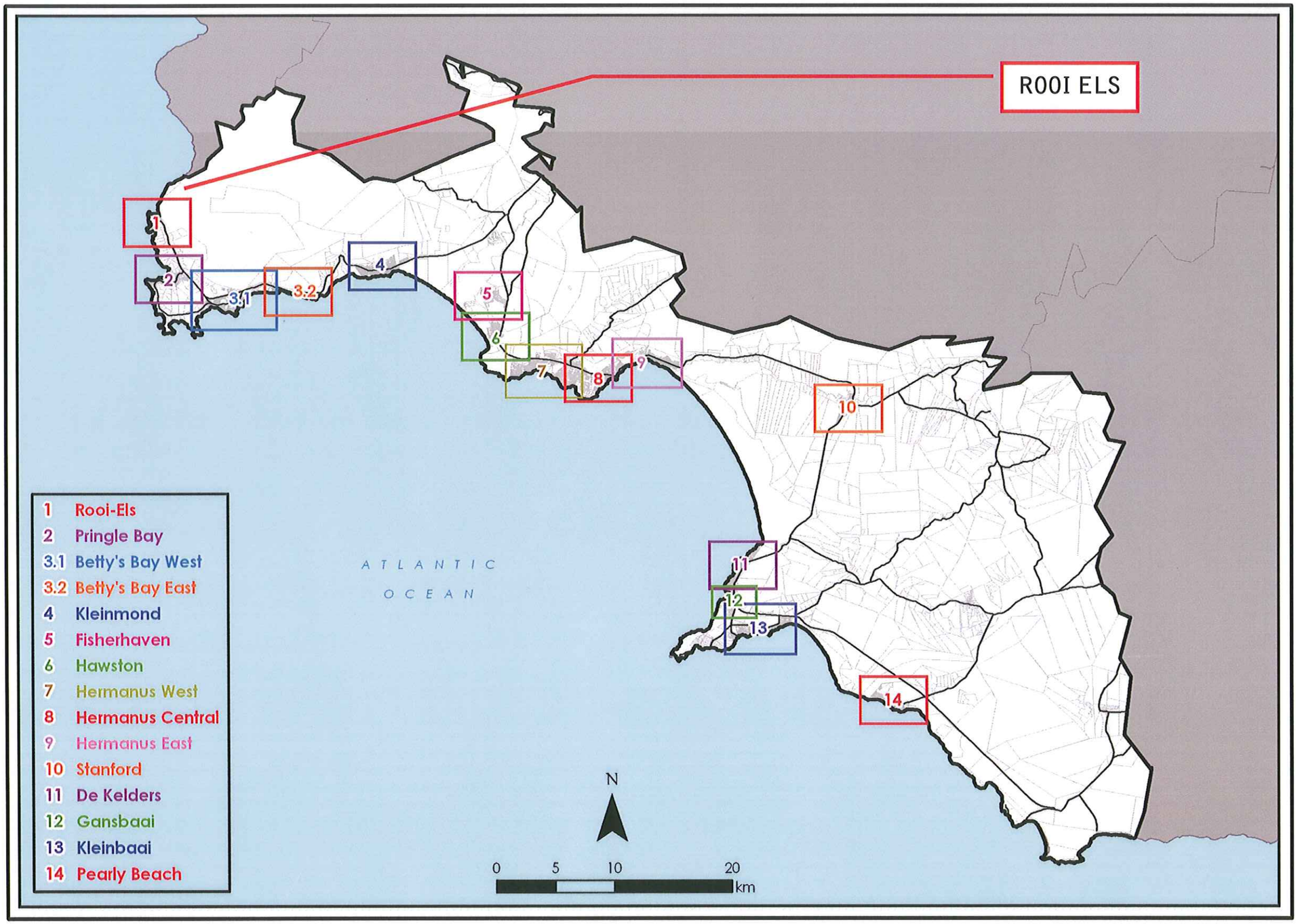
ROOI ELS


ROOI ELS
1 Rooi-Els
2 Pringle Bay
3.1 Betty's Bay West
3.2 Betty's Bay East
4 Kleinmond
5 Fisherhaven
6 Hawston
7 Hermanus West
8 Hermanus Central
9 Hermanus East
10 Stanford
11 De Kelders
12 Gansbaai
13 Kleinbaai
14 Pearly Beach
ATLANTIC OCEAN
N
0 5 10 20
km

7.4.1 ROOI ELS

A: Contextual Overview

(i) Location and Function (refer to Locality Plan: Sheet A)

Figure 11: Locality plan

Rooi Els is located on the western boundary of the Overstrand Municipality, 26km west of Kleinmond. This settlement predominantly functions as a dormitory residential and holiday village, with only approximately 20% of the existing dwellings in the town being permanently occupied.

(ii) Current Urban Structure and Form (refer to Current Urban Structure and Form Plan: Sheet A)

Rooi Els is characterised by a low density nodal settlement pattern. Future growth is likely to be determined by the provision of services, as well as environmental and ecological features.

(iii) Population Composition: Age Distribution (source: Statistics South Africa, 2001)

Rooi Els's population consists predominantly of residents within the age cohort of 50 years and older as indicated in the table below.

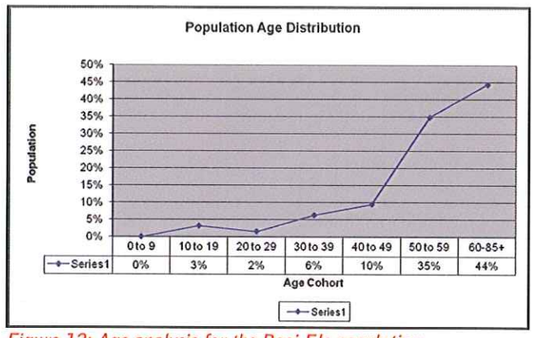


Figure 12: Age analysis for the Rooi Els population

(iv) Historical Growth Pattern (refer to Historical Establishment Pattern Plan: Sheet A)

The Rooi Els township establishment took place between 1940 and 1949 in association with the construction of Clarence Drive linking Gordons Bay with Betty's Bay.

(v) Landscape Setting

The Rooi Els settlement is characterised by a curvilinear street layout, and is located on the coastal plateau of the western and northern slopes of the Klein Hangklip peak, with the Rooi Els River forming the northern edge to the village.

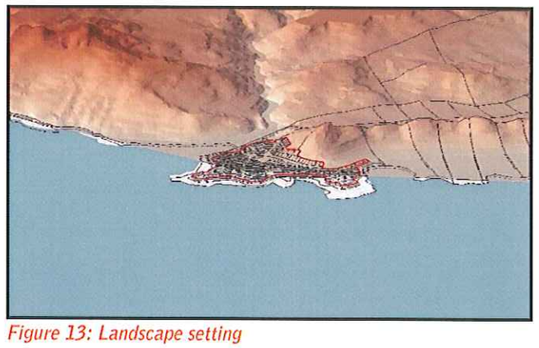


Figure 13: Landscape setting

Two distinct landscape settings are evident: the rocky peninsula known as the Point to the west and the north facing precinct facing onto the beach and the river mouth.

The natural elements which contain the village and contribute to its form and structure include the following:

- The higher, steeper, and more visible slopes on the northern slopes of the Klein Hangklip peak. In contrast to development pressures on higher slopes in Pringle Bay and Betty's Bay where development has generally been restricted to the 60m contour line, development in Rooi Els has extended in some instances up to the 100m contour line.
- The combination of the meandering river mouth and beach to the north and the rocky peninsula to the west. The combination of these dramatic environmental and visual elements in close proximity contributes substantially to the dramatic scenic quality of the area.
- The rocky outcrops which provide local landmarks, located on the bend of the R44 and immediately to the south of the entrance to the village.

(vi) Vacant Land Ownership (refer to Land Ownership Pattern Plan: Sheet A)

Within the defined urban edge of Rooi Els, the municipality owns five portions of vacant land, three of which forms the primary public open space system of Rooi Els.

B: Local Area Character and Density Analysis

(i) Land use pattern (refer to Land Use Plan: Sheet B)

The existing land use pattern of Rooi Els is characterised by a small local business node at its entrance, while the remainder of the settlement consists primarily of single residential even of similar extent and dimension. The roads on the eastern section of Rooi Els are generally gravel roads and do not always follow the cadastral road alignments. Approximately 25% of the residential erven in Rooi Els are currently vacant.

(ii) Zoning (refer to Zoning Plan: Sheet B)

The zoning of Rooi Els is generally consistent with the land use of the town. Two vacant erven zoned as Authority Zone are located on the eastern high lying side of the R44 through road.

(iii) Community Facilities (refer to Community Facility Plan: Sheet B)

Given the current nature and level of development of Rooi Els, the settlement's provision of community facilities is consistent with the requirements calculated by applying the standards contained in *Annexure B*.

