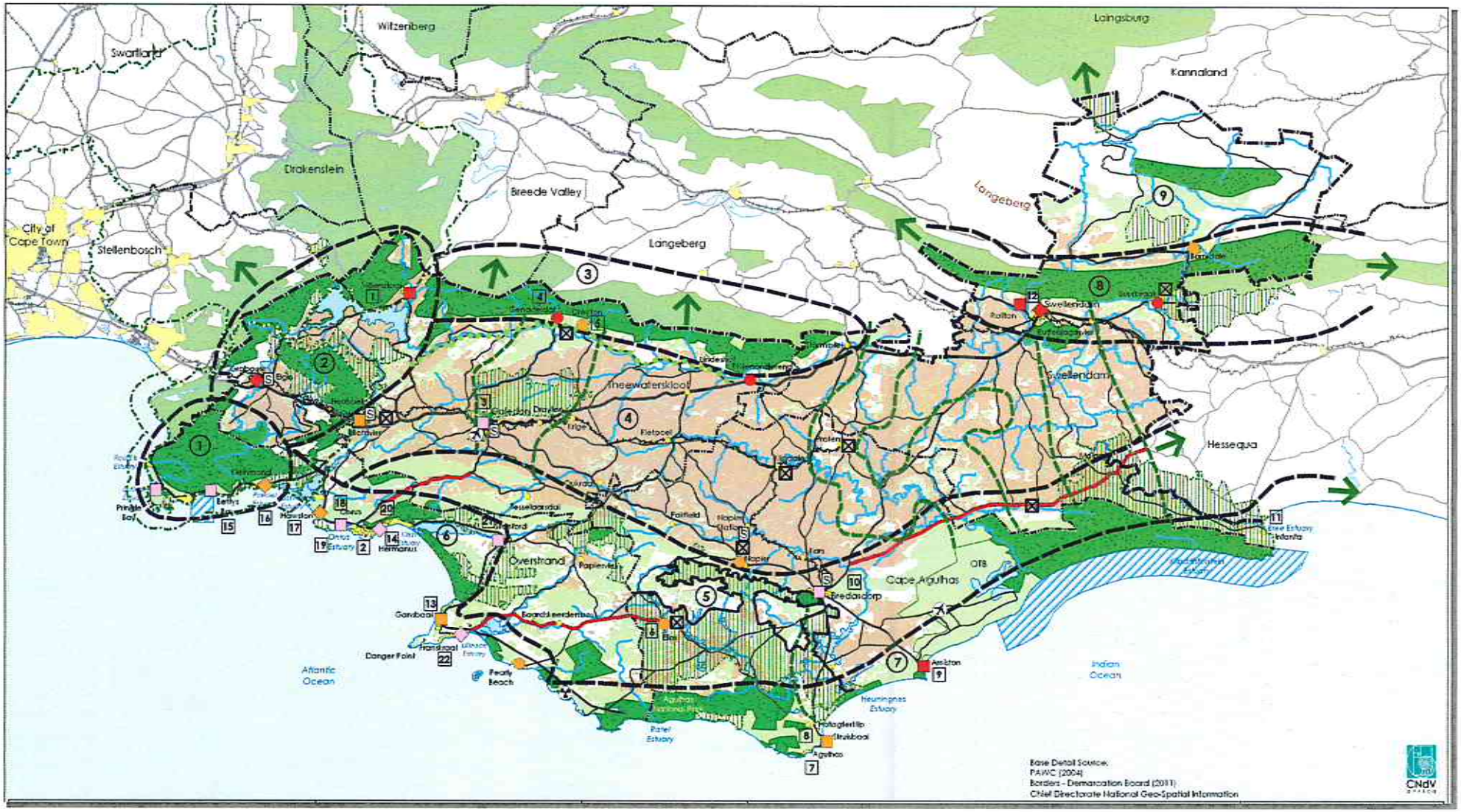



# OVERBERG DISTRICT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

## SPATIAL DEVELOPMENT FRAMEWORK REPORT

**March 2014**

# OVERBERG DISTRICT MUNICIPAL
## SPATIAL DEVELOPMENT FRAMEWORK

prepared for

**OVERBERG DISTRICT MUNICIPALITY**
26 Long Street, Bredasdorp
Tel: 028 425 1157 Fax: 028 425 1014

rural development & land reform
Department: Rural Development and Land Reform
REPUBLIC OF SOUTH AFRICA

**DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM**
Private Bag X 833 Pretoria, 0001
Tel: 012 312-8369 Fax: 012 321-2974

by

CNdV africa

**CNdV Africa Planning and Design CC**
environmental planning, landscape architecture, urban design
17 New Church Street, Cape Town, 8001
Tel: (021) 424-5022 Fax: (021) 424-6837
Email: planning@cndv.co.za

**March 2014**

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.

# CONTENTS

## LIST OF FIGURES

## LIST OF TABLES

## LIST OF GRAPHS



Photo Reference List – see Bibliography

## 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 |

# 1. INTRODUCTION

## 1.1 PURPOSE OF THIS REPORT

The purpose of this report is to provide relevant background information regarding the bio-physical, economic and social context of the Overberg District Municipality, see Figure 1.1.1, and the policy framework that must be taken into account in the SDF proposals for the Municipality.

## 1.2 STRUCTURE OF THIS REPORT

The report is structured in the following manner:

Section 1 describes the purpose and need for an SDF.

