

12.4.2.2 Bulk, height and coverage

The control of height, bulk and coverage of buildings is regarded as especially critical for buildings against slopes in Simon's Town as such buildings are highly visible and the current lack of control have lead to the construction of buildings at an inappropriate scale. The amendment of the current zoning scheme to include such controls should take cognisance of the specific circumstances in Simon's Town such as average erf size and slope, particularly for areas where development rights exist.

For this purpose the stipulations of the Stellenbosch and Cape Town zoning scheme should be studied. The Stellenbosch zoning scheme has the advantage that it uses a sliding scale to calculate coverage and floor factor which means that the proportions of the erf size to the building remain intact.

The Cape Town zoning scheme specifies height restrictions for building against the slopes in the Camps Bay and Bakoven Areas. It is stipulated that no building within a demarcated area, may exceed three storeys. These regulations further stipulate the maximum height of the facade of such a building - "facade" being a main containing wall of a building other than a wall of an internal courtyard. It is clear that the interpretation of storey and facade does create possible confusion and should be checked more closely. The point from which the height of the building is calculated is especially critical for buildings against slopes and should be carefully considered.

The preservation of views should be addressed in the revision of the zoning scheme to the extent that such provision is legally possible.

12.4.2.3 Second dwellings

The recent proliferation of applications for second dwellings poses a problem, as the resultant increased densities brought about by this phenomena are not always appropriate. In addition this puts an extra demand on services and is furthermore often used as a motivation for subsequent subdivision.

Second dwellings should thus only be permitted subject to the following conditions:

- the applicant must sign an agreement with the Simon's Town TMS, committing the property owner (present and future) to not using the consent as a reason for subdivision.
- services to the second dwelling must be connected to the same supply as the main residence (and will thus be charged to one account)
- the second dwelling must use the same entrance as main residence (no second entrance to the site will be allowed)
- finally the second dwelling should be compatible in style to the main residence and should be erected within 5 metres of the main residence. In addition, the second dwelling should be joined to the main building through some permanent architectural feature such as wall or shared courtyard. Where it is impractical in the opinion of the responsible authority for the second dwelling to be erected within 5 metres of the main residence or where it is the intention of the owner to convert an existing outbuilding further than 5 metres from the main residence, the responsible authority could at its sole discretion permit such erection or conversion.

Proposals for the intensification and extension of management controls over the conservation-worthy fabric, and new development, that apply to the whole study area are listed as issues, objectives, policies and actions. These proposals should be read with policies for the surrounding natural environment (including scenic routes) and the urban edge.

12.4.3 Policies for Precincts

Proposals that apply to specific precincts (as set out in chapter 6) are listed below.

12.4.3.1 Glencairn (see Figures 12.6a and 12.6c)

Some of the buildings that are over 50 years old in this precinct are of particular architectural interest and some form of additional protection (beyond the NMC protection of buildings over 50 years) should be sought for portions of this area, including the undeveloped sites above the areas containing these buildings.

12.4.3.2 Welcome Glen, Da Gama Park and Dido Valley (see Figures 12.6b and 12.6c)

Any new subdivision or rezoning in this area should be carefully considered and the design guidelines

attached to the approval should particularly ensure that the massing of buildings does not detract from the area. In addition, great care should be taken that any expansion of industrial uses in this area takes place at an appropriate scale and does not detract from the valuable old Naval buildings and installations.

12.4.3.3 Northern coastal zone (see Figures 12.6a, 12.6c and 12.6d)

The Klein Vishoek complex should be considered for National Monument status as this is a major landmark of historical significance in Simon's Town. In addition, some form of public access to this complex should be investigated.

As the coast is an important public amenity to Simon's Town, all development in this zone should be strictly controlled. As is proposed in Section 12.1 development may only be allowed in the Elises Point area and the area opposite Dixies Restaurant, both being currently derelict and in need of attention. Development should be related to tourism and recreation - no residential development will be allowed. Such development should not impede the view onto the coast from Main Road and should thus be kept below the height of the road and at an appropriate scale. The potential traffic impact, especially access and egress from the sites should be carefully considered before any development can be approved. Any development in the coastal zone should be subject to control by the AAC.

The rest of the coastline should be dedicated to recreation uses and the necessary amenities to accommodate such activities should also be of an appropriate scale and level of design. The construction of a coastal walkway should be done with the utmost care to ensure minimum impact on the environment, but maximum benefit to recreation and tourism.

12.4.3.4 Red Hill (see Figures 12.6d and 12.6e)

As proposed in section 12.1, Red Hill Road and the viewing sites along it should be investigated for national monument status. No further development should be allowed on this road.

12.4.3.5 The Station, Palace Hill and Waterfall area (see Figure 12.6e)

This area provides an important link between the mountain and the sea, from the Waterfall through the nursery, to Long Beach and the West Yard. Any development in this area should maintain and emphasize this link, and it is recommended that a detailed development plan for the area be commissioned to ensure that the residential as well as recreational potential of this area is realized in an appropriate manner. Ideally this area should form an urban park linked to the Special Recreation Area and Primary Natural Area in the Baviaanskloof and on the mountain.

The area also contains many buildings and features of historic importance. It is thus imperative that Conservation or Special Areas be extended to the north of its existing boundaries to include the area up to Red Hill Road and thus subject all development to AAC control to ensure that identified features are not only adequately protected but also that the character of the area is not undermined through insensitive development. Finally, this area also contains many old Wild Olive and Vaalbos trees that should be protected.

12.4.3.6 West Yard, including Admiralty House (see Figure 12.6e)

The control of conservation and development in the West Yard should be taken up with the SA Navy as it is imperative to protect the area from insensitive development and inappropriate refurbishment. When public access is allowed to this area, new developments should be strictly controlled through the AAC or similar professional consultation. Ideally this area should contain a mix of Naval and public uses which would effectively reconnect the town with the sea.

12.4.3.7 Old Town, Historic Mile and Mount Pleasant (see Figures 12.6e and 12.6f)

The Historic Mile is also the commercial heart of Simon's Town and the image of the commercial component, especially signage, should be carefully controlled. This concern should extend to detail design issues such as street furniture, lighting, the appearance of sidewalks and streets, and the creation of pedestrian routes through the area. The restriction of bus parking to the Cole Point area should be investigated and tourists should be encouraged to use this parking area through appropriate signage. It is recommended that the Old Burial Grounds, specifically historic tombs and gravestones, much of the walling and other features, should be comprehensively conserved, with appropriate landscaping renovations.

Further to the above recommendations, it is deemed imperative that future building on the seaward side of Main Road be strictly controlled with regard to height to ensure that viewing lines onto the sea are maintained. It is thus suggested that in revising the zoning scheme consideration is given to the following measures :

- In the vicinity of the station, building as high as two storeys up from the back of current pavement level could be allowed, including habitable rooms within a standard roof structure.
- Admiralty House and gardens are protected from insensitive redevelopment in terms of the National Monuments Act (No. 28 of 1969, amended in 1986) and should remain so.
- In the West and East Yard viewing lines from street level should be maintained in the case of any redevelopment. Although views are currently restricted by the dock yard walls, the removal, replacement or adaptation of these walls (with due regard to its historic significance) to allow views onto the sea (especially in the West Yard), is very desirable as it would reinforce the link between land and sea that is so essential to Simon's Town.
- For the remainder of the area, excluding Jubilee Square, building to the height of two storeys from the back of pavement level with a habitable roof in a standard roof structure, is again considered suitable. On the seaward side it would mean that buildings could probably drop as much as two storeys below pavement level, thus allowing for a total of four storeys when viewed from the sea. In this regard it should be noted that the Post Office building is regarded as too high, consequently forming a visual intrusion in this highly sensitive area.
- No buildings should be permitted between Jubilee Square and the sea, that could impede on this important square/sea vista in any way.

