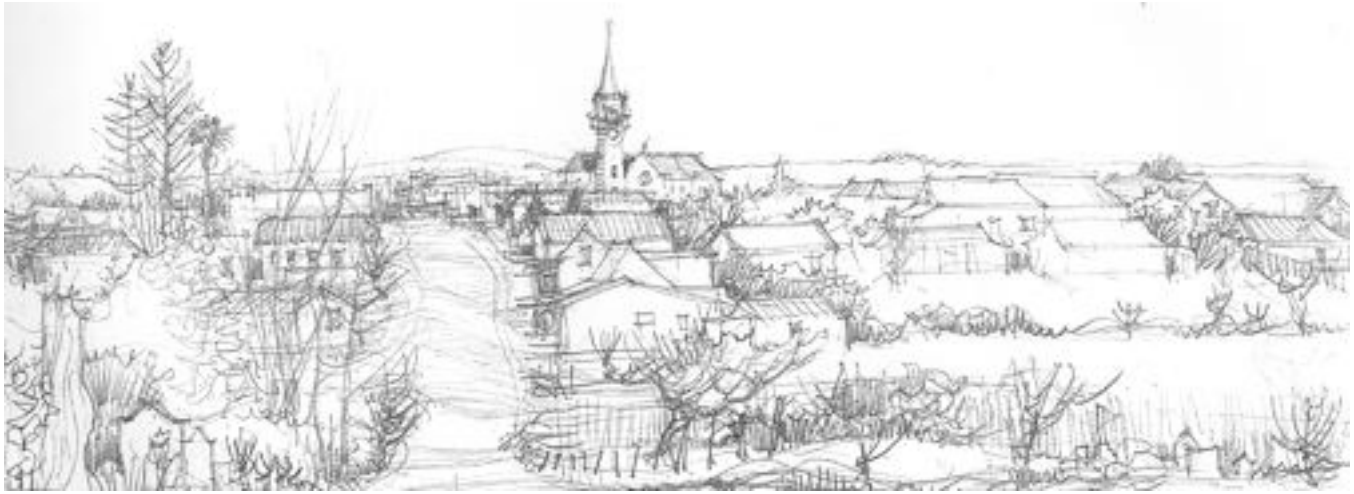
STANFORD

VILLAGE PLAN

QUEEN VICTORIA STREET PRECINCT



Deon Krige

A Collaborative Project by

Stanford Info
Stanford Conservation Trust
Stanford Heritage Committee
Stanford Ratepayers Association

Bernard Oberholzer Landscape Architect
July 2014

An Urban Landscape Design Plan for Stanford
Precinct 1: Queen Victoria Street

Purpose of the Plan

Several civic organisations have combined to collaborate on the urban upgrading of Stanford, being an important heritage village in the Overstrand, dependent on tourism. The main purpose is:

"To draw up a shared vision for the village and to identify action areas for upgrading".

Objectives of the plan:

- Protection of the village's natural and heritage assets
- Streetscape upgrading
- Promotion of tourism

Precinct Approach (Fig. 1)

A number of precinct action areas have been identified, Queen Victoria Street being the first one described here. The 4 precincts include:

1. Queen Victoria Street and entrance to Stanford
2. The Village Green, incl. Longmarket and Shortmarket Streets
3. The Community Centre and Southern Entrance
4. The Riverfront and wetlands

Assets and Opportunities

- A country village with a picturesque rural atmosphere.
- Good examples of historic buildings and streetscapes, which have heritage value.
- A main street with interesting shops and restaurants, and a Saturday market.
- A compact central area with most facilities within walking distance.
- The village green and old church in the heart of the village.

Issues Raised by the Community

- Inadequate or unattractive public spaces and pedestrian facilities.
- Narrow sidewalks or no sidewalks in places.
- Excessive parking requirements for a rural village.
- Dead street frontages disrupt visual and commercial continuity.
- Heavy truck through-traffic results in noise and pollution.
- Inappropriate street furniture and inadequate direction signage.
- Entrance to the village is unattractive and uninviting.

'Wish List' by the Community

- A permanent market site.
- Improvement of the entrance to Stanford from the R43.
- Upgrading of Queen Victoria street including trees, street furniture, signage and sidewalk cafes.
- A bypass for trucks destined for the chicken farms, Springfontein and Wortelgat areas.

Capital Budget 2015/16 (extract only)

- De Bruyn street tarring R1 000 000.
- Surfacing of Longmarket and Shortmarket streets.
- Sidewalks on Bezuidenhout St. R200 000 *(GMC funding).*
- Tarring of Shortmarket St. (between Morton and de Bruyn).
- Shortmarket St. sidewalk R80 000.

