

# OVERBERG DISTRICT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

## SPATIAL DEVELOPMENT FRAMEWORK REPORT

March 2014



# OVERBERG DISTRICT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

prepared for



## OVERBERG DISTRICT MUNICIPALITY

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This is a strategic policy document with a focus on broad spatial guidelines at the District level.

Detailed policies and spatial guidelines will be contained in the local Municipal Spatial Development Frameworks.

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## GLOSSARY

ABP	Area Based Plan
CARA	Conservation of Agricultural Resources Act
CBAs	Core Biodiversity Areas
DEADP	Department of Environmental Affairs and Development Planning
DSDF	District Spatial Development Framework
du/ha	Dwelling unit per hectare
EIA	Environmental Impact Assessment
GHG	Green House Gas
GN	Government Notice
GVA	Gross Value Added
IBA	Important Bird Areas
IDPs	Integrated Development Plans
LUMS	Land Use Management Schemes
MPCCs	Multi-Purpose Community Centres
NDPG	Neighbourhood Development Partnership Grant
NPC	National Planning Commission
PSDF	Provincial Spatial Development Framework
SANBI	South African National Biodiversity Institute
SDF	Spatial Development Framework
SDPs	Spatial Development Plans
SPCs	Spatial Planning Categories
WEC	Wave Energy Converters

## 5. CONCEPTUAL DEVELOPMENT FRAMEWORK

## 5.1 VISION, PRINCIPLES AND POLICIES

This section sets out the main policy and principle informants for the SDF.

### 5.1.1 VISION AND CORE IDEAS

**'To optimize the rich and balanced mix of the Overberg's agriculture, tourism, heritage, conservation resources (including natural and scenic resources) and eco system services within their scenic setting which is contained by the Riviersonderend and Langeberg mountains in the north, descends across the rolling hills of the Rûens and the varied ecology of the Agulhas plain and culminates in the rocky headlands and long sandy beaches of the Atlantic and Indian oceans.'**

The implications of this vision are:

- The area's unique agricultural, environmental and urban qualities must be maintained;
- In particular, the Elgin valley and the Rûens must continue to be farmed to as intensely as possible but care must be taken to safeguard their key inputs, namely fertile soil which should be protected from erosion, over use and its water;
- Private conservation areas must continue to be promoted with careful consideration of appropriate development rights to mobilise the necessary resources for veld rehabilitation and management;
- In particular Renosterveld linkage corridors across the Rûens linking remnant patches not suitable for agriculture should be encouraged;
- These corridors can provide both a tourism opportunity as well as channels for faunal movement and seed transport;
- The tourist appeal and promotion of the various Act 9 and other similar settlements should be promoted so as to increase awareness of them and thereby help to improve the livelihoods of their residents, particularly those for whom these settlements may represent poverty traps; and,
- Development and tourism efforts should take advantage of the district's close proximity to Cape Town as well as ensuring maximum benefits for local residents.

Note: The Spatial Planning and Land Use Management Act (SPLUMA) has recently been approved and the Western Cape Land Use Planning Act (LUPA) is currently being prepared.

As their regulations are promulgated the implementation of these Acts will provide clarity on the roles and responsibilities for planning at different spheres of government including district and local.



### 5.1.2 NATIONAL PLANNING COMMISSION: KEY DRIVING FORCES

The National Planning Commission (NPC) identified the following key driving forces that should be considered in forward planning:

- **Globalisation: The World Becoming More Joined Up:**

- The district's produce, particularly from agriculture, is dependant on both national and international demand;
- Its tourism product is also to a certain extent dependent on international demand although not to the same extent as destinations such as Kruger Park and Table Mountain.

- **South Africa's political-economic dynamics:**

- Electricity costs are likely to continue to rise;
- Green House Gas (GHG) emissions will increase by 25% to 2014;
- After 2015 there will be oil shortages as global supply drops by 4% per annum;
- Fuel shortages will be prevalent in the smaller settlements in the interior and will present a strain on heavy industry and transport;
- After 2025 there will be tougher energy laws and increased fuel and food prices. The district is well placed for renewable energy generation; and,
- By 2050 the situation will improve due to more affordable renewable energy, alternative transport, energy and waste recycling, tourism and local food production;

- **Population growth and migration:**

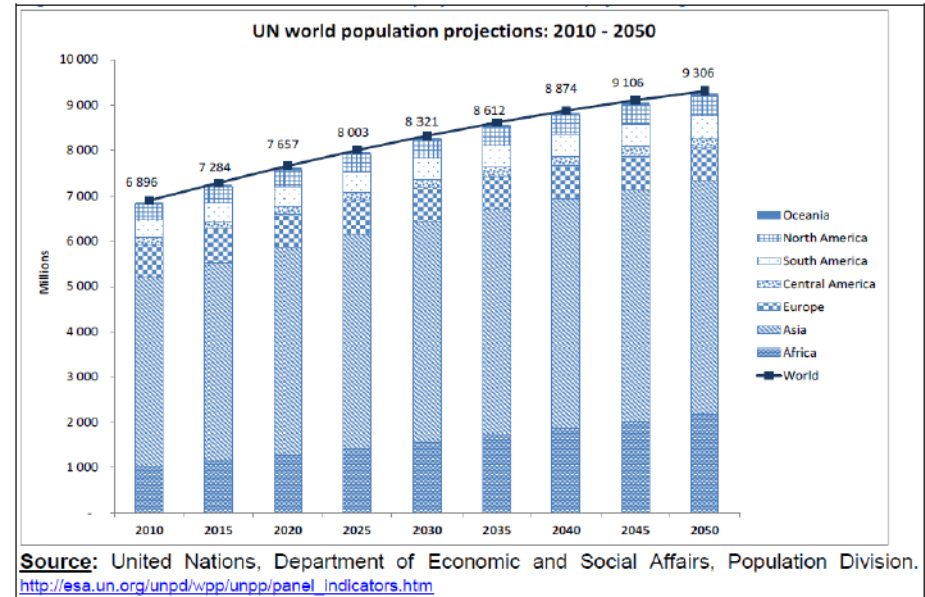
- Africa has a compound annual growth rate of 2,3% (more than double that of Asia). It will have more than 2 billion people by 2044. Graph 5.1.1 shows the global population growth projection between 2010 and 2050;
- The abovementioned graph also shows that Africa's population will double by about 2050. This increases the African market.

- **Climate change and the world getting hotter:**

- The district municipality will need to effectively cope with the change in climate conditions. Extreme climatic conditions will have result in more intense and frequent storms and sea level rise in the district. Longer drought periods may have a negative

impact on the agriculture in the district. Sustainable water resources will need to be protected.

- The district's ability to cope will be improved if it embraces the moves to renewable energy generation, green building technologies, and improved water management;
- In particular the quality of water in the river systems needs to be protected and this needs to be impressed upon upstream users through the appropriate forums;



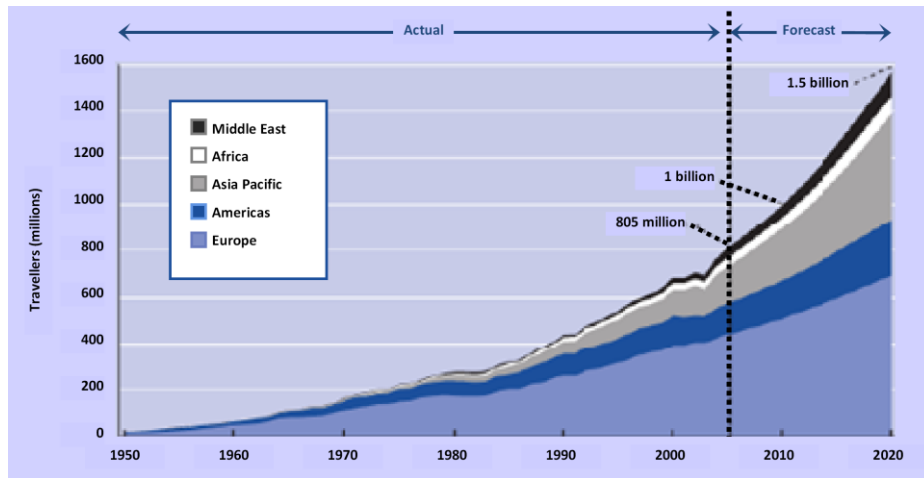
Graph 5.1.1 World population growth projections 2010 to 2050 (Impact Economix, 2012)

- **Amazing new Technologies:**

- New development in information technology will help even remote rural areas of the district to become more connected.

- **World Tourism Boom:**

- The municipality has to capitalise off the forecast increase in world tourism as the international economy emerges out of recession in the medium term, see Graph 5.1.2. It has great scenic potential that could attract high income residents especially to the coastal settlements; and,



**Graph 5.1.2** Projected growth in global and regional international tourist arrivals between 1950 and 2020 (Impact Economix, 2012)

- Urban management in the settlements including crime, grime, maintenance and urban design and building controls will be important to realise their tourism potential.

### 5.1.3 SMART GROWTH PRINCIPLES

The following Smart Growth Principles should be used to help achieve integrated and efficient human settlements. These principles have been included from Smart Growth BC, a joint project of the University of Victoria Eco-Research Chair of Environmental Law and Policy and West Coast Environmental Law Association to address urban growth and sprawl issues.

These principles are very applicable to the Overberg District and have been adapted to suit the region's needs.

1. Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities;
2. Create well-designed compact neighbourhoods where the different activities are in close proximity to each other;
3. Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe;
4. Create a variety of housing opportunities, i.e. in terms of function, form and affordability;
5. Encourage growth in existing communities this can be done through infrastructure upgrade, urban renewal new amenities and densification;
6. Preserve open spaces, natural beauty, and environmentally sensitive areas;
7. Protect and enhance agricultural lands and secure these as a productive a land base for food security, employment, etc.;
8. Utilize smarter, and cheaper infrastructure and green buildings and promote renewable and sustainable technologies to address the impacts of global warming and its effect on sustainable potable water resources;
9. Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community; and,
10. Nurture engaged citizens through residential work, and play areas. Engaged citizens participate in community life and decision-making.

## 5.1.4 SETTLEMENT PLANNING PRINCIPLES

### 5.1.4.1 Walking distance as the prime measure of access and good location:

Generally the level of access tends to be measured in terms of travelling times by private motor vehicles. If activities are considered close to each other it is usually because they are 5 minutes or 10 minutes' drive. At 60km per hour 5 or 10 minutes travelling time translates into distances of between 5 and 10 kilometres. This is grossly discriminating and inefficient for commuters in general and the urban poor in particular who do not have access to private vehicle motor vehicles, may be unable to afford public transport, (in many instances public transport is simply not available), or have to walk extremely long distances to fulfill their daily needs.

Therefore, it is proposed that the primary measure of access is always appropriate walking distance. Although walking distance speeds vary depending on the age, levels of health and the amount of parcels that may be being carried international and local studies have shown that a 20 minute walk (approximately 1000m or 1km) is about the maximum that people can travel conveniently before there is a need for motorised, public or private transport. See Figure 5.1.4.1.

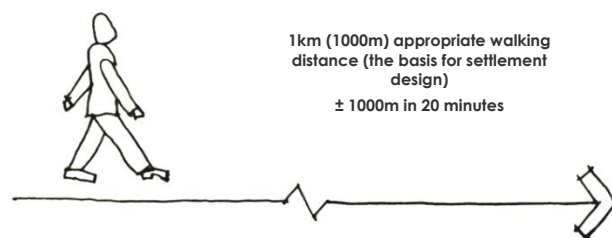


Figure 5.1.4.1 Appropriate Walking Distance

Implications for this principle are:

- Use all well located vacant land, i.e. within 1 to 2kms of the central point of the settlement; and,
- Locate all future residential areas within walking distance of urban centres where space permits.

### 5.1.4.2 Functional integration:

- Define single uniting structure of nodes and linkages between town and township; and,
- Encourage supporting densification pattern and infrastructure provision.

### 5.1.4.3 Socio-economic integration:

- Locate all future subsidy housing within walking distance of nodal centre where space permits;
- Promote gap housing within up-market and subsidy housing (where appropriate and viable); and,
- Identify opportunities for infill, redevelopment.

### 5.1.4.4 Protect sensitive elements: rivers, wetlands, bio-diversity hot spots and heritage buildings and precincts:

- Identify sensitive areas and demarcate conservation setback lines to be accurately defined later by specialist terrestrial and freshwater ecologist in negotiation with land owners and heritage professionals.

### 5.1.4.5 Ensure at least basic services to all residents either by Municipality or land owners:

- Ensure minimum basic services to all using either conventional technology if bulk capacities are available and the Municipality and users can afford the monthly costs, or off-grid technologies, e.g.:
  - solar hot water cylinders;
  - Photovoltaic cells;
  - rainwater harvesting; and,
  - grey water recycling.

### 5.1.4.6 Implement projects on a focused, strategic and hierarchical basis

- The largest investments for higher order facilities should occur where they will be enjoyed by the most number of people.

#### 5.1.4.7 Appropriate Densification and the Urban Edge

There are two main aspects to these principles. The first is to promote appropriate densification in urban settlements whereby settlement densities are increased according to a well thought out plan that takes into account environmental factors such as biodiversity and the water quality and quantity of river systems, public open space requirements and areas for economic activity.

In most South African settlements urban densities need to double.

Although the key relationship is population density, from an urban management point of view, densification is most easily managed by measuring dwelling units. There is a close relationship between population density and dwelling unit density, i.e. the number of dwelling units per hectare.

Two average gross density targets have been identified in relevant research. The first is 25du/ha in settlements large enough to require public transport services.

The second is 15du/ha in small rural settlements that should function within walking distance and minimise their consumption of surrounding agricultural and scenic land, see Figure 5.1.4.2.

These densification targets should be considered as a guideline and not a norm and it is recommended that they are revised in the review of the PSDF.

Restructuring of urban settlements is of great importance but ecological and heritage issues cannot be ignored. In this regard innovative and sensitive planning is required. To address this, local municipalities can prepare development frameworks to guide future development, densification and urban restructuring whilst preserving the heritage and ecological character of settlements.

Double storey/semi-detached structures in low-income areas are one of the many ways to assist in creating higher densities.

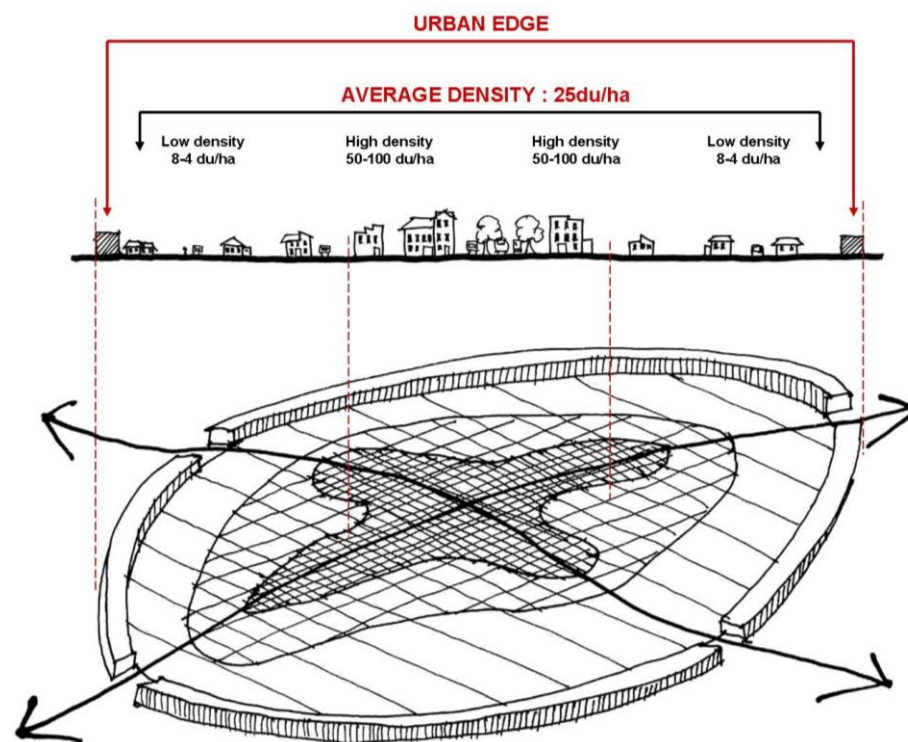


Figure 5.1.4.2 Appropriate Density Patterns

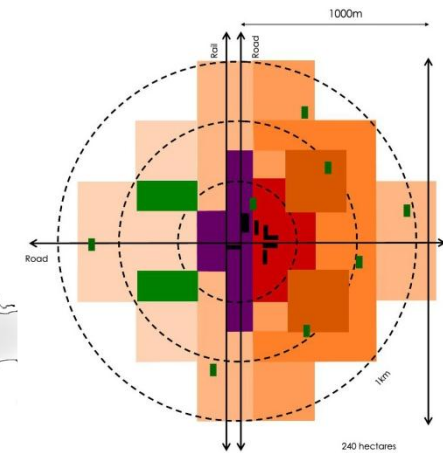
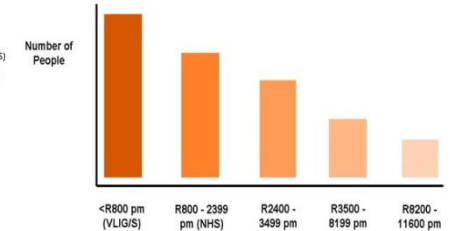
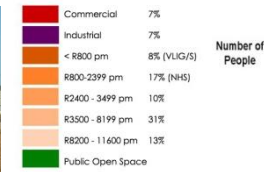


### 5.1.4.8 Socio Economic Integration

- As a general rule Human Settlement schemes should not be targeted at a single income group exclusively, usually BNG or S+S, but should always include at least a GAP housing and top structure BNG component even if only comprising 10% or 20% of the units.
- GAP/subsidized housing units should only be provided in circumstances where they are deemed appropriate and feasible.
- The arrangement of the housing for the various income groups should be according to the principle of the socio-economic gradient with the higher end of the market closest to the main thoroughfare.



Well-located BNG housing project in Langebaan surrounded by up-market housing



- Locate activities (residential, transport, work, recreation, etc.) so that at least 50% of them are in walking distance
- Sensitive locate the income groups within the 1km radius : e.g. very low not right next to the very high income
- Locate most frequented activities in the most central / accessible localities, e.g. industrial and commercial.



#### 5.1.4.9 Intensification Corridor

- Sensitive infill and redevelopment of major arterial axis in clearly defined precincts
- Sensitivity towards existing heritage buildings
- Enhancing the street experience through landscaping and guiding the architecture of new developments

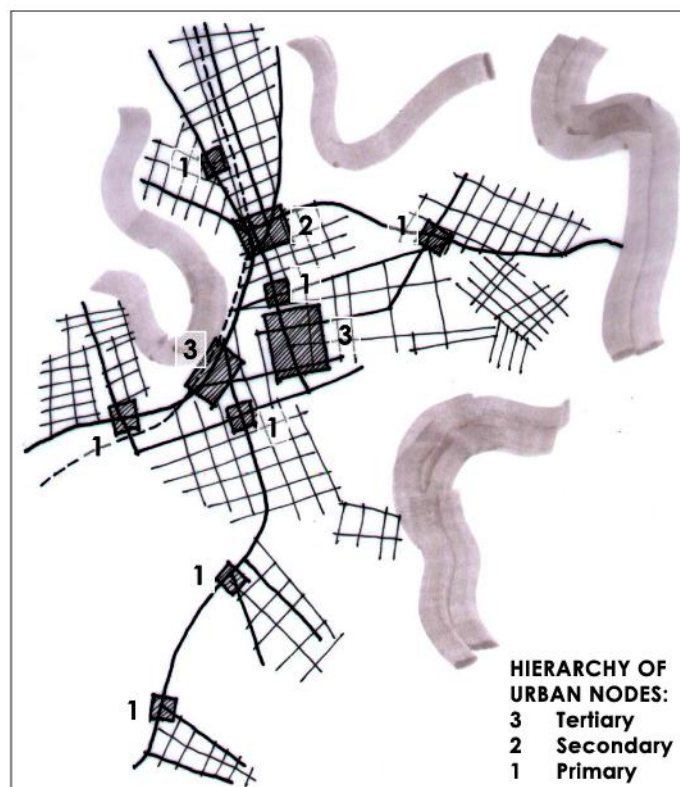


Before Development



After Development

#### 5.1.4.10 Sub-Centre Nodes

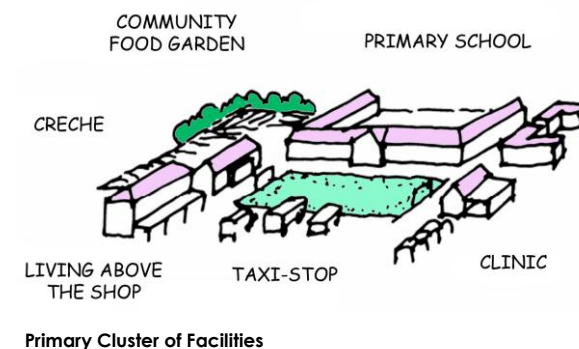
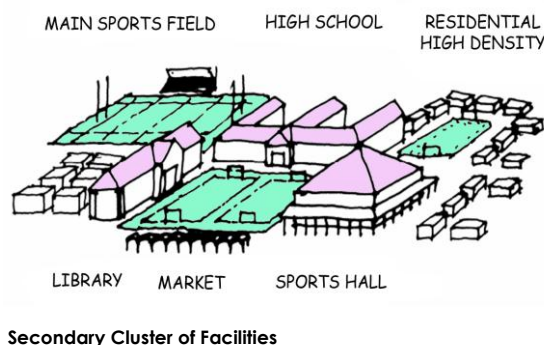
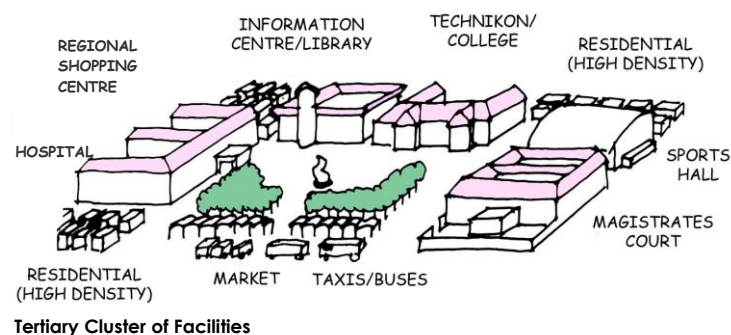


#### Clustering Civic, Commercial and Residential Activities

Three levels of hierarchy of urban nodes containing business and community facilities shall be clustered together as far as possible to provide satisfactory access and clustering of activities:

- i. Tertiary: technikons, hospitals, courts, multi-purpose centres, regional or metropolitan transport interchanges, museums, art galleries, indoor sports complexes, regional shopping centres;
- ii. Secondary: high schools, day care centres, hospitals, libraries, sports and community halls, sportsfields; and,
- iii. Primary: primary schools, crèches, clinics, bus and mini-bus taxi stops.

Minor nodes could consist of a strict market, corner shop or farm stall. Subsistence food gardens within low-income areas could be developed at primary clusters of facilities.





#### 5.1.4.11 Rural Periodic Markets

The potential of rural nodes is derived from the rural economic opportunities that are generated by their location and "attracting force". However, in some nodes these forces are so small that permanent infrastructure or services cannot justify permanent buildings or staff.

Initially, these nodes, can be supported through periodic markets at which mobile services, for instance, home affairs, pension pay outs, clinics, libraries can be dispensed.

This approach could be applied at settlements with low threshold populations to ensure that the necessary services can be provided.

Where such facilities do not exist, periodic service centres should be established for co-ordinated use by a wide variety of government, non-government and private organisations.



Library bus

These periodic service centres should be located at points of highest access according to the same principles.

The services of various government departments and private sector organisations should be co-ordinated into a mobile caravan of dedicated buses and vans which travels from periodic service centre to periodic service centre stopping for morning or afternoon sessions as appropriate.