Clearly all proposals along the full length of the Historical Mile from the station eastwards on both sides of the Main Road must remain subject to scrutiny by the Architectural Advisory Committee, who should refer to the above as design guidelines, but will still have to consider every case on its merit.

The zoning scheme currently allows for a bulk factor of 1.8 for business uses, and given the above height restrictions as well as the need to provide parking where appropriate (such as the station area) this factor is regarded as suitable for the area.

12.4.3.9 New residential areas above Runciman's Drive (see Figures 12.6e and 12.6f)

Appropriate planting in the area should be encouraged and the Simon's Town TMS should undertake the greening of public spaces in the area. It is recommended that no further subdivision be allowed in the area.

12.4.3.10 Southern coastal zone and Main Road (see Figures 12.6f, 12.6g and 12.6h)

Any development or redevelopment along the whole of the Main Road should be subject to AAC control. Bulk and height of buildings should be controlled, especially where alterations are made to existing houses in the southern coastal zone, to prevent the further restrictions of views onto the coast by inappropriately sized buildings.

In addition, the upgrading of the edges of the road through appropriate sidewalks, planting and signage should be undertaken.

12.4.4 State Land

As State land is not controlled by local zoning schemes the control of development on the vast parcels of State land (mostly controlled by the Navy) poses a real problem to Simon's Town. In order to ensure some form of conformity in development, the SA Navy and the relevant State departments should be urged to adhere to the policies set out in the Structure Plan.

CONSERVATION OF THE BUILT ENVIRONMENT

OBJECTIVES:	ISSUES:
• to ensure that the conservation-worthy fabric of Simon's Town is adequately protected and enhanced • to ensure that uniqueness and character of Simon's Town's townscape is maintained and enhanced	• inappropriate planning principles and inadequate controls are applied to the location and design of new developments resulting in severe impact on the historic townscape • lack of regulation or control over bulk, height and coverage of development in Simon's Town • inadequate control over the protection of the conservation-worthy fabric and the design of new developments in areas under Naval control by the Navy, resulting in developments detrimental to historic fabric of precincts • limited control over the protection of precincts outside of Conservation Areas, (such as Boulders, Red Hill, Old Glencairn, and Naval properties and installations) unkept road verges and open space within urban areas detract from the overall appearance of the town • plundering of shipwrecks and debris in Simon's Bay
ACTION:	POLICY:
• revise the current zoning scheme and by-laws comprehensively to include controls over bulk, coverage and height of building in Simon's Town • extend the Conservation Areas/Special Zones as well as the jurisdiction of the AAC as indicated in Figure 6.1 • include all buildings and properties older than 50 years under control of the AAC and the Todeschini and Japha Guidelines • commission a comprehensive photo survey and cataloguing of the conservation-worthy fabric covering the whole study area⁶ • commission specialist consultants to formulate proposals for signage, street furniture, paving surfaces and landscaping for the Conservation Areas/Special Zones, including Main Road, the Historic Mile, Runciman's Drive and Red Hill Road • initiate discussion and co-ordination with the SA Navy on the protection of the conservation-worthy fabric and the appropriate design of new development in areas under their control • investigate additional measures to protect shipwrecks and debris in Simon's Bay, in conjunction with the NMC • enforce National Building Regulations with regard to architectural requirement • insist that sites are investigated for archaeological significance before development can take place (including underwater sites)	• ensuring that all conservation-worthy features, buildings, precincts and sites are adequately protected • ensuring that the integrity of the total townscape is kept intact • controlling the impact of new development on the townscape • promoting a public awareness of the conservation-worthiness of Simon's Town's historic buildings, features and precincts • employing professional conservation and design consultants in the upgrading and development of urban areas and streetscapes within the historic areas, including the coastal zone • imposing appropriate design guidelines, through consultation with professional consultants, when releasing land for development

⁶It is recommended that the Consolidated Grades of Conservation-Worthiness as developed and utilised by the Urban Conservation Unit of Cape Town's City Planner's Department since 1992, is used in the classification of buildings and features of historic significance.

FORM OF THE BUILT ENVIRONMENT

ISSUES:

- spread of low density single residential development
- negative impact on the townscape of new developments, especially on steep slopes
- potential negative impact of second dwellings on the townscape
- encroachment of urban development on valuable natural areas
- lack of control over developments on State land

OBJECTIVES:

- to limit the impact of new development on the townscape and to ensure the efficient growth of the town

POLICY:

The Simon's Town Community is committed to:

- limiting the spread of development against visible slopes
 - promoting infill development and consolidating existing development
 - controlling the impact of new building on the townscape
 - the adherence to policies to conserve the natural and built environment as sited in sections 12.1 and 12.4 respectively
 - encouraging the SA Navy and other relevant State departments to adhere to the policies set out in this document
- revise the zoning scheme to include controls on bulk, height and coverage
 - adopt and enforce the policy on subdivision and second dwellings as specified in the text
 - adopt and enforce urban edge, as described in section 12.1

From Chapter 7 it became clear that there are no major infrastructural shortfalls in the area and that it would be relatively easy and inexpensive to extend present services to the areas identified in section 13.3 for residential expansion.

A reliable water supply is the only pressing infrastructural need currently experienced and to this end plans are underway to construct a new dam on the Red Hill plateau. The construction of the dam and the extension of the treatment plan should be subject to IEM procedures, as it falls within a sensitive natural area. (The Red Hill IEM comprised an investigation into the desirability and feasibility of the project.) In addition, it should be ensured that the construction of the dam does not dry up the waterfall in the Baviansskloof, as this is an extremely important amenity in Simon's Town. Equally important is to ensure that the water supply to the Glencairn wetland is sufficient to sustain the system. Plans are already under way to augment the supply through the use of treated effluent from the sewage works.

The sewage treatment plant is currently running at approximately 60% of its capacity and would thus be able to cope with substantial growth of the town. It has been suggested that the effluent of the Marine Oil Refinery be directed to the Simon's Town TMS's sewage works for treatment. This would however immediately take up all spare capacity jeopardizing future expansion of the town and would also involve a significant cost in modifying the municipal sewage treatment works to deal with the nature of industrial effluent produced by Marine Oil. Should it be required to discharge the Marine Oil effluent to the municipal sewage works in the future it is recommended that either Marine Oil refit their internal treatment plant to pre-treat their effluent to a standard agreed with the Local Authority, or be required to pay for the necessary modification of the Municipal treatment plant.

As large parts of the town are situated against steep slopes stormwater run-off is somewhat problematic. The South Peninsula Sub-Regional Plan suggests that the 100 year return storm requirements be used in planning for future stormwater management, but as these requirements are impossible to impose on the topography of Simon's Town, the Town Engineer's proposal to plan for lesser storms and apply a risk analysis and a controlled flooding study for rarer events, is supported.

No major new roads are proposed for Simon's Town, both at regional and local level. It is however suggested that the possibility of connecting Runciman's Drive to Red Hill Road be investigated as mentioned in Section 12.1.3.

No particular problems with the fabric of roads exist. As the road system forms an integral part of the townscape, appropriate standards for road design, that takes cognisance of the character of especially the old town, should be applied when developing or redeveloping any area. Red Hill Road in particular should be protected against insensitive redevelopment (such as widening). For this purpose the declaration of this road as a national monument should be investigated.

As indicated in Section 12.2 the use of public transport to and from the area and within the area, would greatly improve the tourist and recreational experiences of the area. In this regard it is believed that Metro and the use of the railway line specifically, could play a very important role.