(iv) Civil Services Capacity (refer to Civil Services Provision Plan: Sheet C)

An adequate network of roads has been established in Rooi Els. Measures are however required to ensure safe access to and from the R44.

The current bulk water source is not sufficient to serve the settlement's future needs and the possibility of a ground water source needs to be investigated.

Rooi Els operates on a septic tank system which will require upgrading to a more sustainable system in future.

The existing Eskom supply of electricity is sufficient and the network is considered satisfactory to service the existing development.

The solid waste drop off system functions adequately in Rooi Els, even during the peak holiday periods.

C: Synthesis: Status Quo Density and Character Assessment (refer to Density and Area Character Plan: Sheet D, Contextual Overview Plan: Sheet E and the Opportunities and Constraints Plan: Sheet F)

Rooi Els is a slow growing dormitory residential and holiday village with approximately 25% of the erven being vacant.

Opportunities and constraints are illustrated on Sheet F, which indicates the significance of the mountainside interface, the coastal interface and the nature of the interface with the R44 scenic route which meanders through the north-eastern section of the village.

The sensitivities of these interfaces and the limited service infrastructure allow few, if any, opportunities for densification. Limited densification could be considered adjacent to the existing small retail node at the entrance to the village, subject to strict development guidelines.

Safety measures are however required to improve the access to and from the town.

The existing community facilities are considered adequate, and are consistent with the requirements calculated by applying the standards contained in Annexure A.

Robust building control measures are required to protect the sensitive interface zones along the steep slopes and the coastal edge to ensure appropriate grain, scale and massing. This will help to conserve the desirable predominance of the environmental features and interconnectivity between the mountain and the coastline.

D: Proposed Densification Interventions

(i) Densification Strategy

The overall densification strategy for this area is the following:

- To stimulate an appropriately designed mixed-use living environment in the village centre.
- To encourage a greater range, choice and diversity of holiday accommodation in the village.
- To promote the compilation of a local urban design framework for the area. This framework should steer development to ensure the retention of significant landmark features such as the Koppie immediately to the south of Anemone Street, and could include the possible realignment of existing subdivisions.
- The promotion of open space corridors, public access to the coastline and the infrastructure of land-uses in the existing natural node.

(ii) Proposed Interventions (refer to Strategic Growth Management Interventions Plan: Sheet G)

The following interventions are therefore proposed for Rooi Els:

- Retaining the present density of the village.
- The promotion of the open space corridors.
- The promotion of the intensification of the existing retail node

(iii) Urban Design Guidelines

Specific local Urban Design Guidelines for intensification are proposed for the retail node of Rooi Els. *Figure 14* reflects a typical Urban Design Impression of this node.

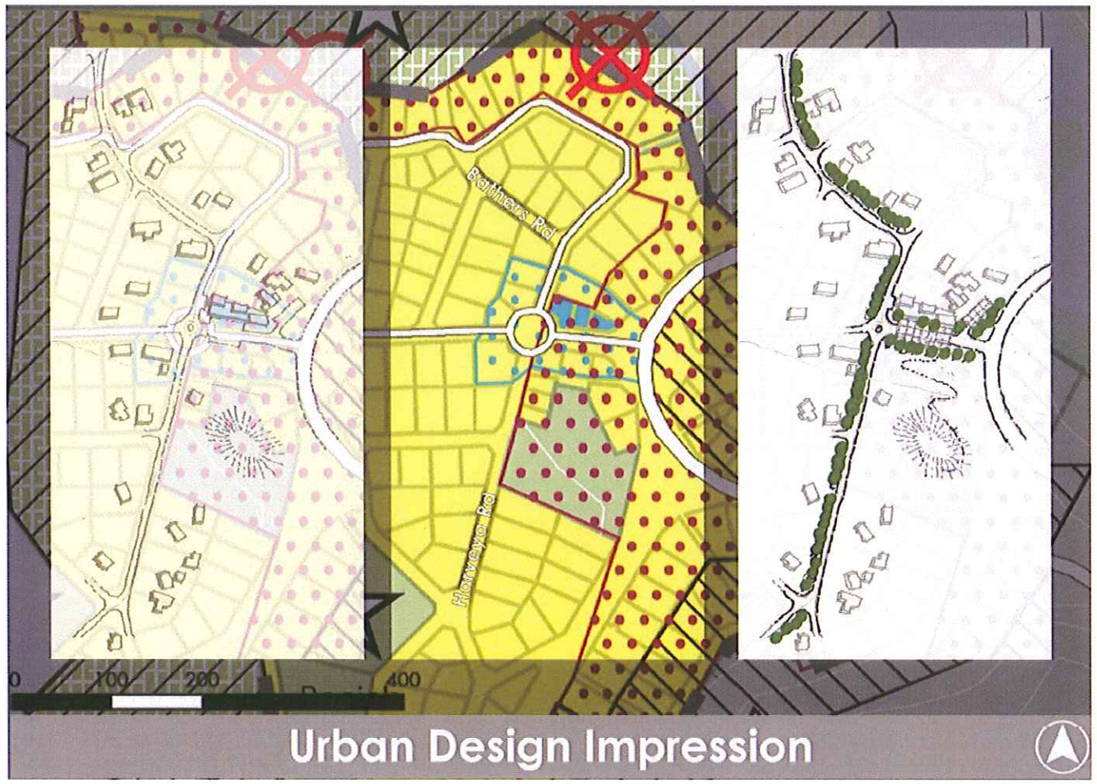


Figure 14: Rooi Els retail node

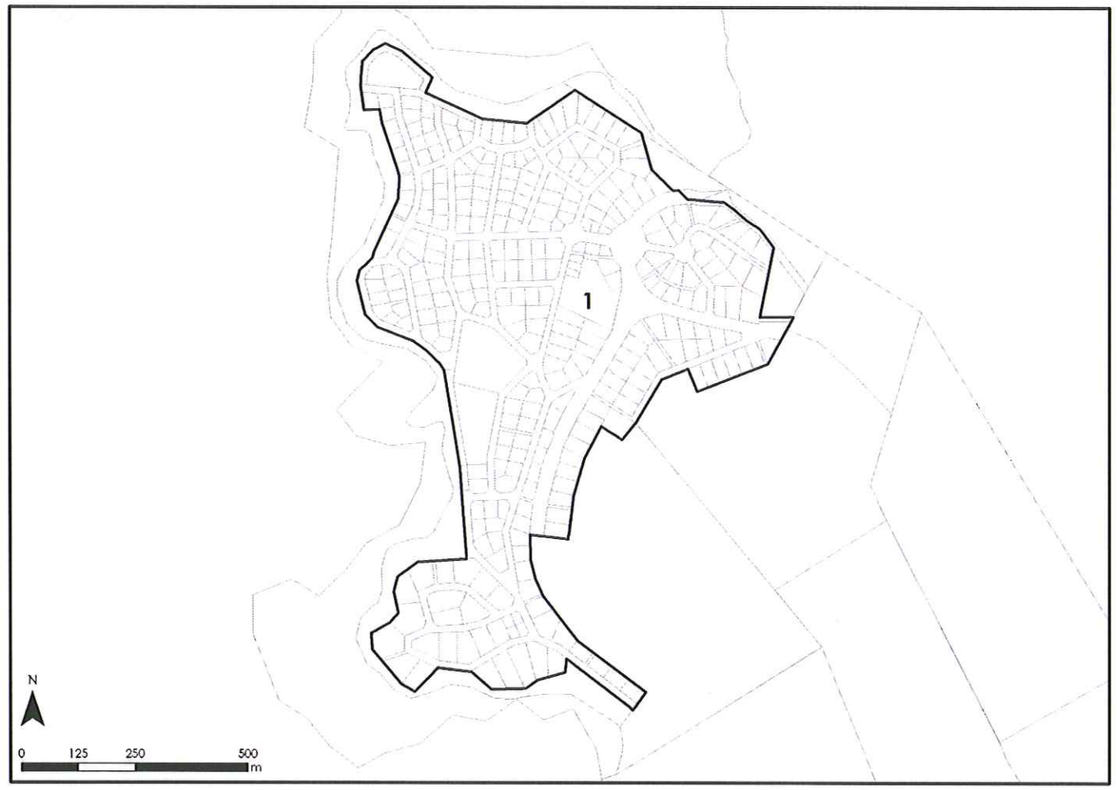


Figure 15: Rooi Els Planning Unit

(iv) Densification Proposals per identified Planning Unit (refer to Proposal Plan: Sheet H)

Only one Planning Unit has been identified for Rooi Els. The proposals are as follows:

- Planning Unit 1

This Planning Unit includes Rooi Els as a whole.

▪ Residential Densification

This area, apart from the intensification of the existing retail node, is proposed to be retained in its existing format and subsequently no densification proposals are made for this Planning Unit.

▪ Community Facilities

No additional community services are proposed for this area.

