simon's Town through a survey amongst residents and a survey of the use of recreational facilities in the area
- prioritise and provide the facilities that are required and that are the responsibility of the Local Authority
- promote the provision of other identified and required facilities



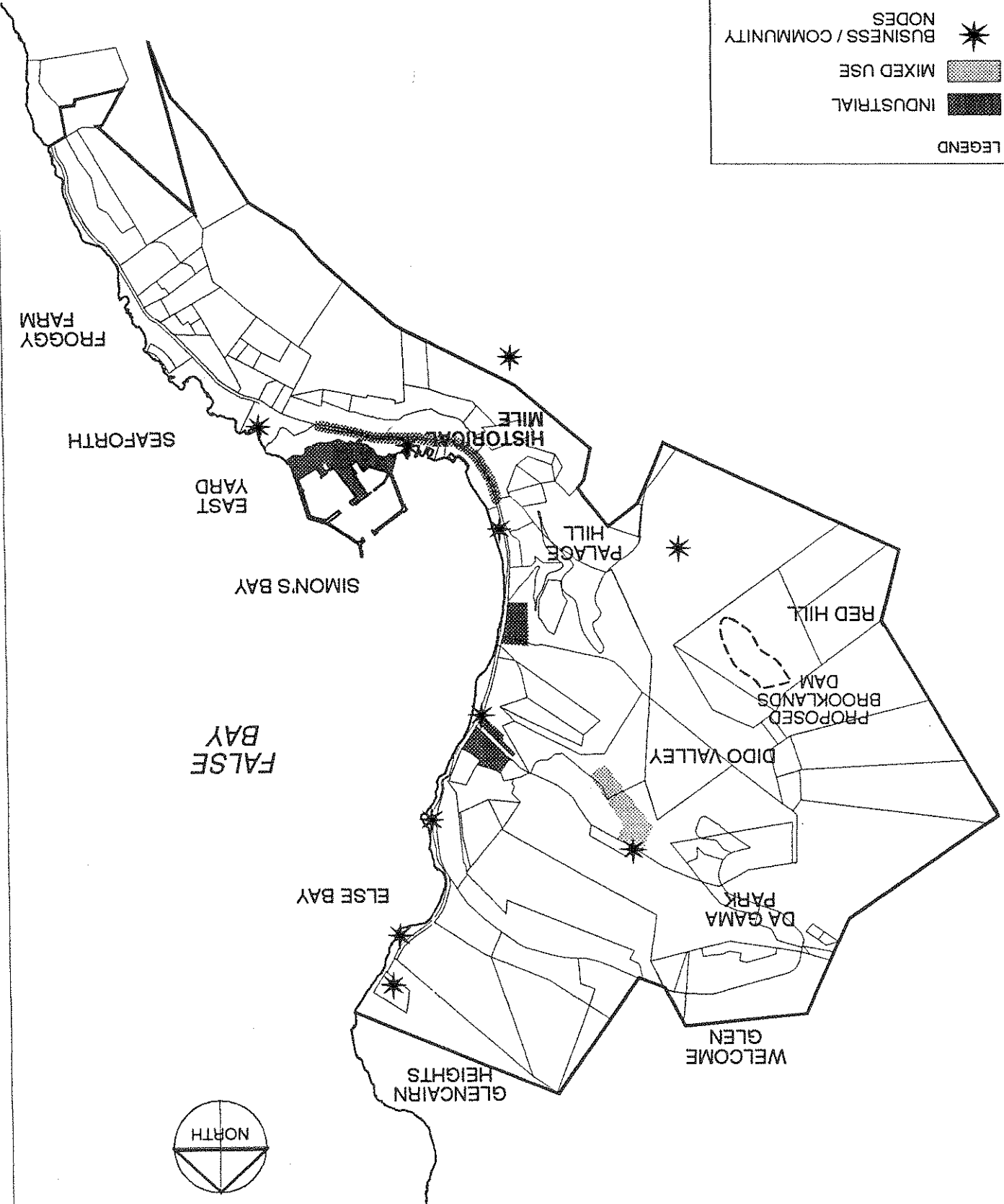
SPATIAL PROVISION FOR ECONOMIC ACTIVITY

SIMON'S TOWN
STRUCTURE PLAN

Figure 12.5

0 0.5 1 1.5 2km

- LEGEND
- INDUSTRIAL
 - MIXED USE
 - BUSINESS / COMMUNITY
 - BUSINESS ACTIVITY
 - STREET



Economic activity in Simon's Town is currently characterised by a low level of commercial activity, entailing mostly liquor stores and estate agents. From the residents survey it became clear that the lack of diverse and higher order commercial activity is sorely felt in the town. It is clear that historical events, which have resulted in a substantial decrease in the permanent population of Simon's Town, have been a major cause of the deterioration and lack of commercial activities in the town.

The SA Navy remains the driving force of economic activity in the town and should be incorporated into any effort to improve the economic situation of the town. The development of the tourism market for instance, greatly depends on co-operation with the SA Navy, as they control access to most of the major attractions in the town. It is anticipated that the development of this market in particular can provide a major economic injection into the town. In addition the Navy has recently ventured into the commercial use of its dry dock facilities. Such ventures are to be encouraged as its job-creation and multiplier effect can only serve to broaden the economic base of the town.