INFRASTRUCTURE : WATER

ISSUE:

- inadequate supply of water during drier years and peak season
- high cost of augmenting the water supply
- low water pressure in some areas

POLICY:

- The Simon's Town Community is committed to:
 - IEM procedures in the upgrading and extension of the water supply infrastructure using cost-effective measures to increase water pressure at affected areas
- continue efforts to construct the Brooklands dam
- continue efforts to find cost-effective solutions to the water pressure problem

ACTION:

OBJECTIVE:

- to ensure a reliable and convenient supply of relatively inexpensive water to Simon's Town

SEWAGE

ISSUE:

- bad odours emanating from sewage system
- ground water infiltration into the system in the older areas

POLICY:

- The Simon's Town Community is committed to: using cost-effective measures to combat the problem of bad odours and ground water infiltration into the system

STORMWATER

ISSUE:

- soil erosion and instability caused by the rapid run-off of stormwater

POLICY:

- The Simon's Town Community is committed to: ensuring that stormwater is effectively managed through development control

ROADS (see also spatial provisions for tourism)

ISSUE:

- congestion and inadequate parking during peak hour and peak season, especially for tour buses
- possible negative impact of road building and maintenance on the townscape and natural environment

POLICY:

- The Simon's Town Community is committed to: applying appropriate design standards, in keeping with the character of the historic town, when developing or redeveloping the road system
- the development of an appropriately designed, efficient, safe and spatially logical road network
- the provision of adequate parking for both locals and tourists
- limiting the visual, environmental and physical impact as a result of road building and maintenance
- providing for pedestrians and cyclists where appropriate

PUBLIC TRANSPORT

ISSUE:

- current public transport inconvenient, unsafe, and underutilised.

POLICY:

- The Simon's Town Community is committed to: encouraging the use of public transport to and from and within Simon's Town
- improving the standard of public transport to satisfy the market needs

OBJECTIVE:

- to ensure effective sewage disposal

ACTION:

- undertake a camera-based survey of the sewage system in the old town
- continue efforts to find cost-effective solutions to the odour and ground water problem

OBJECTIVE:

- to achieve effective stormwater management

ACTION:

- continue efforts to enforce appropriate conditions for stormwater management when granting development approvals

OBJECTIVE:

- to ensure easy access into and within Simon's Town for locals and tourists

ACTION:

- commission a detailed investigation into traffic circulation, parking problems and the needs of pedestrians and cyclists in Simon's Town
- continue efforts to apply appropriate design standards in keeping with the character of the historic town, when developing or redeveloping the road system
- improve signage for parking

OBJECTIVE:

- to achieve the large scale use of public to and in the area

ACTION:

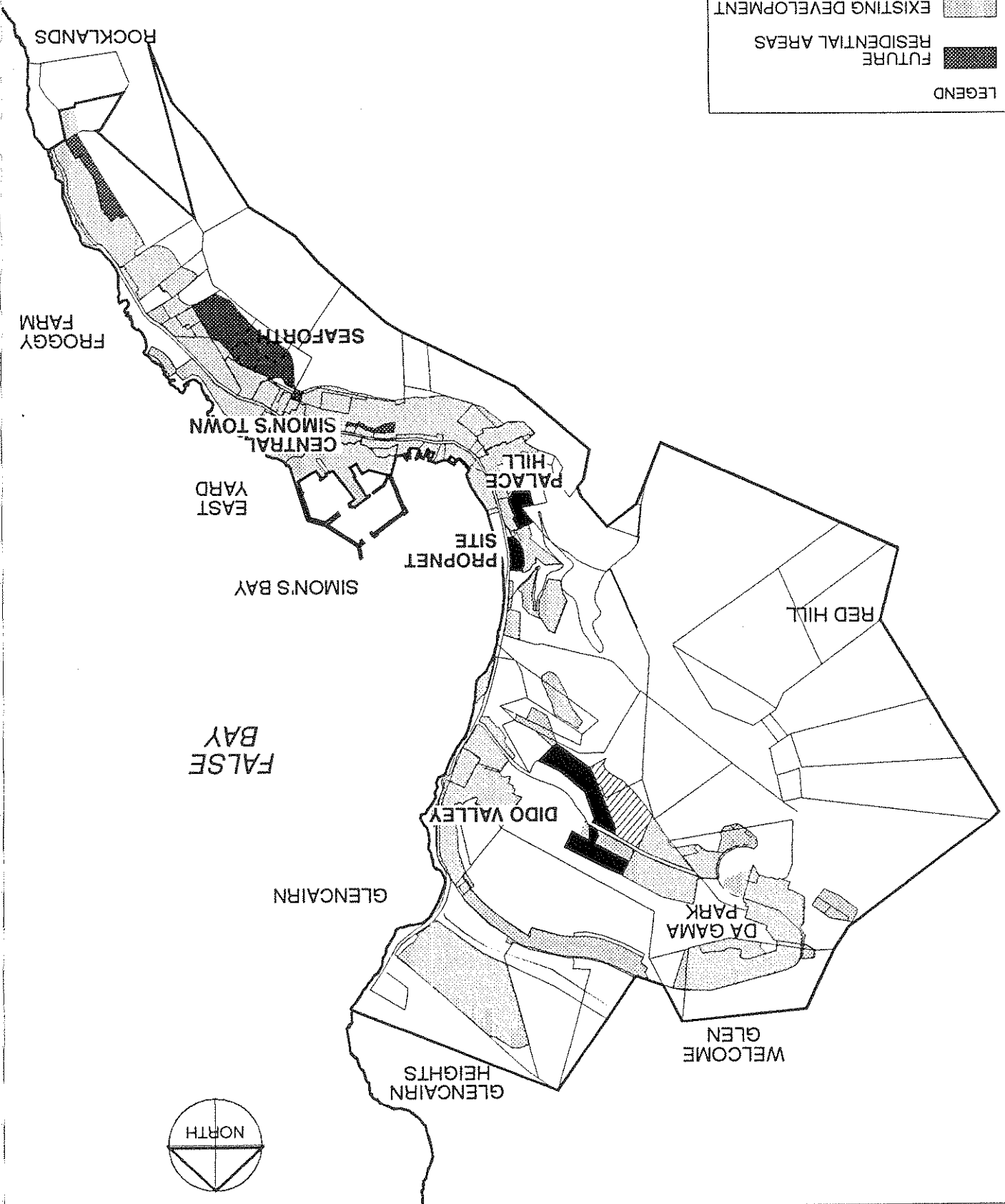
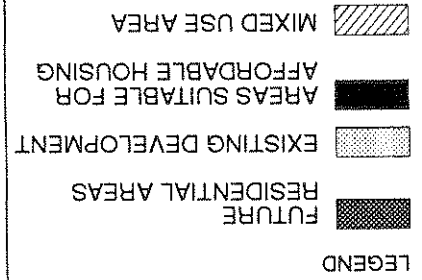
- investigate the marketing of the use of rail to Simon's Town by both tourists and commuters
- liaise with the appropriate organisations on achieving improved public transport system



SPATIAL PROVISION FOR FUTURE RESIDENTIAL GROWTH

SIMON'S TOWN
STRUCTURE PLAN

Figure 12.7



The realization of the vision for Simon's Town will depend greatly on the nature of future residential growth. Appropriate provision will enable a balanced community to settle in Simon's Town, that could in turn restore the vibrancy and diversity that once existed in Simon's Town.

Although property in Simon's Town is expensive, most of the land suited for new residential development belongs to the Simon's Town TMS or the State (the Department of Public Works), which makes the provision of a range of affordable housing options possible. The release of any of this land for housing should however be carefully controlled. Past attempts by the Simon's Town TMS to release land at more affordable prices, has lead to speculation, which in turn has exacerbated the lack of affordable housing options available in the town.