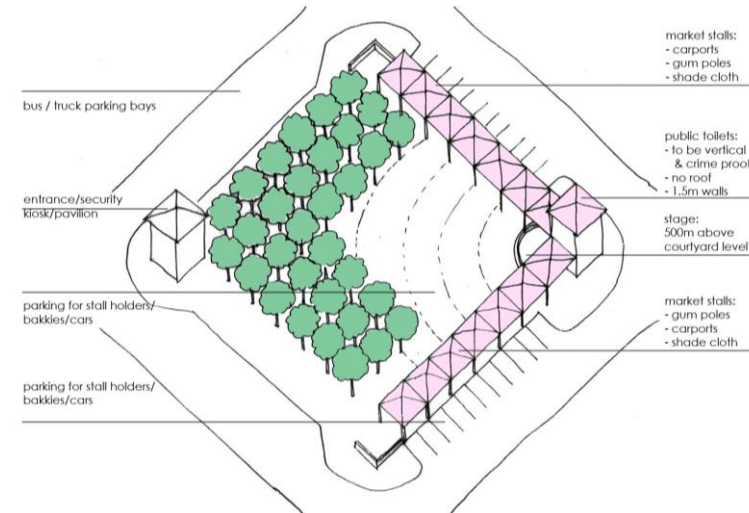
Home Affairs bus



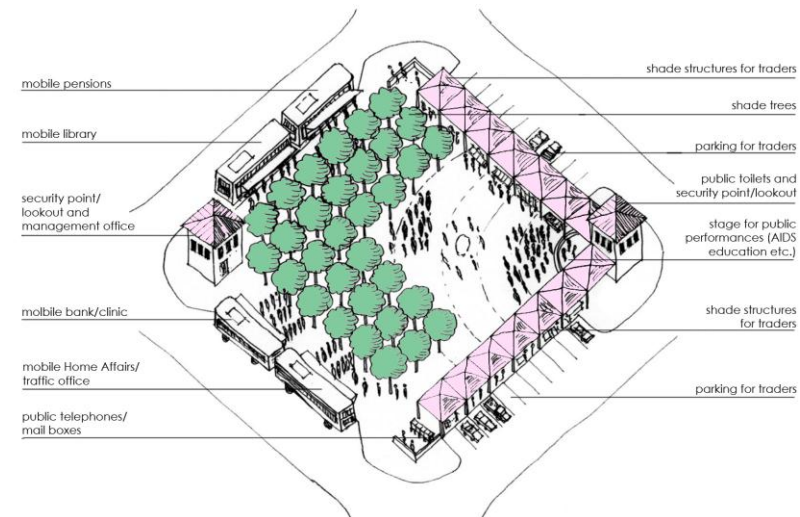
Mobile clinic

Local arts and crafts people and business people should be encouraged to trade in the stop-over periods of the mobile service caravans at the periodic service centre. The location of shops and abattoirs should also be encouraged here.

This approach can be used to supply services to outlying communities with insufficient thresholds to sustain permanent staff and businesses, e.g. Botrivier, Genadendal, Elim, Napier, Klipdale, Proteem and Suurbraak. The infrastructure can also be used for Saturday morning markets located at highly accessible nodal points.



Periodic service concept



Periodic service activities

### 5.1.5 NEIGHBOURHOOD DEVELOPMENT GRANT (NDPG) REQUIREMENTS

The Neighbourhood Development Partnership Grant (NDPG) aims to "stimulate and accelerate investment in poor and underserved neighbourhoods." (Republic of South Africa: National Treasury, 2007) This stimulation is driven through technical assistance and capital grant financing for municipal projects that are linked to distinctive private sector element or intended to create such a link.

The NDPG is a funding tool by National Treasury that seeks to address the lack of development (primarily economic) in townships, informal areas and low income settlements.

The following focus areas of challenges are identified:

#### 5.1.5.1 Socio-Economic Challenges

The typical challenges on the socio-economic front, relating to townships, are:

- Large concentrations of poor households in both urban and rural locations;
- High levels of unemployment;
- Poorly performing residential property markets;
- Slower household income growth;
- Limited income retention;
- Undiversified and marginal local economies;
- Limited private sector investment; and,
- Considerable fiscal burden.

#### 5.1.5.2 Planning and Investment Challenges

The challenges to coordinated public sector planning and investment and its ability to creatively attract private and community investment include:

- Exclusion by design which limits investment leverage;
- Absence of township, and township nodal development plans and limited municipal capacity to develop integrated projects;
- Limited funding for capital works for public facilities and places;
- Low levels of private sector investment;
- Limited municipal capacity to assemble and align multiple funding sources;
- Risk of mismatch between capital investment made and maintenance and operational budgets of municipalities; and,
- Focus on inner city metropolitan areas and established business centres.

#### 5.1.5.3 Interventions that the NDPG Supports

NDPG supports the following types of interventions:

- Township area - to turn dormitory townships into fully functional neighbourhoods;

- Strategic economic development projects;
- Land use restructuring;
- Stimulating property markets;
- Purchasing power retention;
- Public sector investment as catalyst;
- Leveraging non-governmental investment;
- Ensuring municipal support; and,
- Kick-starting township regeneration.

Given the above the target areas are:

- Township areas;
- New, post 1994 (generally), RDP housing and low-income housing estates developed using the same principles prevalent prior to 1994;
- Areas and town centres that are populated mainly by Black people and low-income; and,
- Informal settlements.

#### 5.1.5.4 Types of projects and eligibility

The focus is generally public infrastructure projects that will attract private and community investment to help achieve township regeneration. These projects include:

- Nodal and/or precinct projects;
- Linkage projects (internal and/or external); and,
- Environmental Improvement projects.

Examples of these projects are:

- Public transport interchanges and linkages;
- Libraries as hubs of information, education and e-government;
- Tourism precincts;
- Heritage, cultural, social, and traditional amenities and/or precincts;
- Sports precincts (providing it can be demonstrated to fulfill a critical community and economic role in the township);
- Educational precincts;
- Revitalisation of existing nodes/ centres/ precincts/ high streets/ economic activity centres;
- Multi-Purpose Community Centres (MPCCs), including town halls and youth centres;
- Informal trading facilities; and,
- Any element that may be required in order to secure private sector investment, providing it can form part of the project, and can be demonstrated to be instrumental in securing that investment into the project area.

## 5.2 MACRO-CONCEPTUAL FRAMEWORK

### 5.2.1 NATURAL SYSTEMS SYNTHESIS

Figure 5.2.1 indicates the main bio-physical components of the district. They include:

- A varied coastal strip which can be divided into three sections:
  - a wilderness coastline around the Kogelberg biosphere reserve which is largely undeveloped except for the villages of Rooi Els, Pringle Bay and Bettys Bay;
  - a more intensely urban section from Kleinmond through to Pearly Beach particularly Hermanus where the villages have merged into one continuous urban conurbation between Fisherhaven and Eastcliffe, except for the break around Hoek van die Berg between Hawston and Onrus;
  - the wilderness coast commences again eastwards after Pearly Beach through to Infanta. This coastline is only broken briefly by Suiderstrand and then L'Agulhas and Struisbaai which have also merged into one, and Arniston. There is a long unbroken stretch of coast along the De Hoop nature reserve to Cape Infanta at the mouth of the Breede River;
- The Kogelberg biosphere reserve protects an international botanical hot spot through which the Palmiet River flows through a pristine fynbos environment;
- In contrast the orchards and vineyards of the Elgin-Grabouw-Vyeboom-Villiersdorp area comprise some of most intensely farmed land in South Africa. The rural population densities are extremely high here due to the labour intensive nature of fruit farming although employment is declining as farms switch to wine production;
- The Riviersonderend Mountains provide a dramatic backdrop and are visible from almost the entire Overberg as far as the coast. Settlements at their foot include the Genadendal Villages, Greyton and Riviersonderend itself;
- There is a gap in these northern mountain ranges formed by the Breede Valley which lets the river onto the coastal plain. This gap is then closed again by the Langeberg Mountains. Swellendam and Suurbraak are found in its foothills;
- Over these mountains is a completely separate section of the Tradouw Valley through which Route 62, the well known Western Cape tourist route, passes. Barrydale, the main settlement in this vicinity, takes access over the Tradouw Pass from Suurbraak and Swellendam;
- The majority of the Overberg comprises the undulating inland plateau and rolling hills of the mixed farming area of the Rûens. This stretches from Bot River in the west and continues into Hessequa municipality abutting the district's eastern boundary;
- This intensive farming area overlaps with Renosterveld, a Critically Endangered vegetation type because the terrain on which it grows is also suitable for mixed farming and hence most of it has been destroyed;
- Although it is considered that intensive agriculture should enjoy a priority because of its economic, employment and food security benefits land that is not suitable for farming should become part of private nature reserves or conservancies to promote Renosterveld conservation;
- In contrast to the singular dominance of intensive mixed farming the Rûens the Agulhas coastal plain is a complex mosaic of intensive agriculture, wetland systems and Critically Endangered renosterveld remnants. The bio-physical importance of this sub-region has seen the formation of the Agulhas National Park in an effort to conserve this remarkable area;
- While there is a considerable amount of land under formal conservation, almost 300 000 hectares of National Parks, CapeNature reserves and mountain catchment areas, the district has seen a remarkable growth in private nature conservation efforts mainly funded through eco-tourism ventures. There is now approximately 80 000 hectares of such conservancies and private nature reserves. Many of these have attached themselves to a public conservation area. The conservancies around the Salmon's Dam reserve are a good example of this process;
- Nationally important estuaries are located on the Overberg coastline including the Bot, Klein, Ratel, Heuningnes and Palmiet estuaries;
- Due consideration should be given to climate change. Two impacts that could affect the district include sea level rise and flooding rivers especially if accompanied by storms on springtides. Floodlines should be determined and the river corridor set backline strictly observed. It is also likely that mean temperatures will rise changing the nature of crops that can be economically farmed;
- The Coastal Management Act requires the determination of Coastal Setback Lines. Interim lines are set at 1000m from the high water mark in rural areas and 100m in urban areas. No urban development or other activities that may affect the land such as intensive agriculture may happen within this zone without a permit. All the estuaries within the district fall within this policy (see section 5.3.3).



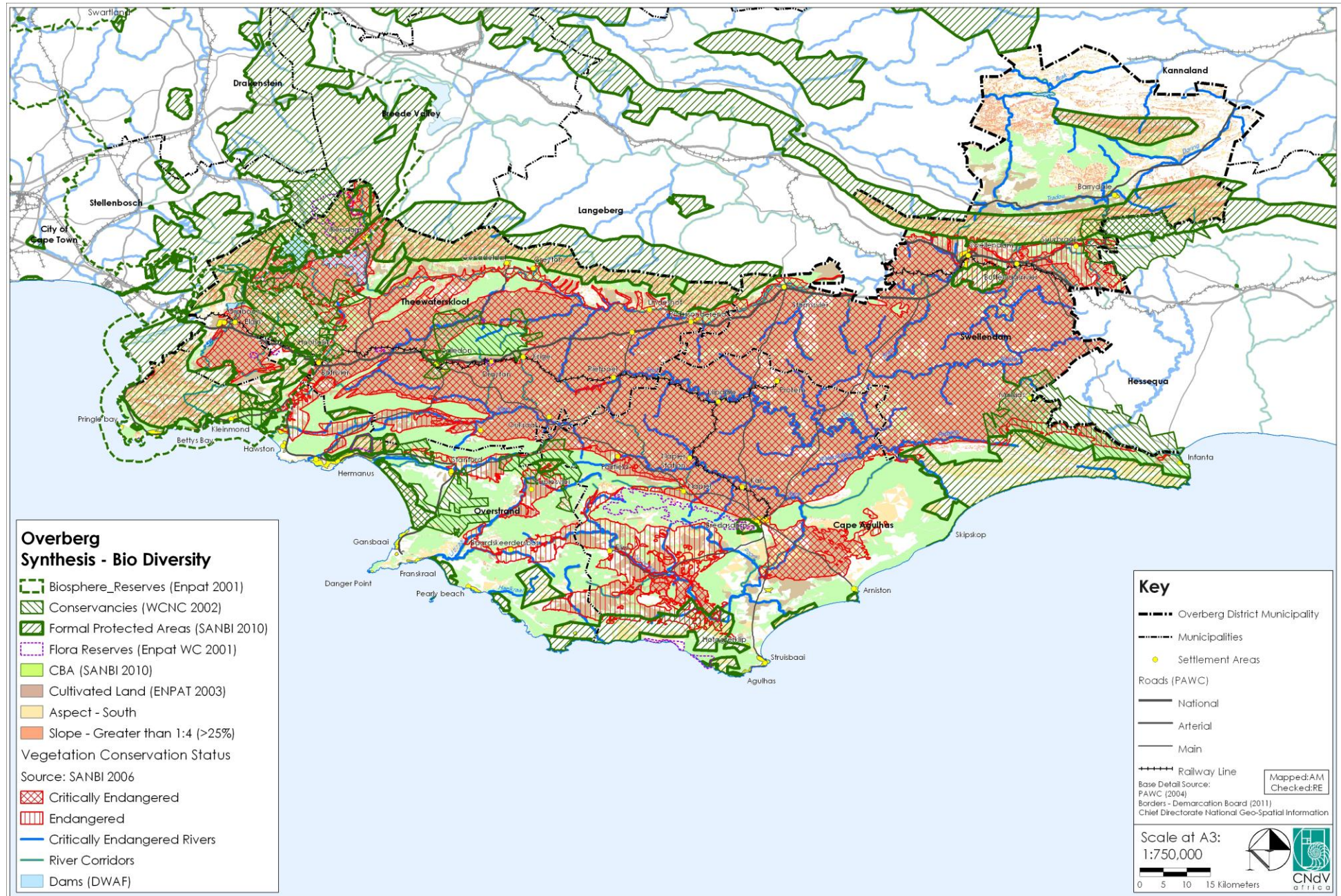


Figure 5.2.1 Overberg District Municipality: Natural Systems Synthesis

## 5.2.2 SOCIO ECONOMIC AND BUILT ENVIRONMENT SYNTHESIS

**Figure 5.2.2 shows the main socio-economic patterns in the district.**

- There are a wide range of socio-economic conditions in the Overberg whose patterns echo those of the bio-physical. This is because the most productive and species rich land with high bio-mass and rainfall also offers the most livelihood opportunities. This close alignment between the social and bio-physical occurs especially where an area has little mining or intensive tertiary economic opportunities such as those found in large metropolitan areas;
- Six major socio-economic patterns can be identified:
  - i. The most intense is the coastal conurbation between Fisherhaven and Hermanus which stretches almost 20 kms;  
  
The traffic delays, created in part by the many signalized intersections, results in travelers from Cape Town to the eastern sections of Hermanus increasingly preferring to take the R316 and R326 routes via Caledon, not withstanding the much longer distance;
  - ii. This is followed by extremely high rural population densities around Grabouw-Elgin and Vyeboom. Grabouw-Elgin is also increasingly functioning as a dormitory town of the Cape Metro only 26 kilometres away from Somerset West over Sir Lowry's pass;
  - iii. An interesting socio-economic pattern, not found at this scale in many other districts, are the various mission villages and other local communities whose settlements have followed different routes to those started by the Dutch and British administrations in the 18<sup>th</sup> and 19<sup>th</sup> centuries. These include Elim and Kassiesbaai in Arniston, neither of which have individual freehold property, and Genadendal, Suurbraak, Tesselaarsdal, Baardskeedersbos and Middleton. Greyton's layout suggests that it had a similar origin to the three villages around Genadendal but it has followed a different development trajectory and the major part of it is today a boutique country village. These villages have suffered from social and political marginalization and poor marketing profiles which has resulted in their economic development prospects lagging far behind their inherent heritage, tourism and agricultural resource opportunities;
  - iv. There are a number of administrative and service centre settlements centrally located throughout the district including

Caledon, Riviersonderend, Swellendam, located on the N2, and Bredasdorp, strategically located at the toe of the Bredasdorpberge and well placed to service all of the coastal and inland settlements in its sub-region;

- v. A fifth set of settlements includes those whose initial role as an agricultural service centre has declined but they have continued to prosper as retirement or holiday centres due in part to the attractiveness of their rural and urban environments. These include Stanford, Napier, Malgas and Barrydale;
  - vi. Finally, there are a significant number of rural residents living on farms. This population declines considerably from west to east as the productivity of the land decreases. This decline is also accelerated by the continuing impact of the Establishment of Security of Tenure for farm labour policy as well as the general drive to reduce labour costs in rural economic activities. The only areas where employment is increasing is where farming is changing to more labour intensive agricultural and vertically integrated activities, for example, from mixed farming to wine farming and its associated wine tasting and restaurant activities;
- The settlements are generally well provided with physical educational, health and social facilities. Issues around social services in these sectors relate more to service delivery and management within the sector departments and are not a major spatial planning issue.

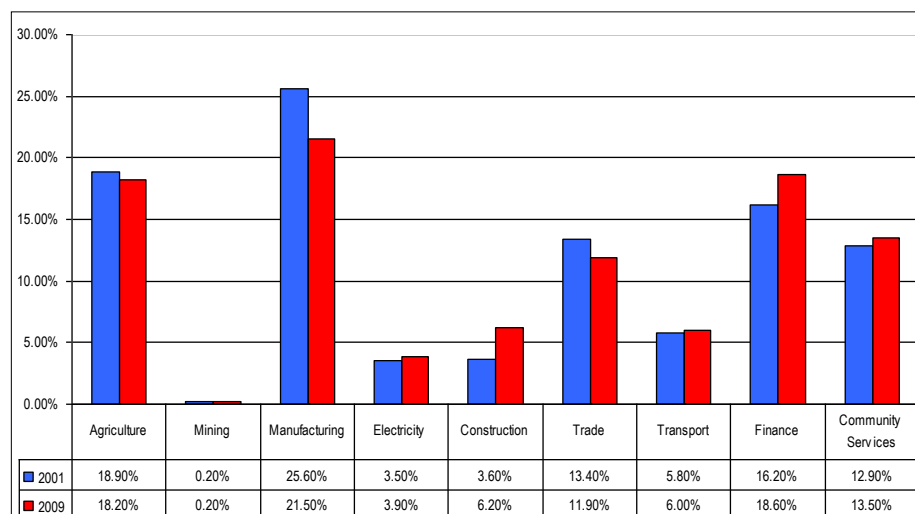
## 5.2.3 SECTOR GVA CONTRIBUTIONS, see Graph 5.2.1

- The main GVA contributors in the district for 2009 were:
  - Manufacturing (21.5%);
  - Finance (18.6%); and,
  - Agriculture (18.2%).
- Agriculture and Manufacturing have shown declines in its percentage shares of the GVA over the 2001 and 2009 period;
- The Construction, Finance and Community Services sectors have shown growth from 2001 to 2009; and,
- The sectors that have shown the largest per annum average growth rate are Construction (9.66%) and Finance (4.52%).





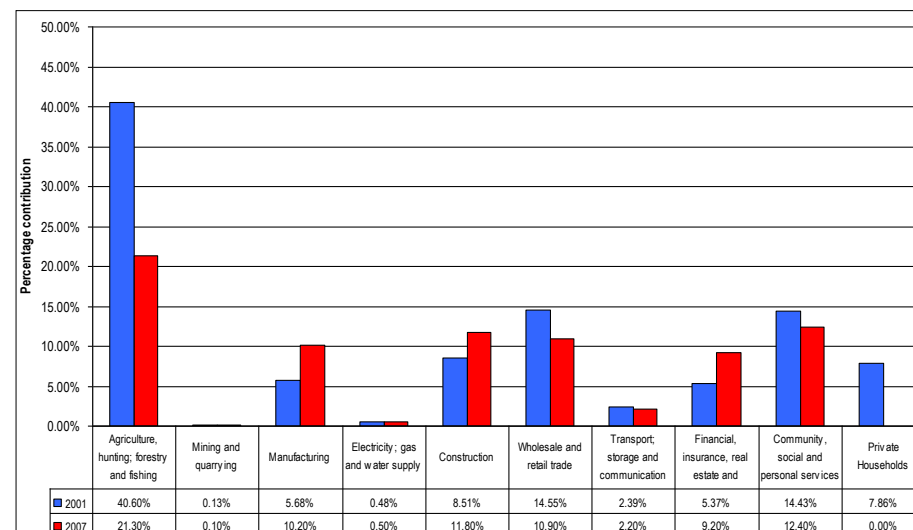
Figure 5.2.2 Overberg District Municipality: Socio-Economic and Built Environment Systems Synthesis



**Graph 5.2.1** Sector contributions to GVA for the Overberg District Municipality for 2001 and 2009  
(Source: Provincial Treasury 2010)

#### 5.2.4 SECTOR EMPLOYMENT CONTRIBUTIONS, see graph 5.2.2

- The following sectors made the largest contributions to employment in 2007:
  - Agriculture (19.5%);
  - Community, Social and Personal Services (12.4%);
  - Construction (11.8%); and,
  - Manufacturing (10.2%).
- There was a significant decline in employment in the Agriculture, hunting, forestry and fishing sector from 2001 to 2007 of approximately 19.3%, although it still remains the most important employment sector; and,
- A positive increase in employment of 4.52% in the manufacturing and construction sectors took place from 2001 to 2007. However, it should be noted that these were the economic boom years and this position has changed considerably since then.



**Graph 5.2.2** Sector contributions to Employment for the Overberg District Municipality for 2001 and 2007 (Source: Provincial Treasury 2010) (Note: private households were not included in the 2007 Community Survey)

**Note:** 2007 community survey does not include private households as a sector.

#### 5.2.5 BROAD CONCEPTUAL SDF

Figure 5.2.3 indicates the Broad Conceptual SDF which highlights the following existing character of the district:

- The changing nature of the coastline from west to east with its one urban (when compared to the other coastal regions) and two wilderness sections.
- NB: It should be noted that there are sections of the urban corridor identified at the district scale that are important natural environments (i.e. Bot River Estuary between Kleinmond and Fisherhaven, Klein River Estuary ("Hermanus Lagoon") to De Kelders, near Gansbaai, and Uilkraals Estuary between Gansbaai and Pearly Beach). These should be addressed as focus areas at the local municipal scale.
- The intense agricultural activity of the Elgin valley at the threshold between the City of Cape Town to the west and the rest of the district;

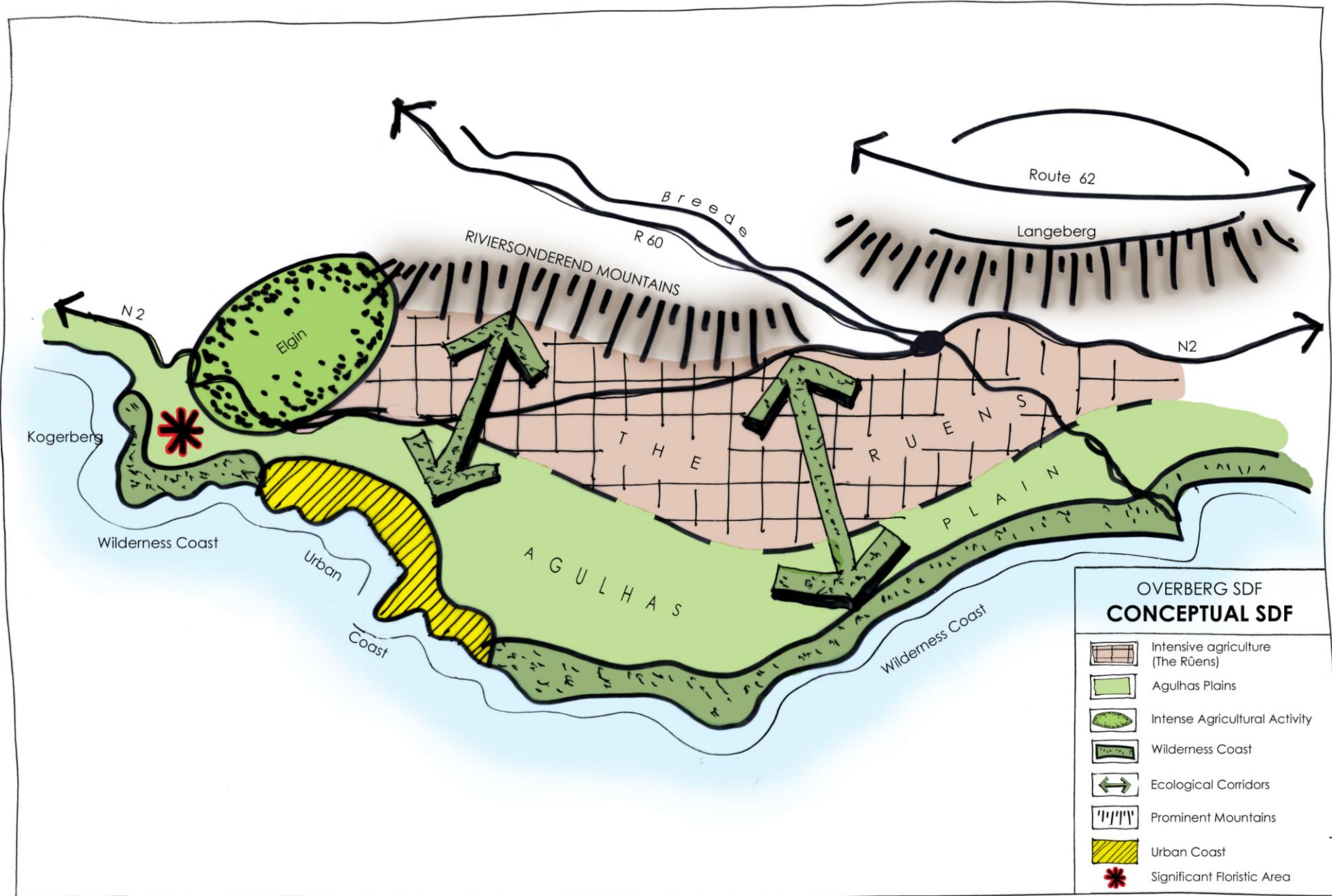


Figure 5.2.3 Overberg District Draft Municipal SDF: Concept



- The enclosing role of the Riviersonderend and Langeberg mountains whose southern slopes provide the catchments of the various rivers that cross the fertile inland rolling hills of the Rûens and plains of Agulhas en-route to the sea;
- The agriculturally productive swathe of the Rûens which must be protected as an economic, employment and food production resource, but across which should be found ecological corridor links between the mountains and the coast to promote Renosterveld conservation;
- The Agulhas plain whose potentially conflicting aquatic, conservation and agricultural land uses are starting to resolve themselves in a complex of public and private protected natural areas at the same time as the area is seeing increased agricultural, employment and economic activity as vineyards take over from mixed farming;
- The strategic nature of Swellendam's location at the junction of the R60 and N2 transport corridors to Cape Town where the Breede Valley breaks through the mountain chain to before flowing to the coast; and,
- Finally, as part of another eco-system over the Langeberg, the Tradouwvalley through which Route 62, the popular tourist route between Tulbagh and Uniondale, passes.