Section 2 describes how the SDF should take into account a number of national guidelines and concepts.

Section 3 describes the current situational analysis in the Overberg District Municipality (WC051) under the following subsections:

- Natural Systems;
- Socio-economic systems; and
- Built Systems.

Section 5 provides the public participation feedback.

## 1.3 WHAT IS AN SDF AND WHY IS IT NEEDED?

The spatial management of growth in urban and rural environments and the subsequent impact on resources was previously directed through rather inflexible master plans which were underpinned by the principles of discrimination and separate development.

The new democratic government, post 1994, adopted a new system of spatial planning described in principle in the Development Facilitation Act and Municipal Systems Act. This new system had two components to it.

The first was an indicative plan or Spatial Development Framework (SDF) that was intended to show desired patterns of land use, directions for future growth, indicate the alignment of Urban Edges, and depict other special development areas. The impact of SDFs is limited to providing policy to guide and inform land development and management. They do not change or confer real rights on land.

These are controlled through the second component, the Land Use Management System (LUMS), the new term for town planning or zoning schemes. In many instances where they haven't been replaced or repealed these still take the place of LUMS. In contrast to SDF's LUMS have a binding effect on the development rights attributed to land and confer real rights on properties.

Because development in Municipalities is dynamic and responds to changing socio-economic and environmental circumstances, it is impossible to predict the exact requirements of development rights in every instance. Therefore, LUMS may be amended from time to time to take into account these changing circumstances. This is normally achieved through the processing of rezonings, subdivisions and removal of title deed restrictions applications. It is in these instances where SDF's play an important role in guiding appropriate future change and helping to guide motivations as to the need and desirability, or not, of proposed land use changes.

Because of their guiding and informing nature SDF's also have a number of other important roles in addition to guiding LUMS.

These include:

- Giving effect to the principles contained in the Development Facilitation Act Chapter 1, see Section 2.1.1.2 on page 13;
- Setting out objectives that reflect the desired spatial form including:

  Defining strategies and policies to achieve these objectives which must indicate, amongst others:
  - the desired pattern of land use;
  - how spatial reconstruction will be addressed; and,
  - providing strategic guidance in respect of the location and nature of development. (In this regard it should be noted that the SDF's should inform the investment decisions of the public ***and the private*** sectors.)


**Figure 1.1.1 Overberg District Municipality Study Area**

- Set out a capital investment framework for development programs; (this will mainly inform public sector investment priorities);
- Include a Strategic Environmental Assessment (SEA) in the compilation of the SDF;
- Identify programs and projects for development of land;
- Be aligned with neighbouring Municipal SDF's; and,
- Provide a visual representation of the designed spatial form with the Municipality in the form of a map which must indicate the following:
  - public and private land development and infrastructure investment;
  - desired and undesired use of land;
  - may delineate the Urban Edge;
  - identify areas for strategic investment;
  - where policy intervention is needed; and,
  - indicate where authority spending is required.

## 1.4 LEGAL STATUS OF THE SDF

Within the limitations of a SDF as laid down by the Local Government Municipal Systems Act, 2000 (Act 32 of 2000) i.e. that it should be a guiding and informing document and does not confer real rights on land, it is intended that the SDF should be a binding document endorsed by the Municipal Council.

## 1.5 RELATIONSHIP WITH OTHER PLANS

The SDF links the development objectives taken from the Integrated Development Plan (IDP) and the Budget of a particular municipality. Therefore, the SDF becomes the spatial presentation of the IDP objectives that guide projects funded through the budget of the local municipality. This link between the SDF, IDP and Budget is shown in Figure 1.5.1.

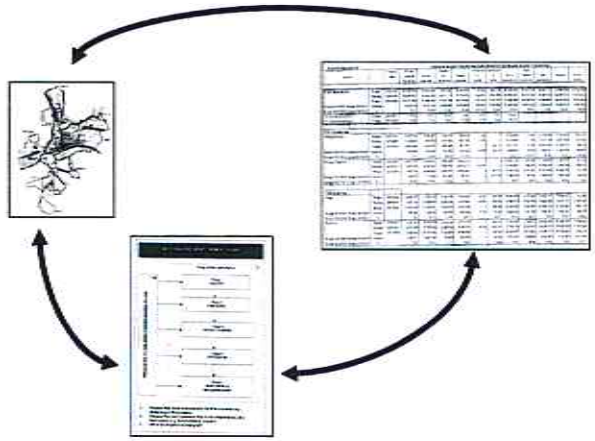


**Figure 1.5.1 Link between SDF/IDP/Budget**

The Overberg District Municipal SDF is further linked to other spatial policies at different levels of detail depending on their level of jurisdiction. The National Spatial Development Perspective (NSDP) provides the broad national development goals, objectives and strategies. This informs the Western Cape Provincial SDF (WC-PSDF). The WC-PSDF in turn informs the Overberg District Municipal SDF. The Overberg District Municipal SDF then informs the preparation of the Local Municipal SDFs. It should be noted that the hierarchy is not only top down but also bottom up, i.e. the lower level plans also inform the higher level plans through the updating process as a result of more local level detailed information. The lower the level of the plan the more detailed the plan becomes and vice versa. This is illustrated in Figure 1.5.2.