Control over speculation is a difficult issue and it should be accepted that no measures could ever be 100% successful where the title deed is transferred to a new owner. Control in such cases could take the form of giving preference to people who work in Simon's Town when releasing public land with the stipulation that the Simon's Town TMS or other responsible authority will have to agree to any resale of the property i.e. has the right of first refusal (according to the agreed terms and conditions).

The possibility of providing rental accommodation owned and controlled by either the Simon's Town TMS or the State should also be considered, subject to the need for such accommodation. The employees survey indicated that 12% of people would prefer to rent property in Simon's Town. The SA Navy could also use its power to recommend that, should land formerly under their control be released by the Department of Public Works, it be used for affordable housing where appropriate.

Figure 12.7 indicates areas were residential growth can be accommodated. The different areas are discussed in detail in Chapter 11.

RESIDENTIAL GROWTH

ISSUE:

- lack of a range of housing options in Simon's Town
- high property prices and land speculation
- large number of commuters to Simon's Town

OBJECTIVE:

POLICY:

The Simon's Town Community is committed to:

- to the provision of a range of housing options in Simon's Town, including rental housing, to accommodate the large number of people who currently commute to Simon's Town and/or were removed under the Group Areas Act
- encouraging the Navy to provide accommodation for its employees (both single and married) in Simon's Town
- the control of speculation when State or municipal land is released for affordable housing

ACTION:

- release and develop suitable land for a range of housing projects
- enter into negotiation with the responsible authorities (ie. the Department of Public Works, the Department of Land Affairs, the PAWC and the appropriate RDP-structure) on the release and/or development of land in Simon's Town for range of affordable housing options

13.0 THE SIMON'S TOWN STRUCTURE PLAN

The spatial framework is the overall guide as to where development should occur and where it should not. The policies give more detail in terms of how development should occur and how the natural environment should be enhanced and conserved. The elements of the spatial framework are listed below. The development of the town is accommodated through the identification of new residential areas, business and community centres, light industrial areas and recreational areas.

The conservation of the town and natural environment is ensured through the identification of an urban edge, conservation areas, special recreation areas and eco-tourist areas.

The definitions below explain the terms used on the Simon's Town Structure Plan map (see attached in fold-out). The map itself is essentially a simplified spatial representation of the policies discussed in Sections 12.

13.1 EXISTING URBAN AREAS

The existing areas will not be allowed to expand further against prominent hillsides, except in the areas indicated under 13.3. Sensitive infill development will be encouraged to consolidate the existing urban fabric.

As part of the endeavour to maintain the historic character of the town (see 13.2), Simon's Town's zoning scheme and by-laws will have to be revised to include controls on the bulk, height and coverage of new buildings, within existing urban areas, as well as new areas identified for development. In addition, the National Building Regulations should be enforced with regard to architectural requirements.

13.2 CONSERVATION AREAS/SPECIAL ZONES

The maintenance of Simon's Town historic character is regarded as a very important aspect of the Structure Plan. To achieve this aim, the existing Conservation Areas/Special Zones should be extended to include areas containing a large number of buildings and features of historic significance (see Figure 6.1). In addition to this measure, the powers of the Architectural Advisory Committee of the Simon's Town TMS should be extended to include all buildings and properties older than fifty years, and all properties along Main Road as well as the whole coastal zone. To ensure that the above is useful the conservation-worthy fabric of the whole study area should be comprehensively surveyed and catalogued. As some of the fabric is located underwater in the form of shipwrecks and debris, the National Monuments Council should be approached in formulating measures to protect these adequately. As with new developments on land, it is important that underwater sites are also investigated for archaeological significance before development can take place.

Further to the above design guidelines for signage, street furniture, paving and landscaping should be formulated for the Conservation Areas/Special Zones as well as Main Road, Red Hill Road and Runciman's Drive.

As the SA Navy controls large amounts of land within Simon's Town, including much of the conservation-worthy fabric, co-ordination with the SA Navy on the protection of conservation-worthy fabric is imperative.

13.3 NEW RESIDENTIAL AREAS

A range of housing options should be provided in these areas and certain areas have been indicated as suitable for the provision of affordable housing. In sensitive and highly visible areas strict control over the design of new developments should be exercised.

13.4 RECREATION AREAS AND PUBLIC OPEN SPACE

In addition to the recreation areas discussed below, a green belt has been identified in Dido Valley. The Waterfall area is regarded as a specially important recreation area and it should be developed as an urban park area that connects the mountain (and the special recreation area) with the sea.

13.5 URBAN EDGE

The enforcement of an urban edge will be critical to ensure the orderly development of the town, and the protection of the built and natural environment against degradation.

13.6 THE MOUNTAIN AREA

In order to ensure that the mountain area (falling outside the urban edge) is adequately protected and used sustainably the area should be managed by body representing all interest groups (eg. the SA Navy, environmental groups and the Simon's Town TMS) according to a comprehensive management plan to be developed for the area. This plan should demarcate the different management areas, discussed hereunder more accurately, and also identify different activity areas within these areas as well as official entry points into the mountain areas. An important responsibility of this body would be to revise all aspects of existing fire control and alien clearing methods. The implications of incorporating the whole of this area into the CPPNE should also be investigated by this body. It should furthermore be noted that a large part of this area is an important water catchment area and future management strategies should be sympathetic to this.

Three categories of management areas have been identified, that will ensure the sustainable use of the mountain area. Two of these are discussed immediately below and the third under 13.9.2.

13.6.1 Primary Natural Areas

These are remote, largely undisturbed areas, where the focus will be on the conservation of the natural environment (especially the diversity of species), but some low impact eco-tourist activities will be allowed here.

13.6.2 Special Recreation Areas

These are already disturbed areas where higher impact, more intense, eco-tourist uses will be allowed and promoted. The Brooklands dam will be situated in such an area on the Red Hill plateau.

13.7 COASTAL ZONE

The coastal zone will be dedicated to recreation and tourist uses and no further residential expansion will be allowed (except where such rights exist). As such the area requires the same kind of management as the mountain areas to ensure its sustained viability. For this purpose a similar body as for the mountain areas should be formed that will implement a comprehensive management plan. As part of this plan different activity areas should be demarcated and an investigation into the need for and the provision of public facilities to promote the recreation and tourist uses of the coast, such as a coastal walkway should be undertaken. In addition, specific nodes where development will be appropriate have been indicated. These are discussed under 13.9.3. Any development should be subject to IEM procedures and design control by the AAC.

13.8 FURTHER ENVIRONMENTAL CONSERVATION ASPECTS

In addition to the above, an investigation into the establishment of a recycling plant for household refuse and an appropriate area for the dumping of builders rubble should be undertaken. Non-spatial measures to be undertaken to ensure that the natural environment is adequately conserved, include a public awareness campaign of Simon's Town's environmental assets as well as a campaign about the negative impact of littering. In conjunction with this a central data-base should be created to record the bio-diversity within the study area.

Finally, if the management plans discussed in 13.6 and 13.7 are to be effective, appropriate and effective law-enforcements methods within the natural areas should be established.

13.9 DEVELOPMENT NODES

A number of development nodes have been identified within the area, where different uses should be encouraged:

13.9.1 Community Nodes

In conjunction with the proposed residential development in Dido Valley, provision has been made for a primary school and community centre in the area. The community centre should be able to accommodate a clinic, religious gatherings and social activities such as Boy Scout meetings. Some commercial activity to serve the resident community, should be allowed in this area.

13.9.2 Eco-Tourist/Recreation Centres
These areas will form the base for activities in the Primary Natural Areas and the Special Recreation Areas and a variety of facilities related to such activities (such as an environmental education centre) will be allowed and promoted here.