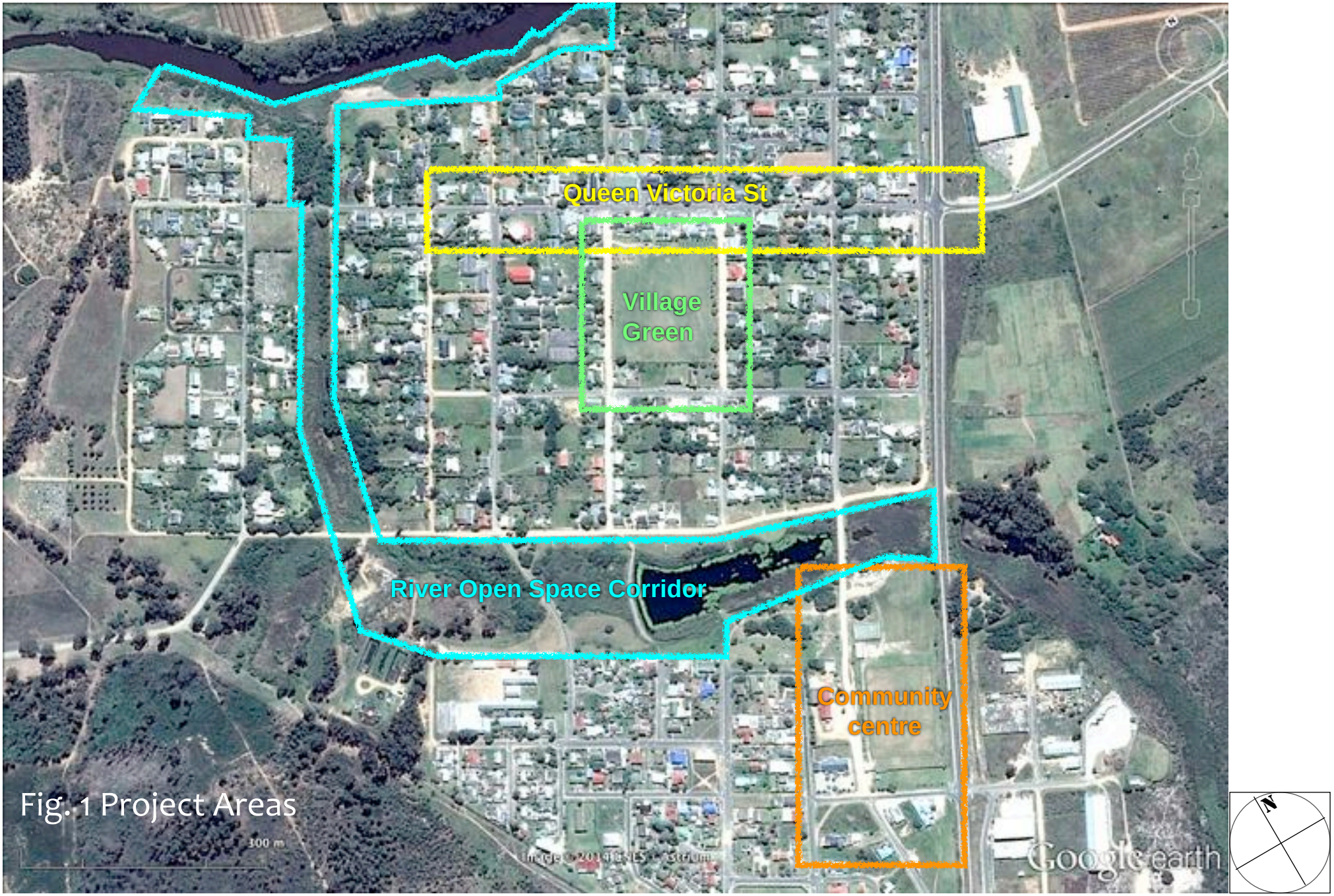


Fig. 1 Project Areas

Planning Principles

1. Village gateway
A sense of arrival at the entrance to Stanford, proclaiming a special 'Heritage Village'.

2. Streets for people
Greater emphasis on making streets safer, more comfortable, more lively, more enjoyable and more pedestrian-friendly.

3. Decent public spaces
Creation of public spaces for pedestrians, particularly the elderly, children and the handicapped, and not just motor vehicles.

4. Precinct heart
The need for a public outdoor meeting space - a hub of commercial and community life, including a market, to create a strong 'sense of place'.

5. Walking distances
A compact urban layout, where facilities are within easy walking distance along interesting pedestrian routes.

6. Shared parking
Parking areas shared for daytime and evening activities to avoid duplication of parking, preferably located unobtrusively behind buildings.

7. Special events
Regular markets, festivals, displays, and music to create interest and attract visitors, as well as generate income for the village.