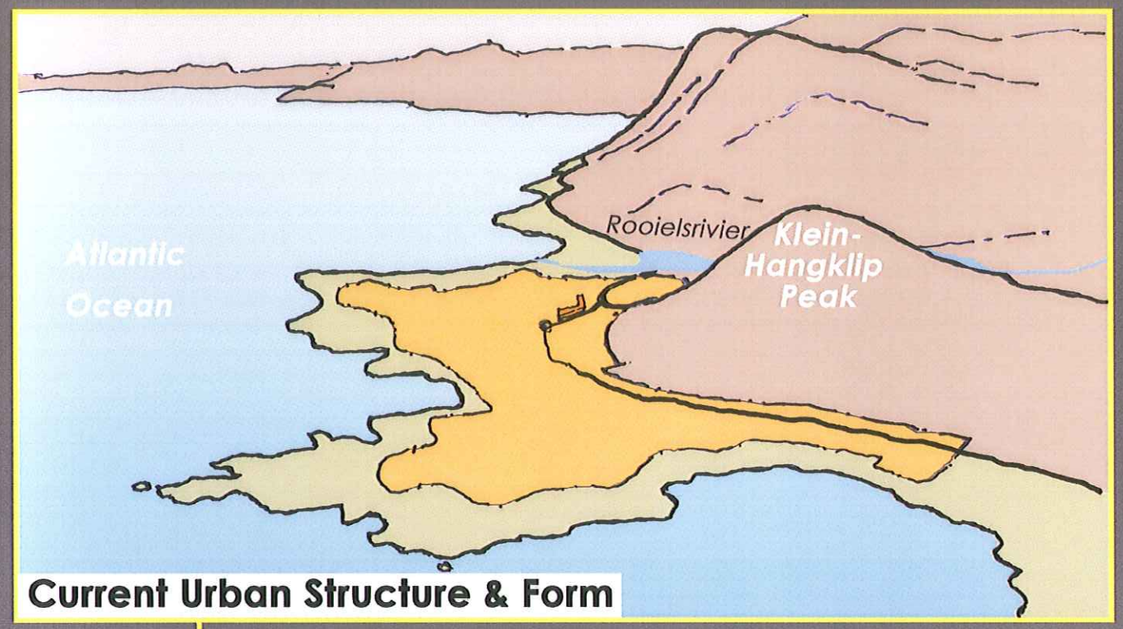
▪ Civil Services

Although no residential densification proposals are made for this Planning Unit, the following civil services provision and/or upgrades will however be required should any changes in this Planning Unit take place in future:

– An additional bulk water source needs to be obtained,
– An investigation to determine if the water network is sufficient,
– The upgrade of the potable water treatment works,
– A wastewater / sewerage network needs to be provided for Rooi Els in the medium to long term.

- Conclusion

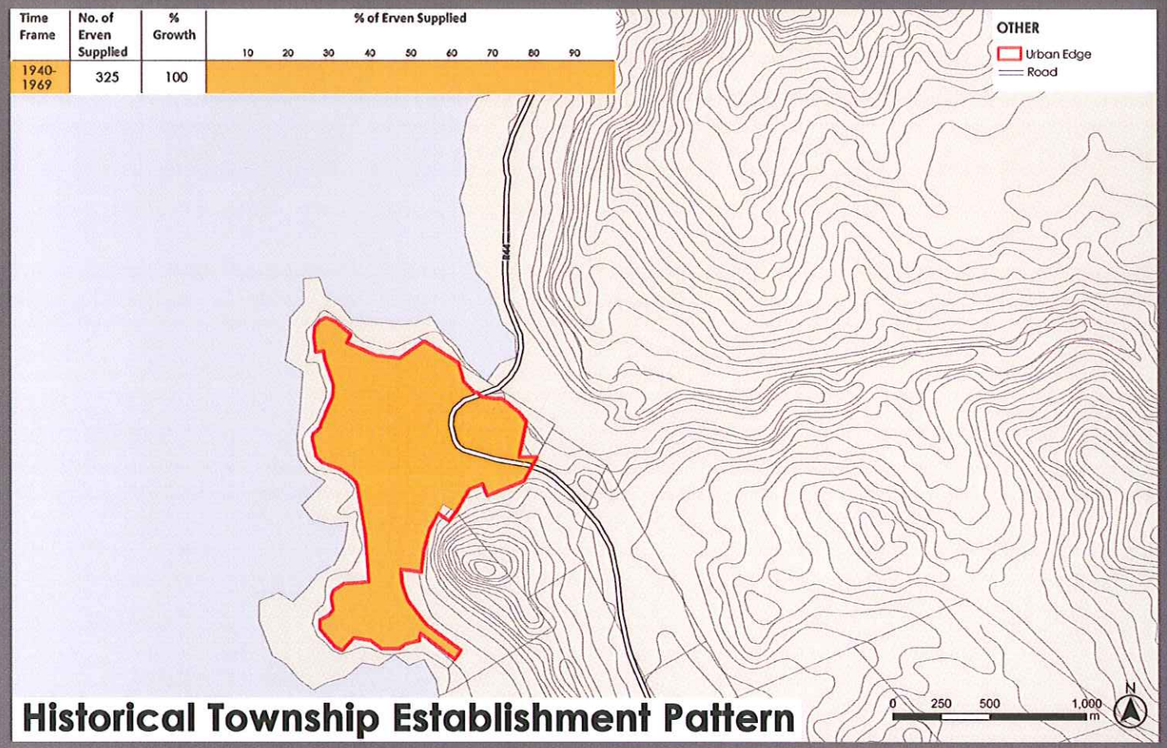
Taking the landscape setting, existing nature, heritage and environment into consideration, increasing the density of Rooi Els is not currently proposed. However, future densification may be possible, subject to the upgrade of the civil services to an acceptable level, and well as additional provision of community facilities.



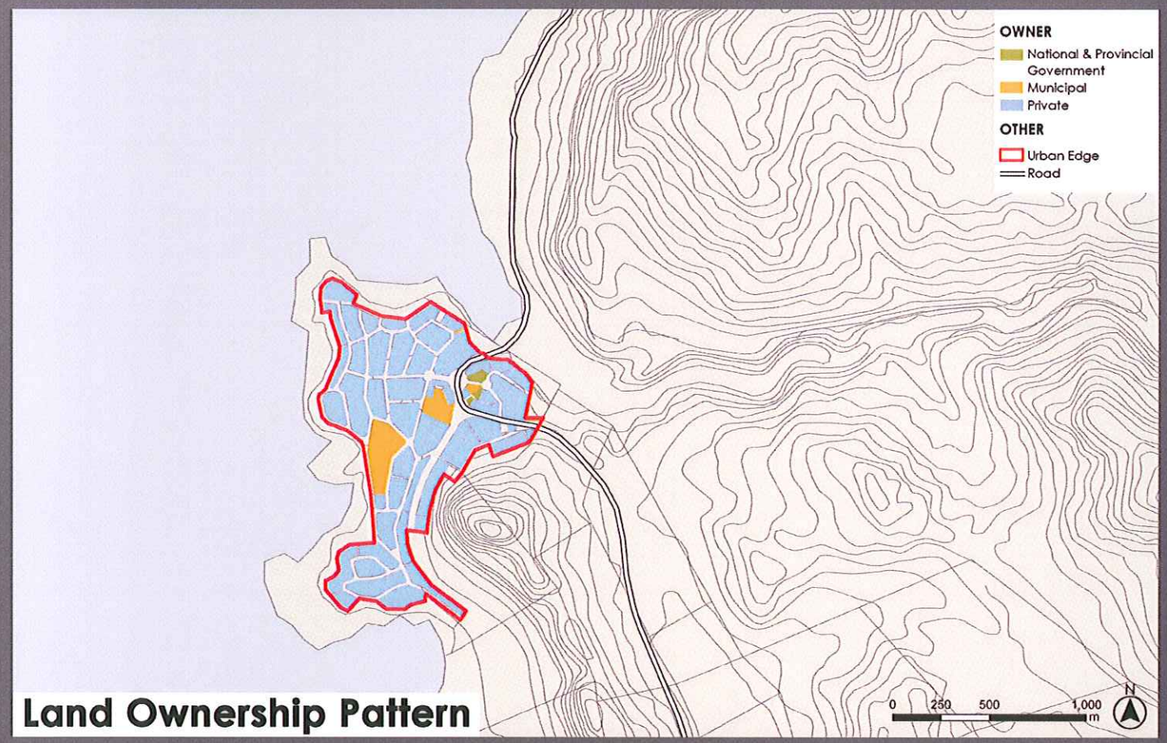
Current Urban Structure & Form

Locality

Time Frame	No. of Erven Supplied	% Growth	% of Erven Supplied
1940-1969	325	100	10 20 30 40 50 60 70 80 90