These nodes are :

- Botha's Camp
- Signal School

It should be noted that the Signal School fall outside the study area and thus the proposals for this area carry no official status.

13.9.3 Tourism/Recreation Nodes

These are areas on or near the coastal zone where higher impact developments such as restaurants, information centres and informal trading could be allowed. Where such developments will take place in the coastal zone, it should be subject to IEM procedures and design control (by the AAC).

These nodes are:

- Elsie's Point
- The area opposite Dixies
- Klein Vishoek
- The Station Area
- Seaforth Parking Area
- Jubilee Square and Cole Point

13.9.4 West Yard

The West Yard in particular is an area where development related to tourism and recreation could provide a major injection to the town. Appendix 3 contains some suggestion on how access to this area, currently under control of the SA Navy, could be gained.

13.10 SCENIC ROUTES

These routes, namely Red Hill Road, the Glencairn Expressway and Main Road, are important amenities for the whole of the Peninsula and should be protected against insensitive development of the roads themselves and along their edges. They should further be enhanced through appropriate landscaping along their edges.

13.11 BUSINESS AREAS

As the existing level of economic activity is fairly low, no major new business areas should be created other than those indicated under 13.9. The existing areas, especially the Historic Mile should be reinforced, through intensified activity. At tourist nodes, related businesses such as restaurants and informal trading should be encouraged.

13.12 INDUSTRIAL AREAS

Clean light industry should be allowed to settle in the existing industrial area. If a further need for land arises, such industries should be accommodated in the mixed use area in Dido Valley as indicated on the map. The SA Navy should be encouraged to extend the commercial use of their dockyard.

13.13 MIXED USE AREA

The mixed use area indicated in Dido Valley, should be used to provide further affordable housing opportunities in the area, as well as opportunities for the expansion of small scale, light, non-noxious industries and small scale, less formal home-based commercial activities.

13.14 INSTITUTIONAL USES

Two possible school sites have been indicated, where a primary school could be located should the growth in the community warrant such a development.

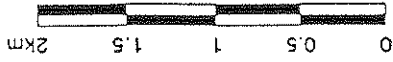
13.15 MILITARY USES

Areas occupied by military uses are not expected to expand in the near future.

AREAS FOR DETAIL DEVELOPMENT STUDIES

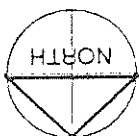
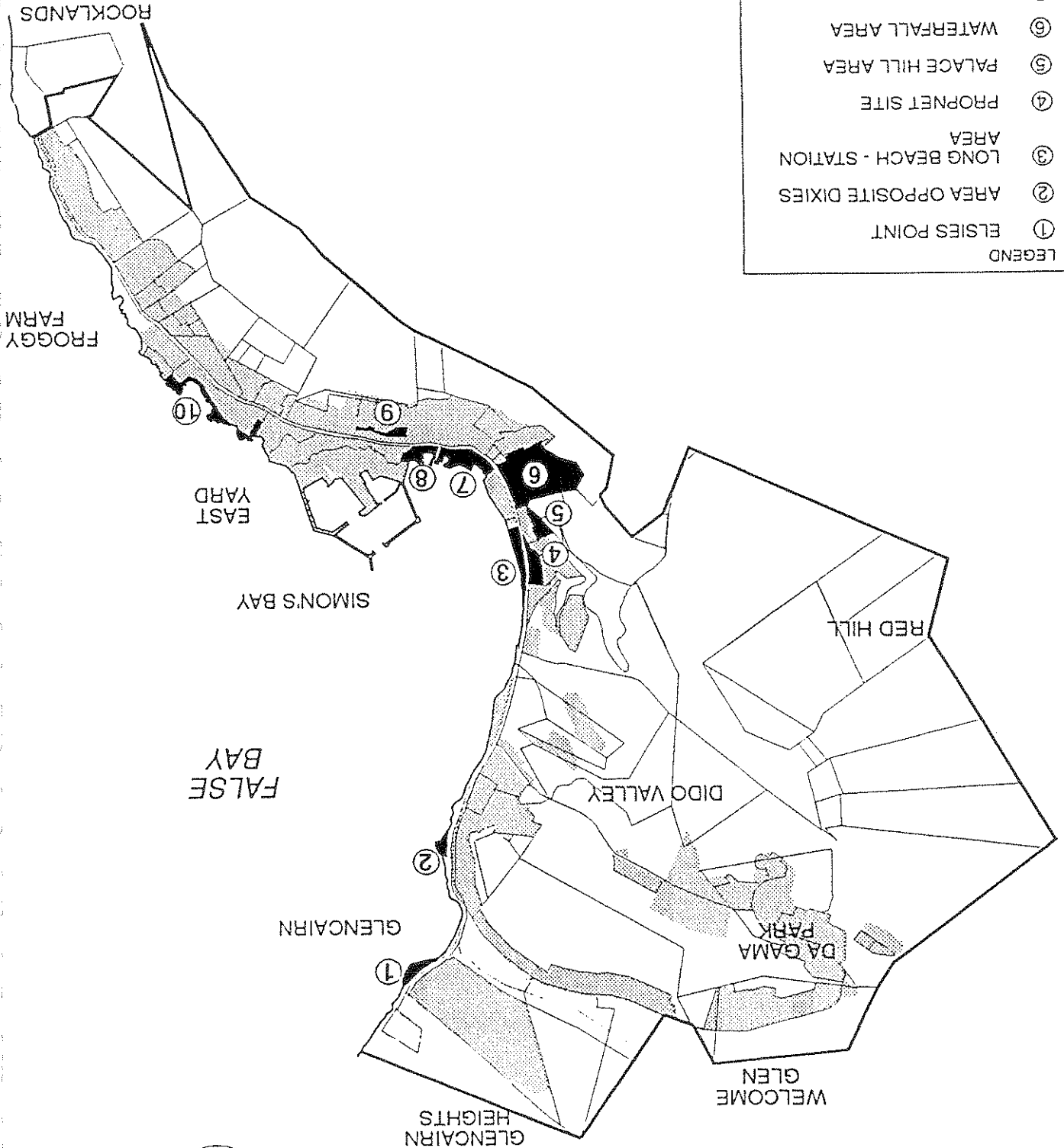
SIMON'S TOWN
STRUCTURE PLAN

Figure 14.1



URBAN FOOTPRINT
AREA FOR DETAIL DEVELOPMENT
STUDIES

- LEGEND
- ① ELSIES POINT
 - ② AREA OPPOSITE DIXIES
 - ③ LONG BEACH - STATION AREA
 - ④ PROPHET SITE
 - ⑤ PALACE HILL AREA
 - ⑥ WATERFALL AREA
 - ⑦ WEST YARD
 - ⑧ JUBILEE SQUARE & COLE POINT
 - ⑨ CENTRAL SIMON'S TOWN
 - ⑩ SEAFORTH PARKING AREA & BOULDERS



14.0 IMPLEMENTATION OF THE STRUCTURE PLAN

If the vision for Simon's Town is to be realized the Structure Plan will have to be implemented in two ways. Firstly it can be used reactively, to judge applications submitted to the Simon's Town TMS. If an application complies with and is motivated in terms of the Structure Plan, then its approval should be facilitated.

If however an application is contrary to the requirements of the Structure Plan, it can either be rejected on the grounds of non-compliance with the provisions of the Structure Plan or it can be approved. This could occur if the motivation for the application was such that the Simon's Town TMS felt that it should override the provisions of the Structure Plan. If this is the case the Simon's Town TMS will have to clearly determine if the application was a special one-off instance given special circumstances, or if the approval requires a change to the overall policy of the Structure Plan.