8. Green village
Greater emphasis on the 'greening' of Stanford through a programme of street tree planting.

Structuring Elements

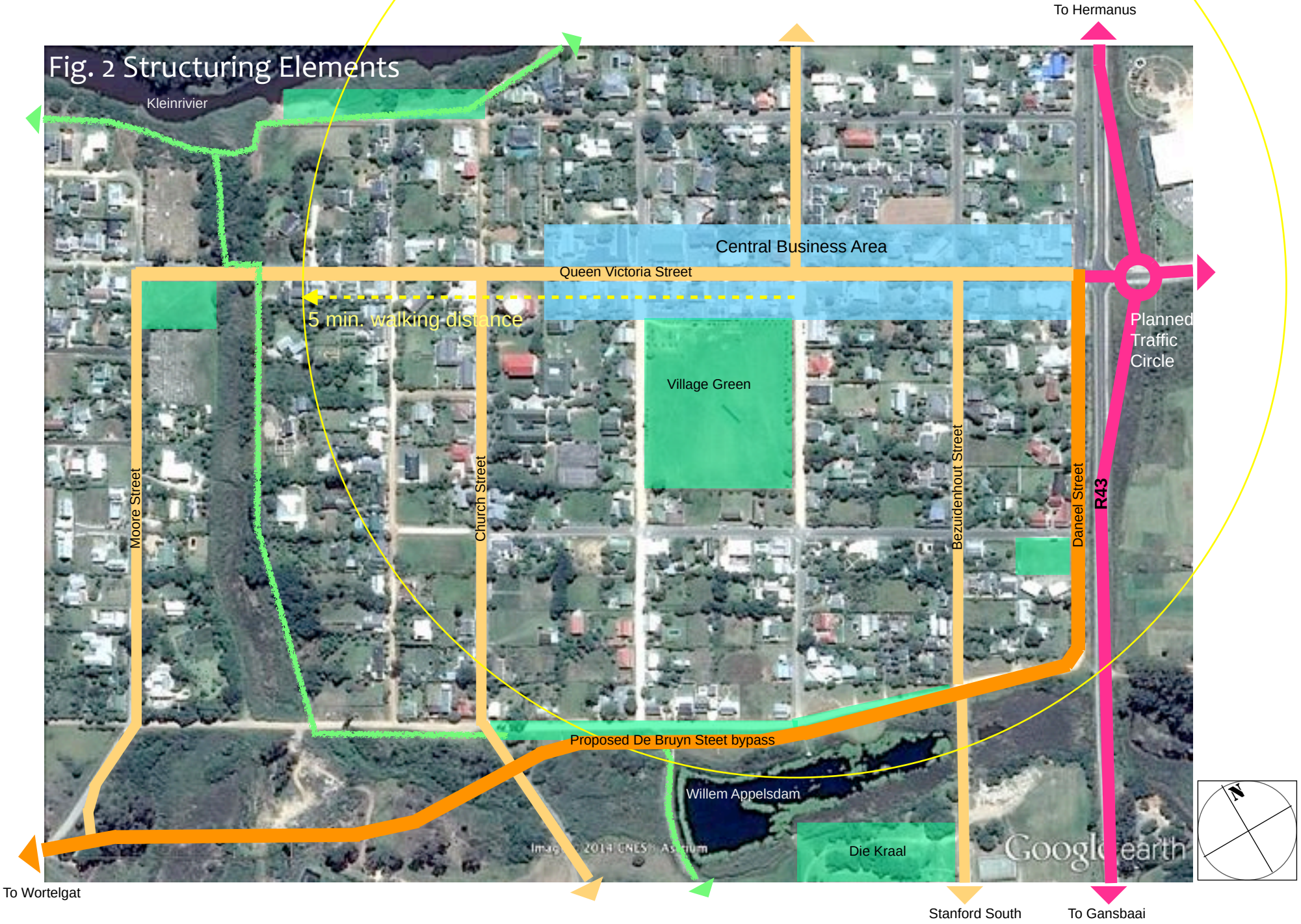
Arterial Roads
Access to Stanford is via the R43 Provincial main Road which connects Hermanus with Gansbaai. It is planned to upgrade the section between Hermanus and Stanford, including a new proposed traffic circle at the entrance to Stanford.

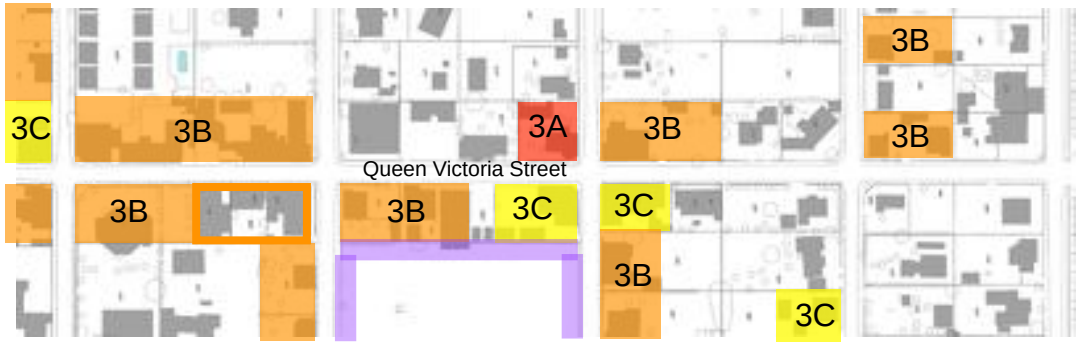
Daneel Street / De Bruyn Street Bypass
Heavy trucks and buses destined for the chicken farms, Spring-fontein and Wortelgat currently use Queen Victoria Street, creating noise and pollution in the main commercial area of the village. It is proposed that De Bruyn Street be upgraded and re-aligned to serve as a bypass for the heavy vehicles (see Fig. 2).

The proposed new traffic circle would facilitate the turning of heavy vehicles into Daneel Street, which connects with De Bruyn Street.

The bypass should be re-aligned further away from the houses, some of which have heritage value. The street should be tarred and the verges landscaped to create a buffer from the residential area. The re-alignment of the bypass would eliminate two sharp bends in the road to Wortelgat, as shown on Fig. 2.

Upgrading of Bezuidenhout Street / Precinct
Bezuidenhout Street provides an important link with Stanford South, and is heavily used by pedestrians. The upgrading of the untarred section of the road, along with a generous pedestrian way / cycleway should be regarded as a priority. The area around the community hall requires landscape upgrading and possibly a small pedestrian square. These will be indicated on one of the precinct plans.


Fig. 2 Structuring Elements
Kleinrivier
Central Business Area
Queen Victoria Street
5 min. walking distance
Village Green
Moore Street
Church Street
Bezuidenhout Street
Daneel Street
R43
Planned Traffic Circle
Proposed De Bruyn Steet bypass
Willem Appelsdam
Die Kraal
Google earth
N
To Hermanus
To Wortelgat
Stanford South
To Gansbaai