### 5.3 DISTRICT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

Figure 5.3 indicates the spatial development framework for the municipality as a whole.

It comprises the following elements:

- Bio-Regions;
- Spatial Planning Categories;
- Estuaries;
- Settlement Hierarchy;
- Main Tourism Destinations;
- Proposed Major Projects;
- Land Reform;
- Energy Generation Projects;
- Marine and Coastal Resources;
- Principles for Urban Design Guidelines;
- Vertical and Horizontal Alignment;
- Local Municipal Proposals; and,
- Human Settlements.

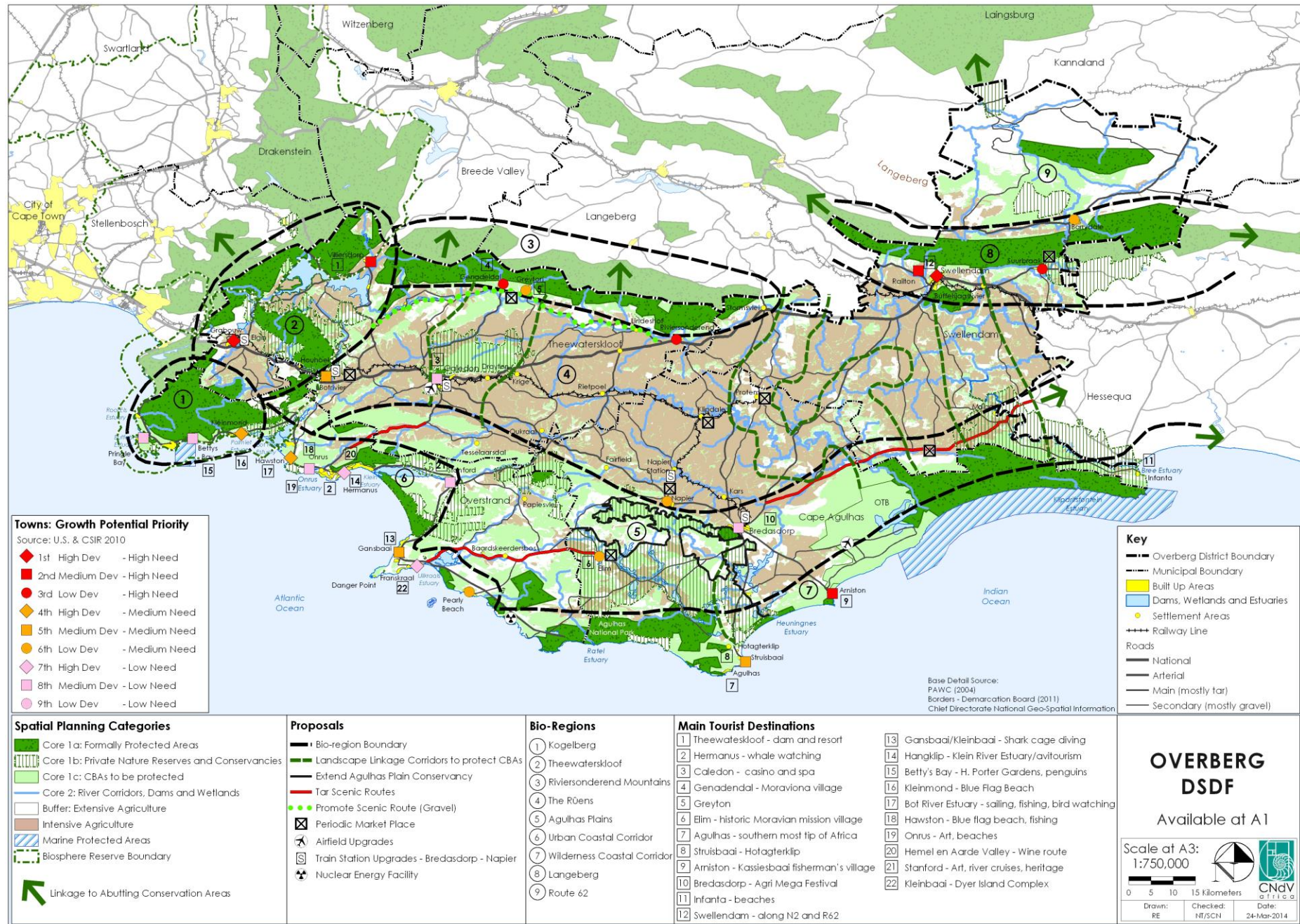


Figure 5.3 Overberg District Municipality Municipal Spatial Development Framework

### 5.3.1 BIO-REGIONS

The Status Quo report analysis and synthesis identified nine bio-regions that form the basis for the organization of the DSDf. Their main characteristics are shown in Table 5.3.1 below.

Map No.	1	2	3	4	5	6	7	8	9
Name	Kogelberg	Theewaterskloof	Riviersonderend mountains	The Rûens	Agulhas Plains	Urban Coastal corridor	Wilderness Coastal Corridor	Langeberg	Route 62
Altitude (m)	0 - 800	300 - 2000	300 - 1000	100 - 450	20 - 250	5 - 2100	5 - 200	250 - 2000	500 - 1 000
<b>SOCIAL</b>									
<b>Settlement and Population distribution</b>	Rooi Els Pringle Bay Bettys Bay	Villiersdorp Elgin-Grabouw (± 22 000) Rural pop: (± 40 000)	Helderstroom prison Genadendal village (± 5000) Greyton (± 2000) Riversonderend	Botrivier Caledon (± 12 000) Napier Stormsvlei	Elim Bredasdorp Malgas Urban: (± 22 000) Rural : (± 6 000)	Urban: (± 48 000) Stanford Kleinmond Hawston Hermanus Gansbaai Pearly Beach Rural pop: (± 7000)	Struisbaai Agulhas Arniston Infanta	Swellendam (± 13 000) Buffelsjagrivier Suurbrak (± 2000)  Rural pop: (± 10 000)	Barrydale
<b>ECONOMY</b>									
<b>Agriculture</b>	(Mostly protected areas with limited urban development)	Irrigated: 35 000 has  30 000 jobs	(Mostly protected areas with limited urban development)	Dry land: 300 000 ha  2 000 jobs	Dry land: 40 000 ha  1 000 jobs	Main urban concentration with strong tertiary economic sectors - Wholesale and Retail - Financial Services - Government Services, Tourism and Accommodation	(Mostly protected areas with limited urban development)	Dry land: 100 000 ha  6 000 jobs	(Mostly protected areas with limited urban development)
<b>BIOPHYSICAL</b>									
<b>Renewable<sup>1</sup> energy potential</b>	Solar - Low – Wind - low	Solar - Low – Wind - low	Solar - Low – Wind - low	Solar - Low – Wind – low	Solar – Low Wind – medium	Solar - Low Wind – medium Nuclear Energy	Solar - Low – Wind - medium	Solar - low Wind - low	Solar - low Wind - medium
<b>Hydrology and Biodiversity</b>	Pristine rivers including the Palmiet – some of best quality in SA	Drains into Theewaterskloof dam – generally poor water quality	Headwaters of major rivers: Riviersonderend; Breede	A number of important rivers rise here including, Sout, Nuweyaars	Crossed by major rivers and there large wetland systems on the Agulhas plain.	Major estuaries and lagoons include Klein, Onrus, Bot and Uilkraal	Major estuaries and lagoons include De Hoop and Breede	Headwaters of tributaries that flow into the Breede which rises near Tulbagh	Main river is the Tradouw which drains southwards through the pass
<b>Landscape character</b>	Steep coastal cliffs and estuarine flood plains rising to high mountains	High mountains and forests with Alpine character	Long range of high mountains forming backdrop to the rolling inland plain of the Rûens	Undulating rolling plain with distinct patchwork pattern of farms	Complex mosaic of fertile plains, wetlands and low mountains	Wide beaches, lagoons and estuaries interspersed with linear urban coastal settlements	Wide beaches, lagoons and estuaries but with few isolated urban settlements	High dramatic mountain range closing off western part of district from the north	Narrow valley between the Langeberg and the Rooiberg

<sup>1</sup> Although not renewable, a nuclear power station is proposed at Bantamsklip in the Urban Coastal Corridor.

Table 5.3.1 Bio-regions and characteristics





Figure 5.3.1 Bio-regions

As mentioned previously the bio-regions provide the basis for the policy proposals as follows, see Figure 5.3.1:

### 5.3.1.1 Kogelberg

Policy Proposals:

- K1** Maintain and consolidate the Kogelberg biosphere reserve taking every opportunity to increase its contribution to economic growth and employment without compromising its wilderness conservation framework. In this regard spatial management rules could be explored to ensure economic development and employment through the harnessing of the tourism potential of natural resources;
- K2** Promote the sustainability of Rooi-els, Pringle Bay and Bettys Bay by:
  - encouraging the use of sustainable service technologies;
  - green building techniques; and,
  - an improvement in their overall aesthetic appearance through the use of urban design, architectural and landscaping guidelines to guide all new building work and renovations.
- K3** In terms of the settlement planning principles socio-economic integration should be promoted in these villages to reduce the distances that have to be travelled by domestic workers and others who provide services to these villages.
- K4** Promote Kleinmond as the gateway into the Koggelberg Biosphere Reserve via the Palmiet River corridor. Potentially include the Lamloch Swamp area into the Rooisand Nature Reserve.
- K5** Promote linkages/corridors between terrestrial and marine ecosystems, particularly where coastal wetlands and estuaries are present.
- K6** Delineate in the local SDF the coastal management line in terms of the Integrated Coastal Management Act.



Kogelberg Biosphere Reserve looking west over the Bot River estuary



View of Kogelberg towards Rooi-els ([www.wikimedia.org](http://www.wikimedia.org))

### 5.3.1.2 Theewaterskloof

Policy Proposals:

- T1** Review the role of Grabouw-Elgin taking into account that it is no longer a secondary settlement in the Theewaterskloof Municipality but serves a highly productive, labour intensive agricultural and vibrant tourism economy, is also a dormitory town of the City of Cape Town and has the highest development priority and social need rating and 2<sup>nd</sup> largest population in the district;
- T2** Encourage and support the intensive irrigation agriculture in the Elgin-Grabouw area as the largest key rural employment centre in the District.
- T3** Discourage the conversion of viable agricultural land to urban and other types development without the necessary impact studies and authorizations from the competent authorities.
- T4** Encourage conservancies to protect conservation priority vegetation in the north.



Theewaterskloof: fruit farm near Elgin

- T5** Promote the development of Theewaterskloof dam as a Core 2 SPC with development and ploughing prohibited 32m from its banks along those fringes of the dam not currently used for tourism purposes in order to conserve and promote its primary function as a water reservoir.
- T6** Promote the upgrading of the Grabouw and Bot River railway stations and their precincts for tourism purposes and the use of the railway line as a vintage railway tourism route linking to Caledon, Napier and Bredasdorp.
- T7** Promote agri-tourism throughout the area.
- T8** Implement urban design and landscaping upgrades of the main settlements' main streets and CBDs.

#### 5.3.1.3 *Riviersonderend Mountains*

Policy Proposals:

- RM1** Ensure alignment and linkages with conservation areas abutting the district's boundaries to the north.
- RM2** Discourage any conventional urban development in the identified Core conservation areas.
- RM3** Promote the old road from Villiersdorp via Helderstroom prison, Genadendal and Greyton to Riviersonderend as a rural tourism route;
- RM4** Actively promote linkages between Genadendal tourist opportunities and Greyton's tourism market to support emerging tourism entrepreneurs from the local community.

#### 5.3.1.4 *The Rûens*

Policy Proposals:

- TR1** Discourage the conversion of agricultural land to urban development without the necessary impact studies and authorisations from the competent authorities.
- TR2** Enforce CARA permit applications more rigorously in order to protect Renosterveld remnants.
- TR3** Promote the conservation of Renosterveld by encouraging conservancies on those areas too marginal for Intensive Agriculture.
- TR4** Focus the promotion of these conservancies on the linkage corridor areas in the SDF:
- north of Caledon;
  - south of Stanford;
  - north of Papiesvlei; and,
  - north of Malgas.



Canola fields in the Rûens



The Rûens: mixed farming near Greyton



View from the Bosmanskloof Hiking trail, Greyton



- TR5** Promotion of conservancies should make allowance for limited tourism opportunities to help fund capital and maintenance costs.
- TR6** Promote responsible veld management in Extensive Agricultural areas to improve veld carrying capacity and bio-diversity.
- TR7** Promote the upgrading of the Caledon and Napier railway stations and precincts and the use of the railway line as part of the vintage railway tourism route to Grabouw.
- TR8** Implement urban design and landscaping upgrading of the main settlements' main streets and CBDs especially Caledon.
- TR9** Encourage the upgrading the airfield at Caledon for commercial purposes.
- TR10** The development of rural settlements requiring public funds should be discouraged in lieu of development in urban areas where a more complete range of urban services and economic opportunities can be provided. However, rural communities should be assisted with finding other funding sources and development partners.
- TR11** Where services are required in the rural settlements these should be designed around renewable off grid services and technologies.
- TR12** Opportunities for access to land reform and rural economic activities should be encouraged for the previously disadvantaged sectors of the communities.
- TR13** Promote periodic markets in the more marginal rural settlements such as Klipdale and Proteem where thresholds are too low to support large scale full time activities, see section 5.1.4.11.
- TR14** Upgrade the road from Caledon to Hermanus through Hemel en Aarde Valley (already underway).



Urban development on coast at Agulhas



Coastal corridor: wine farming



Stanford viewed from the R43

#### 5.3.1.5 Agulhas Plains

##### Policy Proposals:

- CIP1** Promote the northward extension of conservation to include the Renosterveld Floral Reserve south of Napier along the Bredasdorp mountains.
- CIP2** Encourage conservancies to protect conservation priority vegetation in this area. These can be integrated with agricultural activities on active farms.
- CIP3** Implement urban design and landscaping upgrading of the main settlements' main streets and CBDs.
- CIP4** Review the intent to redevelop the airforce base as a commercial airport given the amount of through traffic that is required to sustain the establishment of an airport.
- CIP5** Promote the development of Bredasdorp, Elim, Malgas, Waenhuiskrans and Struisbaai as tourism destinations.

- CIP6** Investigate a mixed passenger rail service and encourage the preferred use of this service for passengers and goods.
- CIP7** Upgrade the following roads:
- Elim to Gans Bay (already underway);
  - Caledon to Hermanus through Hemel en Aarde Valley (already underway); and,
  - Bredasdorp to Malgas Routes to promote tourism opportunities.
- CIP8** Encourage the development of tourism opportunities along these routes.
- CIP9** Encourage the establishment of a new staff village for De Hoop Nature Reserve on the road between Bredasdorp and Malgas (off-grid services should be explored).
- CIP10** Promote periodic markets in the more marginal rural settlements such as at the proposed new staff village on the Malgas to Bredasdorp Road where thresholds are too low to support large scale full time activities, see section 5.1.4.11.
- CIP11** The sewage from the Stanford Waste Water Treatment Works should be treated for the use of irrigation purposes and not discharged into the Klein River Estuary.
- CIP12** The R43 from Voelklip to Pearly Beach should be promoted as a scenic route with NMT facilities.



Elim row houses along one of the main streets



Hermanus: upgraded Market Square with traders



Hermanus: shopping street requiring NMT facilities

#### 5.3.1.6 Urban Coastal Corridor

##### Policy Proposals:

- UCC1** Promote the internal integration of the coastal villages to reduce the distances that have to be travelled by those who do not have or can't afford private vehicles and others who provide services to these villages.
- UCC2** Assess the proposal to establish a nuclear energy facility and related networks south of Pearly Beach. If the development of this facility is to proceed then a safety zone (as per the legislative requirements)\*in which no urban development should occur will have to be established. The labour force of the facility should be accommodated in the nearby urban areas. Potentially conduct a needs analysis in terms of infrastructure, transport, health services, etc. should this development realize. Should this development proceed, any perceived negative impacts on wetlands should be mitigated.
- UCC3** Promote the upgrading of the Elim to Gans Bay (already underway) and Caledon to Hermanus Roads (already underway) through the Hemel and Aarde Valley in order to increase tourism opportunities.
- UCC4** Encourage conservancies to protect conservation priority vegetation (Walker Bay Nature Reserve) in the area and to support the Agulhas Biodiversity Initiative.
- UCC5** Delineate in the local SDF the coastal management line in terms of the Integrated Coastal Management Act.

- UCC6** The creation of a whale sanctuary should be investigated.
- UCC7** The tourism potential of the Onrusberge and Kleinrivierberge should be promoted within the coastal reserves.
- UCC8** Further development of this area should protect the character of the area, be aesthetically pleasing and contribute to the tourism quality of the area.
- UCC9** Promote linkages and corridors between terrestrial and marine ecosystems particularly where coastal wetlands and estuaries are present. Promote the conservation of the mountain backdrop, the river valleys and coastal strip.

\*Note: At present the Koeberg Nuclear Power Station safety zone is 0-5km for a 360 degree radius and 5-16km for a 67.5 degree radius

#### 5.3.1.7 Wilderness Coastal Corridor

- WCC1** Support the development of Hotagterklip and the southern tip of Africa project at Agulhas that already enjoy international tourism exposure as tourism destinations. Detailed development plans should be produced for any development in or around these precincts. (Under way at Cape Agulhas lighthouse precinct.)
- WCC2** Encourage conservancies to protect conservation priority vegetation in the area and to create a continuous coastal conservation link along the entire coastline of the District.
- WCC3** Promote the integration of the coastal villages (Agulhas, Struisbaai and Arniston) (i.e. the settlement internally be encourage to function in a more integrated manner) to reduce the distances that have to be travelled by domestic workers and others who provide services to these villages.
- WCC4** Delineate in the local SDF the coastal management line in terms of the Integrated Coastal Management Act.
- WCC5** Investigate a “wilderness access route” to the southern-most tip of Africa through Agulhas National Park given the urban nature of the current route to the tip of Africa via L'Agulhas and Struisbaai
- WCC6** Appropriately manage and develop the tourism potential of the Dyer Island Complex.
- WCC7** Promote linkages/corridors between terrestrial and marine ecosystems particularly where coastal wetlands and estuaries are present.



Original cottages at Hotagtersklip



Suurbraak: main street with upgraded houses keeping to vernacular styles



Suurbraak: large rural plots



### 5.3.1.8 Langeberg

#### Policy Proposals:

- L1** Encourage conservancies to protect conservation priority vegetation, east of Suurbraak. These conservancies can be integrated with farming and support Core conservation areas.
- L2** Discourage any urban development in the Core conservation areas.
- L3** Promote the eastward and westward linkage of the conservation corridors along the Langeberg to integrate with conservation initiatives in the surrounding municipalities.
- L4** Promote the further development of Swellendam, Suurbraak and Barrydale as tourism destinations that can benefit from the high levels of vehicular traffic passing by as a result of the popularity of the N2 Freeway and the R62.



Swellendam: Dutch reformed church: prominent heritage landmark

### 5.3.1.9 Route 62

#### Policy Proposals:

- R1** Encourage conservancies to protect conservation priority vegetation in the area north of Barrydale and along the northern boundary of the Municipality. This can be integrated with farming on the same property but should have a Core 1 classification and the portion used for farming will have a Buffer 2 classification.
- R2** Promote the northward link of the conservation corridor along the northern boundary of the municipality with conservation initiatives in the abutting municipalities.
- R3** Encourage the development of opportunities for access to land reform and rural economic activities for the previously disadvantaged sectors of the communities in Barrydale.
- R4** Discourage the conversion of agricultural land to urban development.
- R5** Enforce CARA permit applications more rigorously in order to protect Renosterveld remnants.
- R6** Promote responsible veld management in Extensive Agricultural areas to improve veld carrying capacity and bio-diversity.



Route 62 in the Tradouw valley with Barrydale in background



Intensive Agriculture

### 5.3.2 SPATIAL PLANNING CATEGORIES

The conceptual framework helps to identify spatial planning categories for Land Use Management.

It must be noted that this DSDf does not give or take away any rights. Within the nodes the existing town planning schemes / Land Use Management Schemes (LUMS) containing the current existing real rights on the land will form the basis of detailed Land Use Management Systems (LUMS).

The Spatial Planning Categories (SPCs) provide the basis for managing rural land uses. The general conditions guiding what activities may occur within each category are set out in the Provincial Spatial Development Framework and are summarized on Figure 5.3.2a.

The SPCs should be used as a guide to promote their alignment with LUMS over time through rezonings and subdivision applications. The intention is thus not to restrict land use rights but to guide land use applications.

#### 5.3.2.1 Core 1a: Formally protected conservation areas

Core SPC comprising formally protected natural areas including large Core Biodiversity Areas (CBAs), as identified by SANBI. They comprise 17% of the municipality. SANBI proposes that CBAs should be designated Core 1 conservation areas. However, no form of conventional urban development, i.e. urban related activity is permitted in a Core 1 SPC. It is likely to be necessary to promote low-key eco-tourism development to assist with funding requirements. For this reason Buffer 1 should rather be proposed for privately owned CBAs that could be developed (i.e. resorts) to begin with, see section 5.3.2.3 below.

#### 5.3.2.2 Core 1b: CBAs outside of formally protected conservation areas

SANBI has identified a number of CBAs containing important vegetation fragments that require protection. Formally protecting them will require massive resources as they comprise 26% of the District.

#### 5.3.2.3 Core 2: River and wetland corridors and Estuaries

A key aspect of the municipality's sustainability is the protection of its river systems and water bodies, many of which are in a medium to highly altered state as identified by SANBI. For this reason the municipality needs to limit bank side ploughing and development in the high catchments to the greatest extent possible. The 1:50 year floodline or, in its absence, a minimum 32m is proposed as the setback zone from the banks of all river and water bodies unless otherwise delineated by flood lines and or ecological set back lines.

Coastal management lines should be determined in line with the Integrated Coastal Management Act. Interim lines have been set at 1000m from the high water mark (rural areas) and 100m (urban areas). These also apply to estuaries as per this Act.

It is intended that landowners be encouraged to protect them via stewardship agreements or private conservancies in return for rates rebates and the appropriate use of land for eco-tourism and other income generating ventures.



Core 1a: conservation areas in the Agulhas National Park



Core 2 SPC: river corridor with no ploughing within 32m of bank



Core 2 SPC: water courses and dams to be protected.  
Note: Eucalyptus trees, large water consumers



Funds for alien vegetation removal that also have benefits in terms of improving water quality and quantity can also be mobilised.

When a property is proclaimed as a conservancy or stewardship area those portions to be used purely for conservation purposes should be proclaimed Core 1 SPC and those portions containing accommodation or buildings should remain Buffer.

#### 5.3.2.4 Buffer: Extensive Agriculture

Large areas of vegetation do not comprise CBAs but their responsible grazing management in terms of improving their bio-diversity can create a double benefit by improving stock carrying capacity as well as vegetation quality. These areas can also be used for game farming, tourism and hunting. They comprise 36% of the district.