12.3.1 Spatial Provisions for Economic Activities (see Figure 2.5)

As the level of commercial activity is fairly low, no new retail areas should be developed before the existing areas, especially the activities along the Historic Mile, have been strengthened. It is however anticipated that some retail activity could form part of the proposed major tourism node at the entrance to the town in the station area, and at the proposed community node in Dido Valley. Appropriate tourist related economic activity should be encouraged at the tourist/recreation nodes indicated in section 12.3. Further to this appropriate commercial development along the Main Road, such as restaurants, should not be discouraged, provided strict control is exercised over the design thereof. The establishment of guest houses or bed and breakfast accommodation should also be encouraged, provided that adequate parking can be provided (ideally one bay per room should be provided on site, otherwise the applicant could negotiate the matter with Council as per clauses 8.4.5.3.1 and 8.4.5.3.2 of the Zoning Scheme).

Light industries are currently concentrated at the bottom of Dido Valley around the intersection of Dido Valley Road and Main Road. Further down Main Road the sewage works and the Kelp Products factory form a smaller industrial area.

The Dido Valley industrial area contains a mix of SA Navy uses (such as the Naval printing press) and private enterprises (Marine Oil Refineries). The further settlement of light, non noxious industries, private or part of the SA Navy, should be encouraged within this area. Should the Navy vacate some of the buildings in this area, these could be taken over by private enterprises. In the event of this area becoming fully occupied with industrial uses, further uses could be accommodated in the area west of the existing Dido Valley cottages, indicated as a mixed use area.

This mixed use area should be used to accommodate a mix of residential and other uses such as light, non-noxious industry at a small scale, and small scale less formal home based commercial activity. The impact of such development on the abutting Primary Nature Area should be strictly controlled, also with regard to the implications for fire control and visual amenity.

ECONOMIC ACTIVITY

ISSUES:

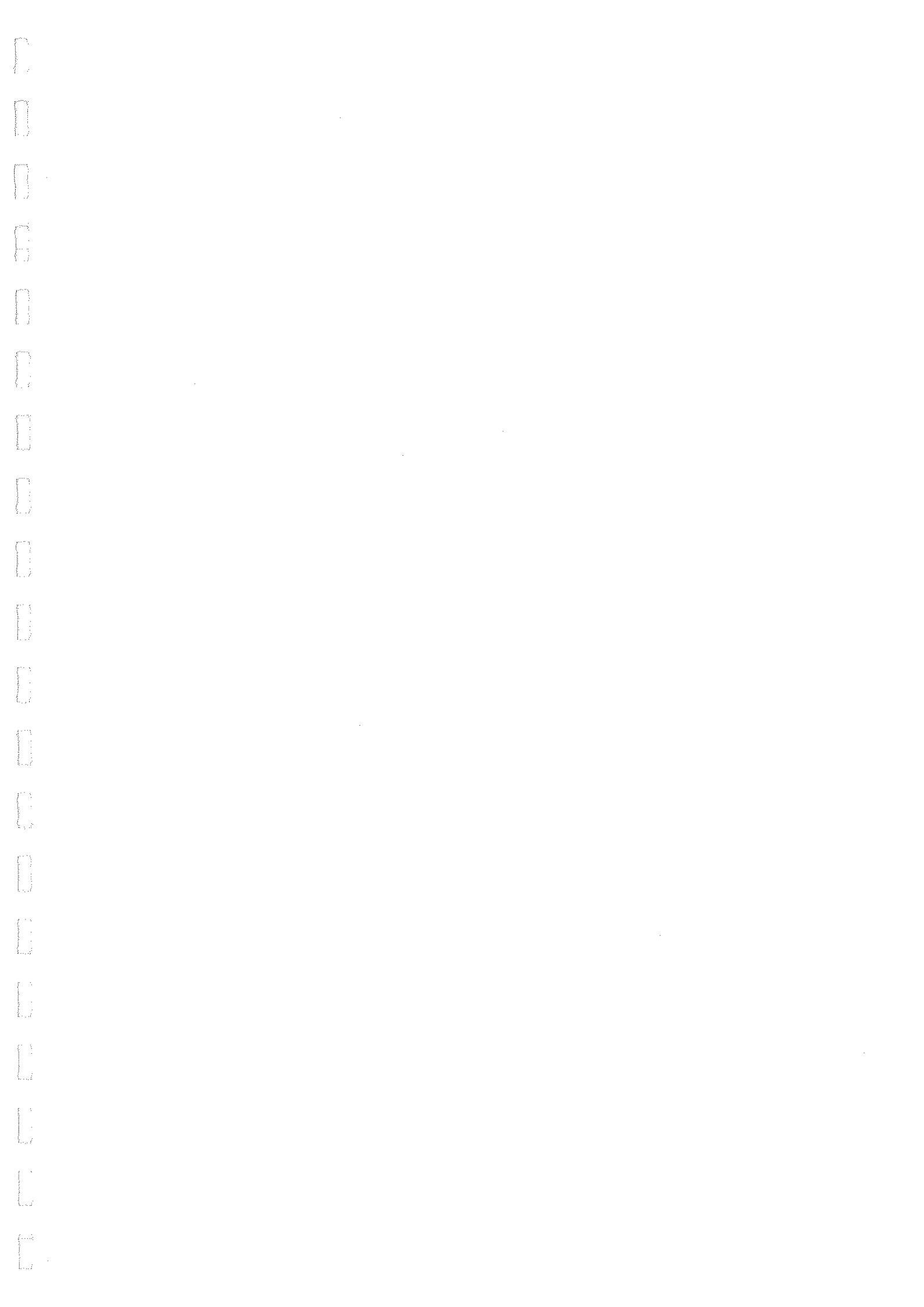
- lack of diverse economic activities
- lack of higher order retail activities
- lack of after hours trading and activities