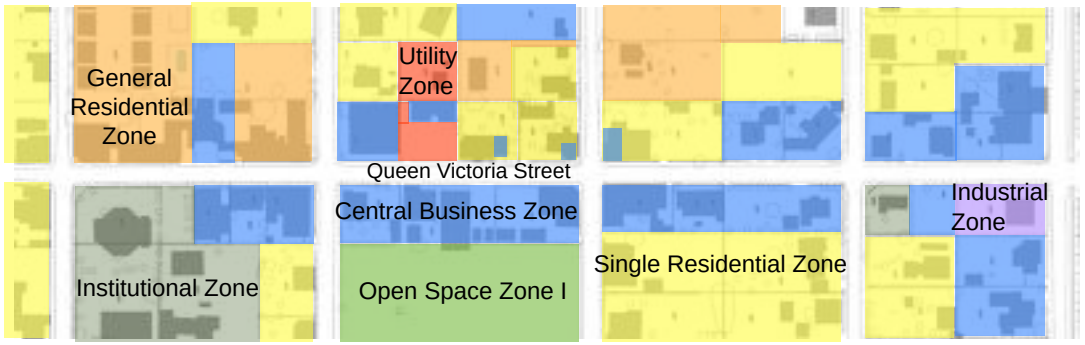


Source: Overstrand heritage Survey, 2009

Fig.3 Heritage Sites

Numerous historical buildings on Queen Victoria street combine to form an important architectural streetscape.

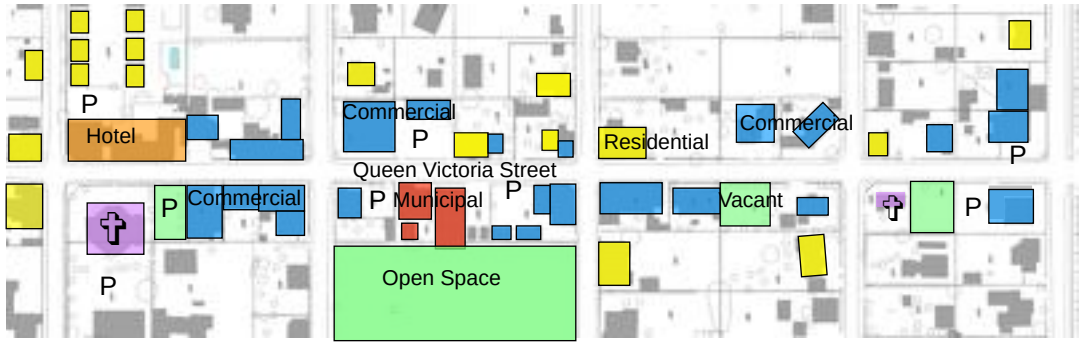
3: Local heritage significance
3A: external and internal protection
3B: external protection
3C: contextual significance



Source: Overstrand Municipality, 2014

Fig. 4 Existing Zoning

The current zoning is historical, based on piecemeal applications, with some anomalies. These include some split zonings. Stanford does not have a plan of what should be … or could be.



Scale: approx. 1:4000

Fig. 5 Existing Land Use

Queen Victoria Street consists at present of a disjointed patchwork of shops, houses, parking lots and vacant sites.

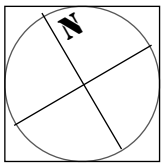




Fig. 6 Street-front Activity

Streetfront commercial activity lacks continuity, mainly at the eastern end, with too many blank walls and open sites, which adversely disrupt the village experience.

- Business / civic frontage
- Residential frontage
- blank walls
- Open



Fig. 7 Existing Sidewalks

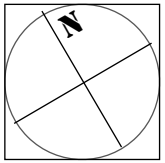
Emphasis in the past has been more on roads than pedestrian facilities. Sidewalks are too narrow and most side streets have no sidewalks.



Scale: approx. 1:4000

Fig. 8 Existing Trees

Recently Stanford has been losing trees, and there is no legacy of street tree planting.





Queen Victoria Street Concept

The concept for the Queen Victoria Street precinct is to provide attractively paved and furnished pedestrian spaces through the creation 4 squares, each with a distinct function, and to widen sidewalks, so that activities can spill out onto the street.

The spatial definition of the street and the proposed squares can be improved over time by means of infill or upgraded buildings with pedestrian friendly frontages. Parking lots, garage doors and blank walls along the street frontage should not be permitted.

The squares can be used for parking during the day, but should allow for other uses such as markets and music after hours and over weekends.



Fig. 9 Planned Traffic Circle

Source: CCA Environmental Consultants, 2014.