Historical Township Establishment Pattern



Land Ownership Pattern

GROWTH MANAGEMENT STRATEGY

ROOI ELS

A. GROWTH & OWNERSHIP PATTERNS

(MAY 2010)

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GROWTH MANAGEMENT STRATEGY

ROOI ELS

AI. AERIAL VIEW OF PLANNING AREA

(MAY 2010)

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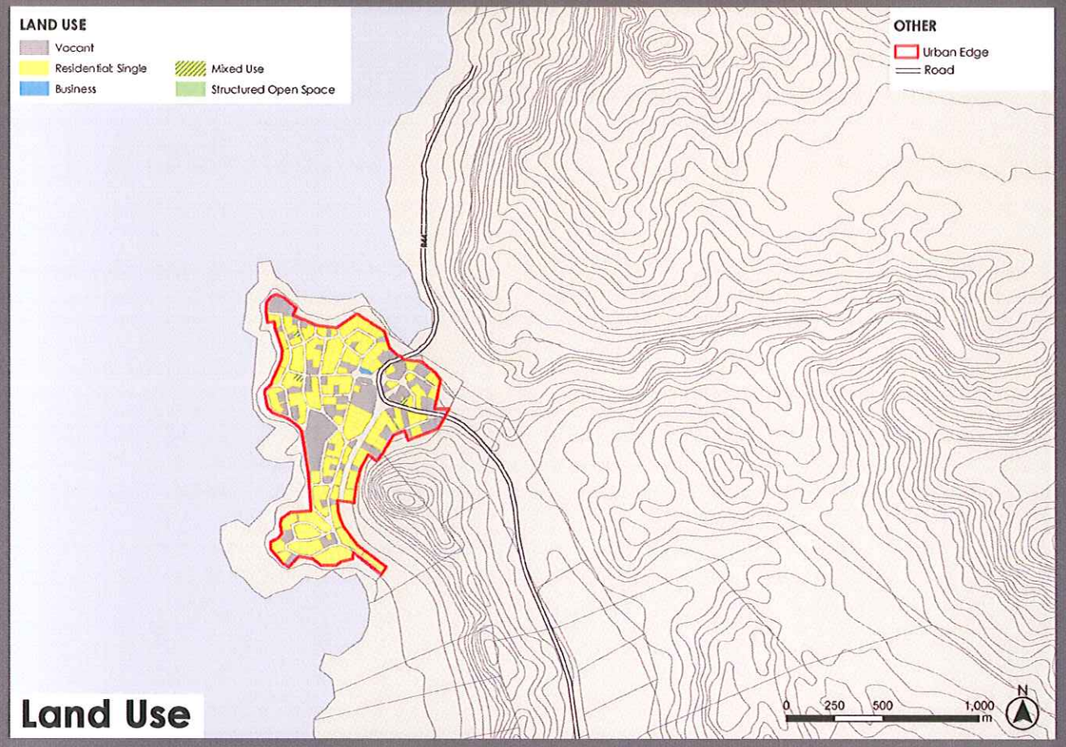
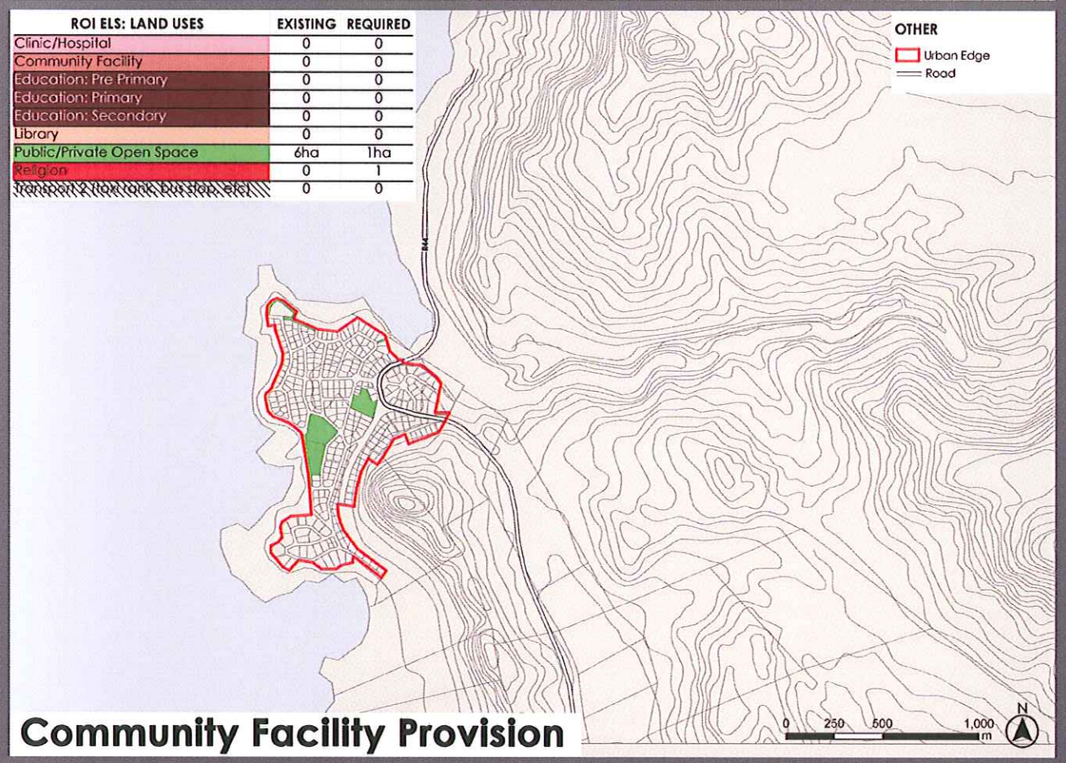
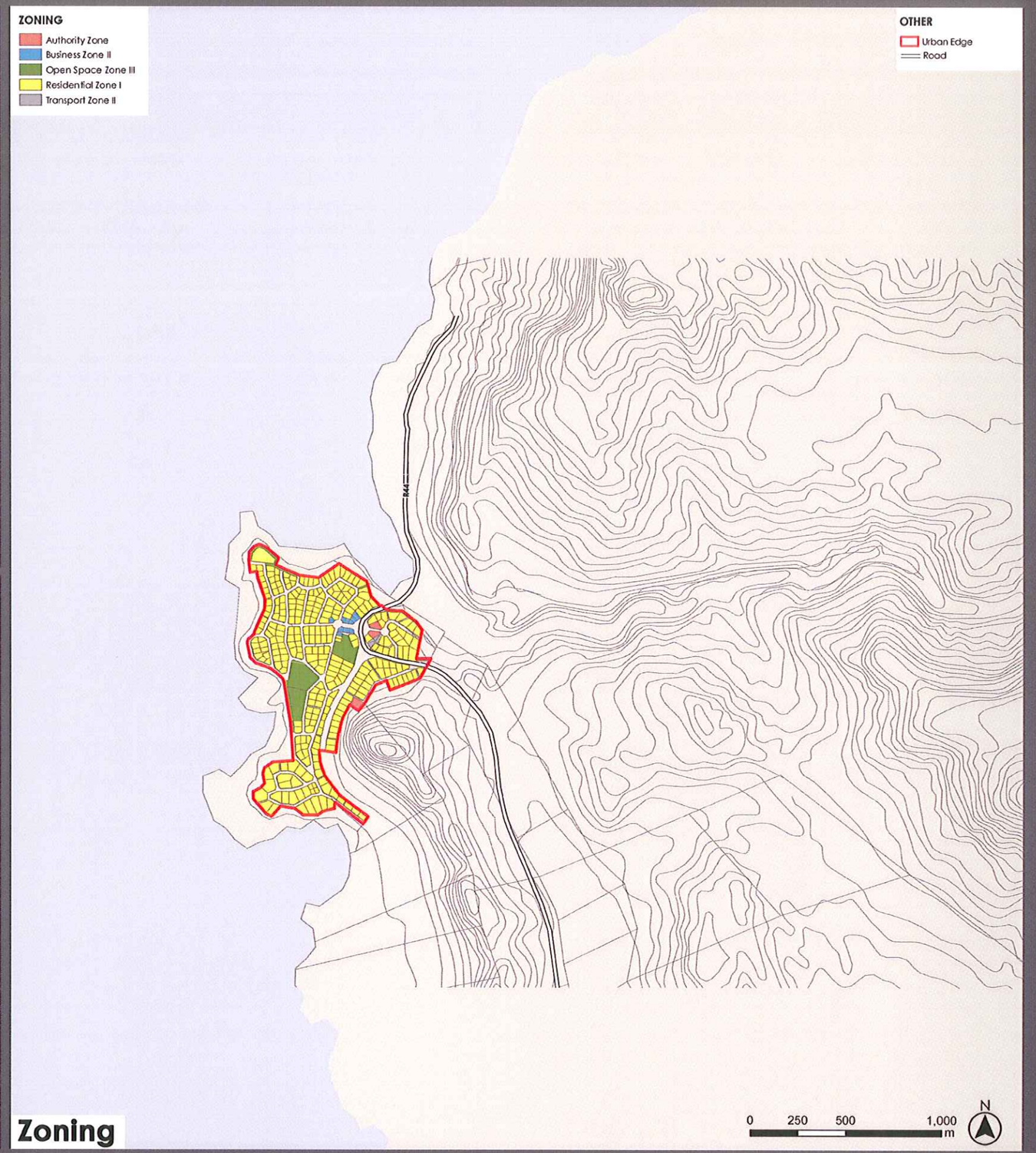