POLICY:

- The Simon's Town Community is committed to :
- promoting economic activities associated with the recreation and tourism industry (e.g. sailing)
 - encouraging the settlement of appropriate small scale (i.e. non-polluting) industry
 - encouraging a greater diversity of business to settle in Simon's Town within the constraints of its historical character
 - reinforcing the existing commercial nodes, rather than creating new nodes

ACTION:

- encouraging the Naval authorities to locate, out-source and sub-contract appropriate activities within the town
- maximising the economic opportunities created by the movement of tourists and others along the main thoroughfare
- investigate the establishment of a Simon's Town Business Marketing Association to attract business investment in Simon's Town



The Chapter 6 analysis indicates that more stringent town planning control is needed over the form of the built environment - not only to protect the conservation-worthy fabric, but also the scenic qualities of the total environment (urban and natural). This control should be focused on the comprehensive protection of the conservation-worthy fabric as well as the location, form and nature of new developments.

12.4.1 Conservation-worthy Environment

The authority granted to administering the Conservation Areas or Special Zones in conjunction with the Guidelines and the recommendations of the AAC, will remain an important tool in the protection of the conservation-worthy fabric and the control of development that might impact on this fabric. It is anticipated that most of the current inadequacies in the management of the conservation-worthy fabric can be resolved with the extension of the jurisdiction and powers of the AAC. In order to protect archaeological sites, it is recommended that proposed developments which might impact on such sites be referred to the AAC and/or NMC for screening. The NMC should, in particular, be responsible for the protection of fossil, prehistoric and maritime sites and associated material (especially shipwrecks and debris).

In the case of historical archaeological sites (dating from colonial times to 50 years old) the degree of archaeological investigation and control should be agreed to by the AAC, in conjunction with the NMC, so as to ensure that controls are commensurate with its probable cultural and historical significance.

It is therefore imperative to ensure that the AAC is able to continue its work, in conjunction with an appropriate authority that has the necessary legal powers to implement its recommendations, or that a similar body takes over its functions when local government is restructured.

12.4.2 Town Planning Controls : Location, Density, Height, Bulk, Coverage and Image

Problems with the inappropriate location of new developments will be largely controlled through the enforcement of an urban edge as discussed in section 12.1. Areas where future residential development will be appropriate have been indicated in section 11.3.1.2, as well as the possible density at which such developments could take place.

12.4.2.1 Subdivision of erven within the existing urban fabric

Further to these measures the subdivision of large or vacant parcels of land within the existing urban areas should be controlled to ensure that the character of Simon's Town is maintained. In this regard it should be noted that increased densities would clearly not be inappropriate in certain areas, such as the historic town. In the newer residential areas where densities are low, increased densities could detract from the character of the area and in sloped areas the visual impact of such higher densities could in fact detract from the townscape as a whole.

Simon's Town's zoning scheme currently contains no clear policy on this matter (except in the case of specific areas such as Glencairn where special township conditions apply), however the Guide Plan for Simon's Town indicates minimum erv sizes for the different areas. As the Guide Plan is a public document, these constitute existing rights and should be included in the zoning scheme. Should an applicant wish to subdivide below the minimum specified for the area, it will rest on the applicant to convince the Council that such a subdivision will be to the benefit of the community as a whole. For this purpose the Council may require detail site development plans, including landscaping plans, when considering the application. As this will in fact require a departure from the zoning scheme such an application will be subject to the normal procedures. As mentioned earlier higher densities in the old town would not be inappropriate. It is however imperative that any application for subdivision in this area be passed through the AAC for their comment.

In the case of new subdivisions against the urban edge (ie areas where developments rights currently exist), densities should be kept low with erv sizes in the region of 1 000 m² where possible.

Finally in the case of any subdivision that requires the upgrading of existing infrastructure, the Simon's Town TMS may impose a development fee to contribute to such upgrading. This fee, to be agreed upon between the Council and the applicant, will be determined by the Town Engineer. Alternatively a developer may choose to undertake the extension of services, in which case the cost will be offset against the normal connection levy.



INDEX TO DETAIL PLANS BUILT ENVIRONMENT

SIMON'S TOWN
STRUCTURE PLAN

Figure 12.6

0 0.5 1 1.5 2km