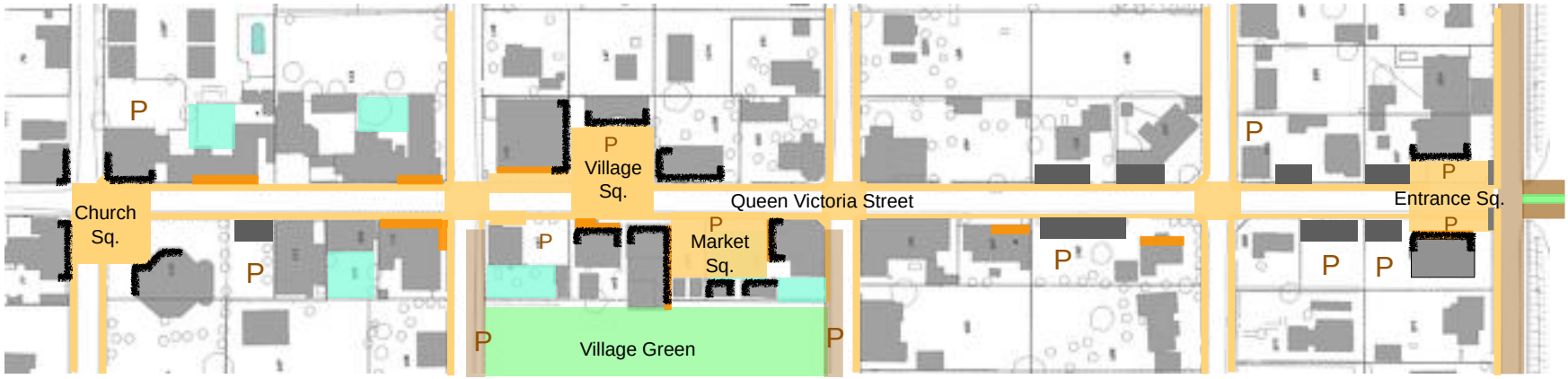


Fig. 10 Concept Plan

Scale: approx. 1:2500

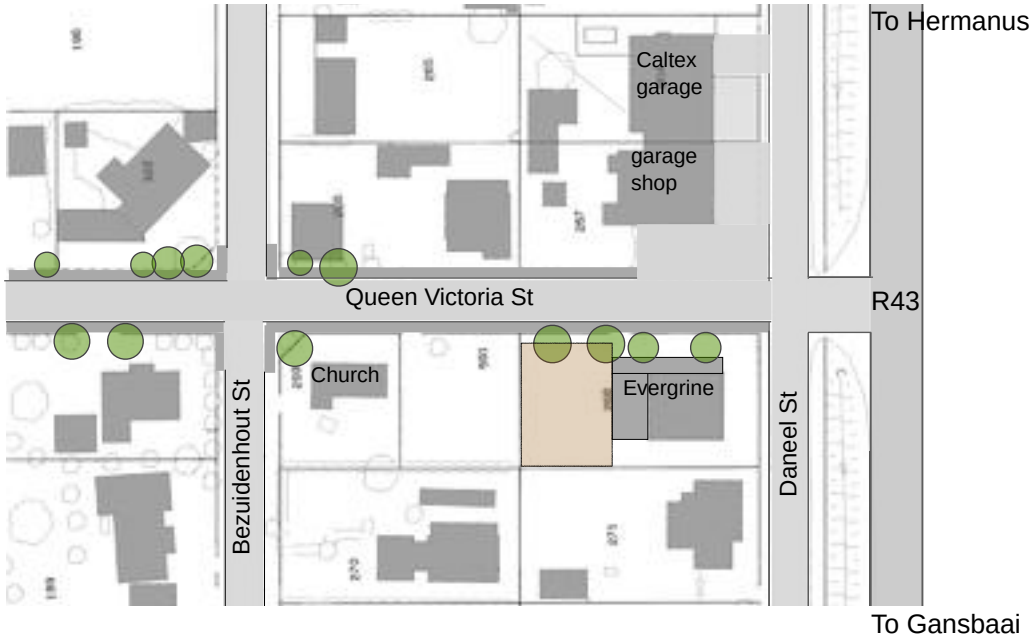
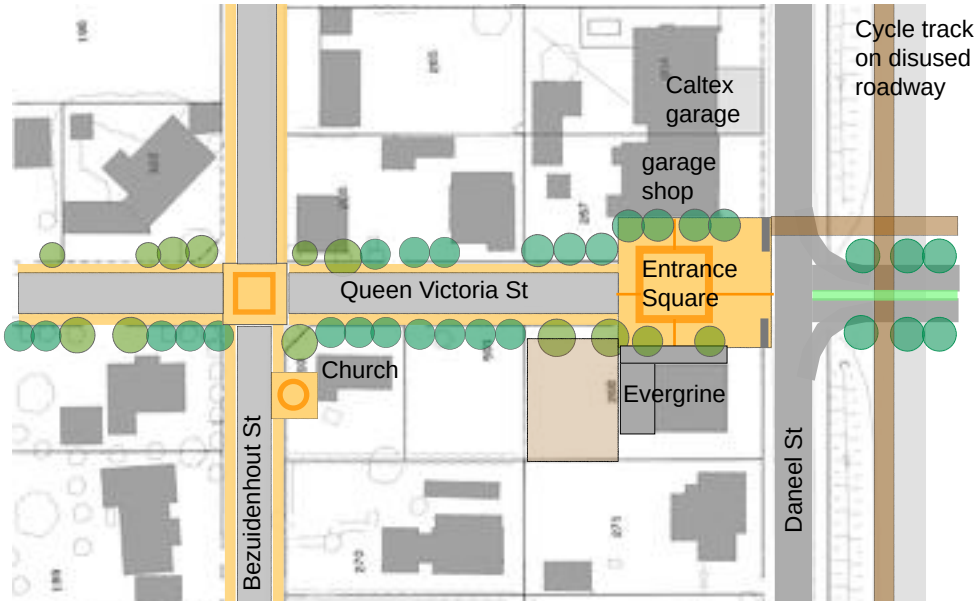


Fig. 11 Existing Entrance Precinct

The existing entrance to the village is generally unattractive and unwelcoming, aggravated by the garage and a clutter of signs. Motorists tend to pass by on the R43 oblivious of Stanford's 'best village in South Africa' status.





Scale: approx. 1:1500

Fig. 12 Proposed Entrance Precinct

The construction of the proposed traffic circle at the entrance to Stanford could allow for the disused section of the R43 road to be used as a cycleway, and provide space for a gentle turn into Daneel Street for trucks and buses using the bypass.

This allows for traffic-calming measures along Queen Victoria Street, including a paved entrance square, widened sidewalks and street tree-planting. Farm stalls and shops would open onto the square and blank walls would not be permitted.