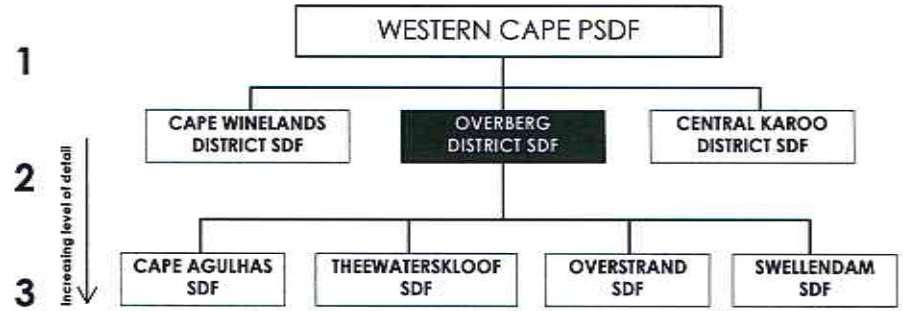



**Figure 1.5.2 Layers of SDF and Level of Detail**


**Figure 1.1.2 Aerial Photograph**

The SDF should consider the impact of the natural environment (rivers, sensitive areas) ETC. as well as built environment aspects such as housing, infrastructure, etc. and socio-economic issues relating to economy, human development indicators, etc. The SDF must guide all of the Municipality's departments, including sector departments. Therefore, the SDF is informed by and in turn informs the plans and activities of the various line departments, see Figure 1.5.3.

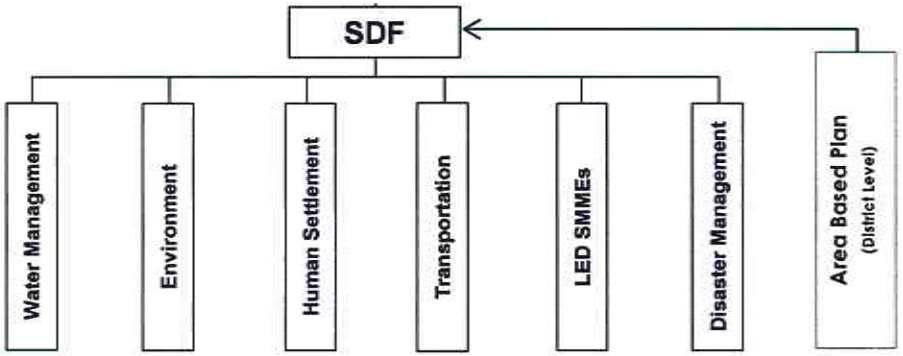



**Figure 1.5.3 SDF relationship to sector plans**

## 1.6 CONSULTANT'S BRIEF

### 1.6.1 Methodology (phases of the project)

The consultants brief is to prepare an SDF for the Overberg District Municipality (ODM).

The following methodology, see Figure 1.6.1, is used in this project:

Phase 1 : Start up;

Phase 2: Issues and Vision;

Phase 3: Status Quo;

Phase 4: Synthesis and Draft SDF;

Phase 5: Achieving Support for the SDF;

Phase 6: Finalisation and Approval of the SDF and

Phase 7: Implementation – outside the scope of this brief.

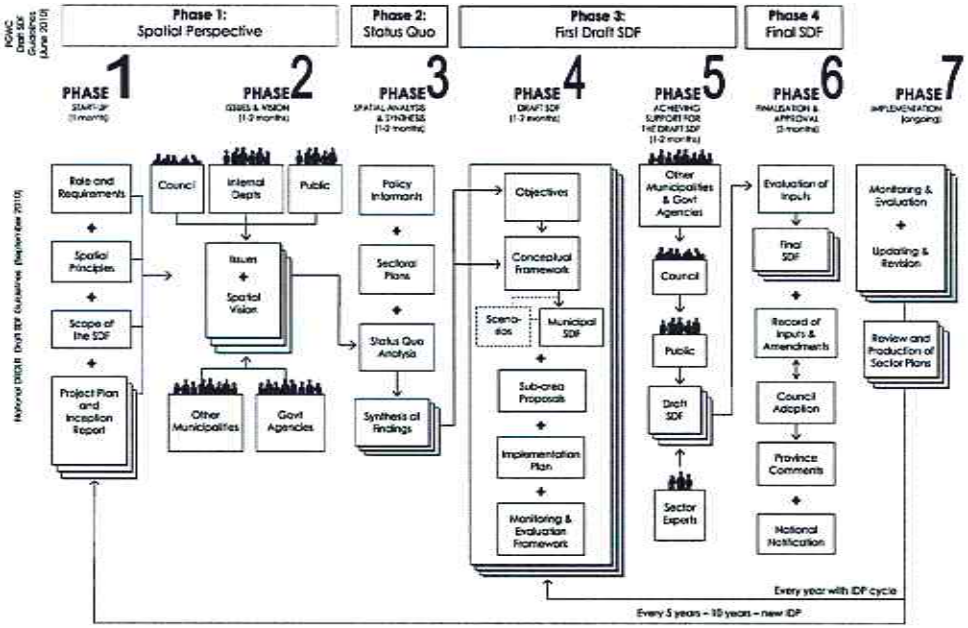



**Figure 1.6.1 Phases in the process of completing an SDF** (source: CNdV, 2010)

There is a correlation between the national and Western Cape guidelines. The national guidelines comprise of 7 phases and the Western Cape guidelines have 4 phases. For the process of compiling this SDF the National Guidelines (September 2010) will be used. The four provincial phases are:

- **Provincial Phase 1: Spatial Perspective/Situational Analysis**

The National Guidelines have two phases in this regard. Phase 1:Start-up and Phase 2: Issues and Vision. The product from Phase 1 is a Project Plan and an Inception Report. Phase 2 is a public consultative process through which issues and a vision are obtained from the local/district council, internal departments, the public, other municipalities and government departments. From Phase 2 a summary of the issues and vision will be produced. This gives a broad perspective of the spatial issues of concern.