Land Use

ROI ELS: LAND USES	EXISTING	REQUIRED
Clinic/Hospital	0	0
Community Facility	0	0
Education: Pre Primary	0	0
Education: Primary	0	0
Education: Secondary	0	0
Library	0	0
Public/Private Open Space	6ha	1ha
Religion	0	1
Transport Facility Provision	0	0



Community Facility Provision



Zoning

GROWTH MANAGEMENT STRATEGY

ROOI ELS

B. CURRENT LAND USE, ZONING & COMMUNITY FACILITIES (MAY 2010)

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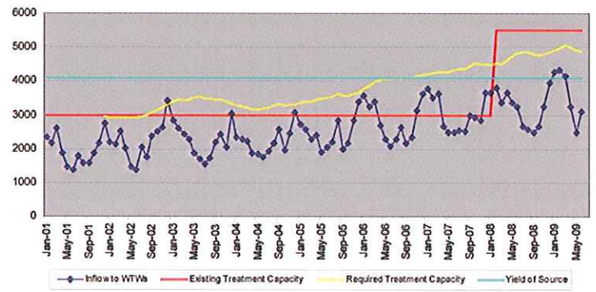
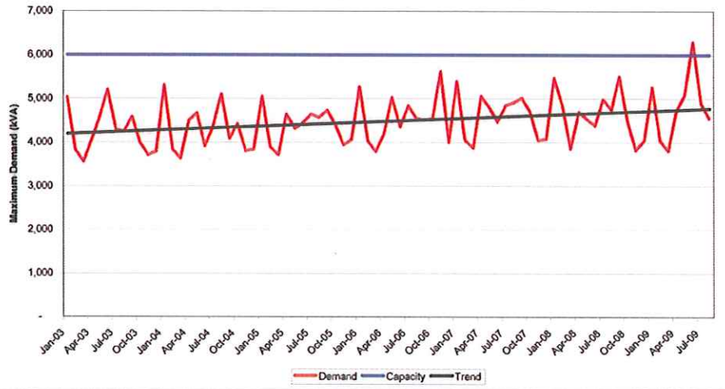
Buffels River WTWs (Kl/d) - Potable Water Treatment Works

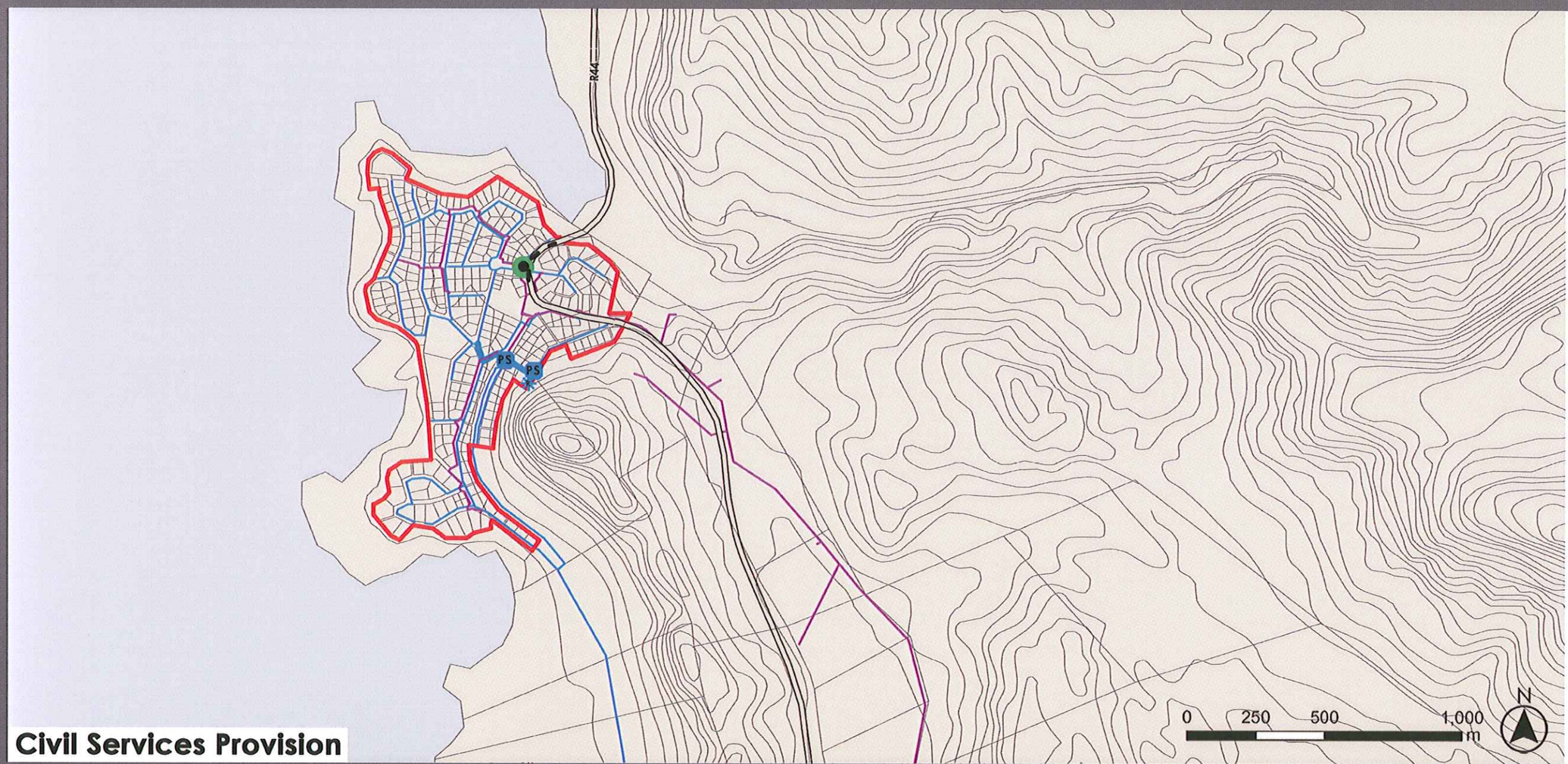


Kleinmond WWTWs - Waste Water Treatment Works (Sewerage)

* not available

Overstrand Municipality Kleinmond Electricity Demand





ROADS
- Provincial Routes
- Traffic Measures Required

WATER
- Main Supply Line
- Local Supply Line
- Reservoir
- PS Pump Station

ELECTRICITY
- Medium Voltage Transmission Line

SOLID WASTE
- Drop-Off Site

OPPORTUNITIES
Water network can accomodate extensions
Possible availability of ground water
Possible setting up of water purification works
Sufficient solid waste capacity
CONSTRAINTS
Water source being shared with Betty's Bay and Pringle Bay
No sewerage network, entire area reliant on septic tanks
Sewerage works in Kleinmond- uneconomical and impracticle to link
Refuse station at Kleinmond

OTHER
- Urban Edge

Civil Services Provision

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ROOI ELS

C. SERVICES PROVISION (MAY 2010)

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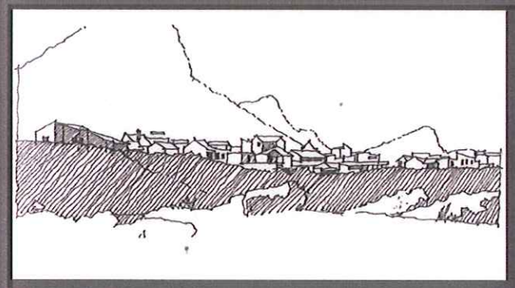
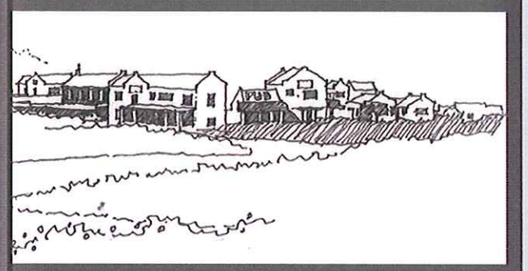