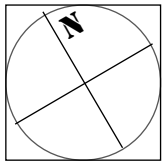


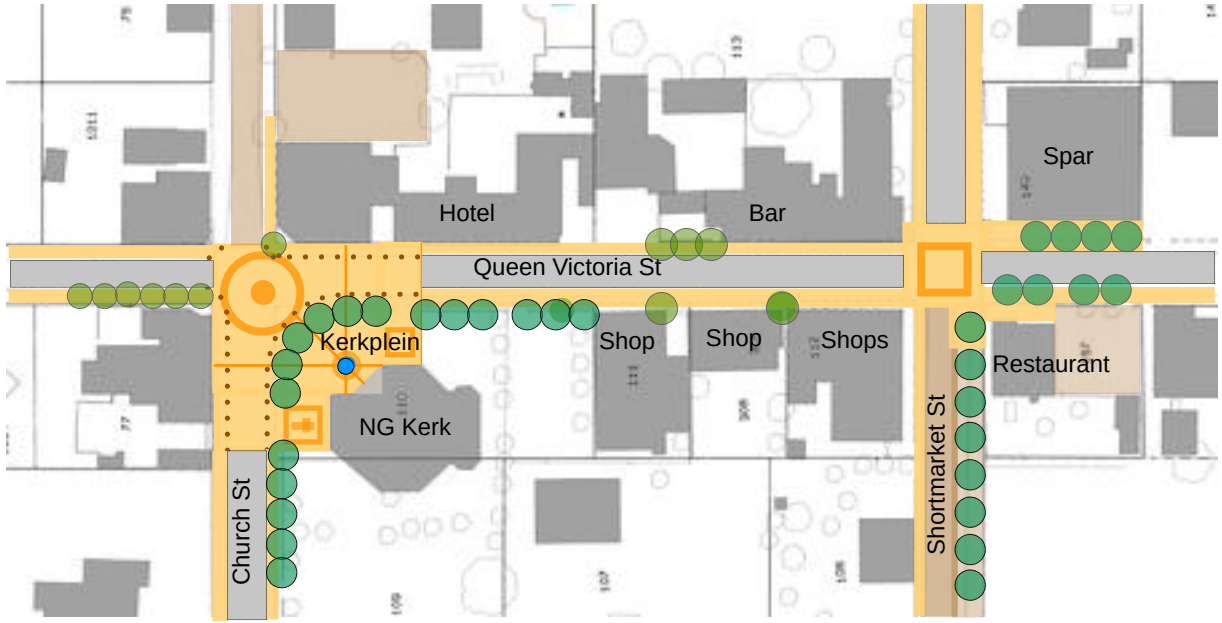


Fig. 13 Existing Church Precinct

The NG Church is bordered by largely unused paths, lawn and plantings. Being the end of the commercial part of Stanford, vehicles attempt to turn around, with difficulty, at the intersection with Church Street.

The heritage-worthy buildings on both sides of Queen Victoria street front onto an excessively wide roadway with narrow sidewalks.