Secondly, the Simon's Town TMS can implement the Structure Plan in a pro-active manner. For this purpose a number of actions are recommended in the discussion of the different policy arenas. The implementation of these actions will give impetus to the realization of the policies of the Structure Plan and it is recommended that the Simon's Town TMS allocate their budget to implement these actions in order of importance. These actions include some physical actions to be undertaken by the Simon's Town TMS, such as the provision of public facilities at beaches.

Facilitating the provision of affordable housing is a particularly important aspect of the Structure Plan and it is suggested that where the Simon's Town TMS undertakes such projects itself, it co-ordinates its actions with the regional RDP office and other government structures involved in the RDP process.

Finally the commissioning of a number of detail studies has been recommended through the text. These studies will fill in the broad policy statements of the Structure Plan and include additional policy studies, and detail development plans for sensitive areas under pressure for development.

14.1 DETAIL DEVELOPMENT PLANS

These plans should be undertaken to pre-empt development proposals and applications to ensure that any development is appropriate in terms of need and appearance. The areas for which such studies should be undertaken have been indicated on Figure 14.1. Some of these studies will be the responsibility of other authorities such as the SA Navy where the land belongs to them. The whole of waterfront area, including Cole Point is regarded as specifically important, as this is clearly the area where the most pressure for development is felt. Such a plan should take into account the number of proposals that have been made for the area or portions thereof and should include guidelines of proposals for a marina development or the extension of the existing marina facilities.

14.2 FURTHER STUDIES

In addition to the policies adopted by the Structure Plan, the following issues should be addressed in greater detail (such detailed studies fall beyond the scope of Structure Planning):

14.2.1 The Simon's Town zoning scheme should be revised with regard to the following issues:

- bulk, height and coverage of buildings
- subdivision and second dwellings
- conservation guidelines and conservation areas

14.2.2 In conjunction with the above study the conservation-worthy fabric of the study area should be comprehensively catalogued and categorised. Such a study would revise the work done by Todeschini and Japha to include the whole of the study area. For this purpose a professional conservation architect should be employed.

14.2.3 Further to these studies guidelines for the design of street furniture, lighting, the appearance of sidewalks and streets and the creation of pedestrian routes through the Conservation Area, should be prepared by a professional urban design consultant and adopted by the Simon's Town TMS for implementation.

14.2.4 Problems related to congestion and parking should be investigated in a separate traffic study to be undertaken by suitable engineering consultants. Such a study should also look at the needs of pedestrians and the cyclists in the town, and the use of public transport, especially in the light of the spatial proposals of the Structure Plan. One specific problem that should be addressed is the need for a pedestrian crossing near the station area. The exact location of this crossing should be established in conjunction with the detail development plan for this area.

14.2.5 The development of the potential of the tourist market in Simon's Town should be investigated in greater detail. This should take the form of a comprehensive plan that takes the work done by the Publicity Association even further, to include detailed proposals for marketing.

14.3 THE SOUTH AFRICAN NAVY

It has been pointed out throughout the document that the SA Navy is the major role player in Simon's Town. It is thus clear that the successful implementation of this plan will depend largely on the co-operation between the Simon's Town TMS and the SA Navy. It would thus be important to ensure that the Structure Plan is endorsed by the SA Navy and that the necessary mechanisms are in place to facilitate co-operation between the town and the SA Navy to implement the plan.

14.4 CHANGE IN THE STRUCTURE OF LOCAL GOVERNMENT

Finally the imminent change in the structure of local government cannot be ignored. At the time of writing, Simon's Town's probable position in a new dispensation remains unclear. For this reason every effort should be made to ensure that a) the actions required to give impetus to the Structure Plan be undertaken as soon as possible and b) that the new local authority adopts and implements the Structure Plan.

In particular, such an authority should ensure that the unique circumstances of Simon's Town are catered for in the zoning scheme that will apply to the new larger metropolitan substructure within which Simon's Town will fall.

15.0 DIE STRUKTUURPLAN VIR SIMONSTAD

Die ruimtelike raamwerk is die oorhoofse gids wat aandui waar ontwikkeling behoort te geskied en waar nie. Die beleidspunte verskaf die detail van hoe ontwikkeling moet plaasvind en hoe die natuurlike omgewing beskerm en uitgebou moet word. Die elemente van die ruimtelike raamwerk word hieronder gelys.

Die ontwikkeling van die dorp word geakkommodeer deur die identifisering van nuwe residensiële areas, ontwikkelingsnodusse, ligte nywerheid en ontspanningsgebiede.

Die bewaring van die dorp se karakter en die natuurlike omgewing word verseker deur die identifisering van die stadsgrens, bewaringsareas, spesiale ontspanningsgebiede en eko-toerisme areas.

Die definisies hieronder verhelder die terme wat in die Struktuurplan gebruik word. Die plan in sigself is in wese 'n verenwoordigde ruimtelike verteenwoordiging van die beleidspunte soos bespreek in Hoofstuk 12.

15.1 BESTAANDE STEDELIKE GEBIEDE

Die bestaande gebiede sal nie toegelaat word om verder teen prominente heuwels uit te brei nie, behalwe vir gebiede aangedui in 15.3. Sensitiewe invul-ontwikkeling sal aangemoedig word om die bestaande stedelike gebied te konsolideer.

As deel van die poging om die historiese karakter van die dorp te bewaar (sien 15.2), sal Simonstad se soneringskema en plaaslike regulasies hersien word om beheer maatreëls oor die massa, hoogte en dekking van nuwe geboue in die bestaande dorpsgebied asook die areas wat vir nuwe ontwikkeling geïdentifiseer is, in te sluit. Verder moet die Nasionale Bouregulasies met betrekking tot argitektoniese vereistes afdwing word.

15.2 BEWARINGSGBIED / SPESIALE SONES

Die bewaring van Simonstad se historiese karakter word as 'n baie belangrike aspek van die Struktuurplan beskou. Om hierdie doel te bereik, sal die bestaande bewaringsgebied / spesiale sones vergroot word om areas met verskeie historiese geboue en ander strukture in te sluit (sien Figuur 6.1). Bykomend tot die maatregel sal die magte van die Argitektoniese Advieskomitee van die Simonstadse MOS uitgebrei word om alle geboue en elendomme ouer as 50 jaar in te sluit, asook alle elendomme langs die Hooftstraat en in die kusgebied. Om te verseker dat die maatregel nuttig is moet 'n omvattende opname en katalogisering van bewaringswaardige materiaal in die hele studie-area gedoen word. Aangesien sommige van die materiaal onderwater geleë is, in die vorm van skepswrake en skepsmateriaal, moet die Raad vir Nasionale Gedenkwaardighede genader word om te help met die formulering van maatreëls om dit te beskerm. Dit is ook belangrik dat, soos in die geval van nuwe ontwikkelings op land, onderwater areas ook ondersoek word vir argologiese belang, voor ontwikkeling kan plaasvind.

Bykomend tot die bogenoemde maatreëls, moet daar ontwerpsriglyne vir aanwysings, straat ameblement, plaavelsel en landskapering vir die bewaringsgebied / spesiale sones, asook die Hooftstraat, Red Hillpad en Runciman's Rylaan formuleer word.

Aangesien die SA Vloot groot areas binne Simonstad beheer, wat baie van die bewaringswaardige materiaal insluit, is dit noodsaaklik dat die bewaring van die materiaal met die SA Vloot gekoördineer word.

15.3 NUWE RESIDENSIELE GEBIEDE

'n Reeks behuisingsopties moet in hierdie gebiede voorsien word. In sensitiewe en hoogs sigbare gebiede moet streng beheer uitgeoefen word oor die ontwerp van nuwe ontwikkelings.