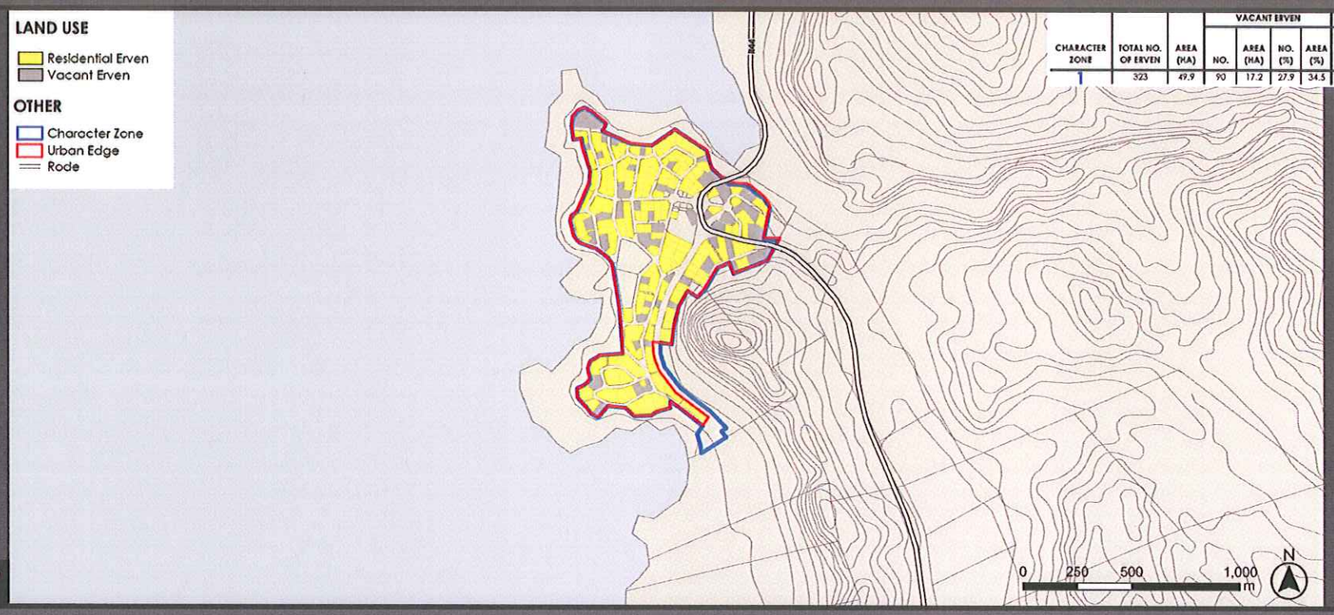
Density & Area Character

LAND USE

- Residential Erven
- Vacant Erven

OTHER

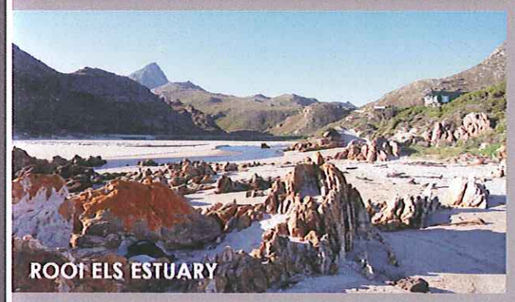
- Character Zone
- Urban Edge
- Rode



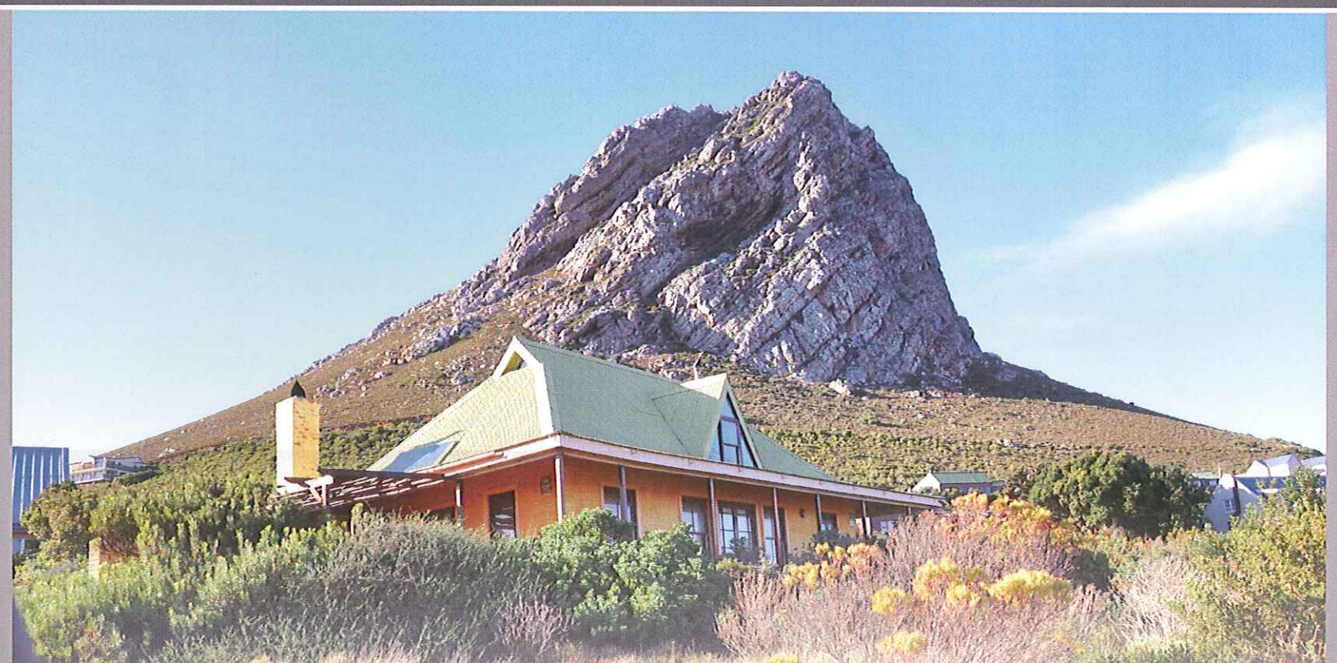
CHARACTER ZONE	TOTAL NO. OF ERVEN	AREA (HA)	VACANT ERVEN NO.	VACANT ERVEN AREA (HA)	VACANT ERVEN NO. (%)	VACANT ERVEN AREA (%)	RESIDENTIAL ERVEN TOTAL NO.	RESIDENTIAL ERVEN AREA (HA)	DEVELOPED NO.	DEVELOPED RES UNITS	DEVELOPED AREA (HA)	DEVELOPED NO. (%)	DEVELOPED AREA (%)	VACANT NO.	VACANT AREA (HA)	VACANT NO. (%)	VACANT AREA (%)	GROSS DENSITY	NETT DENSITY	PROPERTY VALUE
1	323	49.9	90	17.2	27.9	34.5	305	43.7	229	229	32.5	75.1	74.4	76	11.2	24.9	25.6	6.1	7.0	High

* Refer to explanatory txt in document

- The present low density nature of the village is considered appropriate given the environmental sensitivity of the context.
- Future development should be limited to the take up of existing vacant plots i.e. applications for subdivisions, double dwellings, departures to allow greater coverage should not be approved.

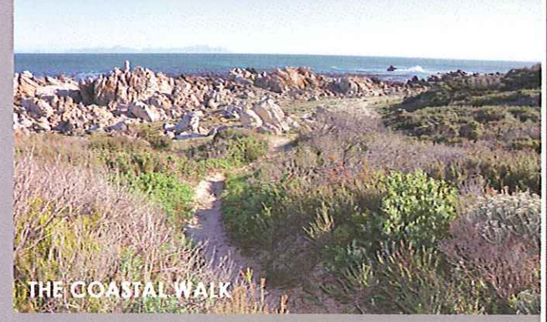


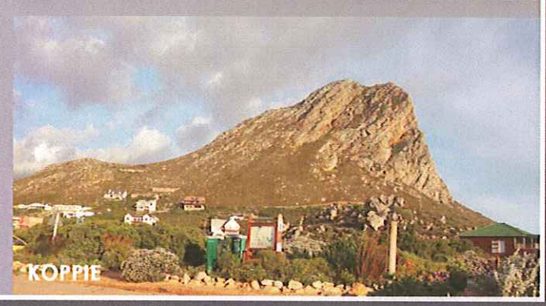
Place Making Qualities



The area contains many of the place-making features characteristic of the Overstrand landscape in close spatial-juxtaposition:

- *The sandstone buttress of the Hangklip mountain, which together with Cape Point to the west, frames False Bay and is thus a land mark of regional significance.*
- *The Rooi Els estuary.*
- *The beach zone.*
- *The rocky outcrop at the entrance of the village and the associated commonage area with its high incidence of coastal fynbos.*
- *The scenic drive and coastal walkway.*





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OVERSTRAND

GROWTH MANAGEMENT STRATEGY

ROOI ELS

D. DENSITY & AREA CHARACTER (MAY 2010)

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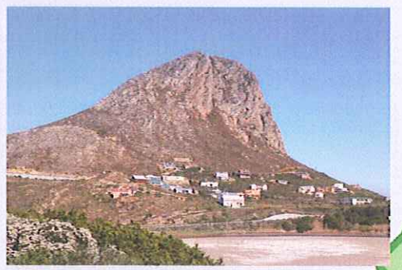
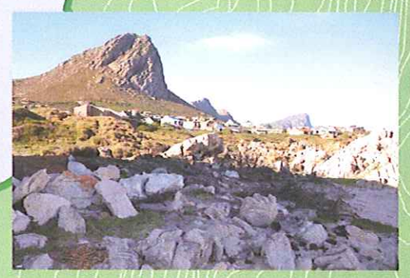
A1 MOUNTAIN INTERFACE:
✗ Although limited development has occurred on this sensitive interface, massing in some instances is inappropriate, particularly with regard to building on steep slopes resulting in excessive cut and fill and building platforms.



