



Navrae:
Enquiries: Mr S Müller

Lêerverwysing:
File Reference: CBD BYPASS

U Verwysing:
Your Reference:

Datum:
Date: 1 September 2017

KANTOOR VAN DIE DIREKTEUR: INFRASTRUKTUUR EN BEPLANNING
OFFICE OF THE DIRECTOR: INFRASTRUCTURE & PLANNING

SRK Consulting
Postnet Suite 206
Private Bag X18
RONDEBOSCH
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Attention: Me. Sue Reuter

Dear Madam

**PROPOSED NEW CBD BYPASS ROAD IN HERMANUS
COMMENTS ON THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (448281/3)
(DEA&DP Reference 16/3/1/2/E2/15/2124/14)**

As part of the Environmental Impact Assessment of the proposed new CBD bypass road in Hermanus, we would like to submit the following comments:

1. The Overstrand Municipality supports the current endeavors by the Department of Transport and Public Works to find an alternative alignment for the provincial road through Hermanus.
2. After considering all the information at our disposal, we prefer the northern route, and specifically option 1C.
3. Our comments on the three alternatives presented in the Environmental Impact Assessment Report (EIAR) are as follows:

3.1. Northern alignment

This option is specifically preferred from a town planning and land use perspective. It will allow us to develop the Hermanus Sports Complex and the three adjacent schools (Hermanus High School, Hermanus Private School and Bosko Christian School) as an integrated precinct.

3.2. Southern alignment

The alignment of the southern route between the Hermanus High School and the Hermanus Sport Complex will totally destroy the Municipality's goal of integrating these two land uses. In fact, it will bring almost total **separation** in the urban fabric in this precinct.

The southern route will require the construction of a 4.2m high berm between the high school and the sport fields. This berm will be an imposing barrier with a very **negative visual impact**.

The southern route will require the construction of a service road to the high school. There will therefore be 4 traffic lanes right next to the school and between the school and the sport fields. This "two road traffic system" will result in **poorly integrated traffic flow** in that area. For instance, it will route a large amount of high school traffic past the pre-primary school. We will also lose parking at the school and sport complex as a result of this lay-out.

Hermanus High School is a large school with approximately 900 learners and with plans to expand the school to 1 200 learners. Locating the provincial bypass road right next to the school will have a large **noise impact** on many learners.

3.3. No Go

We do not support this option.

The Municipality is engaged with an on-going project to regenerate/revitalise the Hermanus CBD. The project was started in 2002 and is gaining new momentum with the development and approval of the new "Hermanus CBD Regeneration Framework". The objectives of the project can be summarised as follows:

3.3.1. Strengthen the sense of place

Specifically in protecting the historic village character and relationship to the natural environment of the coast.

3.3.2. Promote ease of access

Creating a pedestrian network that will be efficient, complete, safe, legible and comfortable, and vehicular circulation should be efficiently managed with adequate provision of appropriately located parking.

3.3.3. Encourage economically resilient development

Establish critical mass through densification, infill, mixed-use and clustering of activity.

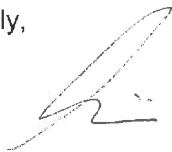
3.3.4. Create a vibrant public realm

Public areas should be pedestrian/people-oriented, providing comfort, legibility, unified and defined sense of spaces.

To realise the objectives of this project, it is essential that the provincial road be relocated and moved out of the Hermanus CBD.

4. It must be noted that the town of Hermanus does not have a well-developed storm water system, especially along the route of the proposed bypass. The existing municipal storm water system is not in the position to accommodate any concentrated storm water from the bypass road.

Yours faithfully,



S.U. MÜLLER
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Attention: Me. Sue Reuter

Dear Madam

**PROPOSED NEW CBD BYPASS ROAD IN HERMANUS
INPUT INTO THE COMMENTS REPORT (448281/3)**

As requested, we hereby provide detailed responses to the following issues raised by stakeholders:

1. What is the stance of the 2017 Overstrand IDP relative to the CBD bypass, and does it (appear to) favour the Relief Road over a new CBD Bypass?

The 2017/18 IDP includes the following statement on the Hermanus by-pass road:

Status of Hermanus by-pass road

The Hermanus CBD bypass is proposed to start in the vicinity of the intersection of Main Road and Mimosa Street in the West, run along Mountain Drive, Jose Burman Drive and Fairways Avenue and re-join Main Road east of the existing intersection of Fairways Avenue with Main Road. This project is currently in the environmental phase.

The project is also included in the transportation sectorial plan of the IDP, the Integrated Transport Plan, and refers to a “..Provincial project to create a by-pass road around Hermanus”.

All references are to a bypass as opposed to a relief road.

2. Is the bypass required to implement the CBD Renewal Framework, and how critical is the de-proclamation of Main Road to this Framework?

The Municipality is engaged with an on-going project to regenerate/revitalise the Hermanus CBD. The project was started in 2002 and is gaining new momentum with the development and approval of the new "Hermanus CBD Regeneration Framework". The objectives of the project can be summarised as follows:

2.1. Strengthen the sense of place

Specifically in protecting the historic village character and relationship to the natural environment of the coast.

2.2. Promote ease of access

Creating a pedestrian network that will be efficient, complete, safe, legible and comfortable, and vehicular circulation should be efficiently managed with adequate provision of appropriately located parking.

2.3. Encourage economically resilient development

Establish critical mass through densification, infill, mixed-use and clustering of activity.

2.4. Create a vibrant public realm

Public areas should be pedestrian/people-oriented, providing comfort, legibility, unified and defined sense of spaces.

To realise the objectives of this project, it is essential that the provincial road be relocated and moved out of the Hermanus CBD.

3. What is the position of the Overstrand Municipality on the upgrade of the Relief Road (instead of a new bypass)?

The CBD Relief Road was designed and constructed as a municipal street to improve access, traffic flow and safety in the Hermanus CBD. It was never intended to cater for regional through traffic.

The Relief Road cannot be upgraded to fulfil the role of a bypass road because of the many constraints listed in the Final Scoping Report (3.5.3).

4. How feasible is the implementation of public transport in Greater Hermanus to address traffic issues?

Sustainable public transport systems have not been successfully implemented in any of the metros (Johannesburg, Tswane, Cape Town) or a city like George where there are many more commuters than in Hermanus. A study for the Overberg District Municipality indicated that large subsidies will be required to sustain such a system. Currently there are no subsidies available to launch such a system.

5. What is the anticipated effect of the bypass on the municipal stormwater system - and can this be managed?

The town of Hermanus does not have a well-developed storm water system, especially along the route of the proposed bypass. The existing municipal storm water system is not in the position to accommodate any concentrated storm water from the bypass road.

6. Has the Overstrand Municipality identified (or agrees that there is) a need for additional road infrastructure (such as the bypass) in the medium to long term to address existing and/or anticipated traffic issues?

The current provincial road through the CBD and the municipal street network in the CBD do not have the capacity to accommodate predicted future demand for mobility through Hermanus. The current road network will not be able to fulfil the role of a regional route connector through Hermanus. Therefore, the Overstrand Municipality supports the current endeavours by the Department of Transport and Public Works to find an alternative alignment for the provincial road through Hermanus.

Yours faithfully,



S.U. MÜLLER
DIRECTOR : INFRASTRUCTURE & PLANNING