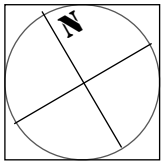


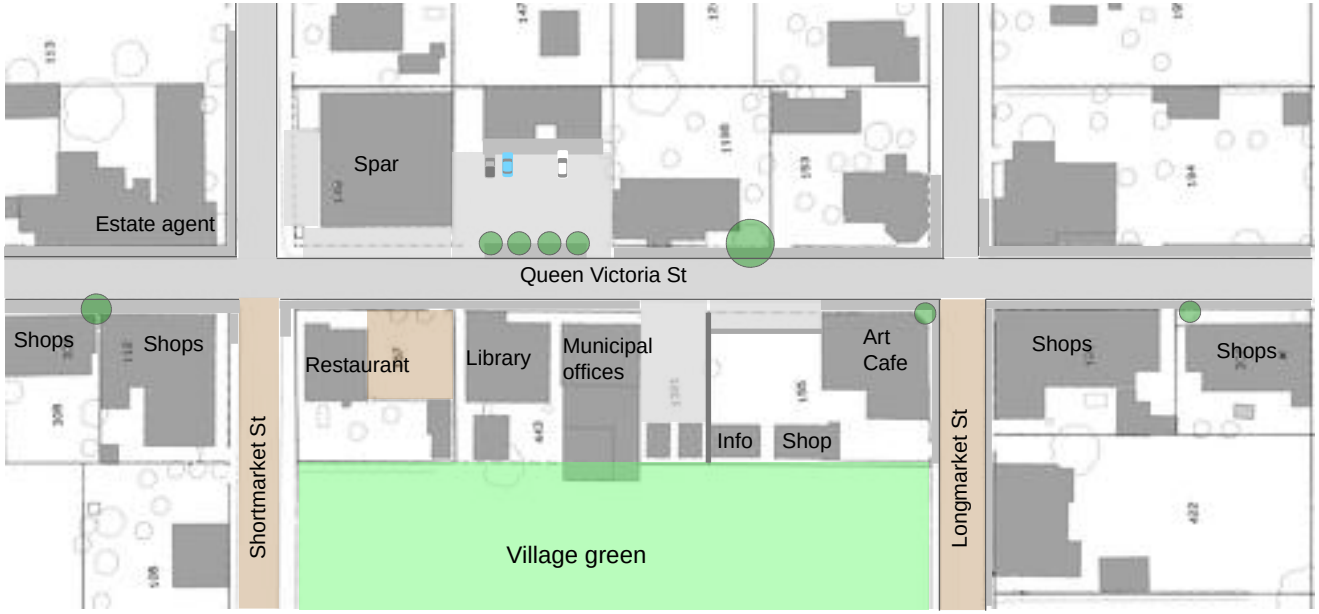
Scale: approx. 1:1500

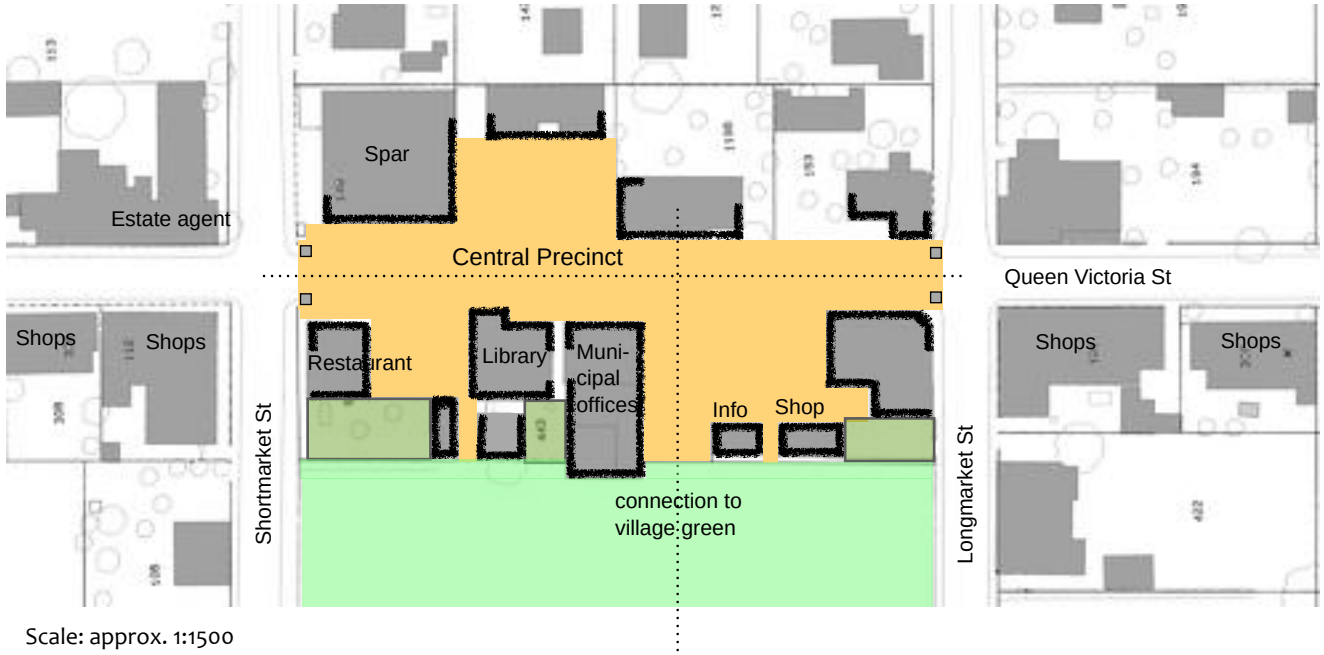
Fig. 14 Proposed Church Precinct

The proposal includes the creation of a focal square and gathering space for the church as an integral part of the Queen Victoria Streetscape. A small circle in the paving allows for vehicles to turn around, and at the same time, provides for traffic-calming.

Sidewalk-widening, with appropriate paving materials, and street tree-planting would help to enhance the historic architectural facades.







Scale: approx. 1:1500

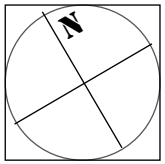
Fig. 15
Existing Central Precinct

The parking areas at the Spar and Municipal offices are a missed opportunity to create a focal square in the heart of the village. The spaces are drab and the sidewalks too narrow and cluttered with poles and other utilities, requiring pedestrians to walk in the street. There is little or no link with the Village Green nor space to hold the Saturday market.



Fig. 16 Central Precinct: Potential Urban Space

The diagram indicates the potential to create a sequence of squares and courts, shared by cars and pedestrians, with a strong link to the Village Green. These spaces would provide a 'heart' for the village, with a identifiable sense of place.