- **Provincial Phase 2: Status Quo**

A status quo report will be produced from Phase 3 of the National Guidelines. This phase is essentially a "Spatial Analysis and Synthesis" Phase which will involve an analyss of the applicable policy informants; existing sectoral plans; natural; socio-economic; and built; and will include the issues and vision from the previous phase.

- **Provincial Phase 3: First Draft SDF**

Phase 4: Draft SDF and Phase 5: Achieving Support for the Draft SDF from the National Guidelines, correlates with Phase 3: First Draft SDF of the Provincial Guidelines. The product from Phase 4 of the National Guidelines will be a Draft SDF containing objectives, a conceptual framework, sub-area proposals, an implementation plan and a monitoring and evaluation framework. Phase 5 of the National Guidelines is another public consultative process which is done to obtain inputs/comments from the various stakeholders on the draft SDF.

- **Provincial Phase 4: Final SDF**

Phase 6: Finalisation and Approval, of the National Guidelines, correlates with Phase 4: Final SDF of the Provincial Guidelines. The product from Phase 6 in the National Guidelines will be a final SDF which will incorporate the comments obtained on the draft SDF.

The National Guidelines have an additional phase which is not provided for in the Provincial Guidelines. Phase 7: Implementation of the National Guidelines will ensure ongoing monitoring and evaluation of the SDF and updating and reviewing the SDF where required. The review of existing sectoral plans and the production of new sectoral plans which address area specific conditions within the municipality/district should be implemented. Phase 7 is outside the scope of this brief

### 1.6.2 Critical Milestones and Deliverables

The following products will be produced:

- Inception Report (Phase 1);
- Situational / Status Quo Analysis (Phase 3);
- Draft SDF (Phase 4); and
- Final SDF (Phase 6).

The following general deliverables are to be included:

i. Resumes of meetings;

ii. Powerpoint slide shows and hand-outs of presentations;

iii. Reports to be developed incrementally as project progresses;

iv. An atlas of situational analysis maps;

v. A set of proposals maps.

All of these products should be compatible with national, provincial and district GIS databases.

# 2. GOVERNANCE AND LEGISLATION - IMPLICATIONS

There are a number of Acts, policies and guidelines to be considered in the preparation of the SDF. The following section spells out some of the more important documents in this regard.

## 2.1 NATIONAL POLICY

### 2.1.1 National Planning Commission: Key Driving Forces

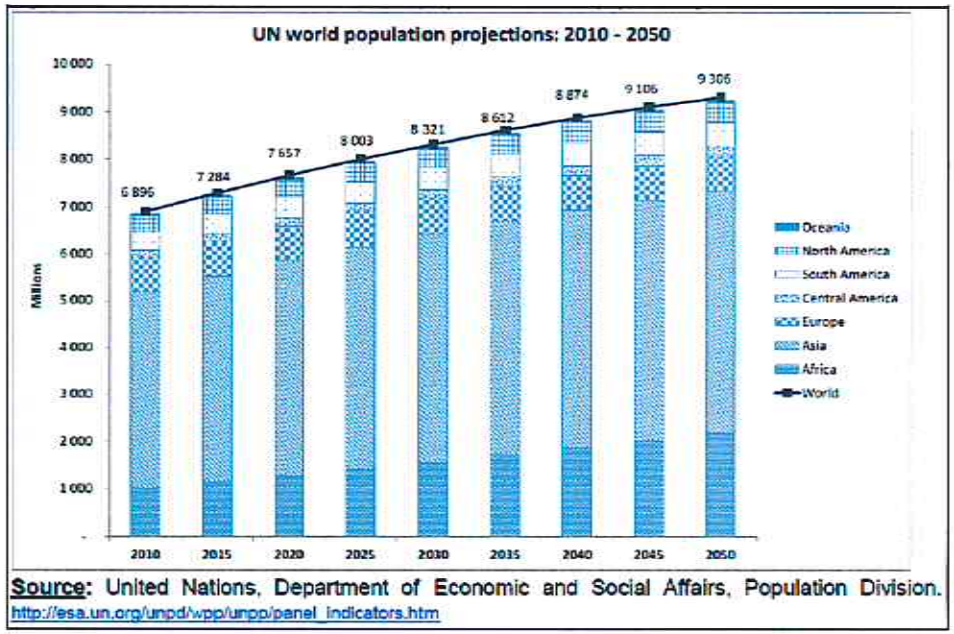
The National Planning Commission (NPC) identified the following key driving forces:

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

- **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 shortage will be prevalent in the smaller cities in the interior and will present a strain on heavy industry and transport; and
  - After 2025 there will be tougher energy laws and increased fuel and food prices.
  - By 2050 the situation will improve due to more affordable renewable energy; alternative transport; energy and waste recycling; tourism and local food production

- **The Future of Africa and the world's fastest growing market:**

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 2.1.1.1 shows the global population growth projection between 2010 and 2050.