This SPC should accommodate activities and uses directly related to the primary agricultural enterprise such as homesteads, agricultural buildings and worker accommodation, etc. As a provincial guideline (to be considered on individual application basis), one additional non-alienable dwelling unit per 10ha (up to a maximum of five per farm) may be permitted. Such dwelling units do not include those used for bona-fide agricultural purposes. Appropriate ancillary rural activities (holiday accommodation, restaurant, function venue facilities, farmstalls, home occupation, wineries, olive pressing, riding schools) that do not detract from farming production may also be allowed. Applications for resort developments are permitted subject to the Guidelines for Resort Developments in the Western Cape, 2005.

Development should be clustered (no further subdivisions below minimum farm size as determined by the Department of Agriculture) should be encouraged.

#### 5.3.2.5 Intensive Agriculture

Agriculture was the biggest employer in the municipality (approx. 40 000 direct jobs (2001)) and is the 3<sup>rd</sup> largest contributor to the economy, 18% of GVA, and is a significant contributor to exports. This use only comprises 43% of the land in the district, much of it under irrigation, and should be protected to the greatest extent possible. This land will also be an important resource in terms of food security in the long term.

Table 5.3.2 summarises the policies to guide implementation of the SPCs.

The Spatial Planning Categories provide the basis for managing rural land uses. The general conditions guiding what activities may occur within each category are set out in the Provincial Spatial Development Framework and have been amended to address their application in the district as shown in Figure 5.3.2b and Table 5.3.2.

This SPC should accommodate activities and uses directly related to the primary agricultural enterprise such as homesteads, agricultural buildings and worker accommodation, etc. As a provincial guideline (to be considered on individual application basis), one additional non-alienable dwelling unit per 10ha (up to a maximum of five per farm) may be permitted. Appropriate ancillary rural activities (holiday accommodation, restaurant, function venue facilities, farmstalls, home occupation, wineries, olive pressing, riding schools) that do not detract from farming production may also be allowed.



SPC Intensive Agriculture: Wheat farming in the Rûens



SPC Extensive Agriculture: Sheep farming on pastures



SPC Intensive Agriculture: irrigation Farming

Development should be clustered. No further subdivisions (below minimum farm size as determined by the Department of Agriculture) should be encouraged.

Note: All CBAs (as indicated in Figure 5.3.2a) are to be ground truth'ed prior to them being designated as SPC Core 1.

### 5.3.2.6 Urban Settlement

This includes the areas that are or will be used for urban related activities. All these areas should be included in a defined Urban Edge.

Gross average densities should be increased to 25du/ha in settlements requiring public transport. This will make these transport facilities viable, increase thresholds for supporting business opportunities and generally result in more efficient use of infrastructure.

In small rural settlements where no public transport is required gross average densities of 15du/ha should be strived for.

In specific cases densification studies can be prepared to develop area appropriate densification policy guidelines which are sensitive to the unique character of an area (biodiversity and heritage aspects).

In some instances, e.g. small scale intensive agriculture, market gardens / allotments, may be located within the Urban Edge to support food security. The Urban Edge should enclose sufficient land to accommodate a settlement's growth for the next 10 – 20 years after densification has occurred.

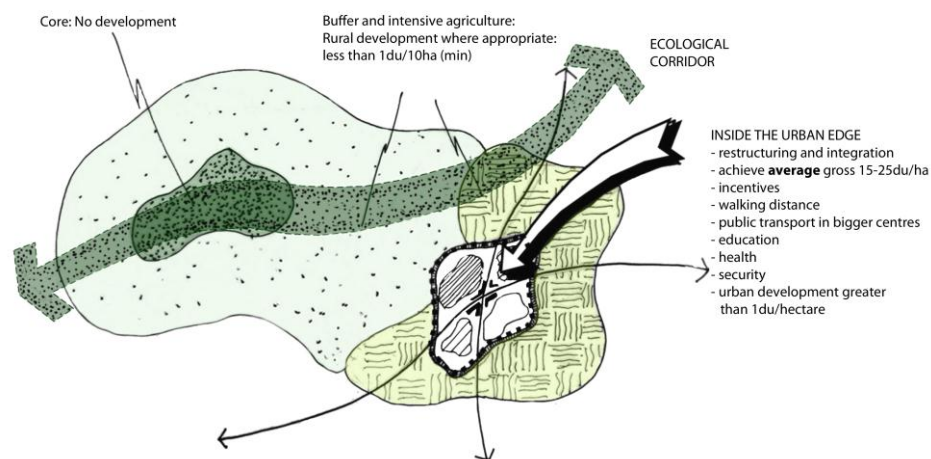


Figure 5.3.2a Bio-regional Planning Zones (Spatial Planning Categories (SPCs))

Proper planning guidelines and zoning restrictions should be implemented in Rural Development Areas.



Figure 5.3.2.b Critical Biodiversity Areas (CBA's) (SANBI, 2010)



SPC	Description	Policies	Notes	Responsibility
Core 1a	Formally protected conservation areas	Formally protected areas, including those under SANParks and CapeNature control, should continue to enjoy the highest levels of protection.  Further continuous corridors between the mountain and the sea should be promoted.  The municipality should engage with the conservation authorities to ensure that economic growth and employment opportunities from these areas are maximized.		Municipality SANParks CapeNature Tourism organisations
Core 1b	Critical Biodiversity Areas (CBAs) outside of formally protected conservation areas	Conservation of endangered vegetation areas shall be encouraged through the promotion of conservancies and stewardship projects with limited eco-tourism development rights and/or donations to formal conservation agencies.  Conservation of CBAs should be incentivized through the granting of limited development rights as per the rural Land Use Planning and Management Guidelines for Holiday Accommodation, low density rural housing, low impact tourist and recreational facilities (CapeNature 2010).		Municipality Dept of Nature Conservation Dept of Tourism SANBI
Core 2	River corridors and wetlands	River corridors and wetlands, including ephemeral pans, must be protected from urban, agricultural and mining activities to a distance of at least 32 metres from their banks unless closer setback lines have been determined by a geohydrologist and freshwater ecologist.		Municipality, DWAf, Dept of Agriculture, SANBI
Buffer	Extensive agriculture / grazing	Rotational grazing and other veld management best practices shall be promoted livestock grazing so as to improve biodiversity and stocking rates		Municipality Dept of Agric
Intensive Agriculture	Irrigation and dry land crop and pasture farming	All existing and potential land suitable for intensive agriculture shall be protected from conversion to other uses including conservation. Agriculture water demand management must be practiced and intensive agriculture water supplies shall be protected and not diverted to other uses.  Investigate methods to bring the agricultural land currently lying fallow back into production if possible.		Municipality Dept of Agric Consultant
Urban Settlement	All land used for urban purposes in towns, villages and hamlets.	Urban development shall be promoted within urban settlements according to the settlement planning principles, see Section 5.4.		Municipality
Urban Edge	Outer boundary of urban settlement aligned to protect natural and agricultural resources and to promote more compact settlements	No urban development shall be permitted outside of Urban Edges.  <u>NOTE:</u> Urban Edges should be delineated in Local Spatial Development Frameworks.		Municipality Dept of Agric

Table 5.3.2 Spatial Planning Categories

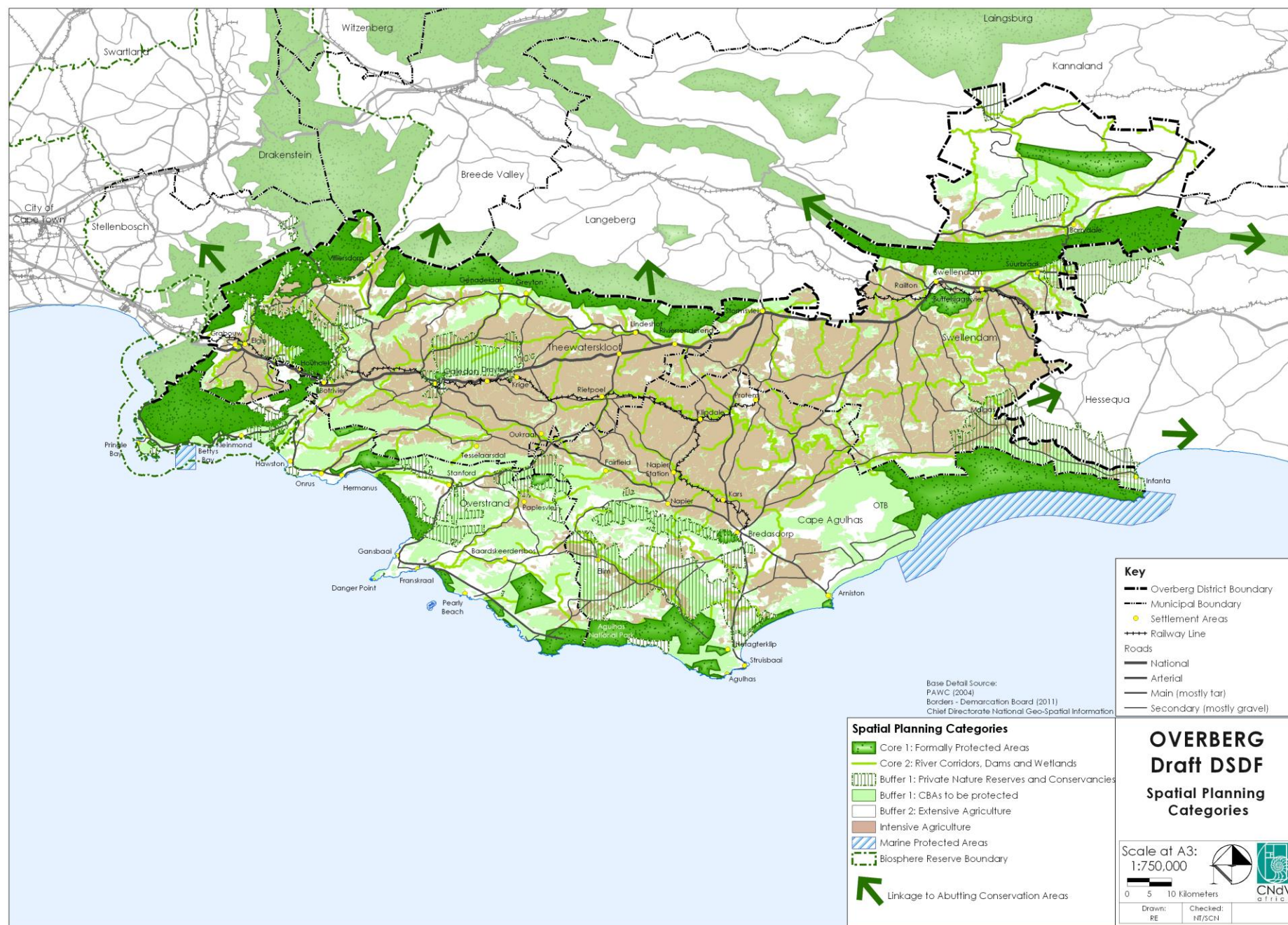


Figure 5.3.2.c Spatial Planning Categories (SPC's)

### 5.3.3 ESTUARIES

The developments along the edges of estuaries should adhere to the policies and standards set out in the Integrated Coastal Management Act. The definition of the coastal protection zone as per the Integrated Coastal Management Act is:

- (a) land falling within an area declared in terms of the Environment Conservation Act, 1989 (Act No. 73 of 1989), as a sensitive coastal area within which activities identified in terms of section 21(1) of that Act may not be undertaken without an authorisation;
- (b) any part of the littoral active zone that is not coastal public property;
- (c) any coastal protection area, or part of such area, which is not coastal public property;
- (d) any land unit situated wholly or partially within **one kilometre** of the high water mark which, when this Act came into force—
  - (i) was zoned for agricultural or undetermined use; or
  - (ii) was not zoned and was not part of a lawfully established township, urban area or other human settlement;
- (e) any land unit not referred to in paragraph (d) that is situated wholly or partially within **100 metres** of the high-water mark;
- (f) any **coastal wetland, lake, lagoon or dam** which is situated wholly or partially within a land unit referred to in paragraph (d)(i) or (e);
- (g) any part of the seashore which is not coastal public property, including all privately owned land below the high-water mark;
- (h) any admiralty reserve which is not coastal public property; or
- (i) any land that would be inundated by a 1:50 year flood or storm event.

The nationally important estuaries located in the Overberg District Municipality, i.e. the Bot, Klein, Ratel, Heuningnes and Palmiet estuaries, should be protected. Additional estuaries located within the district are indicated on Figure 5.3.3.

Development should be located in such a manner that it is not affected by potential hazards. This will require the determination of setback lines and buffer zones.

No development may take place within determined setback lines.

Estuary Management plans should be prepared for the current estuaries. These management plans should highlight the importance of fresh water inflows into estuaries. Impacts of human activities which could affect the inflow of freshwater include agricultural activities along rivers and the construction of dams. Water quality can also be compromised through contaminants (toxic organic compounds, heavy metals, nutrients, etc.). The Estuary Management Plans should affectively address these concerns and manage any perceived detrimental impacts.

Two setback lines have been defined in the report – Development of a Methodology for Defining and Adopting Coastal Development Setback lines, Section 3.1, May 2010.

**No Development (Coastal Processes) Setback Line:** Not having development seaward of this line is considered non-negotiable as it will result in damage to development, negative impacts (erosion) on the coast or high maintenance costs for reasons other than coastal processes.

**Limited or Controlled Development Setback Line:** Development can be allowed seaward of this line providing aesthetics, heritage and bio-diversity priorities are taken into account.



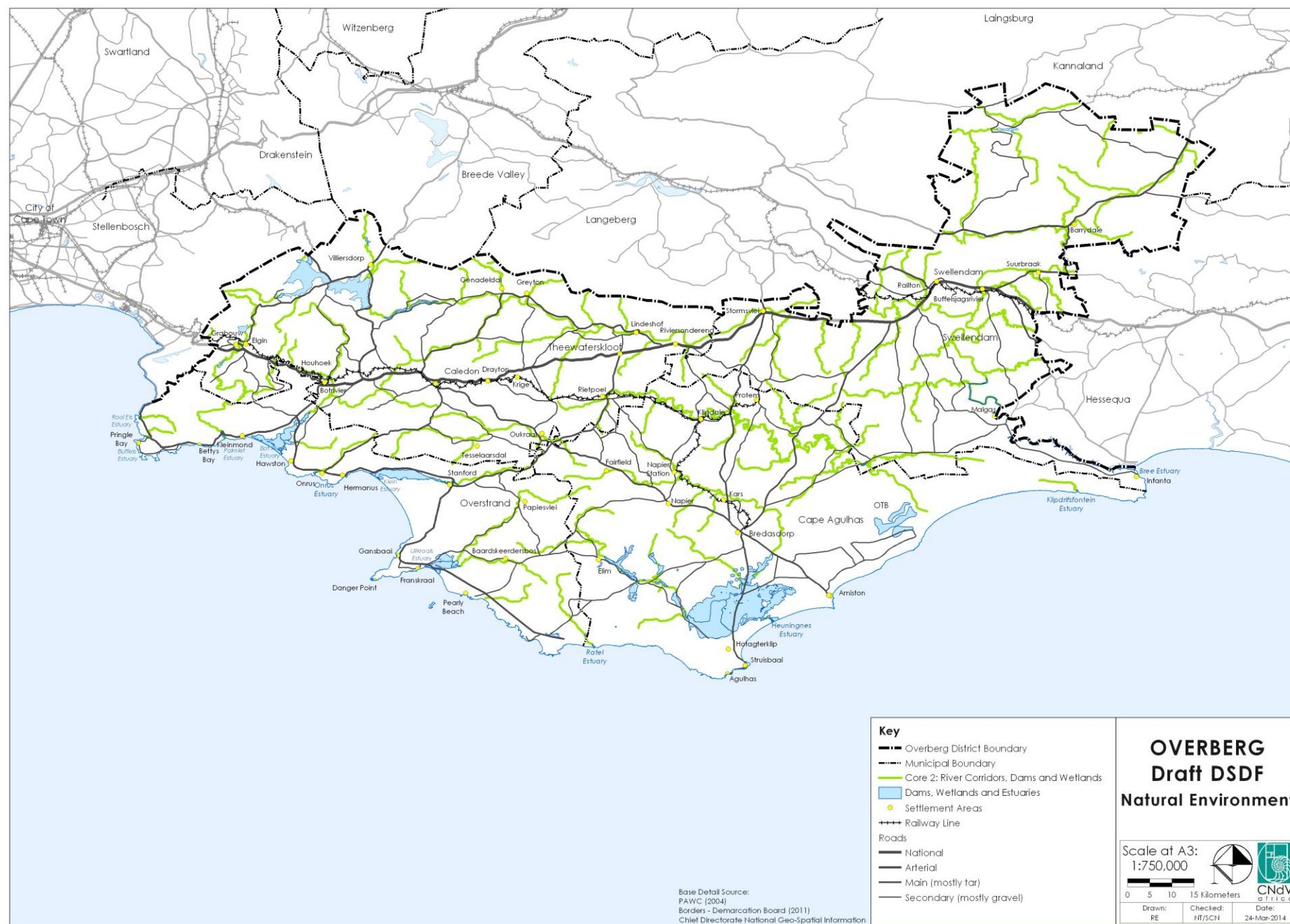


Figure 5.3.3 Estuaries, Wetlands, Dams and River Corridors

### 5.3.4 SETTLEMENT HIERARCHY

The following settlement hierarchy, based on the Growth Potential Study for Towns in the Western Cape (2010) is proposed, see Table 5.3.4.

No	Name	Development Potential	Social Need
1	Arniston	Medium	High
2	Barrydale	Low	Medium
3	Bettys Bay	Medium	Low
4	Botrivier	Medium	Medium
5	Bredasdorp	Medium	Low
6	Caledon	Medium	Low
7	Elim	Low	Medium
8	Franskraal Strand	High	Low
9	Gans Bay	Medium	Medium
10	Genadendal	Low	High
11	Grabouw	High	Very high
12	Greyton	Low	Medium
13	Hawston	High	Medium
14	Hermanus	High	Low
15	Kleinmond	High	Medium
16	Napier	Low	Medium
17	Onrus	Medium	Very low
18	Pearly Beach	Low	Medium
19	Pringle Bay	Medium	Very low
20	Riviersonderend	Low	High
21	Stanford	Medium	Low
22	Struis Bay	Medium	Medium
23	Suurbraak	Low	Very high
24	Swellendam	High*	Medium
25	Villiersdorp	Medium	High

\* Note: Consultations with I&APs, including Council, noted that Swellendam has a similar status to towns such as Hermanus and Grabouw. Taking into account its strategic location at the N2/R60 junction its rich agricultural hinterland and existing and potential tourism industry, its development potential in Table 5.3.4 has been amended to high.

**Table 5.3.4 Growth Potential of Towns (US& CSIR, 2010)**



Arniston ([en.wikipedia.org](http://en.wikipedia.org))



Struisbaai ([www.africa4u.co.za](http://www.africa4u.co.za))



Protom: grain silo hamlet



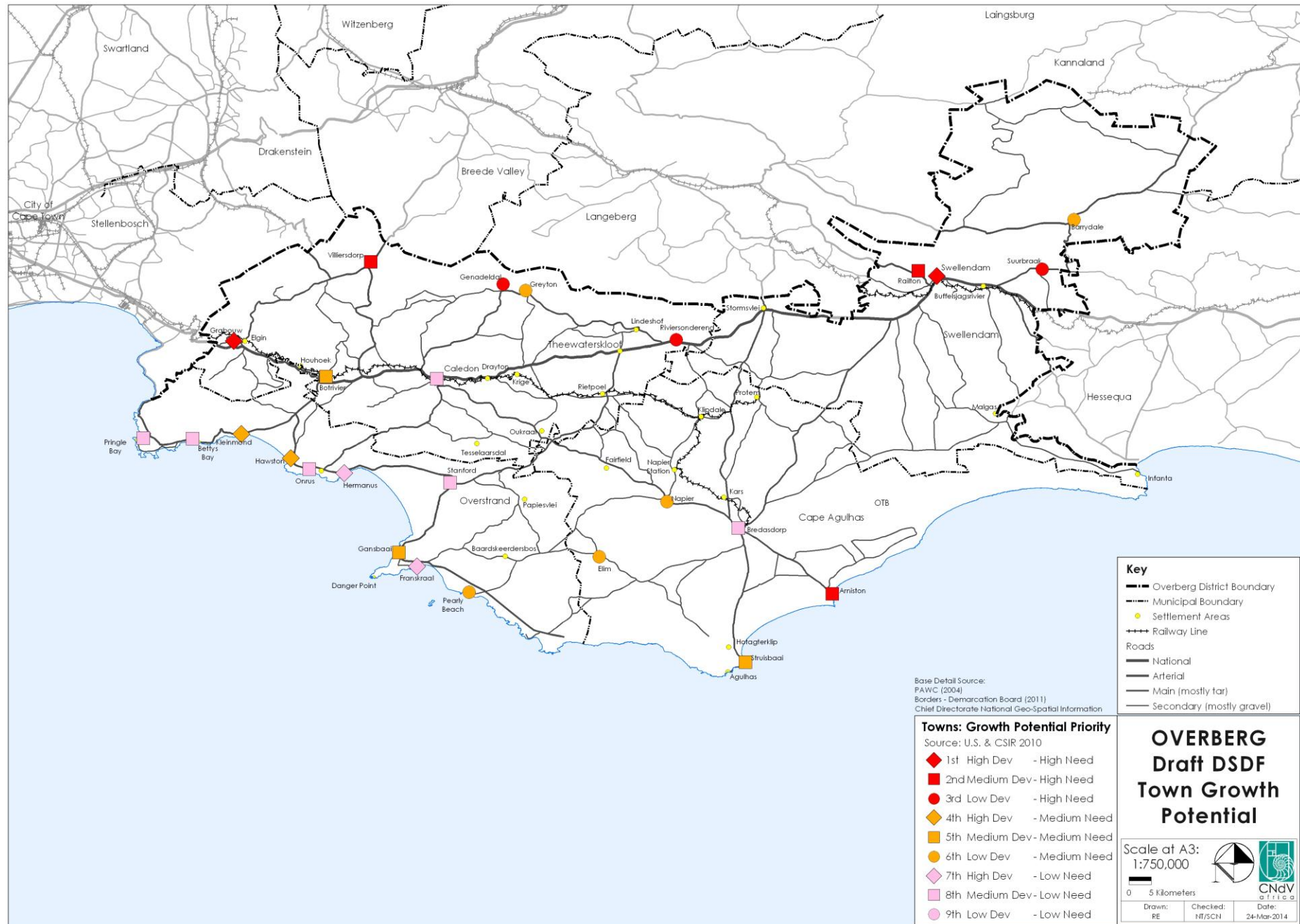


Figure 5.3.4 Settlement Hierarchy

The following list prioritises of the different types of settlement investment categories:

- 1<sup>st</sup> High Growth Potential – High Social Need;
- 2<sup>nd</sup> High Growth Potential – Medium Social Need;
- 3<sup>rd</sup> High Growth Potential – Low Social Need;
- 4<sup>th</sup> Medium Growth Potential – High Social Need;
- 5<sup>th</sup> Medium Growth Potential – Medium Social Need;
- 6<sup>th</sup> Medium Growth Potential – Low Social Need;
- 7<sup>th</sup> Low Growth Potential – High Social Need;
- 8<sup>th</sup> Low Growth Potential – Medium Social Need; and
- 9<sup>th</sup> Low Growth Potential – Low Social Need

The settlements classified as high growth potential settlements are the priority settlements and should receive the long term fixed infrastructure expenditure. Settlements with low growth potential could receive emergency or basic infrastructure and social programs spending that would lead to the empowerment of the individuals with necessary subsistence / survival skills.

Medium settlements are transition settlements that should be evaluated on an individual merit for the appropriate type of investment.

### 5.3.5 MAIN TOURISM DESTINATIONS

Tourism within the district is characterised by the cosmic and dramatic nature of the landscape which includes the coastline, beaches, fauna and flora (including avi-tourism), rivers (including wetlands and estuaries) and mountains.

The most significant tourist attractions for the district are the southern tip of Africa, whale watching and shark cage diving.

Although tourism attractions are found throughout the Overberg and should be promoted wherever they may be the following main tourism destinations with major related attractions are identified, see Figure 5.3.5.