15.4 ONTPANNINGSAREAS EN PUBLIEKE OPE RUIMTE

Bykomend tot die ontspanningsareas hieronder bespreek, is 'n groen gordel in Dido-valllei geïdentifiseer. Die waterval-area word beskou as 'n belangrike ontspanningsgebied wat ontwikkel moet word as 'n stedelike park-area om die berg met die see te verbind.

15.5 STADSGRENS

Die toepassing van 'n stadsgrens sal kritiek wees om die ordelike ontwikkeling van die dorp en die beskerming van die beboude en natuurlike omgewing te verseker.

15.6 DIE BERGGEBIED

Om te verseker dat die berggebied (wat buite die stadsgrens val) behoorlik beskerm word en op 'n onderhoubare manier gebruik word, moet die hele gebied bestuur word deur 'n liggaam wat alle belange van die liggaam sal wees om die bestaande brandbeheer- en indringerpunt verwyderingsteunlike te areas identifiseer, asook formele ingange tot die berggebied. Een van die belangrike verantwoordelikhede omtrentende bestuursplan, wat vir die gebied ontwikkel moet word. Die plan moet die verskillende omtrentende ontwikkeling saamgestel word om 'n omtrentende bestuursplan te implementeer. Hierdie is afgelei en grootliks onverseurde gebiede, waar die fokus geplaas sal word op bewaring (veral die diversiteit van spesies). Tog sal sommige lae-impak eko-toerisme aktiwiteite hier toegelaat word.

15.6.1 Primêre Natuurgebiede

Hierdie is afgelei en grootliks onverseurde gebiede, waar die fokus geplaas sal word op bewaring (veral die diversiteit van spesies). Tog sal sommige lae-impak eko-toerisme aktiwiteite hier toegelaat word.

15.6.2 Spesiale Ontspanningsgebiede

Hierdie gebiede is reeds verstuur, en hoër impak, meer intensiewe eko-toerisme aktiwiteite sal hier toegelaat en bevorder word. Die Brooklands-dam sal in so 'n area bo-op die Red Hill-plato, geleë wees.

15.7 DIE KUSGEBIED

Hierdie area sal eksklusief aangewend word vir toerisme- en ontspanningsaktiwiteite, en geen verdere residensiële ontwikkeling sal toegelaat word nie (behalwe waar sulke reëls reeds bestaan). Die gebied het dus dieselfde soort bestuursplan nodig as die berggebied. Vir die doel moet dieselfde soort bestuursliggaam as vir die berggebied saamgestel word om 'n omtrentende bestuursplan te implementeer. As deel van die plan moet aktiwiteite aangedui word en 'n ondersoek na die behoefte aan en voorsiening van openbare geriewe en ontspanningsgebiede sal aanmoedig, soos 'n wandelroete, geleë word. Bykomend tot die maatreëls is spesifieke nodusse waar ontwikkeling geïmposeer sal wees, geïdentifiseer. Hierdie nodusse word onder 13.9.3 bespreek. Enige ontwikkeling moet onderwerp word aan GOB prosedures en beheer oor die voorkoms (deur die AAK).

15.8 VERDERE NATUURBEWARINGS MAATREËLS

Bykomend tot die bogenoemde, moet daar ondersoek ingestel word na die oprigting van 'n herwinningssaanleg vir huishoudelike afval en 'n gepaste area vir die storting van bourommel.

Nie-ruimtelike maatreëls wat onderneem moet word om die bewaring van die natuurlike omgewing te verseker, sluit 'n openbare bewustheidsprogram van Simonstad se natuurlike bates, sowel as van die negatiewe effek van rommelstrooiing, in. Daarmee saam moet 'n sentral data-basis waar 'n rekord van die bio-diversiteit in die studie-area gehou kan word, daargestel word.

Laastens, om te verseker dat die bestuursplanning bespreek onder 15.6 en 15.7 suksesvol is, moet 'n gepaste en effektiewe wetsdoelwagings metode binne die natuurgebiede daargestel word.

15.9 ONTWIKKELINGSNODUSSE

'n Aantal ontwikkelingsnodusse is geïdentifiseer waar verskillende gebruiklike aangemoedig moet word.

15.9.1 Gemeenskapsnodusse

Samehangend met die voorgestelde residensiële ontwikkeling in Dido-vallei, is voorsiening gemaak vir 'n primêre skool en gemeenskapsentrum in die gebied langs die groen gordel. Die gemeenskapsentrum moet godsdienstige byeenkoms en sosiale aktiwiteite, asook 'n kliniek kan akkommodeer. Beperkte kommersiële aktiwiteite wat die gemeenskap sal dien, moet hier toegelaat word.

15.9.2 Eko-toerisme/Onspanningsgebiede
Hierdie gebiede sal die basis vorm van aktiviteite in die Primêre Natuurgebiede en Spesiale Onspanningsgebiede en 'n verskeidenheid van fasiliteite, wat verband hou met die aktiviteite, sal hier toegeleat en aangemoedig word (soos byvoorbeeld 'n omgewingsopvoedingsentrum).

Hierdie nodusse behels die volgende gebiede:

- Botha's Kamp
- Seinskool

Neem asseblief in ag dat die Seinskool buite die munisipale grense val en dus dra die voorstel geen offisiële status nie.

15.9.3 Toerisme/Onspanningsgebiede
Hierdie is gebiede in of naby die kusgebied geleë, waar hoër impak ontwikkelings, soos restaurante, inligtingsentrums en informele handel, kan toegeleat word. Waar sulke ontwikkeling in die kusgebied geskied, moet dit onderwerp word aan GOB-prosedures en beheer oor die ontwerp daarvan (deur die AAK).

Hierdie nodusse behels die volgende gebiede:

- Elsie's Punt
- Die gebied oorkant Dixies
- Klein Vishoek
- Die Stasie-gebied
- Die Seaforth Parkeerarea
- Jubilee-plein and Colepunt

15.9.4 Weswert
Die Weswert, is in die besonder 'n gebied waar ontwikkeling, wat verband hou met toerisme en onspanning, 'n belangrike impetus aan die dorp kan gee. Addendum 3 bevat voorstelle om hou toegang tot die area, wat tans onder beheer van die SA Vloot is, verkry kan word.

15.10 UITSIGPAAL

Die roetes, byname Red Hill-pad, die Glencairn Snelweg, en die Hoofstraat, is belangrik vir die hele Skiereiland en moet beskerm word teen onsensitiewe ontwikkeling, ook langs die roetes. Verder moet die paale opgegradeer word deur gepaste landskapering van die padskouers.

15.11 SAK-GEBIEDE

Aangesien die bestaande vlak van ekonomiese aktiviteite betreklik laag is, word geen beduidende nuwe sake-gebiede voorgestel nie, behalwe die aangedui in 15.9. Die bestaande gebiede, veral die Historiese Myl, moet eerder versterk word deur die intensifisering van aktiviteite. In toerisme/ontspanningsnodusse, moet besighede wat hiermee verband hou, soos restaurante en informele handel, aangemoedig word.

15.12 NYWERHEIDSGEBIEDE

Skoon, ligte nywerhede moet toegeleat word om in die bestaande nywerheidsgebiede te vestig. As daar 'n verdere behoefte aan nywerheidsgebiede ontstaan, moet die nywerhede in die gemengde geboude gebied in Dido-vallei, soos aangedui op die Plan, gakkommodeer word. Die SA Vloot moet aangemoedig word om die kommersiële gebruik van die skeepswert uit te brei.

15.13 GEMENGDE GEBOUKE

Die gemengde geboude gebied aangedui in Dido Vallei, moet gebruik vir die voorsiening van verdere bekostigbare behuisingseenhede in die area, asook geleenthede vir die uitbreiding van kleinskaal, ligte, skoon nywerhede en kleinskaal, minder formele tuis-bedrywe.