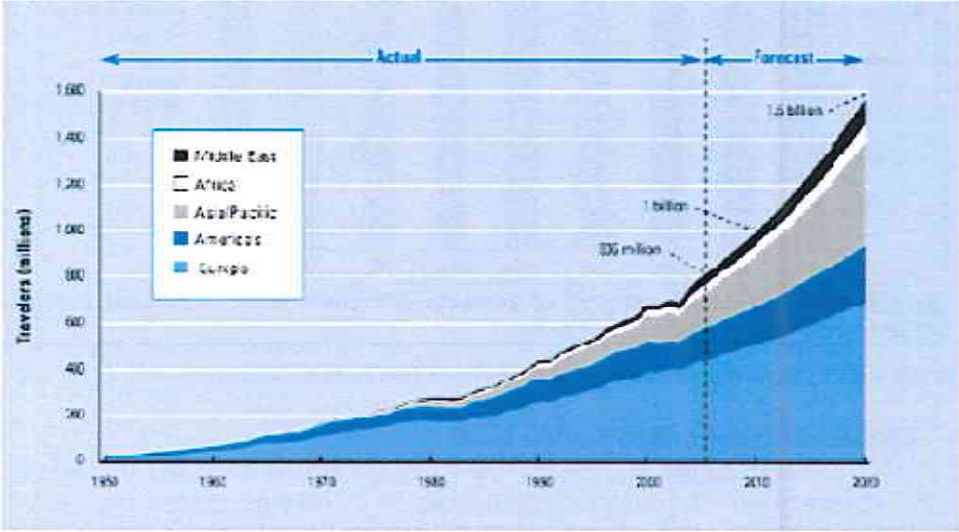

**Graph 2.1.1.1 World Population growth projections 2010 to 2050** (Impact Economix, 2012)

- **Climate change and the world getting hotter**
  - Of most concern is the next 10-15 years which is called the energy interregnum a period of generally high energy prices and major fluctuations as the world adjusts to an alternative energy scenario.
  - To cope Municipalities would need to plan for:
    - public transport and rail freight;
    - extensive use of solar water heating
    - Stringent energy conservation in business and industry
    - Recycling or energy from waste

- **Amazing new Technologies**
  - Manufacturing will need fewer and more skilled workers
  - Tele-processing will reduce the need for meeting travel
  - 50% of people will work from home by 2050.

- Accelerated connectivity and economic growth of rural and urban parts of Municipalities can be expected.
- As technology continues to replace human labour and prosperity allows more people in more countries to travel, tourism is set to maintain its position as the world's biggest and fastest growing industry.

- **World Tourism Boom**
  - Expected increase of between 15-20% in tourism;
  - Graph 2.1.1.2 shows the projected growth in global and regional international tourist arrivals between 1950 and 2020.




**Graph 2.1.1.2 Projected growth in global and regional international tourist arrivals between 1950 and 2020** (Impact Economix, 2012)

- **Population Growth and migration**
  - Of concern is the impact of HIV/AIDS and the size of the work force (growing or declining).

***Implications for the SDF***

- The non-urban settlements should consider the use of alternative energy sources, e.g. off-grid technologies for energy generation and rainwater harvesting and recycling.
- The towns, especially the coastal ones, are likely to experience an increase in tourists given the anticipated rise in tourism.
- A comprehensive district wide tourism strategy may be required to make optimal use, over the entire district, of the potential increase in tourists.
- The implications of climate change need to be considered not only from a disaster perspective but also fro an impact on service provision, housing and agriculture.
- Given population the growth, more established and well functioning cities should expect an increase of population from the rural parts of the municipality. Settlements such as Swellendam, Bredasdorp, Caledon and the coastal ones like Hermanus, etc should expect plan for this.

### 2.1.2 DFA PRINCIPLES

The Development Facilitation Act (DFA) provides an important set of overarching guidelines in the principles contained in Chapter 1 of the Act, see Figure 2.1.2.1.

- Promote efficient and integrated land development:
  - Integrate social, economic, institutional and physical aspects of land development;
  - Integrate land development in rural and urban areas;
  - Promote availability of residential and employment opportunities in close proximity to each other;
  - Optimise the use of existing resources;
  - Promote a diverse combination of land uses;
  - Discourage the phenomenon of urban sprawl and contribute to development of more compact towns and cities;
  - Contribute to the correction of historically distorted spatial patterns of settlement in the Republic; and,
  - Encourage environmentally sustainable land development.

**Figure 2.1.2.1 DFA : Chapter 1 - Land Development Principles**

Key themes contained in these principles include:

- Socio-economic integration;
- Rural and urban integration;
- The promotion of high levels of access that could minimise the need for the use of the private motor vehicle; and,
- Limiting urban sprawl so as to increase urban efficiencies relating to business thresholds and minimise the impact of urban growth on agricultural land, areas of scenic beauty and areas of high biodiversity potential.

***Implications for the SDF***

- The District SDF should provide guidelines or review how local SDF proposals effectively contribute to achieving these principles of integration, densification, mixed use development, etc.