1. Theewaterskloof - dam and resort;
2. Hermanus – whale watching, Fernkloof nature reserve, Cliff path, Blue flag beach, Village Square restaurants, Old Harbour, Whale Museum, adventure sports;
3. Caledon - casino and spa;
4. Genadendal – historic Moravian mission village;
5. Greyton - historic village
6. Elim – historic Moravian mission village;
7. Agulhas – southern-most tip of Africa;
8. Struisbaai - Hotagterklip historic cottages;
9. Arniston – Kassiesbaai historic fisherman's village;
10. Bredasdorp – Shipwreck museum
11. Infanta –beaches
12. Swellendam historic drostdy town;
13. Suurbraak – Old town square (church, parsonage and school), hiking trails;
14. Gansbaai/Kleinbaai – shark cage diving and whale watching, Walker Bay nature reserve;
15. Hangklip – Klein River Estuary – avi-tourism (internationally important birding area);
16. Bettys Bay – Harold Porter Gardens, Stony Point Penguin Reserve, recreational fishing, beaches;
17. Kleinmond – Harbour Road, Blue Flag Beach, recreational fishing, Kogelberg Biosphere reserve, Rooisand reserve;
18. Bot River estuary – sailing, recreational fishing, bird watching;
19. Bot River Precinct and Station area;
20. Hawston – Blue flag beach and recreational fishing;
21. Onrus – art, beaches;
22. Hemel en Aarde Valley – wine route;
23. Stanford – Art, river cruises, heritage;
24. Kleinbaai – Great white shark cage watching and diving, Dyer Island complex;
25. Barrydale - Old town buildings, holiday accommodation, restaurants and little shops, hiking trails, wine cellars;
26. Malagas – Breede River and historic manually operating pont (ferry);
27. Tesselaarsdal Route – various activities and attractions;
28. Paul Cluver and Oak Valley – mountain biking routes;
29. Elgin Wine Route;
30. Bot River Wine Route;



Agulhas Lighthouse ([www.trekearth.com](http://www.trekearth.com))



Struisbaai: new housing based on Hotagterklip precedent



Theewaterskloof dam



31. Caledon Agricultural Activities;
32. Township Tourism Villiersdorp; and,
33. Green Mountain Eco-Route.

The above areas should be promoted and further developed. A regional tourism strategy that links the opportunities at the different locations and provide for focus tourism development routes should be prepared.

Agri-tourism can be promoted as a means of diversifying agriculture. To address any changes to agricultural uses a holistic approach for designating tourism corridors and a spatial overlay covering the rural areas is needed.

Avi-tourism was highlighted, in a report (avi-tourism in South Africa) prepared for the Department of Trade and Industry (2009), as one of the fastest growing nature-based tourism activities worldwide. This report also indicated that similar growth is being experienced here in South Africa.

The Overberg region has a number of birding routes due to the region hosting a diverse range of sought after endemic bird species (Cape Sugarbird, Orange-breasted Sunbird, Victorin's Warbler, Protea Seedeater, Cape Siskin, etc.). Several underutilized and ecologically varied birding destinations such as De Hoop, De Mond and Grootvadersbosch Nature Reserves, the Agulhas National Park, Kogelberg Biosphere Reserve, etc need to be developed to a rapidly growing bird watching fraternity.

Important Bird Areas (IBA's) situated within the Overberg District are recognized by BirdLife International. These are:

- Eastern False Bay Mountains;
- Overberg Wheatbelt;
- Bot Rivervlei and Kleinmond Estuary;
- De Hoop Nature Reserve;
- Dyer Island Nature Reserve;
- Heuningnes River and Estuary System; and,
- Overstrand IBA.

In an effort to support and grow avi-tourism, Bird Life Overberg has highlighted the following important tasks:

- Maintenance of publicity material (bird finder brochures, bird checklists and bird identification brochures);
- Maintenance of the website;
- Assessment of development applications and Environmental Impact Assessments where the conservation of birds and their habitats might be threatened;
- Encourage collaboration with several environmental NGO's and academic and research institutions;
- Establish a Regional Conservation Committee focusing on birds; and,
- Fund raising initiatives for Regional Programme and specific Important Bird Areas (IBA's).

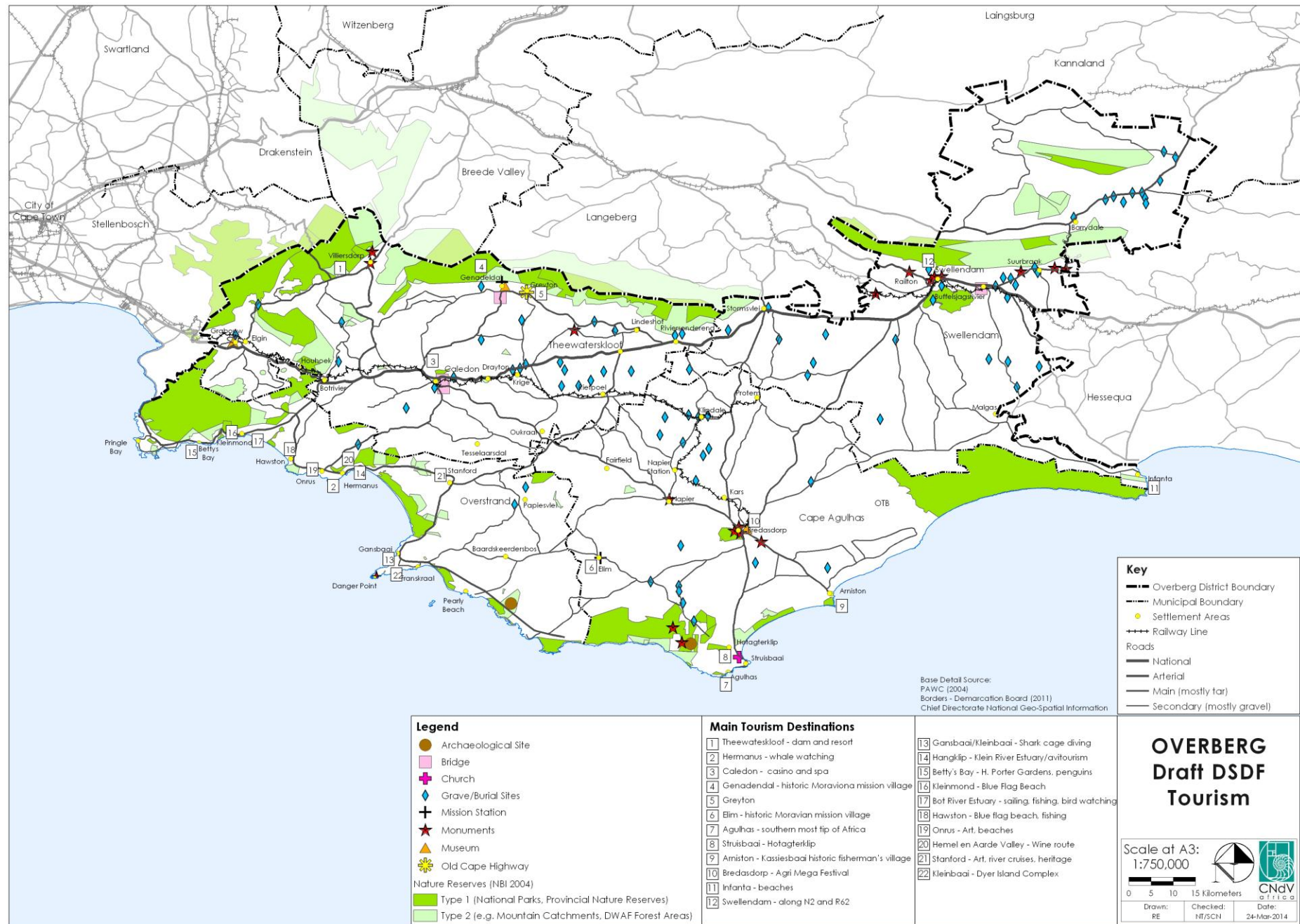


Figure 5.3.5 Main Tourism Destinations

### 5.3.6 PROPOSED MAJOR PROJECTS

The following macro/ major projects were identified in this District Spatial Development Framework, see Figure 5.3.

1. Upgrade the following roads:
  - Caledon to Hermanus;
  - Elim to Gansbaai;
  - Bredasdorp and Malgas; and,
  - From N2 through Caledon to Stanford (to function as the main access route from Cape Town to the towns east of Hermanus).
2. Investigate the upgrading and development potential of the following airfields:
  - Airforce Test Base; and,
  - Caledon airfield.
3. Proposed Nuclear Energy Facility south of Pearly Beach and Bantamsklip;
4. Investigate the designation of scenic routes throughout the District Municipality by means of a Scenic Routes Study addressing aspects such as alien vegetation clearing, signage, etc.;
5. Investigate the extension of the Agulhas National Park;
6. Investigate the establishment of the vintage rail and tourism opportunity between Bot River and Bredasdorp;
7. Investigate the upgrading of the following stations precincts:
  - Botrivier;
  - Grabouw; and,
  - Swellendam.
8. Investigate a mixed passenger rail / tourism service between Bredasdorp at Grabouw;
9. Establish periodic service centres at rural settlements, including inter alia:
  - Proteem;
  - Klipdale;
  - Napier;
  - New De Hoop village; and,
  - Elim.
10. Investigate the establishment of a new De Hoop Village staff village at the park entrance on the road between Bredasdorp and Malgas.
11. Prepare a policy for the establishment of "green jobs" throughout the district.
 

In addition, municipal SDF's should ensure that facilities (schools, hospitals, etc.) are located where there is a need, based on the walking distances and facilities threshold requirements.
12. Determine the development impact of the Grabouw Investment Initiative on links with the district and support the development with regional service infrastructure.
13. Support the development of the planned Thusong Centres in Grabouw and Bredasdorp.



Historic Kassiesbaai Village in Arniston



Whale Festival in Hermanus ([www.where2stay-southafrica.com](http://www.where2stay-southafrica.com))



Agri-Mega annual agricultural show Bredasdorp



### 5.3.7 LAND REFORM

Land reform in the district should be implemented in conjunction with the National Land Reform Programme.

In general, land reform's key objective is to increase black people's participation in all forms of the rural economy, not just agriculture. This now includes conservation and tourism.

The Area Based Plan (ABP) for Land Reform in the Overberg District was prepared in 2008 and made the following recommendations / proposals for land reform in the District (CNdV, 2008):

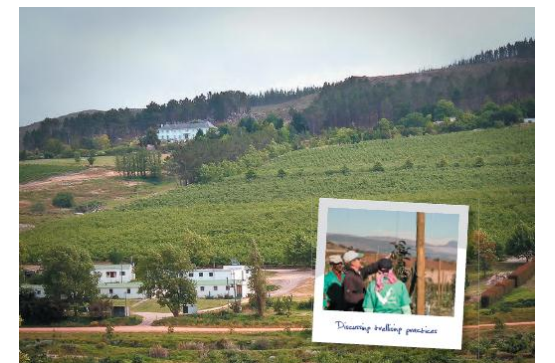
1. Different forms of agricultural opportunity for economic development in the rural areas could be encouraged. The different forms include:
  - Irrigation farming mainly around Elgin/Grabouw and Hemel en Aarde. This requires higher level of management and is very capital intensive but is a large employer of labour.
  - Dryland farming. This practice is very dependent on water for irrigation.
  - Grazing – livestock farming, least management intensive.
  - Tourism – this is growing as an opportunity for the rural economy as more cellars and wine routes are being developed, e.g. between Elim and Gans Bay.
  - Conservation that includes alien vegetation clearing and sustainable traditional plant harvesting. This has overlaps with agriculture and tourism.
2. All land in rural areas outside the Urban Edges of settlements could be subject to the Land Reform Program target, not just "agricultural" land.
3. The identified farmer's association districts, could be the basis for organizing land reform implementation:
  - The percentage of black owned agricultural land, public land, nature reserves and remaining agricultural land in each farmer's association area should be assessed;
  - Initiate a pilot project in each one of the farmers' association areas in conjunction with the farmers' tourism and conservation associations' members;
  - Identify participants and mentors for new projects in each farmers' association. Farmers in and around Act 9 areas as well as labourers should provide an important resource pool in this regard; and
  - Identify and work with enlightened self interest of potential mentors in each farmers' association area.
4. The nursery / mentorship stage of land reform projects could be acknowledged as at least a 10 year long process requiring support in various ways over this time.
5. For existing land reform projects, conduct a SWOT analysis to serve as best practice examples. This analysis could include aspects such as the agricultural practices through to what may be undermining rather than contributing to the spirit of land reform;
6. Promote the following housing options for land reform participants:
  - Equity share projects: On farm – subsidies / rental housing



Agri Dwala – successful land reform project in Napier  
([www.farmersweekly.co.za](http://www.farmersweekly.co.za))



Agri Dwala, Napier farming activities  
([www.farmersweekly.co.za](http://www.farmersweekly.co.za))



Vuki Land Reform Farm Elgin (Economic Development and Land Reform, Elgin)

- Off farm – freehold tenure in existing agri-villages or nearest urban settlements (may include both e.g. on farm rental housing during week, off farm freehold during weekends). Care must be taken to not create townships dispersed in the rural areas.
7. Institutional Structure – In all cases, equity share and outright ownership, a two tier institutional structure could be considered whereby the underlying asset, the land, is held separately from the operating entity, farming and/or tourism/conservation.
  8. A two stage program structure over time is proposed.

First: enterprise incubator stage:

- Existing black farmers on trust or individually owned land;
- Equity share schemes with a wide range of participants.

This stage could provide business, technical and entrepreneurial development training.

Second: stand alone entrepreneur cooperative stage:

- Those individuals selected out of the first stage who demonstrate they have sufficient management leadership and decision making skills could be assisted with taking ownership or control of large projects;
- The enterprise incubators will still be available to give support to stand alone entrepreneurs as needed.

## 9. Roll-out for an action plan for land reform.

### 9.1 Phase 1 (approximately 2010 – 2020)

- The nursery stage that includes the consolidation of the existing project and the increased support to them. The following aspects can be concentrated on: technical, business and entrepreneurial development training with in-situ training facilities, training rooms, computer(s) if relevant, enterprise incubator units(s).
- Promote equity share projects wherever possible: private land / adjoining state / unregistered land.
- Acquire land at production value outside of the Urban Edge of urban settlements to create a land bank for future stand alone entrepreneurial projects in farming, tourism or conservation (entrepreneurs), e.g. farms for sale, land whose owners are older than 65 years old that could potentially become available (owners could retire) or State owned land. This should ideally be near current black owned farming areas, where possible, to facilitate enterprise, technical and business extension services.
- Establish a multi discipline enterprise incubator(s) for the Overberg comprising the Department of Rural Development and Land Reform and the Department of Agriculture.

### 9.2 Phase 2 (approximately 2020 – 2030)

- Assist entrepreneurs (stand alone participant farmers/ conservationists) out of the above phase to acquire their own properties out of the land bank.



Thandi Wines – Land Reform in Elgin ([www.thandiwines.com](http://www.thandiwines.com))



Farmer workers at Agri-Mega



Schaapschon Land Reform Farm Managers : Elgin

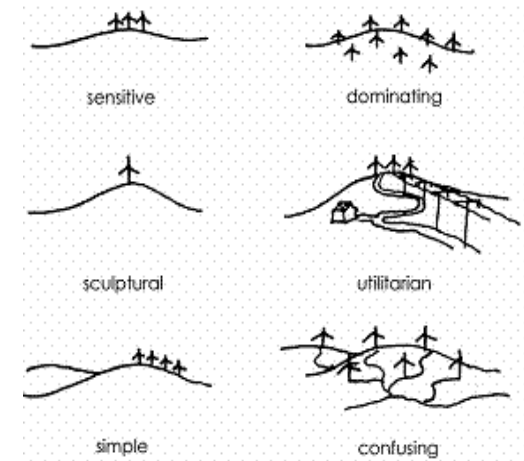
### 5.3.8 ENERGY GENERATION PROJECTS

To effectively manage renewable energy projects throughout the district, local authorities should obtain inputs from abutting local municipalities prior to land use approval. This will ensure a holistic approach throughout the district.

#### 5.3.8.1 WIND AND SOLAR FARM SITING PRINCIPLES

The following wind farm siting principles are proposed to be used as a first set of questions to guide potential developers of wind and solar farms in order for them not to negatively impact on the sense of place and endemic species in the area. The terrain stability needs to be investigated and include typical aspects in design process such as:

- Slopes by gradient classes
  - Rocky areas
  - Soil type and permeability
  - Natural watercourses and areas with high water table, Rainfall data; and
  - Vegetation.
- **Slope**
    - Wind Potential – slopes up to a certain gradient orientated towards prevailing wind directions tend to augment average wind speed
    - Visibility – wind farms on slopes have increased visibility
    - Road layout and design – slopes to be considered in road layout to reduce erosion potential of road run-off, rockfall and landslide potential
    - Tower foundation design – need to consider falls across the platforms
    - Revegetation – steep road verges and cuts require revegetation to reduce sedimentation from run-off
  - **Geology**
    - Need highly stable underlying geology for heavy wind turbines
    - Investigate existence of bedrock, subterranean voids and possible seismic activity
  - **Soils**
    - Potential for erosion
    - Soil types influence road construction and re-vegetation
  - **Surface Hydrology & Groundwater**
    - Design of roads and treatment of runoff from roads and disturbed surfaces to reduce sedimentation and eliminate erosion
  - **Vegetation**
    - Detailed vegetation assessment if the proposal is not in an agriculturally disturbed area
    - Assessment should include location and condition of:
      - Extent of disturbed or alien vegetation
      - Extent of any natural vegetation
      - Indigenous and endemic species
      - Rare and threatened species



Location options for wind turbines



Wind farm near Klipheuwel outside Durbanville, Western Cape



Visual simulation of wind turbines, Western Cape



### 5.3.8.2 WAVE ENERGY GENERATION

Opportunities for wave energy generation are being explored along the Overberg Coastline. In this instance, Abagold Ltd is investigating various ways of using Wave Energy Converters (WEC) to generate renewable energy for their operations. Wave energy generation is a fairly new mechanism for generating energy and not much is known on the environmental impacts. In South Africa these projects are subject to Environmental Impact Assessments in terms of the National Environmental Management Act, 1998 (Act 107 of 1998). The proposed development triggers the following listed activities, as listed in Government Notice (GN) R.545 of 2010 for which a Scoping and Environmental Impact Assessment is stipulated:

- “(14) The construction of an island, anchored platform or any other permanent structure on or along the sea bed.
- (24) Construction or earth moving activities in the sea, an estuary, or within the littoral active zone or a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is greater, in respect of
  - (iv) breakwater structures.”

When considering these developments the following is important:

- Protect the scenic beauty of the coastline. In this regard, the wave energy facilities should be designed to blend with the surrounding environment (i.e. shapes and colour);
- Important recreational areas and beaches should not be negatively impacted on;
- Important shipping routes and harbour accesses should not be obstructed; and,
- Areas of importance in terms of biodiversity and marine resources should remain protected.

### 5.3.8.3 NUCLEAR ENERGY FACILITY

The location of the proposed Nuclear Energy Facility at Bantamsklip is indicated on Figure 5.3.8. The proposed Nuclear Facility will have a potential negative impact on the tourism potential of the area as indicated by a specialist study conducted for Eskom. The general public has submitted objections to this proposed facility. The facility is still in the EIA phase and detailed proposals for its construction and transmission lines are still to be completed. Care should be taken with the establishment of this facility to not negatively impact on sensitive environmental resources such as wetlands (including 'pedestal' wetlands), estuaries, national parks (Agulhas National Park) and their buffer zones, etc.

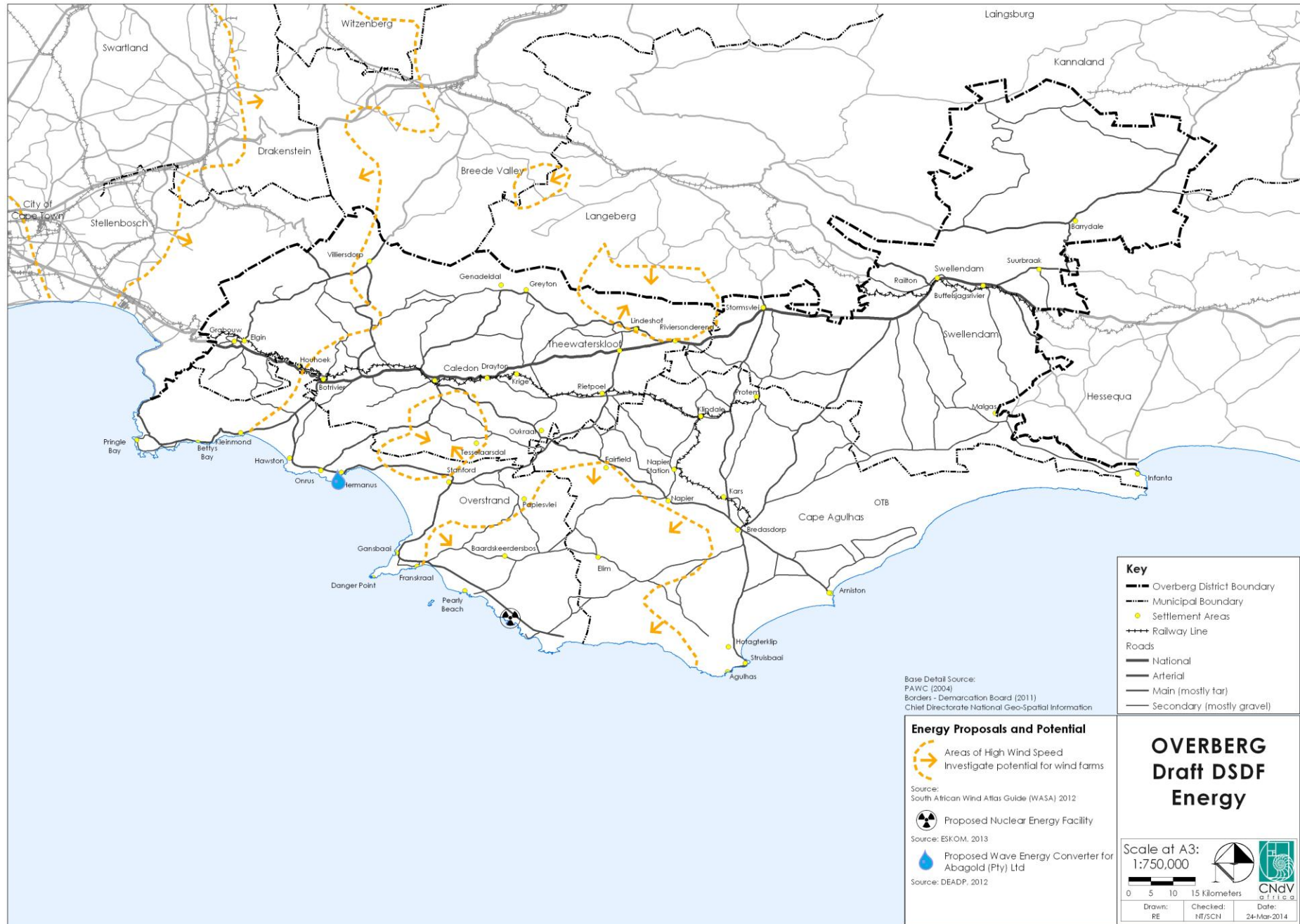


Figure 5.3.8 Potential renewable energy areas and proposed wave and nuclear energy projects

### 5.3.9 CLIMATE CHANGE

- 5.3.9.1 Landscapes that provide resilience to climate change need to be protected. In this regard the following areas are important, see Figure 5.3.9:
- Kloofs, which provide important connectivity and provide both temperature and moisture refuges;
  - Topographically diverse areas, which contain important altitudinal and climatic gradients which are important for climate change adaptation as well as ensuring a range of micro-climates are protected;
  - Riverine corridors, which provide important connectivity in extensive arid environments; and,
  - South facing slopes which provide refuge habitats.
- 5.3.9.2 Protect urban development from climate change high risk areas through determining a coastal setback line and increased setbacks from river corridors. Sea level rise and increased flooding, as a result of climate change, could have a more significant impact on urban development in these areas.
- 5.3.9.3 Promote solar and wind generation projects as an alternative source of energy. Due regard should be given to the impacts of these projects on their environment, see Section 5.3.8.
- 5.3.9.4 Potentially develop a Overberg Climate Change Strategy.





Figure 5.3.9 Important areas for mitigating rate of climate change

### 5.3.10 MARINE AND COASTAL RESOURCES

The Marine Living Resources Act (No 18 of 1998) provides for the conservation of marine ecosystem, the long-term sustainable utilization of marine living resources and the orderly access to exploitation for the benefit of all citizens of South Africa.