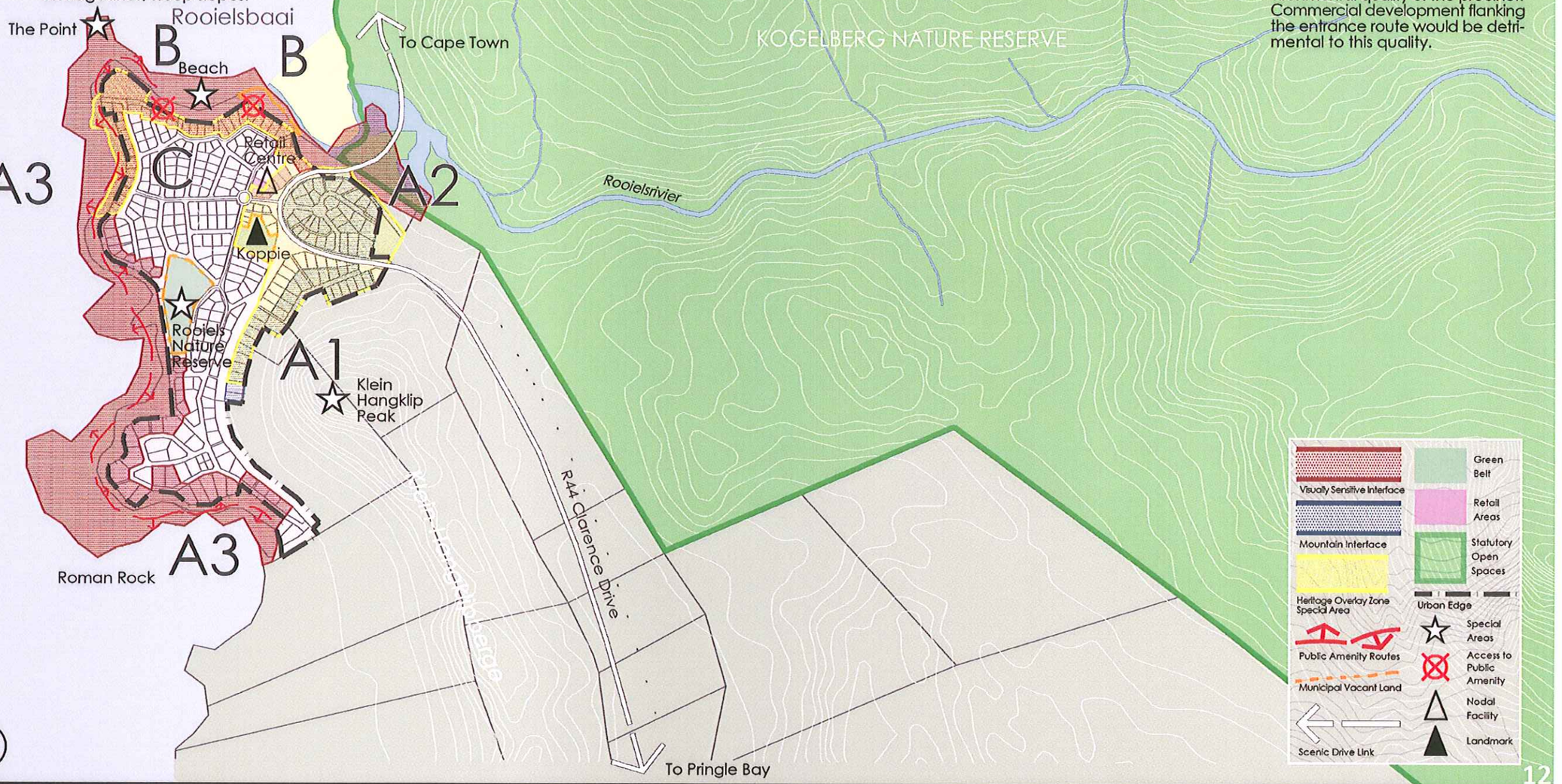
A2 SCENIC DRIVE INTERFACE:
✗ The knuckle at the gateway to Rooi Els forms a distinctive landscape feature and is visually prominent from the scenic drive. Some of the developments have responded inappropriately to the environmental opportunities and constraints i.e. building on ridge lines, steep slopes.



A3 COASTAL INTERFACE:
✓ The coastal plateau provides a dramatic interface between the mountain and coastline. Development is relatively fine grain with the natural environment predominating. Over scaled developments could threaten this delicate balance.

B LEGIBILIY & CONNECTIVITY:
✗ There is no clear linkage between the public route structure and the beach and tidal zone.

C NODAL RETAIL CENTRE:
✓ The small retail centre is conveniently located at the entrance to the village and has an appropriate scale and massing. At present the onesided nature of the development to the north of the entrance route enhances the environmental quality of the precinct. Commercial development flanking the entrance route would be detrimental to this quality.



GROWTH MANAGEMENT STRATEGY

ROOI ELS

E. CONTEXTUAL OVERVIEW (MAY 2010)

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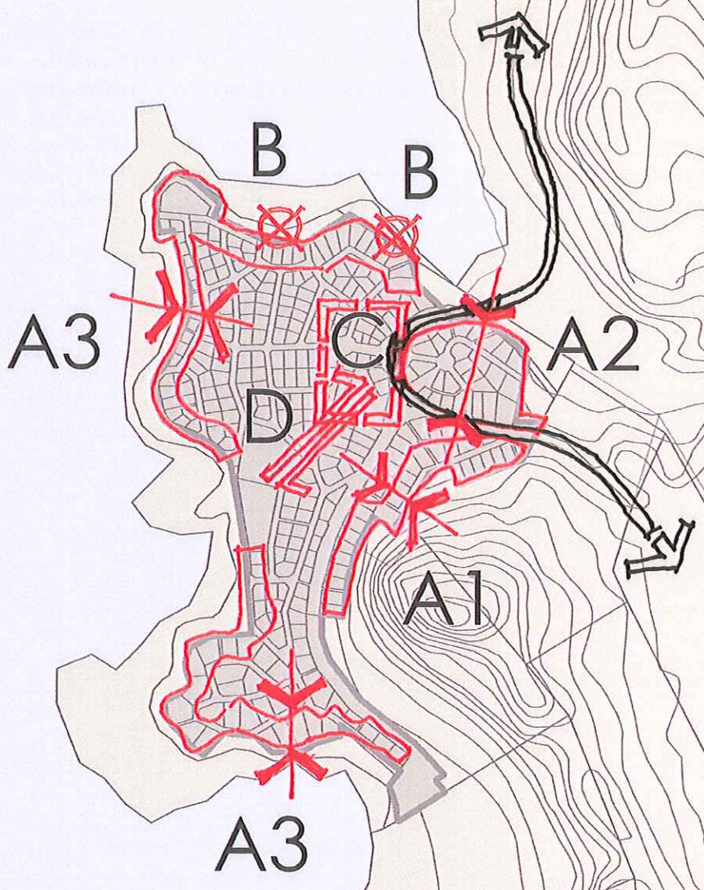
A1,A2,A3

MOUNTAINSIDE INTERFACE, SCENIC DRIVE INTERFACE, COASTAL INTERFACE:
• Need for guidelines and controls on sensitive interface zones to ensure appropriate grain, scale and massing and to ensure the predominance of environmental features and interconnectivity between the mountain and coastline. Limited intensification is recommended for these sensitive interfaces. (CONSTRAINT)

B LEGIBILITY & CONNECTIVITY:
• Clarify points of access to the beach area.
• Improve interconnectivity between the public domains associated with the mountain, commonage and beach areas. (OPPORTUNITY)

C PROPOSED REVISED DEVELOPMENT NODE:
• Consolidate commercial development to the north of the entrance roadway.
• Restrict commercial development to the south of the roadway to enhance the visual prominence of the 'koppie' from the scenic drive and its role as a local natural landmark.
• Limited densification could be considered adjacent to the commercial node. (CONSTRAINT)