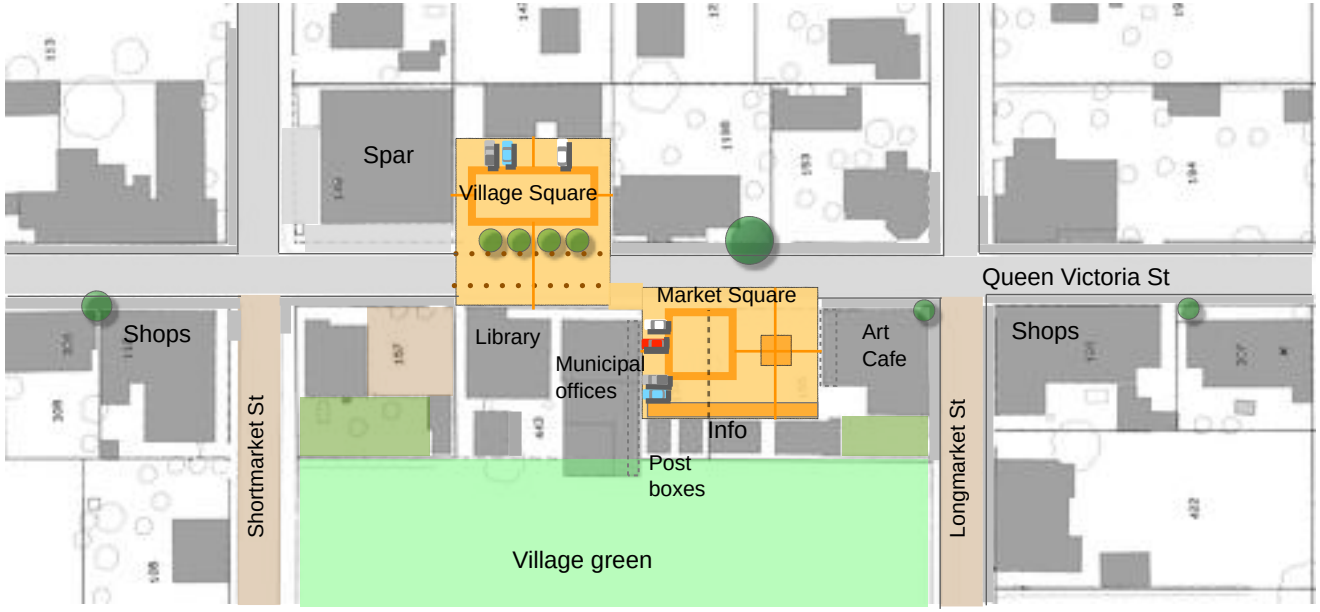
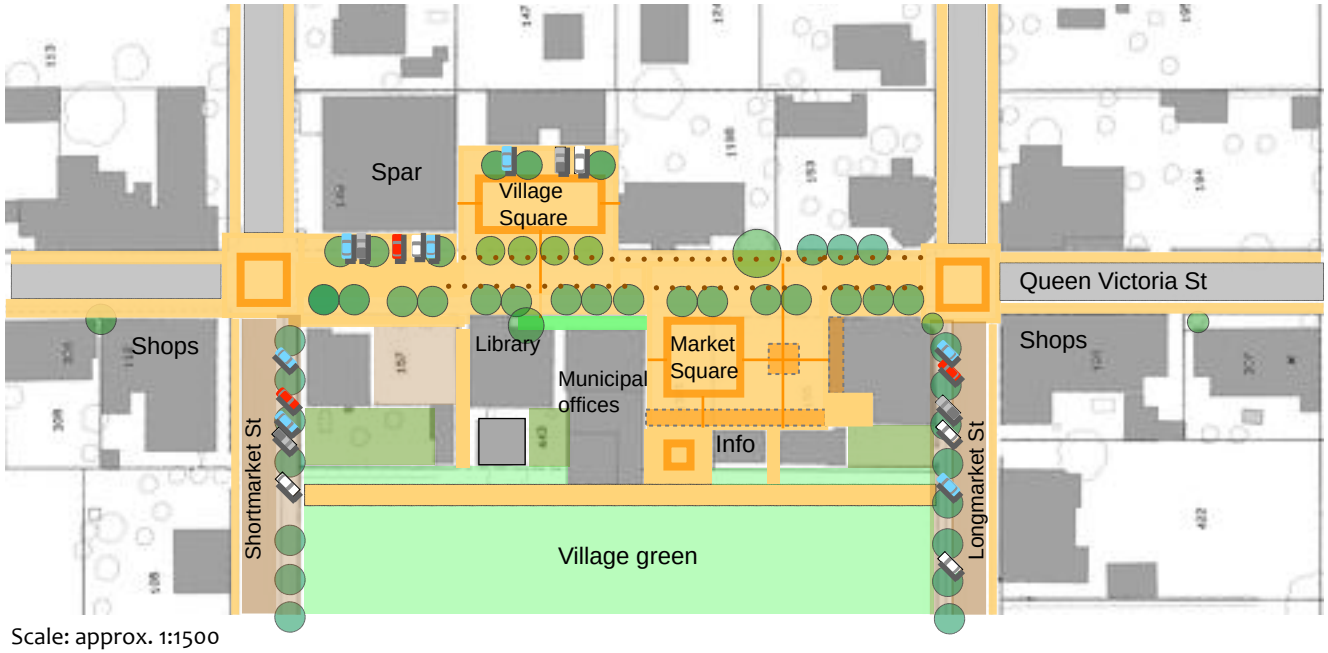


Fig. 17 Central Precinct: Proposed Phase 1

Phase 1 would involve turning the parking lots into a shared space with pedestrians, using appropriate paving and street furniture.

The wall between the Municipal office parking area and the adjacent shops should be removed to create an enlarged square for use as a market on weekends.



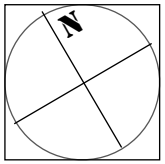


Scale: approx. 1:1500

Fig. 18 Central Precinct: Proposed Future Phases

Future phases could include the re-paving of the entire central block at the same level to create a pedestrian priority area through which cars filter. Parking would largely be relocated to Shortmarket and Longmarket streets as indicated.

The post boxes could be relocated allowing a strong link and vista across the Village Green to be created.



Recommendations

In order for the vision for Stanford to be realised, along with the proposals for the Queen Victoria Street Precinct, the following steps are necessary:

1. The vision and proposals be workshopped and refined, where necessary, through consultation with stakeholders;
2. Thereafter the proposals be adopted by Council;
3. The Proposals be included in the Heritage overlay zone as part of the zoning scheme.
4. The proposals be included in Spatial Development Framework Plans, where appropriate.
5. Budgets for the proposals be considered in the annual Integrated Development Plans.
6. Future roadworks take these proposals into account to avoid abortive work.
7. Priority be given to the Daneel Street / De Bruyn Street bypass to divert through-traffic, thereby allowing for traffic-calming and wider sidewalks in Queen Victoria Street.

Acknowledgements

Consultation was provided by the chairpersons of:
Stanford Info
Stanford Conservation Trust
Stanford Heritage Committee
Stanford Ratepayers Association

The plans, graphics and report were prepared by
Bernard Oberholzer, Landscape Architect, Stanford.
bernard.bola@gmail.com

Information obtained from Ms Petronella Ferreira
Stanford Administration,
Overstrand Municipality.

Cover sketch by
Deon Krige, Architect.