In terms of Marine Protected Areas, see Figure 5.3.2, the act stipulates that no person shall in any marine protected area, (without the necessary permission)

- Fish or attempt to fish;
- Take or destroy any fauna and flora other than fish;
- Dredge, extract sand or gravel, discharge or deposit waste or any other polluting matter, or in any way disturb, alter or destroy the natural environment;
- Construct or erect any building or other structure on or over any land or water within such a marine protected area; or,
- Conduct an activity which may adversely impact on the ecosystems of that area.

The Marine Living Resources Act should be adhered to in terms of aquaculture farming, harbours for commercial and recreational fishing, etc.

### 5.3.11 PRINCIPLES FOR URBAN DESIGN GUIDELINES

The following general principles should be utilized for preparing detailed urban design guidelines for the various settlements. Cognizance should also be taken of the principles set out in the Section 12, Part A, Chapter 4 of the Spatial Planning and Land Use Management Bill, 2002(B14 of 2002).

- UD1 Create open space systems that integrate the elements of a settlement to contribute to a meaningful urban structure. This can be done by:
- Providing connectivity between open spaces;
  - Establishing linkages between open spaces;
  - Aligning the open space system with public buildings; and
  - Ensuring an improved quality of linkages through the continuation of special activities or functions along the routes.
- UD2 Link symbolic elements or public facilities to open spaces in relation to their importance and character.
- UD3 Ensure the definition of the public spaces through the effective design of an interface between public and private domains.
- UD4 Create a sense of enclosure around the open spaces that it fits into the context of the area.
- UD5 Create visual recognition and surveillance along open spaces and public routes. This can be achieved through:

- The appropriate height of buildings around it;
- Locating buildings around them so that sufficient enclosure is created along it; and
- Locating the highest buildings to the southern side of the open space, with lower buildings or trees on the northern side.

- UD6 Space buildings from each other to provide adequate solar access to buildings. In this regard the roof pitch of buildings should be orientated so that roof solar panels have continuous direct access to the sun.
- UD7 Accommodate a variety of users in and uses along the street by doing the following:
- Concentrate intensive activities along vehicular and public-transport routes;
  - Locate majority of public buildings and increase densities along these routes; and
  - Locate the buildings close to the street to increase pedestrian activity, a sense of enclosure and surveillance.
- UD8 Urban block length should permit access (penetration) and encourage economic activity.
- UD9 Markets should be permitted only at meaningful locations in terms of the movement network and urban structure to ensure the greatest access. These locations could be modal interchanges and intersections.
- UD10 Create appropriate road cross-section widths that could provide for mobility, parking, pedestrian movement, cycling and landscaping functions.
- UD11 Any proposals for the redevelopment of existing buildings should consider the heritage value of the buildings, elements of the vernacular architecture and where possible retain these important elements. Similarly the historical characteristics of existing buildings should be considered to draw from it elements that could be integrated into the design and construction of new buildings close to it.
- UD12 The use of local materials should be encouraged in the construction of any new buildings.
- UD13 Encourage appropriate water-wise landscaping and ensure that the main streets of the urban areas are appropriately landscaped to encourage a pleasant gateway treatment into the settlements.
- UD14 As a general rule, the erection of shopping centres on the periphery of settlements should be discouraged. This should only be permitted if the intention is to initiate a new urban node at the specific location and the proposed shopping centre development is in line with the growth direction of the settlement.



## 5.3.12 VERTICAL AND HORIZONTAL ALIGNMENT

### 5.3.12.1 Vertical Alignments

The vertical alignment of the Overberg District Spatial Development Framework with national, provincial and municipal policy and legislation is illustrated and summarized through the following:

- Critical Biodiversity Areas (CBA's) identified by the South African National Biodiversity Institute (SANBI) have been used to identify areas of high biodiversity importance;
- A settlement hierarchy to guide expenditure is shown based on the Provincial Spatial Development Framework (PSDF) and updated Growth Potential of Towns in the Western Cape (2010) study;
- Spatial Planning Categories (SPC's) have been developed to guide development throughout the district especially the protection of environmentally sensitive areas;
- The Elgin/Grabouw area is identified as a peak economic area in the district (Regional Industrial Development Strategy). In this regard the District SDF calls for the establishment of an appropriate development framework to guide the growth pressures in this region. Similar emphasis is encouraged for Hermanus, Bredasdorp and Swellendam;
- Settlement planning principles and principles for urban design guidelines are provided to intensify and integrate settlements;
- Broad density targets are proposed for settlements in the region;
- Guidelines for rural land use and the establishment of rural periodic markets are provided;
- Tourism and tourism routes are encouraged; and,
- Development of airfields for commercial use and the upgrading of railway stations are provided.

### 5.3.12.2 Horizontal Alignments

The horizontal alignment of the Overberg District Spatial Development Framework with national and provincial policy and legislation is illustrated and summarized through the following:

- Promote Intensive Agriculture and Conservation and Biodiversity areas along the boundary with the Eden District Municipality; and,
- Linking with conservation areas in the Cape Winelands District Municipality and the City of Cape Town District.

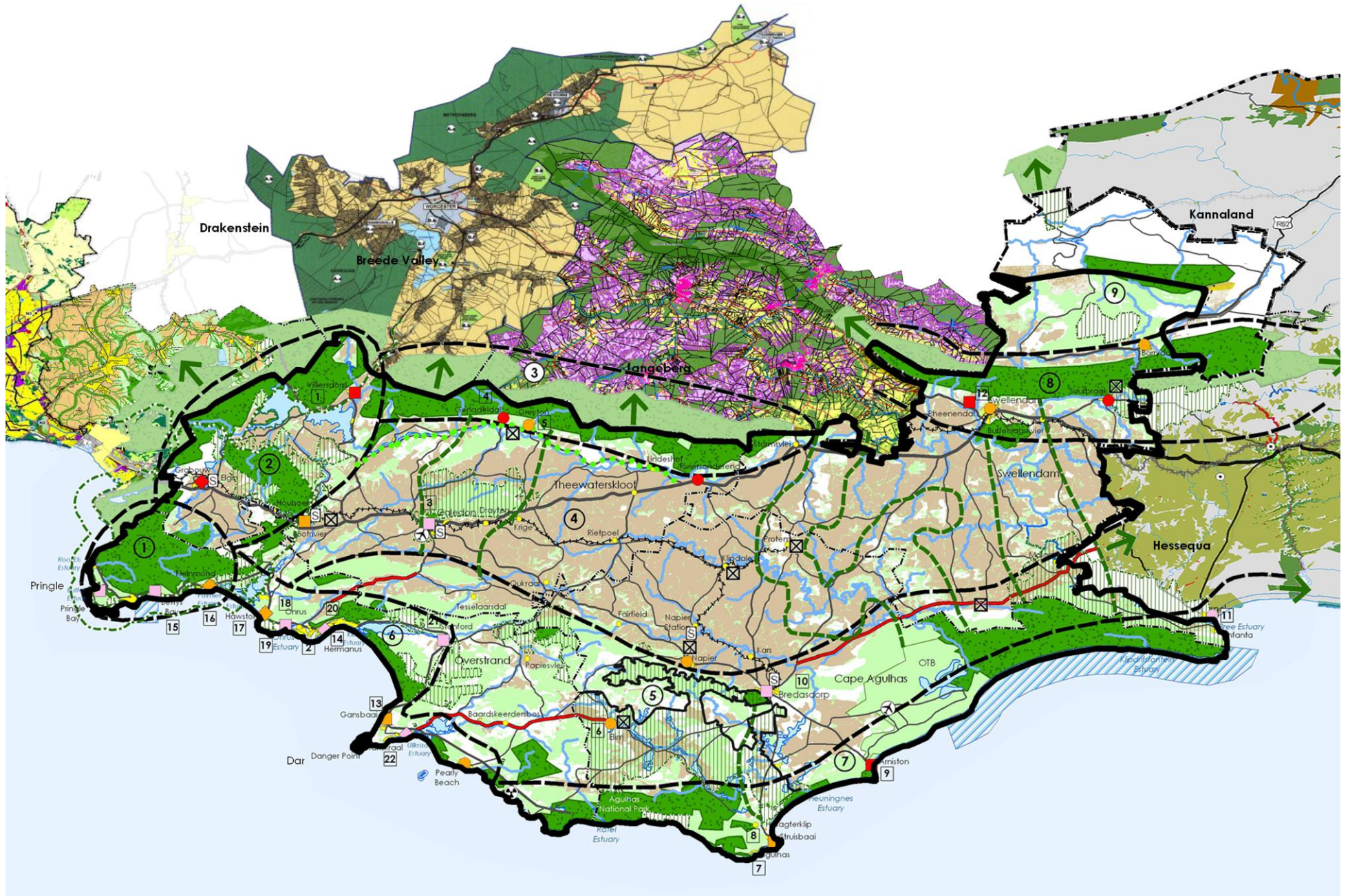


Figure 5.3.12 Overberg District Draft Municipal SDF: Vertical alignment



### 5.3.13 LOCAL MUNICIPAL PROPOSALS

The following section highlights the main strategies and proposals to be considered in the revision of the local SDFs in terms of municipal planning and development proposals.

#### 5.3.13.1 THEEWATERSKLOOF MUNICIPALITY STRATEGIES/ PROPOSALS

- Update the settlement hierarchy as follows, see Table 5.3.4:

Development Potential	Social Need	Settlements
High	High and very High	Grabouw
High	Medium	None
High	Low and very Low	None
Medium	High and very high	Villiersdorp
Medium	Medium	Botrivier
Medium	Low and very Low	Caledon
Low	High and very high	Genadendal and Riviersonderend
Low	Medium	Greyton
Low	Low and very Low	None

**Table 5.3.13.1 Theewaterskloof Growth Potential Classification of Towns (US & CSIR, 2010)**

- Review whether Caledon should be the highest order settlement in the Municipality in view of the growth and development taking place at Grabouw;
- Refine and indicate the proposed bio-regions and related strategies, see Table. 5.3.1:
  - Kogelberg;
  - Theewaterskloof;
  - Riviersonderend mountains; and,
  - The Rûens.
- Refine and indicate the spatial planning categories (SPCs) and related proposals, see Table 5.3.2.
- Indicate the following:
  - Tourism destination venues: Theewateskloof Dam and Resort; Caledon Spa and Casino, Genadendal and Greyton
  - Investigate the establishment of the railway line between Grabouw and Bredasdorp;
  - Tar the road between Hermanus and Caledon;
  - Investigate the upgrading of the airfield at Caledon; and,
  - Investigate and upgrade the Bredasdorp railway station precinct.
- Designate scenic routes throughout the municipality including the following:
  - Villiersdorp - past Helderstroom prison to the Genadendal villages;
  - Grabouw to Villiersdorp via Vyeboom;
  - Viljoenshoop; and,
  - The Valley.
- Implement the Theewaterskloof Sustainable Development Strategy



Caledon ([www.sa-venues.com](http://www.sa-venues.com))



Elgin



Grabouw ([www.blog.krugerwildlifesafaris.com](http://www.blog.krugerwildlifesafaris.com))



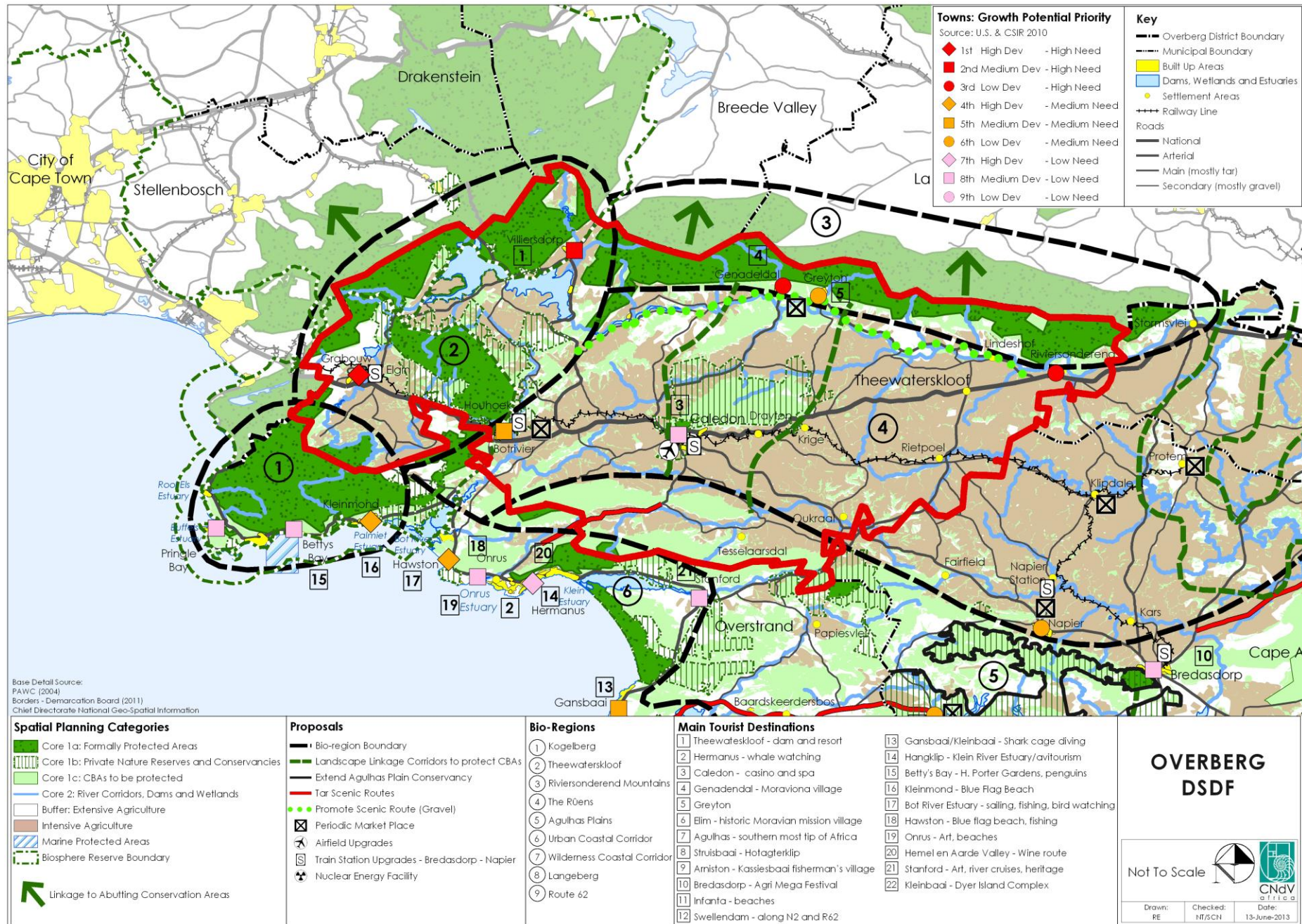


Figure 5.3.13.1 Theewaterskloof Strategies / Proposals: Extract from the Overberg draft District Municipal SDF



### **5.3.13.2 IMPLEMENTATION OF THE THEEWATERSKLOOF SUSTAINABLE DEVELOPMENT STRATEGY**

The partnership between Theewaterskloof Municipality (TWK) and the Development Bank of South Africa (DBSA) aimed to develop strategies and methodologies that will ensure integrated and sustainable development in the municipality, province and country. The pilot programme commenced in 2006 and the work resulted in a detailed development strategy for Grabouw as the initial pilot site.

The sustainable development strategy applies to Theewaterskloof Municipality's whole jurisdiction but Grabouw was selected as the first area for implementation. Grabouw was the best choice as it has the largest as well as the fastest growing population of all towns in the TWK Municipality. The Grabouw Sustainable Development Initiative (GSDI) has completed the social facilitation, development planning and sourcing of investors and development.

Two consortia were successful during the bid evaluation process and were appointed to commence with the multi-disciplinary development. This is referred to as the Grabouw Investment Initiative. The current estimated value of the above-mentioned development proposals is more than R2 billion.



### 5.3.13.3 CAPE AGULHAS MUNICIPALITY STRATEGIES/ PROPOSALS

The following section highlights the main strategies and proposals to be considered in the revision of the local SDFs in terms of municipal planning and development proposals.

- Update the settlement hierarchy as follows, see Table 5.3.4:

Development Potential	Social Need	Settlements
High	High and very High	None
High	Medium	None
High	Low and very Low	None
Medium	High and very high	Arniston
Medium	Medium	Agulhas
Medium	Low and very Low	Bredasdorp
Low	High and very high	None
Low	Medium	Napier and Elim
Low	Low and very Low	None

**Table 5.3.13.3 Cape Agulhas Growth Potential Classification of Towns (US & CSIR, 2010)**

- Indicate Bredasdorp as the highest order settlement in the Municipality.
- Refine and indicate the proposed bio-regions and related strategies, see Table. 5.3.1:
  - The Rûens;
  - Coastal Inland Plains; and,
  - Wilderness Coastal Corridor.
- Refine and indicate the spatial planning categories (SPCs) and related proposals, see Table 5.3.2.
- Indicate the following:
  - Tourism destination venues: Elim, Agulhas, Struisbaai, Bredasdorp and Arniston;
  - Investigate the establishment of the railway line between Grabouw and Bredasdorp;
  - Investigate and upgrade the railway station precinct in Bredasdorp;
  - Tar the road between Elim and Gans Bay (already underway);
  - Tar the road between Bredasdorp and Malgas (already underway);
  - Establish and the proposed new De Hoop staff village;
  - Establish periodic service centres at : Proteem, Klipdale, Elim, Napier and the proposed new De Hoop Village;
  - Investigate the possible opportunities and constraints at the Airforce Base; and,
  - Investigate a mixed passenger service and tourism opportunity of the railway line.
- Designate scenic routes throughout the municipality.



Klipdale: shops



Caledon ([www.biketrips.pitel.co.za](http://www.biketrips.pitel.co.za))



Napier



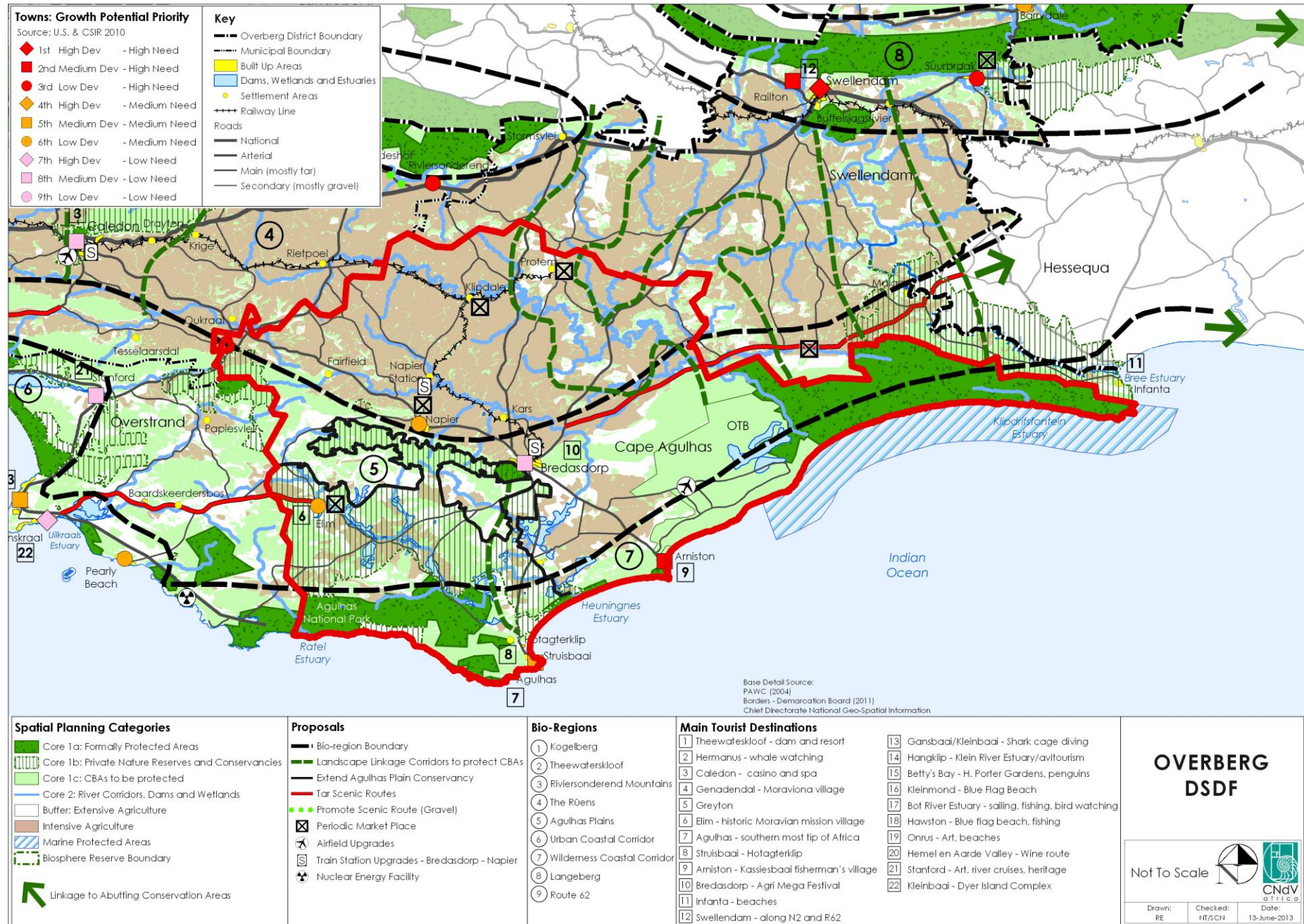


Figure 5.3.13.3 Cape Agulhas Municipality Strategies / Proposals: Extract from the Overberg draft District Municipal SDF

### 5.3.13.4 OVERSTRAND MUNICIPALITY STRATEGIES/ PROPOSALS

The following section highlights the main strategies and proposals to be considered in the revision of the local SDFs in terms of municipal planning and development proposals.

- Update the settlement hierarchy as follows, see Table 5.3.4:

Development Potential	Social Need	Settlements
High	High and very High	None
High	Medium	Hawston and Kleinmond
High	Low and very Low	Franskraal and Hermanus
Medium	High and very high	None
Medium	Medium	Gaansbaai
Medium	Low and very Low	Stanford, Onrus, Pringle Bay and Bettys Bay
Low	High and very high	None
Low	Medium	Pearly Beach
Low	Low and very Low	None

**Table 5.3.13.4 Overstrand Growth Potential Classification of Towns (US & CSIR, 2010)**

- Indicate Hermanus as the highest order settlement in the Municipality;
- Refine and indicate the proposed bio-regions and related strategies, see Table. 5.3.1:
  - Kogelberg;
  - The Rûens;
  - Coastal Inland Plains;
  - Urban Coastal Corridor; and,
  - Wilderness Coastal Corridor;
- Refine and indicate the spatial planning categories (SPCs) and related proposals, see Table 5.3.2;
- Indicate the following:
  - Tourism destination venues: Hermanus
  - Tar the road between Elim and Gans Bay;
  - Tar the road between Hermanus and Caledon; and,
  - Investigate the establishment of a nuclear energy facility south of Pearly Beach and Bantamsklip;
- Designate scenic routes. Promote the development of the R43 as a scenic route; and,
- Consolidate cadastral units making up municipal nature reserves and have them proclaimed as nature reserves in terms of the Protected Areas Act No. 57 of 2003.