D DEVELOPMENT OF GREEN CORRIDORS:
• Maintain and enhance visual and ecological corridors between the mountainside, the 'koppie', the commonage and the coastline. (OPPORTUNITY)



0 100 200 400 600 m

N

GROWTH MANAGEMENT STRATEGY

ROOI ELS

F. OPPORTUNITIES & CONSTRAINTS (MAY 2010)

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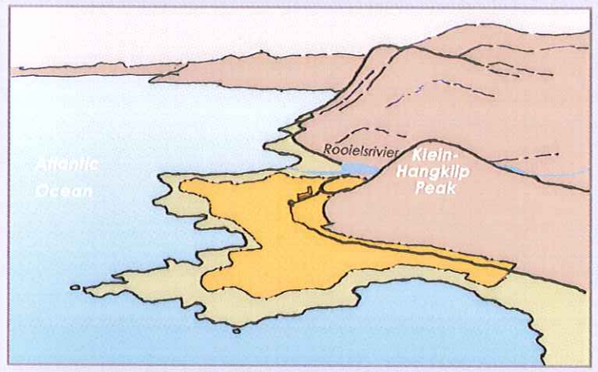

To Cape Town

Rooielsberg

KOGELBERG NATURE RESERVE

Rooielsrivier

The Point

Rooielsbaai

Beach

CORRIDOR

NODE

D

Rooiels Nature Reserve

Klein Hangklip Peak

Klein-Hangkliphoogte

R44 Clarence Drive

Roman Rock

To Pringle Bay

0 100 200 400 600 m

N

1. SENSITIVE AREAS

- Open Spaces
- Statutory Nature Reserve
- Coastal Management Zone
- Mountain Management Zone
- Heritage Overlay Zone (Special Areas)
- Urban Edge

2. DEVELOPMENT CATALYSTS

- Public Amenity
- Access to Public Amenity
- Special Places
- Economic Opportunity (Local)
- Economic Opportunity (Regional)
- Urban Design Guidelines Needed
- Integration

3. DENSIFICATION GRADING

- No Densification

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GROWTH MANAGEMENT STRATEGY

ROOI ELS

G. STRATEGIC GROWTH MANAGEMENT INTERVENTIONS (MAY 2010)

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Legend

Symbol	Meaning
•	Sufficient spare capacity
?	Further investigations required
X	No Spare Capacity Available
S	Water Source
N	Network
TW	Treatment Works
EI	Eskom Input
C	Collector Roads
L	Local Roads
E	Existing
R	Required
P	Proposed

Density

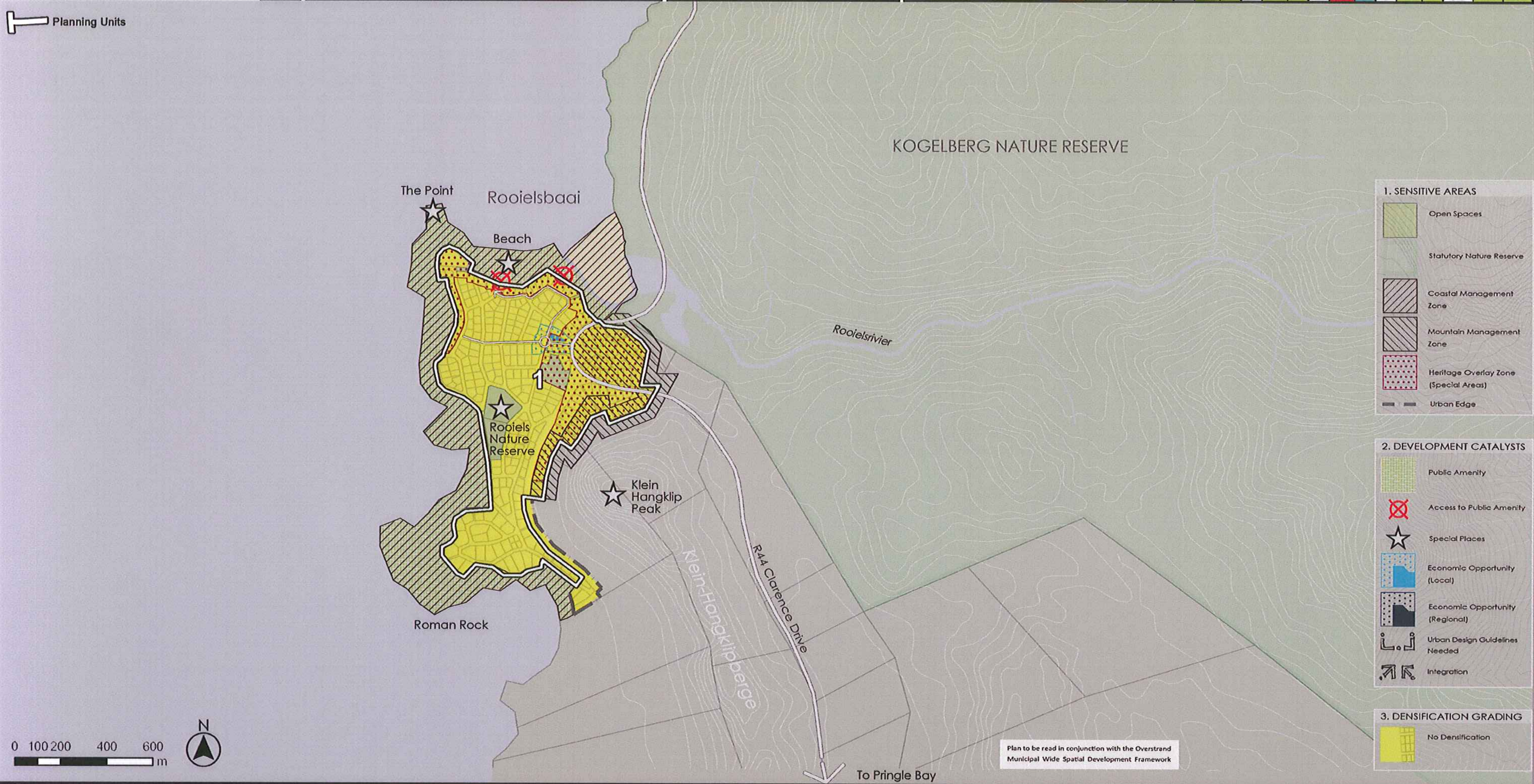
Planning Unit	Total Area of Planning Unit (ha)	Existing Number of Residential Units	Existing Gross Density	Densification Considerations (Refer to text for interpretation)	Height Restriction Proposal (Storeys)	Assumed Residential Developable Area (%)	Proposed increased gross residential density	Potential Total Number of Residential Units	Potential Number of Additional Residential Units
1	67.4	305	4.5	SQ	n.a.	n.a.	4.5	305	0
Total	67.4	305	4.52522				4.5	305	0

Impact on Civil Services Capacity

Planning Unit	Water S	Water N	Water TW	Sewerage N	Sewerage TW	Storm Water	Electricity EI	Electricity N	Roads C	Roads L	Solid Waste
1	X	?	•	•	X	?	X	?	•	•	•
Total											

Impact on Community Facilities

Planning Unit	Clinic / Hospital (C) E	Clinic / Hospital (C) R	Clinic / Hospital (C) P	Community Hall (Ch) E	Community Hall (Ch) R	Community Hall (Ch) P	Pre Primary School (PPs) E	Pre Primary School (PPs) R	Pre Primary School (PPs) P	Primary School (Ps) E	Primary School (Ps) R	Primary School (Ps) P	Secondary School (Ss) E	Secondary School (Ss) R	Secondary School (Ss) P	Library (L) E	Library (L) R	Library (L) P	Worship Sites (W) E	Worship Sites (W) R	Worship Sites (W) P	Taxi Rank / Bus stop (T) E	Taxi Rank / Bus stop (T) R	Taxi Rank / Bus stop (T) P	Public / Private Open Space (ha) E	Public / Private Open Space (ha) R	Public / Private Open Space (ha) P
1	0	0.1	0	0	0.1	0	0	0.5	0	0	0.3	0	0	0.2	0	0	0.0	0	0	1.0	1	0	0.1	0	5.3	1.6	5.3
Total	0	0.1	0	0	0.1	0	0	0.5	0	0	0.3	0	0	0.2	0	0	0.0	0	0	1.0	1	0	0.0	0	5.3	1.6	5.3



Munisipaliteit • U-Masipala • Municipality OVERSTRAND

GROWTH MANAGEMENT STRATEGY

ROOI ELS

H. PROPOSAL PLAN (MAY 2010)

URBAN DYNAMICS

acg architects

NICOLAS BAUMANN URBAN CONSERVATION & PLANNING