15.14 INSTITUSIONELE GEBOUKE

Twee moontlike skoolterreine is aangedui, waar 'n primêre skool geplaas kan word, sou die groei van die dorp dit toelaat.

15.15 MILITÊRE GEBOUKE

Daar word vermag dat militêre gebouksgebiede nie in die af sienbare toekoms sal uitbrei nie.

16.0 IMPLEMENTERING VAN DIE STRUKTUURPLAN

Om die visie vir Simonstad te verwerklik sal die Struktuurplan op twee maniere geïmplementeer moet word. In eerste plek kan dit reaktief gebruik word om aansoekke vooraf te gaan aan die Simonstad MOS te oorweeg. As 'n aansoek onderhou is aan en gemoet word in terme van die Struktuurplan, sal dit die goedkeuring daarvan fasiliteer.

Indien 'n aansoek bots met die vereistes van die Struktuurplan, kan dit of afgekeur word op die grond daarvan dat dit nie ooreenstem met die Struktuurplan nie of dit kan goedgekeur word. Dit kan gebeur as die motivering vir die aansoek van so 'n aard is dat die Simonstad MOS voel dat die riglyne van die Struktuurplan opgehef moet word. In so 'n geval sal die Simonstad MOS duidelike moet bepaal of dit enkele geval is, gegewe spesiale omstandighede, en of die goedkeuring 'n verandering aan die Struktuurplan vereis.

In die tweede plek kan die Simonstad MOS die Struktuurplan op 'n pro-aktiewe manier implementeer. Vir die doel is aantal aksies in die bespreking van die verskillende beleidsareas geïdentifiseer. Die implementering van die aksies sal impetus gee aan die verwerkliking van die beleidsplan van die Struktuurplan en dit word aanbeveel dat die Simonstad MOS hulle begroting so allokkeer dat die aksies in volgorde van belangrikheid geïmplementeer word. Hierdie aksies sluit sekere konkrete aksies soos die voorsiening van openbare geriewe by strand in.

Die fasilitering van die voorsiening van bekostigbare behuising, is 'n besonderse belangrike aspek van die Struktuurplan en dit word voorgestel dat, in gevalle waar die Simonstad MOS self sulke projekte onderneem, dit gekoördineer word met die HOP-strekkantoor en ander regeringsstrukture betrokke by die HOP.

Laastens is daar by verskeie geleenthede in die verslag verwys na die behoefte om sekere gedetailleerde studies te onderneem. Sulke studies sal die breë beleidsplan van die Struktuurplan invul en sluit meer gedetailleerde beleidsformulering, en gedetailleerde ontwikkelingsplanne vir sensitiewe areas onder ontwikkelingsdruk in.

16.1 GEDETAILEERDE ONTWIKELINGSPLANNE

Sulke planne moet onderneem word om ontwikkelingsvoorstelle en aansoekke vooruit te loop, om sodanige te verseker dat enige ontwikkelingsgepas is in terme van behoeftes en voorkoms. Die gebiede waarvoor sulke studies onderneem moet word, word aangedui in Figuur 14.1. Sommige van die studies sal deur owerhede soos die SA Vloot onderneem moet word in die geval waar die grond aan hulle behoort. Die hele waterkant-area, insluitende Colepunt word beskou as veral belangrik, omdat die druk vir ontwikkeling die grootste is in die gebied. So 'n plan moet die verskeie voorstelle wat reeds vir die gebied gemaak is in ag neem, en riglyne insluit vir 'n marina-ontwikkeling of die uitbreiding van die bestaande marina-fasiliteite.

16.2 VERDERE STUDIES

Bykomend tot die beleidsplanne aanvaar deur die Struktuurplan, moet die volgende aangeleenthede in groter detail aangespreek word (sulke studies val buite die bestek van struktuurbeplanning):

16.2.1 Die soneringskema van Simonstad moet hersien word met verwysing na die volgende aangeleenthede:

- vloerfaktor, hoogte en dekking van geboue
- tweede woonhuise en onderverdelings
- bewarings-riglyne en-areas

16.2.2 Samehangend met die bogenoemde studie, moet die bewaringswaardige elemente van die studie-gebied omvattend gekatalogiseer en gekategoriseer word. So 'n studie sal die werk van Todeschini en Japha hersien sodat die hele studie-gebied ingesluit word. Vir die doel moet 'n professionele bewaringsargitek aangestel word.

16.2.3 Verder moet daar riglyne vir die ontwerp van straat ameublement, beligting, die voorkoms van sypaadjies en strate, en die daartoe van voorgaangeroetes in die bewaringsarea, deur 'n professionele stedelike ontwerp konsultant opgestel word. Die riglyne moet deur die Simonstad MOS aanvaar word.

- 16.2.4 Probleme met kongestie en parkeerplek, onderneem deur konsulerende ingenieurs, ondersoek word. So 'n ondersoek moet ook die behoeftes van voegangers en fietsers, veral in die lig van die ruimtelike voorstelle van die Struktuurplan insluit. Daar moet spesifiek aandag gegee word aan 'n voetoorgang in die omgewing van die stasie. Die presiese plaasing van die oorgang moet vasgestel word in oortreëping met die ontwikkelingsplan vir die gebied.
- 16.2.5 Die ontwikkeling van die toerisme mark in Simonstad, moet in groter detail ondersoek word. So 'n ondersoek moet die vorm van 'n omvattende toerisme plan aanneem, wat voortbou op die werk van die Publisiteitsvereniging, en moet gedetailleerde voorstelle vir bemerking insluit.

16.3 DIE SUID-AFRIKAANSE VLOOT

Regdeur die verslag is dit duidelik gestel dat die SA Vloot 'n belangrike rolspeler in Simonstad is. Dit is dus duidelik dat die suksesvolle implementering van die plan, grootliks sal afhang van die samewerking tussen die Simonstad MOS en die SA Vloot. Dit sal dus belangrik wees om te verseker dat die Struktuurplan onderskryf word deur die SA Vloot en dat die nodige meganismes in plek is om samewerking tussen die dorp en die SA Vloot te fasiliteer.

16.4 VERANDERING IN DIE STRUKTUUR VAN PLAASLIKE REGERING

Laastens kan die toekomstige verandering in die struktuur van plaaslike owerheid nie ignoreer word nie. By die skrywe van die dokument is Simonstad se moonlike posisie in 'n nuwe bedeling nie duidelik nie. Om hierdie rede moet elke moonlike poging aangewend word om te verseker dat a) die aksies benodig om impetus te gee aan die Struktuurplan so gou as moonlik onderneem word en b) dat die nuwe plaaslike regering die Struktuurplan aanvaar en implementeer.

In die besonder moet so 'n owerheid sorg dat die unieke omstandighede van Simonstad geakkommodeer word in die soneringskema wat van toepassing sal wees op die groter metropolitaanse substruktuur waarin Simonstad sal val.

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- All departments

SOUTH AFRICAN NAVY

- Naval Base Simon's Town

PROVINCIAL ADMINISTRATION OF THE WESTERN CAPE

- Community Services Branch
- Cape Nature Conservation

2.

OTHER ORGANISATIONS

SOUTH AFRICAN NATIONAL DEFENSE FORCE

- Logistics (Major Piet Jordaan)

DEPARTMENT OF PUBLIC WORKS

- Mr Charles Davel

LOCAL ORGANISATIONS

3.

- Brunswick Group
- Friends of the Simon's Town Coastline
- Glencairn Ratepayers' Association
- Red Hill Landowners Conservation Group
- Simon's Town Museum
- Simon's Town Flora Conservation Group
- Simon's Town Historical Society
- Simon's Town Publicity Association
- Surplus People Project
- Swartkop Alien Vegetation Eradication

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