Hermanus ([www.goafrica.about.com](http://www.goafrica.about.com))



Gansbaai



Kleinmond ([www.en.wikipedia.org](http://www.en.wikipedia.org))



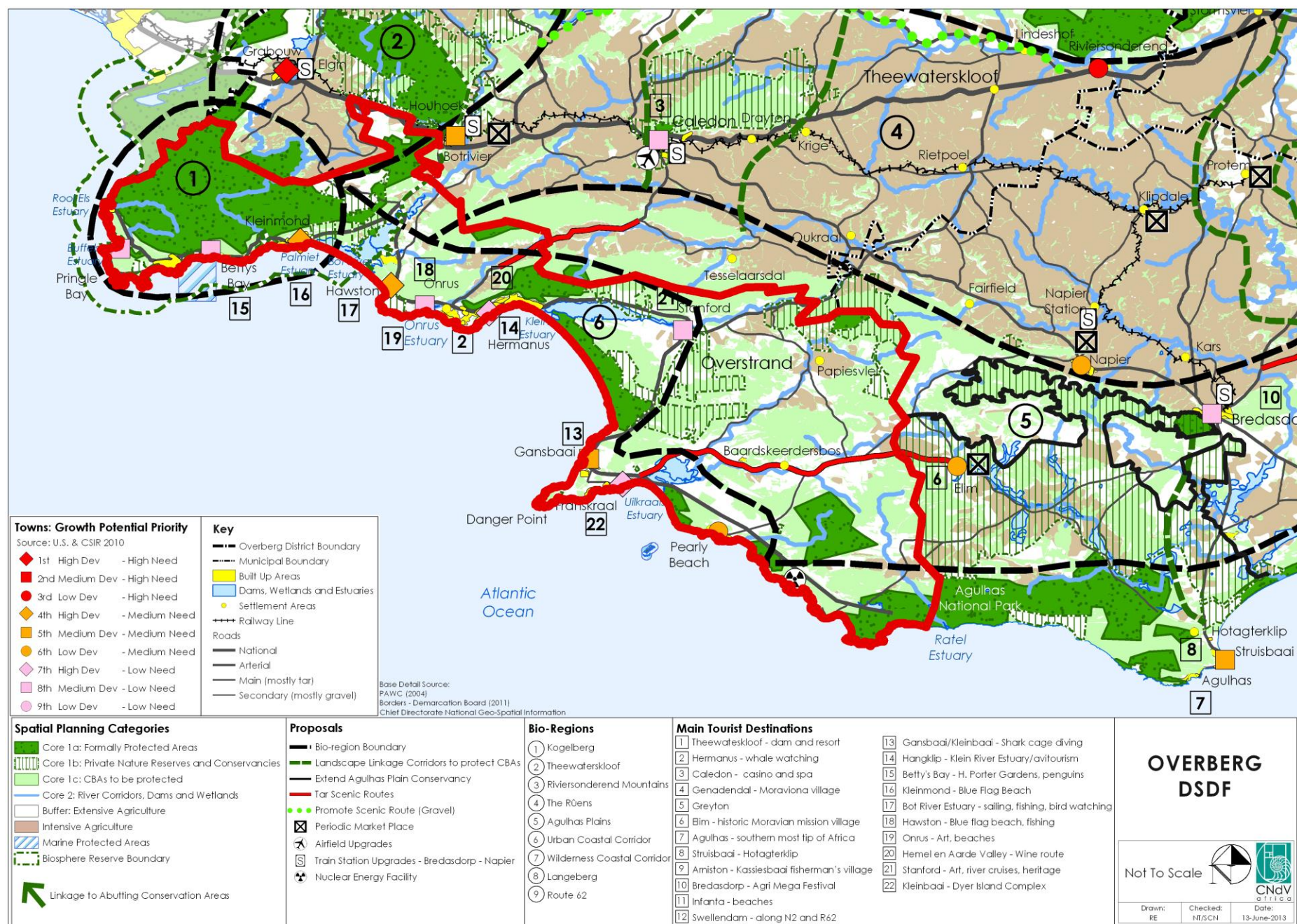


Figure 5.3..13.4 Overstrand Strategies / Proposals: Extract from the Overberg draft District Municipal SDF



### 5.3.13.5 SWELLENDAM MUNICIPALITY STRATEGIES/ PROPOSALS

The following section highlights the main strategies and proposals to be considered in the revision of the local SDFs in terms of municipal planning and development proposals.

- Update the settlement hierarchy as follows, see Table 5.3.4:

Development Potential	Social Need	Settlements
High	High and very High	None
High	Medium	Swellendam
High	Low and very Low	None
Medium	High and very high	Railton
Medium	Medium	None
Medium	Low and very Low	None
Low	High and very high	Suurbraak
Low	Medium	Barrydale

**Table 5.3.13.5 Swellendam Growth Potential Classification of Towns (US & CSIR, 2010)**

- Indicate Swellendam as the highest order settlement in the Municipality.
- Refine and indicate the proposed bio-regions and related strategies, see Table. 5.3.1:
  - Langeberg; and,
  - Route 62.
- Refine and indicate the spatial planning categories (SPCs) and related proposals, see Table 5.3.2.
- Indicate tourism destinations in Swellendam
- Designate scenic routes including:
  - Tradouw Pass; and,
  - R62.



**Swellendam**



**Suurbraak**



**Barrydale**

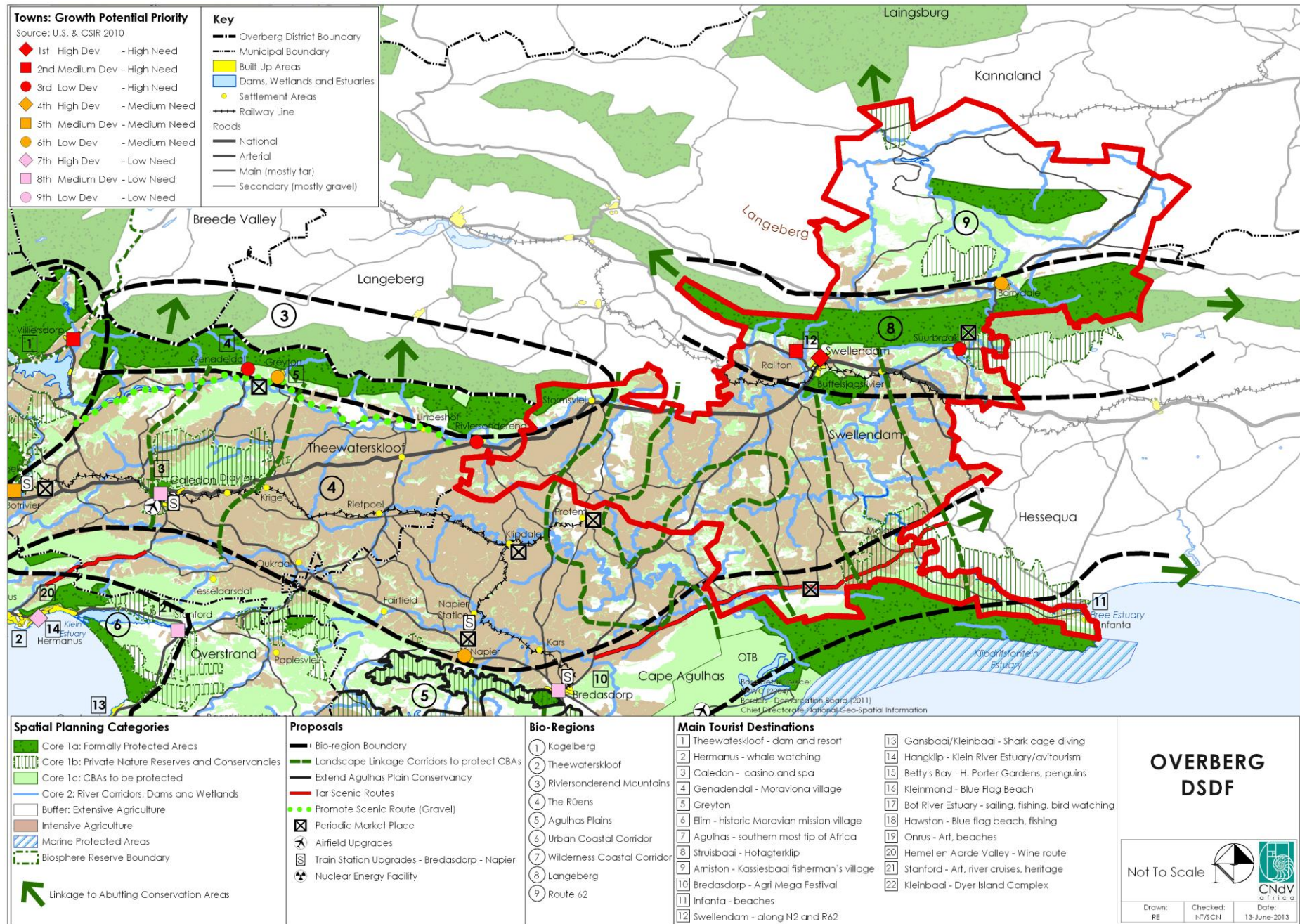


Figure 5.3.13.5 Swellendam Strategies / Proposals: Extract from the Overberg draft District Municipal SDF



### 5.3.14 HUMAN SETTLEMENTS

The district municipality is relatively highly urbanized with 83% of people living in the main settlements.

This section provides notes on guidelines to inform the drawing up of sectoral SDPs for each town, village or hamlet when the Local Municipal SDFs are reviewed or compiled using selected settlements in each municipality as examples.

#### 5.3.14.1 THEEWATERSKLOOF LOCAL MUNICIPALITY: GRABOUW – ELGIN (Population: Approx. 21 600 persons)

##### Challenges and Opportunities, see Figure 5.3.14.1

- The Grabouw –Elgin area is located in the heart of the most intensive agricultural area in the District;
- This area is fast developing into one of the biggest concentrated population node in the District given the high levels of employment generated by the farming activities;  
The settlement is about 7km from east to west. This makes it very difficult to move about without vehicle transport;
- Main Road through Pineview township, one of the three access points onto the N2, could provide the most direct access but currently only serves as a single sided township access road for much of its length. The west and east Oudebrug Road intersections with the N2 are currently the main access points to the town and by-pass Pineview;
- Grabouw is separated from Elgin by the river. Pineview enjoys a direct link and is contiguous with Grabouw along Main Road;
- Although there is some innovative housing being implemented at the project level, for example Rooidakkies, the settlement as a whole, particularly Pineview, is growing in a sprawling manner with newer developments being located on the outskirts of town towards the west;
- Urban design framework guidelines are required to help direct future development and upgrading renovations along Main Road. Part of the objective of such an exercise should be to promote Old Cape Road as a new direct entrance route into Grabouw. This has been partially identified in the September 2010 SDF, Figure 13.2, but needs to be strengthened, in particular with a prominent gateway off the N2;
- Grabouw clearly attracts a high degree of economic activity and urban opportunities which has given rise to the informal settlements as people move into the area to take advantage of these opportunities even before there is sufficient housing. This energy should be channeled into the restructuring of the settlement;
- Encourage the implementation of the Theewaterskloof Sustainable Development Strategy (Grabouw was selected as the first area for implementation);
- Preparation for Rapid Expansion of Low and Medium residential areas as part of the Grabouw Investment Initiative;
- Support the establishment of three Sustainable Rural Settlements planned as part of the Comprehensive Rural Development Programme; and,
- Land transfer from the National Department of Public Works to the TWK Municipality, as well as the upgrade of infrastructure by NDPW, are major challenges to make this a reality.



Commercial activity, Oudebrug Road, Grabouw



Rooidakkies Pilot Housing Project



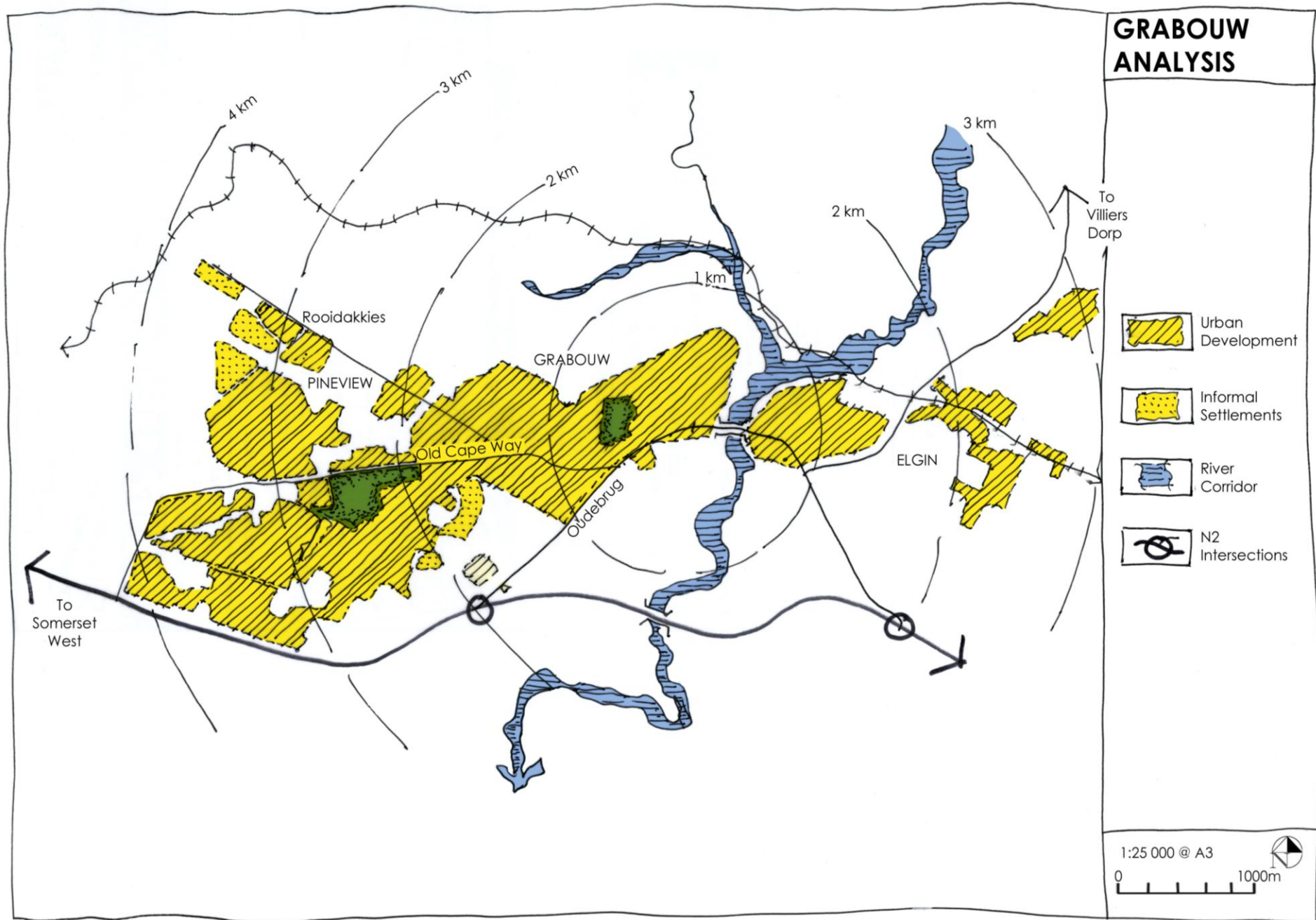


Figure 5.3.14.1 Grabouw Analysis

### 5.3.14.2 THEEWATERSKLOOF LOCAL MUNICIPALITY: Bereaville, Voorstekraal, Genadendal and Greyton

This section provides notes on guidelines to inform the drawing up of sectoral SDPs for each town, village or hamlet when the Local Municipal SDFs are reviewed or compiled using selected settlements in each municipality as examples.

#### Challenges and Opportunities

- These settlements, tucked against the foothills of the Riviersonderend can be considered true conservation villages in that their layout, design and original construction of buildings is very closely aligned with the bio-physical environment;
- This can be seen in how their primary layout design principle is to locate properties adjacent but not impacting, on either side of the fertile alluvial valley;
- This location also allows water to be led by gravity to the dwellings and agricultural plots;
- It is interesting that these villages began without secure tenure in the form of surveyed plots and that freehold title only came at a later date. This can be contrasted with settlement like Kassiesbaai at Arniston and Elim where there is no freehold title and raises the question as to whether freehold ownership still is beneficial to the long term social sustainability of a community or not;
- Boschklouf in Greyton was also originally part of this settlement complex as can be seen by how closely its layout also follows the pattern of locating dwellings on either side of a fertile watercourse;
- The strong sense of place in Genadendal with its extraordinary 18<sup>th</sup> century village core which appears arrested in time although well maintained and looked after, has been weakened by the poor gateway image created by the standard low income housing RDP scheme prominently located at the entrance of the village on the main road to Greyton;
- Historically the settlements took access off the old road between Villiersdorp and Riviersonderend and traffic would have passed by or through each one of them. Today there is only a dedicated tar road leading directly to Greyton which bypasses the other three settlements which take access off a minor gravel road;
- This road leads to Villiersdorp and should be promoted as an adventure tourist traffic route retaining its gravel surface so as to increase the numbers of visitors through the villages; and,
- Because of their remote location servicing these settlements is a challenge. However, Bereaville has recently installed dry urine diversion system which is apparently successful. This could be rolled out in other similar remote settlements.



Genadendal: Historic Mission Precinct



Greyton ([www.blog.sa-venues.com](http://www.blog.sa-venues.com))



Genadendal: Well defined and landscaped town square



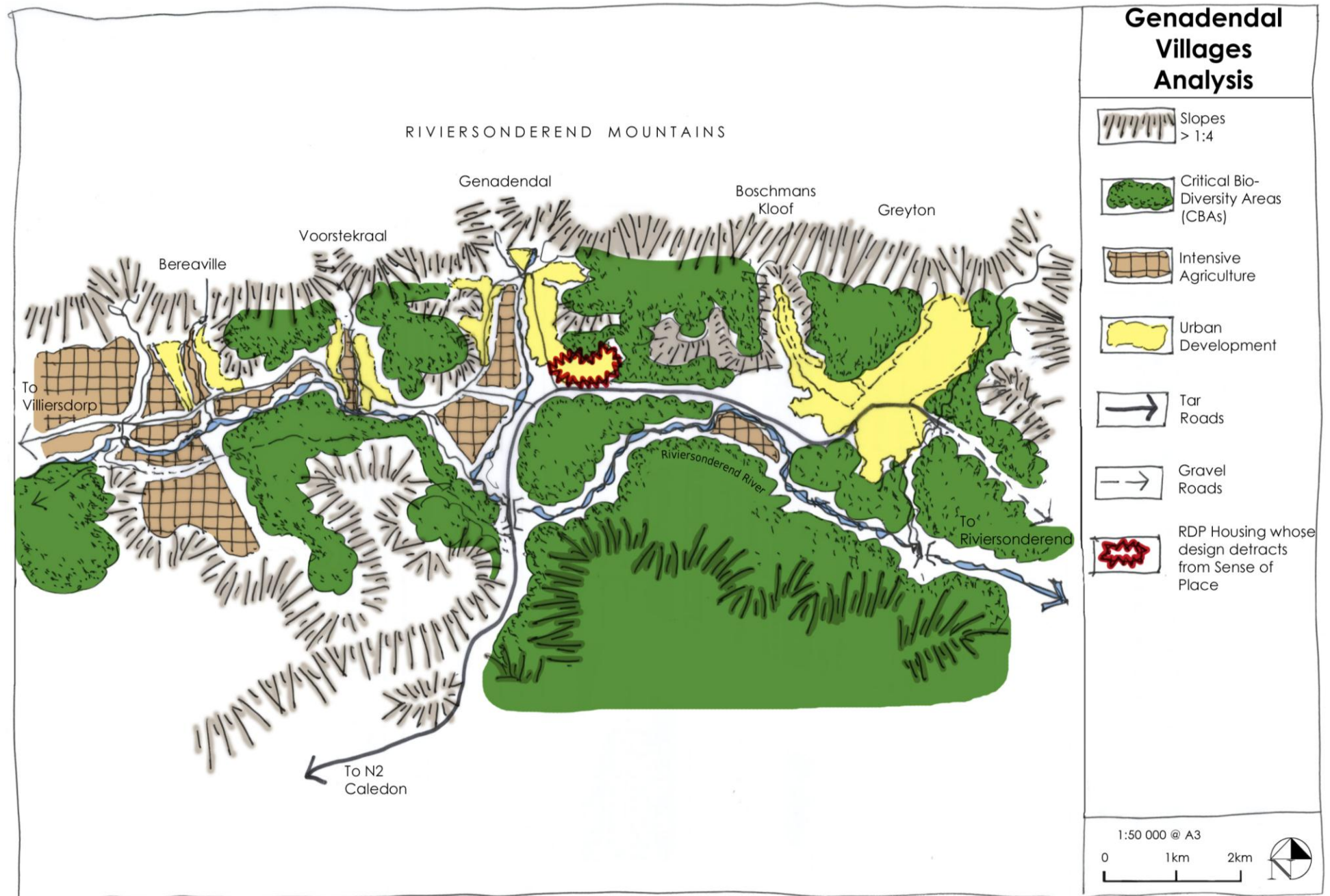


Figure 5.3.14.2 Bereaville, Voorstekraal, Genadendal, Boschmanskloof and Greyton : Analysis



### 5.3.14.3 CAPE AGULHAS LOCAL MUNICIPALITY: BREDASDORP (Population: Approx. 15 000 persons)

This section provides notes on guidelines to inform the drawing up of sectoral SDPs for each town, village or hamlet when the Local Municipal SDFs are reviewed or compiled using selected settlements in each municipality as examples.

#### Challenges and Opportunities

- Bredasdorp is strategically located on the regional transport routes as the only point through which the tarred roads connecting the coastal town pass to connect to the sub-region to Caledon and the N2 Freeway;
- Its strategic location has enabled the town to maintain its economic base over time as it has enabled it to capture the benefits of being a district headquarters site for agricultural co-ops, local government offices and the local offices of national government departments in addition to its agricultural service centre role;
- It possesses scenic beauty mainly from its very unique location at the junction of three different landscapes, namely: classical, cosmic and romantic;
- The settlement grew from a very integrated mixed-use base that was predominantly located in the historic core. Later extensions saw two single use townships and industry developing further away from the centre of town;
- The density is about 7du/ha and the town stretches 4km in length. This makes pedestrian movement in town extremely difficult thereby limiting the access of the poorer parts of the community;
- The Droë River separates the industrial area and the lower income areas from the remainder of the town. This and other forces have led to the town being very compartmentalized;
- The above river also forms the northern boundary of the older parts of town. The southern boundary of town is formed by the mountain range;
- Four through roads provide access to the town from Napier, Swellendam, Arniston and Struisbaai;
- Serving as a regional centre the town attracts people from the hinterland and has to deal with high levels of unemployment and housing need. Its limitations of insufficient vacant land in the centre parts of town for residential development forces the authorities to look for more creative means to address the housing need or to look at converting farming land for urban development; and,
- Parcels of land identified for new development should be subjected to integrated housing development strategies thereby assisting in breaking down the compartmentalization that has taken place over the recent years.



Lang Street towards Old Meule Street



Lang Street towards CBD



Old Meule Street and All Saints intersection looking over developable land into town

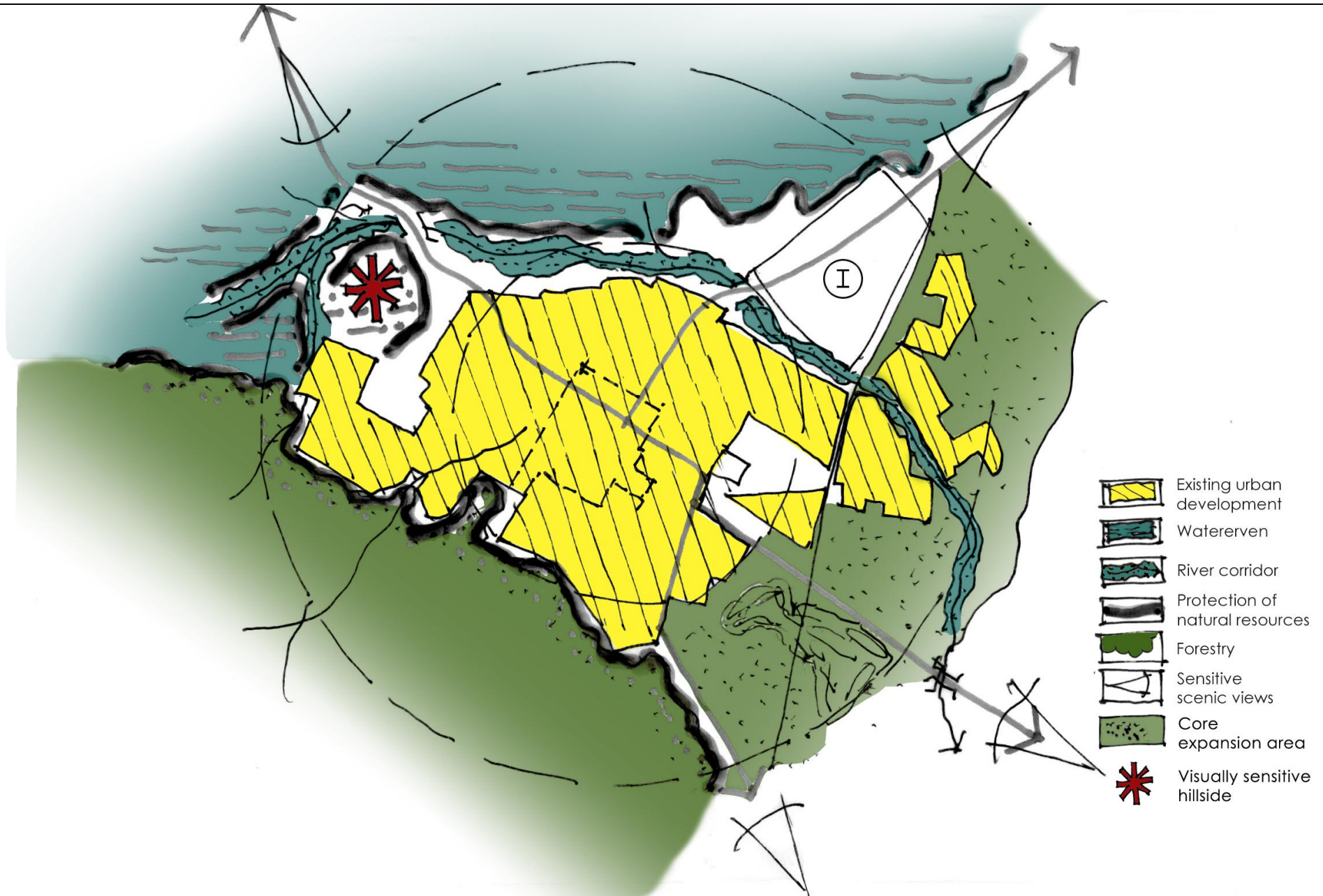


Figure 5.3.14.3 Bredasdorp Analysis

#### 5.3.14.4 SWELLENDAM LOCAL MUNICIPALITY: SWELLENDAM (Population: Approx. 12 500)

This section provides notes on guidelines to inform the drawing up of sectoral SDPs for each town, village or hamlet when the Local Municipal SDFs are reviewed or compiled using selected settlements in each municipality as examples.