The National Spatial Development Perspective (NSDP) is an effort by National Government to find the best way of allocating scarce resources in the various geographic regions in the country. The basic premise of the NSDP is that if there are not enough resources to satisfy all needs wherever they may occur then they should be allocated to where the benefits will be greatest.

The NSDP takes the form of a spatial narrative, a set of maps and a strategic response. Using these tools, the NSDP objectives are to:

- Provide a framework within in which to discuss future development;
- Act as a common reference point for national, provincial and local government for the analysis of development potentials;
- Identify areas of tensions/ priority in achieving positive spatial outcomes with government infrastructure; and,
- Provide governments response to the above mentioned for a given time period.

"The NSDP is unique in the sense that it proposes a mechanism that will link local, provincial and national planning in one integrated system of planning for development." (source: NSDP)
There are five major principles of the NSDP:

- Economic growth is most likely to continue where it has previously occurred and therefore economic potential will be highest in these localities (NSDP, pg 24);
- Economically active people will tend to move to localities where jobs or other livelihoods are available (NSDP, pg 24);
- Efforts to address past social inequalities should focus on people and not in places where it will be difficult to promote sustainable and economic growth (NSDP, pg 24);
- It is important that people are trained and skilled to participate effectively in the economy. Because of the tendency of people to move to areas of greatest opportunity especially when they have skills, programs in areas with low economic development potential should focus on enhancing people skills rather than the construction of fixed infrastructure. This will avoid the risk of such investment becoming redundant if people move away or there is not sufficient demand to justify high levels of expenditure;

- Future government spending on infrastructure and development should be in localities that would not become poverty traps (NSDP, pg 25);

Figure 2.1.2.2 illustrates the principles of the NSDP Spatial Guidelines.

Centres which have existing or potential economic growth should be the priority for economic investment, i.e. fixed infrastructure such as housing, underground services and roads. Centres with low economic potential should not be priorities for fixed infrastructure. However, social capital programs such as health, adult basic education and training, entrepreneurship development, and business and technical training should be directed to wherever people may require them. In this way, should the recipients decide to move to other centres, they will, in effect, be able to take this investment with them.

Facilities for the delivery of these programs in centres or areas of low economic potential should use and share existing facilities. In many of these locations there are under-utilised school buildings, clinics, etc. which could be refurbished and used as multi-purpose centres.

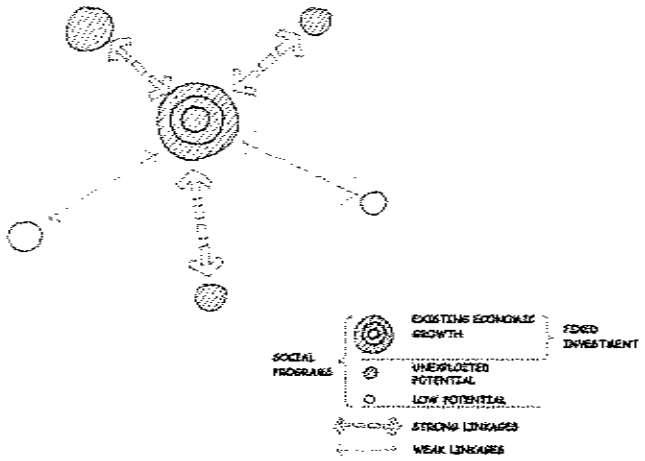



**Figure 2.1.2.2 Principles of the NSDP Spatial Guidelines**

The NSDP also recognises that development potential tends to be greatest along linear corridors or axes, see Figure 2.1.2.3. This is as a result of the relationship between urban nodes of opportunity and the transport and communication routes that connect them. In some instances a river whose banks also have enhanced economic opportunities could also give rise to linear development corridors as zones of investment priority.

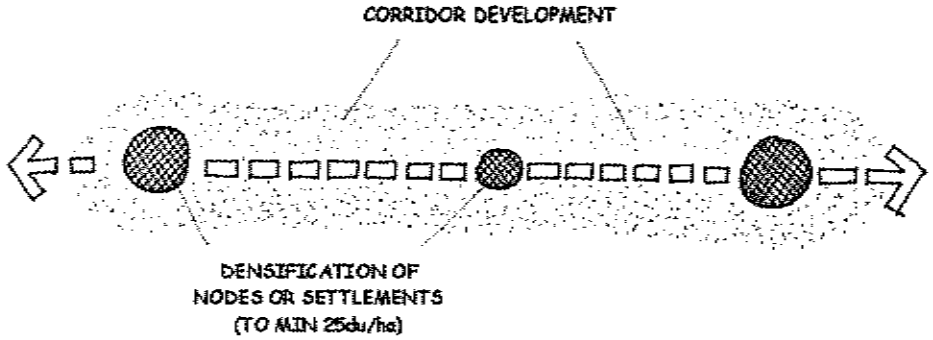



**Figure 2.1.2.3 Development Potential along Linear Corridors**

Figure 2.1.2.4 shows the Overberg District Municipality in the context of a draft SDF for the whole country.