##### Challenges and Opportunities

- Swellendam originally developed as an agricultural service centre at the junction of the regional routes from Worcester in the Breede River and Grabouw and Caledon in the Overberg;
- It is prominently and strategically located on the N2 half way between Cape town and George, at the junction with the R60 to Worcester and N1 to Cape Town;
- Swellendam has a significant heritage component in which norms such as the PSDF densification targets of Average Gross densities of 25du/ha (settlement dependent on public transport) or average gross 15du/ha should not be applied willy nilly;
- There is an industrial area some 3kms to the south which is rather far away from both sectors of the town;
- As with most towns in South Africa apartheid saw the development of a low income township, Railton, across a significant barrier, in this case the upgraded N2;
- Although giving the sense of being spatially separated by its height above the original town and its location across the barrier created by the N2 the northern most sections of Railton are within convenient walking distance (< 1 km) from the CBD. There is also only one major road connection;
- Discussion should be held with SANRAL to see how to link Railton more strongly to the town considering a wide range of measures including bridges, amended road access guidelines and possibly a change to a more urban roadside development environment which permits better integration between north and south such as found in Riviersonderend;
- If practicable, future development catering for housing demand from Railton should be located in suitable land to the north of the N2.
- This will involve different housing design and project sizes to those seen hitherto which have been on a mass housing model producing identical dwelling units;
- Rather a process could involve small builders building small numbers of units in small projects around the town; and,
- Special attention would need to be paid to the market targeted design details so that the housing will fit on various small pieces of vacant land as appropriately as possible into the surrounding context.



Swellendam: Shops and offices in Main Road, CBD



An example of potential infill development



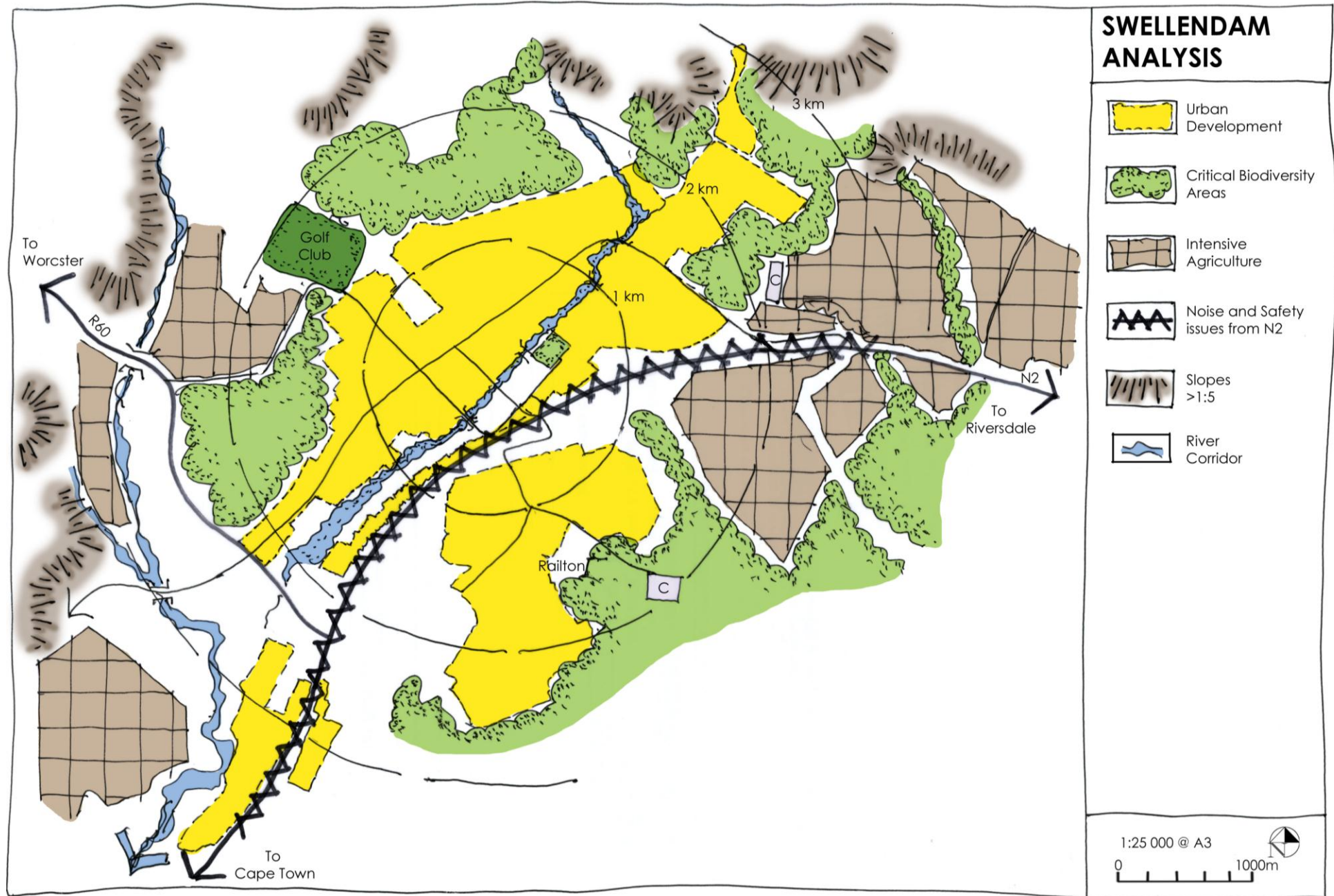
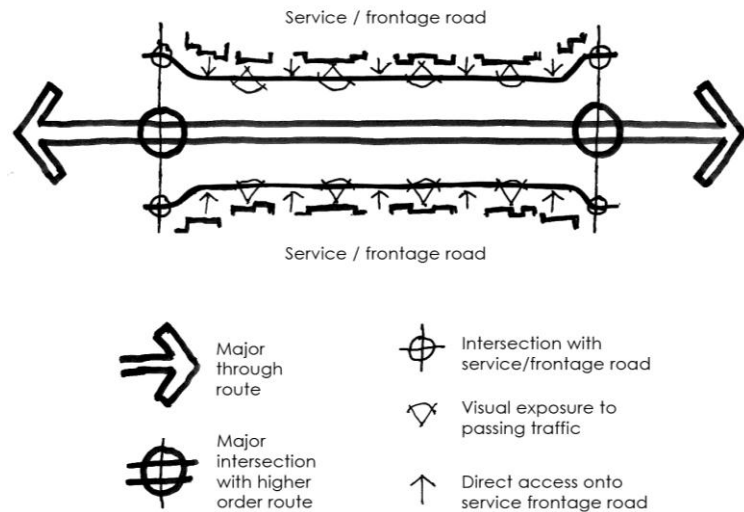
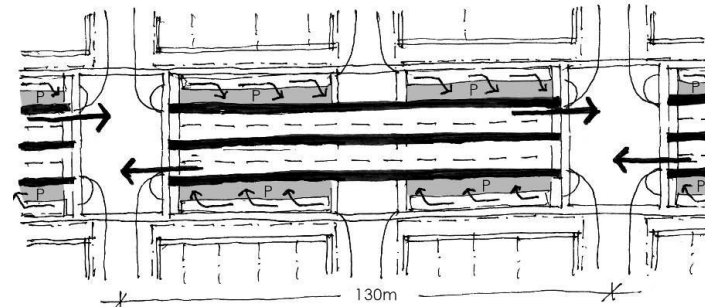


Figure 5.3.14.4 Swellendam Analysis

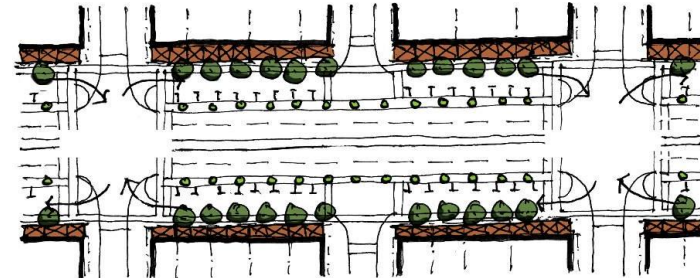
**Frontage / service road concept to take advantage of passing trade on major through routes without compromising mobility**



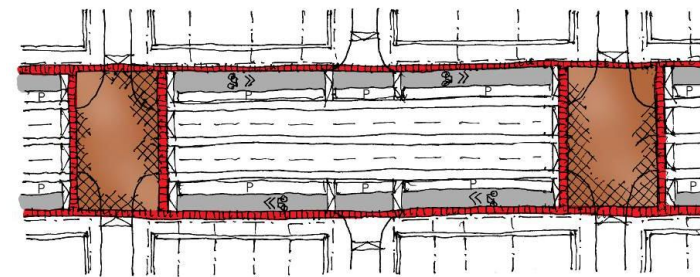
**Figure 5.3.14.5 Example of road cross-section to provide business accessibility along major through route**



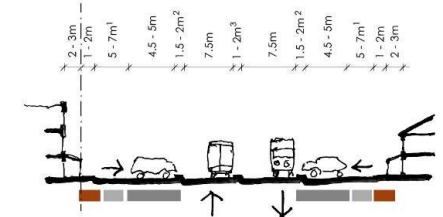
- Mobility lanes to be protected between intersection where possible
- Parking to be accessed from service / frontage roads where possible



- Narrow feature trees along medians through lanes
- Shade trees over sidewalks access aisles
- Narrow trees on frontage provide visibility to shop fronts (10 to 15m LS)
- Collonaded stoeps to be provided on shop fronts by owners / tenants



- Pedestrian sidewalks to be continuous across intersections and protected with speed tables
- Cycles to share parking access where necessary as "sharrows"



- 1 may share with pedestrians and cycles
- 2 free root barriers may be required <1.5m
- 3 pedestrian barrier on centre median



- Collonaded stoeps to be located over public sidewalks if sufficient space or on property if not



- Pedestrian barrier on centre median

1:1000

1:500

**Figure 5.3.14.6 General principles for the development of major through routes**

## 6. IMPLEMENTATION FRAMEWORK

### 6.1 SDF POLICY / PROJECT LIST

The following table of projects is compiled from the various projects from the SDF proposals.

Proposal		Project / Policy Description	Cost Estimate (R's)	Implementation Agent
SDF 1	Urban design, architectural and landscaping guidelines	Promote the sustainability of Rooi-els, Pringle Bay and Bettys Bay by: encouraging the use of sustainable service technologies, green building techniques and an improvement in their overall aesthetic appearance	±R500 000	Municipality
SDF 2	Upgrade the Grabouw and Botriver railway stations	Upgrade the Grabouw and Botriver railway stations and their precincts for tourism purposes linking Caledon, Napier and Bredasdorp	-	Theewaterskloof Municipality
SDF 3	Upgrade Caledon, Bredasdorp, Botriver, Swellendam, Grabouw and Napier railway stations	Upgrade the station precincts and the use of the railway line as a vintage railway tourism route to Grabouw	-	Local Municipalities
SDF 4	Upgrade Caledon airfield	Upgrade the airfield as a commercial facility	±R5 000 000	Theewaterskloof Municipality
SDF 5	Upgrade Elim to Gansbaai Road	Upgrade the route to increase tourism potential	-	Department of Transport
SDF 6	Upgrade the Caledon to Hermanus Road	Upgrade the route to increase tourism potential	-	Department of Transport
SDF 7	Overberg Tourism Strategy	Develop a regional tourism strategy for promoting tourism opportunities in the district also addressing agri-tourism.	±400 000	Overberg Municipality
SDF 8	Upgrade Bredasdorp to Malgas road	Tar the route to increase accessibility	-	Department of Transport
SDF 9	Investigate upgrading of the Airforce Test Base	Assess the impact of upgrading such a facility and the associated traffic impacts	±R200 000	Cape Agulhas Municipality
SDF 10	Scenic Route Study	Identify scenic routes throughout the district municipality.	±R300 000	Overberg Municipality
SDF 11	Grabouw Urban Design Framework	Direct future development and upgrading renovations along Main Road	±R400 000	Theewaterskloof Municipality
SDF 12	"Green" economic policy	Prepare a policy for the generation of "green" jobs in environmentally sensitive areas through harnessing their tourism potential.	±E400 000	Overberg District Municipality
SDF 13	Railway line shuttles	Potentially use railway lines as a means of public transport between major locations.	-	Municipalities



## 6.2 IDP POLICY / PROJECT LIST

Proposal		Project / Policy Description	Cost Estimate (R's)	Implementation Agent
IDP 1	Coastal Management Programme	Coastal Management Programme for Cape Agulhas, Overstrand and Theewaterskloof Municipalities.	R800 000	Overberg Municipality
IDP 2	Climate Change Strategy	Develop a climate change strategy for the Overberg Region	R 500 000	Overberg Municipality
IDP 3	Road upgrade (regravel) AP 1250 Swellendam	Regravel the road in Vleitjie area	R1 800 000	PGWC
IDP 4	Road upgrade (regravel) AP 1233 Cape Agulhas	Regravel the road in Jonaskraal area	R 350 000	PGWC
IDP 5	Road upgrade (regravel) HP 268 Swellendam	Regravel the road in Infanta area	R 4 260 000	PGWC
IDP 6	Road upgrade (regravel) AP 1265 Cape Agulhas	Regravel the road in Klipdale area	R 1 500 000	PGWC
IDP 7	Road upgrade (regravel) AP 1303 Theewaterskloof	Regravel the road in RSE area	R 800 000	PGWC
IDP 8	Road upgrade (regravel) AP 1279 Theewaterskloof	Regravel the road in Jklip/N2 area	R 1 600 000	PGWC
IDP 9	Road upgrade (regravel) AP 1300 Theewaterskloof	Regravel the road in Jax Canning area	R 3 000 000	PGWC
IDP 10	Road upgrade (regravel) AP 1001 Theewaterskloof	Regravel the road in Hangklip area	R 1 110 000	PGWC
IDP 11	Road upgrade (regravel) OG 4001 Theewaterskloof	Regravel the road in Maasbaai area	R 200 000	PGWC
IDP 12	Road upgrade (regravel) AP 1285 Theewaterskloof	Regravel the road in Valley area	R 1 880 000	PGWC
IDP 13	Road upgrade (regravel) AP 1207 Cape Agulhas	Regravel the road in De Mond area	-	PGWC
IDP 14	Road upgrade (regravel) AP 1206 Overstrand	Regravel the road in Dirk Uys area		
IDP 15	Road upgrade (regravel) AP 1202 Overstrand	Regravel the road in Die Dam area		
IDP 16	Road upgrade (regravel) AP 1201 Overstrand	Regravel the road in Die Dam area		
IDP 17	Road upgrade (regravel) AP 1381 Swellendam	Regravel the road in Olivedale area		
IDP 18	Road upgrade (regravel) AP 1230 Cape Agulhas	Regravel the road in Koeranna area		
IDP 19	Road upgrade (regravel) AP 1264 Theewaterskloof	Regravel the road in Highlands area		
IDP 20	Road upgrade (regravel) OG 4010 Theewaterskloof	Regravel the road in Kkraal area		
IDP 21	Road upgrade (regravel) HP 281 Theewaterskloof	Regravel the road in Gloria area		
IDP 22	Road upgrade (regravel) AP 1320 Theewaterskloof	Regravel the road in Graymead area		
IDP 23	Road upgrade (regravel) AP 1381 Swellendam	Regravel the road in Warm WB area		

## 6.2 IDP POLICY / PROJECT LIST (continued)

Proposal		Project / Policy Description	Cost Estimate (R's)	Implementation Agent
IDP 24	Road upgrade (regravel) HP 270 Swellendam	Regravel the road in Infanta area		
IDP 25	Road upgrade (regravel) AP 1273 Swellendam	Regravel the road in Napky area		
IDP 26	Road upgrade (regravel) AP 1255 Theewaterskloof	Regravel the road in Solitaire area		
IDP 27	Road upgrade (regravel) AP 1252 Theewaterskloof	Regravel the road in D.Park area		
IDP 28	Road upgrade (regravel) AP 1257 Swellendam	Regravel the road in H.Beesriv area		
IDP 29	LED Strategy (review)	Review the LED Strategy for the Overberg District	R 50 000	Overberg District Municipality
IDP 30	District Tourism Development Strategy	Prepare a district tourism development strategy for the Overberg District	R 100 000	Overberg District Municipality
IDP 31	Regional Route Development		R 200 000	Overberg District Municipality

### 6.3 PROJECT PRIORITISATION

The SDF and IDP projects as per section 6.1 and 6.2 are to be prioritized by the relevant Council Officials and Ward Committees as part of the IDP process.

Project Priority No.	Proposal No.	Policy /Projects Name/ Ref	Project / Policy Description	Cost Est. (Rs)	Rating Matrix (5: most important; 1: least important)													Total
					Alignment			Sustainability					Project Implementation					
					NSDP	PSDF	District SDF	Improves Employment	Improves Economic Empowerment	Improves Economic Diversification	Improves Empowerment	Positive Environmental Impact	Critical Path for other projects	Cost of Impl.	Ease of Impl.	Improves Access to Infrastructure	Improves Settlement Restructuring	
1	SDF 15																	
2	SDF 7																	
3	SDF 16																	
4	SDF 3																	
5	SDF 6																	
6	SDF 2																	
7	SDF 5																	
8	IDP 2																	
9	IDP 14																	
10	SDF 18																	



# 7. MONITORING AND EVALUATION FRAMEWORK

Phase 7 of reviewing the SDF, Monitoring and Evaluation, will only occur after the SDF is approved. It should occur as follows:

## 7.1 REVIEW PROGRESS IN IDP

The annual review of the IDP should include a review of progress on the policy amendments and project implementation of the SDF according to the priority listings and expenditure programs of the various sector departments' budgets.

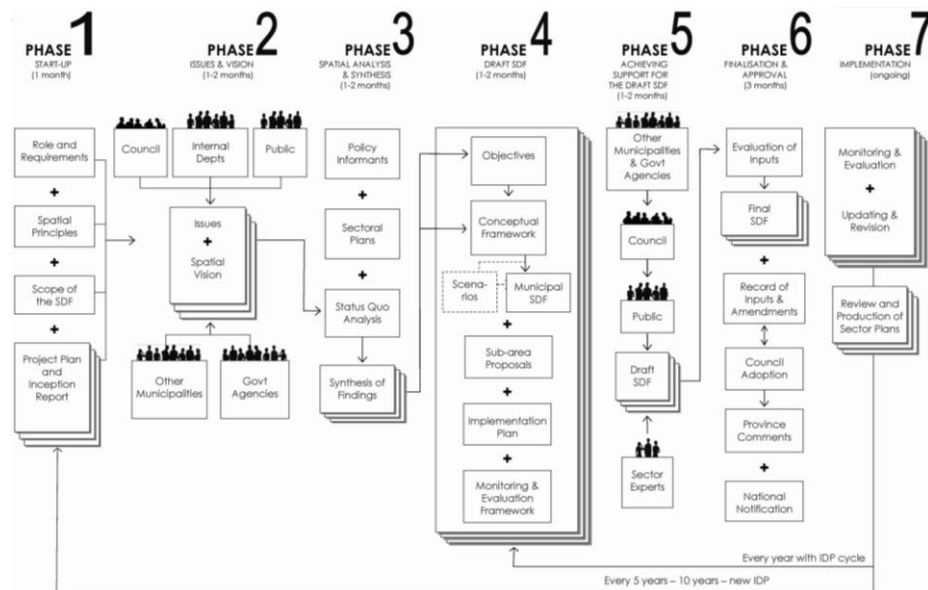


Figure 7.1 Phases in the process of completing and SDF (source: CNdV, 2010)

Figure 7.1 above shows that after the completion of the SDF in Phase 6, the SDF will be implemented through the various sectoral plans during Phase 7, see Figure 7.2. During this phase the implementation of the SDF should be monitored on at least a 2 month basis by the IDP's annual reporting on the progress of the various implementation/ sectoral plans. This review should also comment on the SDF. This is shown in Figure 7.1. Capacity problems within the Overberg District

Municipality need to be adequately addressed to ensure efficient implementation within budgets.

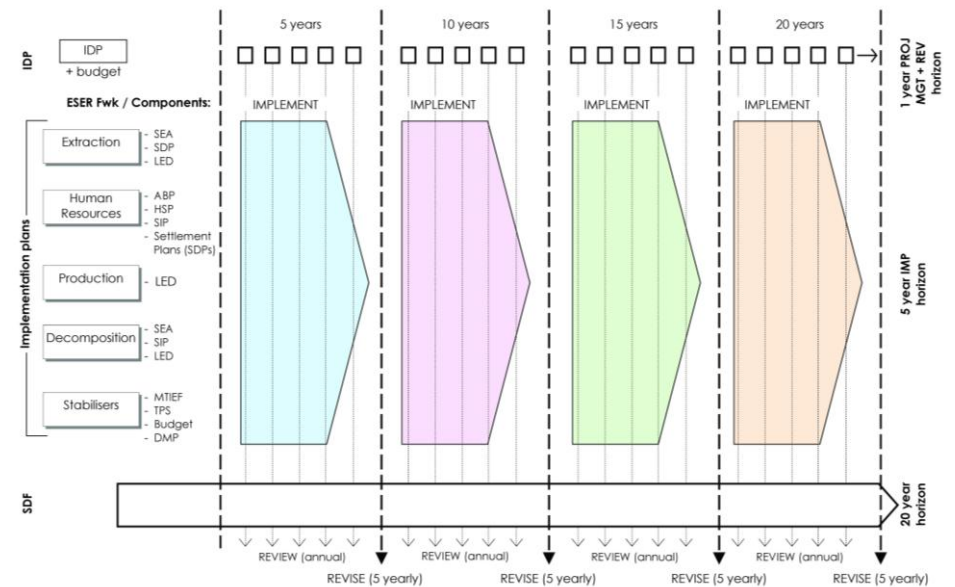


Figure 7.2 Proposed Relationship between IDPs, Implementation Plans, including HSPs and SDFs (source: CNdV, 2010)

Figure 7.2 further shows that the SDF is the common spatial base on which all the implementation plans should be executed.

Figure 7.2 also shows that the SDF should be revised and updated at least every 5 years in parallel with the IDP and Implementation Plans. Ideally, the Sector Implementation Plans and the IDP should start and end on the same 5 year cycle.

Although the SDF is reviewed every year in the IDP and is revised every 5 years it needs to take a longer term view. The SDF should take a 20 to 30 year perspective on the growth direction of a municipality and settlements. It will be the only plan in the municipality taking such a long term view.

## 7.2 PROJECTS/ POLICIES TO BE REPORTED IN THE IDP

The following table of projects is an example of a monitoring / progress report through which the projects can be monitored. The cells in this table should be completed indicating each policy or project and reported in each year's IDP.

Note: To be completed for each policy or project and reported in each year's IDP.

Project / Policy		Progress	Quality	Econ	Eng	B...	Comments						
							Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
SDF3	Enlarged Conservation Areas												
SDF2	Tourism Plan												
SDF 5	Renewable Technologies Strategy												
SDF1	Urban Design and Landscaping Frameworks												
SDF 13	Upgrade WWTW												
SDF 14	Upgrade WWTW												
SDF 18	Provide for cycling and animal drawn vehicles												
SDF3	Enlarged Conservation Areas												
SDF2	Tourism Plan												
SDF 5	Renewable Technologies Strategy												
SDF 4	Scenic Route Policy												

**Table 7.2 Projects Evaluation and Report Framework**

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