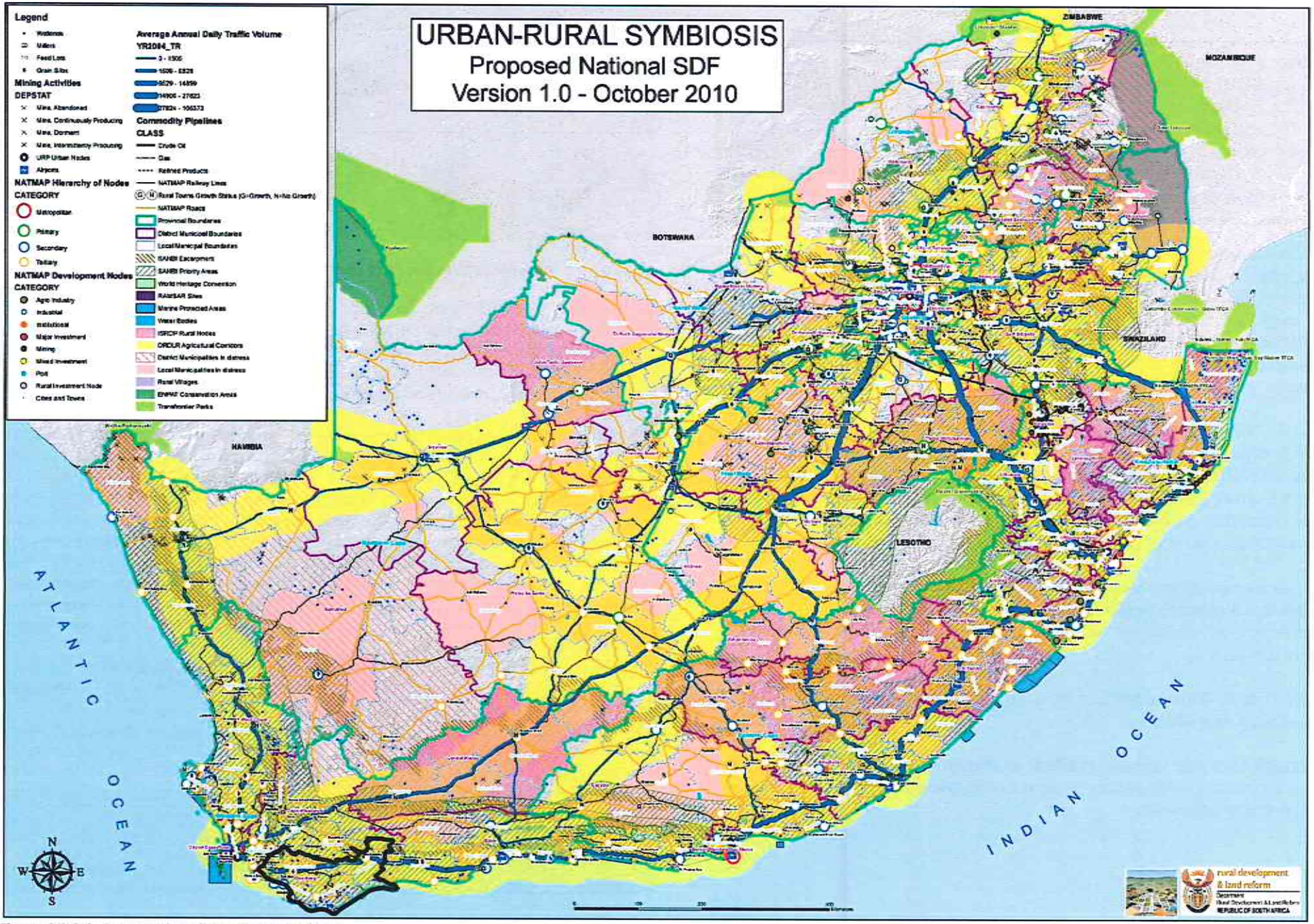



**Figure 2.1.2.4 Proposed Draft SDF for South Africa** (source: DRDLR, 2010)

***Implications for the SDF***

- The District Municipal area is identified as a SANBI Priority area.
- The settlements, Betty's Bay and Hermanus are identified as secondary nodes.
- Gansbaai is identified as a tertiary node.
- The settlements of Bredasdorp and Struisbaai are identified as towns with growth potential.

***Difficult Choices and Decisions***

The principle of allocating investment into areas of greater economic potential is considered controversial in situations where there is a concern that this might lead to socio-economic or spatial marginalisation of areas of less economic potential. While this is a valid concern, it needs to be clearly understood that in spatial terms resources are not equally distributed.

Figure 2.1.2.5 illustrates the difference between ideal relationships where all space is equal, people are distributed evenly across that space, and resources and opportunities are also equally distributed and reality which is that space is warped by topography, the unequal distribution of mineral resources, and the greater concentration of ecosystem services such as water, soil fertility, areas of biodiversity, in some areas than in others.

As a consequence of the warping of these patterns different parts of the landscape have greater opportunities than others. This, in turn, is reflected by the uneven development of infrastructure providing access to these areas of opportunity.

This leads to a similarly biased or uneven pattern of economic potential and population distribution.

It is important that the uneven pattern of these very powerful underlying forces is understood when resources are being allocated so as to minimise wastage and inefficiencies.

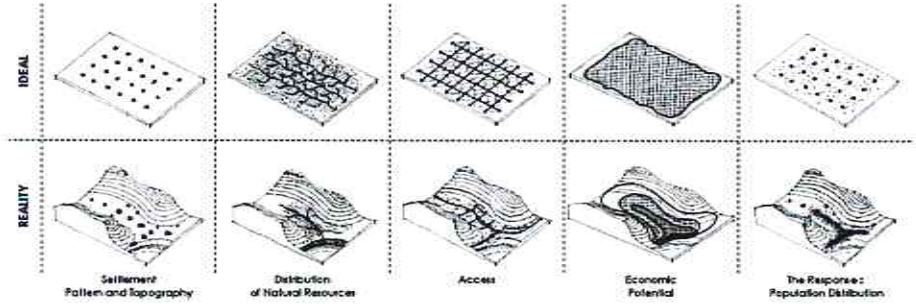



**Figure 2.1.2.5 Differences between Ideal and Actual Patterns of Resources and Opportunities**

In summary, the NSDP aims to direct where government invests its money. It targets areas that have high economic growth potential for the infrastructural (major physical) and social investment. Other areas that do not have high economic growth potential may receive only social capital investment i.e. investing in people, in educating, empowering, and uplifting the people.

It is argued that people who are located in areas of low or no economic growth potential will most likely move to areas of higher economic growth potential and in that way the investment in infrastructure in the low economic growth potential areas will be wasted. Therefore, it is considered more beneficial to invest in the people who can then take the skills with them. Alternatively the people may improve their current living conditions and standards in areas of low growth potential which may eventually result in their area improving its economic potential. By following this strategy government would have invested wisely and ensured the best return for public investment.

***Implications for the SDF***

- All settlements is deserving of human development programs.
- Fixed infrastructure to be strategically located so as to ensure compliance with above NSDP principle.
- Investigate what towns can be considered to have low economic growth potential and should only receive human development programs and what towns are considered to have high economic growth potential and could also receive fixed economic infrastructure investment in addition to human development programs.
- Investigate an appropriate response for the delivery of services to the settlements with low economic growth potential.

### 2.1.3 SPATIAL PLANNING AND LAND USE MANAGEMENT BILL (SPLUMB)

The Spatial Planning and Land Use Management Bill (SPLUMB), 2012 (Bill 14 of 2012) is currently being driven through parliament by the Minister for Rural Development and Land Reform. This bill, when approved, will provide a framework for spatial planning and land use management and an alternative set of legislation to the current provincial Acts.

The primary objectives of the Bill are to:

- provide for a uniform, effective, efficient and integrated regulatory framework for spatial planning, land use and land use management in a manner that promotes the principles of co-operative government and public interest;
- provide for and determine development principles, compulsory norms and standards for land use management; maintain essential standards for land use management, spatial development and land use;
- promote: 1) co-operative governance, 2) socio-economic benefits; and, 3) sustainable and efficient use of land;
- establish planning tribunals; and,
- redress the imbalances of the past and ensure that there is equity in land use and land use management.

The SPLUMB advances the following principles for spatial planning, land use management and land development:

- spatial justice;
- spatial sustainability;
- efficiency;
- spatial resilience; and
- good administration.

***Implications for the SDF***
The future development of the various settlements should comply with the spatial principles discussed in Section 2.7 to ensure socio-economic integration, functional integration and to promote sustainability.

### 2.1.4 DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND TOURISM: SOUTH AFRICA'S NATIONAL BIODIVERSITY STRATEGY AND ACTION PLAN

The Department of Environmental Affairs and Tourism (DEAT) prepared the National Biodiversity Strategy and Action Plan (NBSAP) "to develop a plan of action for the conservation and sustainable use of the country's biological diversity."

During the NBSAP preparation, the National Biodiversity Implementation Plan identified objectives, outcomes and activities required for the NBSAP to achieve its goals.

These objectives and targets include:

- ***Strategic Objective One***: A policy and legislative framework that allows the integration of biodiversity management objectives into the economy.
  *Targets:*
  - South Africa is to meet its international obligations with regards to biodiversity
  - Biodiversity issues become integrated in the macro-economy, informing policy, planning, budgeting and decision making at all levels

- ***Strategic Objective Two***: Ensure good governance in the biodiversity sector by enhancing institutional effectiveness and efficiency.
  *Targets:*
  - Biodiversity concerns occupy a significant place on the national agenda
  - Government, stakeholders and role-players work together (effectively and efficiently) to achieve biodiversity management objectives

- ***Strategic Objective Three***: Integrated terrestrial and aquatic management to minimise the impacts of threatening processes on biodiversity, enhances ecosystem services and improve socio-economic security.
  *Targets:*
  - By focusing on programmes aimed at poverty alleviation, effective control of priority invasive species is achieved

- Meet biodiversity objectives within all biodiversity priority areas
- Produce disaster prevention and management plans incorporating wise ecosystem management principles and practices
- Genetically modified organisms which threaten biodiversity, are not to be released into the environment
- Consider biodiversity in all aspects of resource use

- ***Strategic Objective Four***: Enhance human well-being and development by enhancing the sustainable use of biological resources and equitable sharing of benefits.
  Targets:
  - Economies based on the use of species and genetic resources are optimized and sustainably managed
  - Priority fish stocks recover to sustainable levels
  - No species status declines
  - National products sector contribution to GDP grows by 50%
  - With more effective and equitable resources, poverty is alleviated

- ***Strategic Objective Five***: Maintain key ecological processes across the landscape and seascape.
  *Targets:*
  - Comprehensive biodiversity monitoring systems inform planning
  - Protected area network in marine environmental hence contribution to representation targets in priority areas
  - No further loss of endangered ecosystems
  - Establish protected environments and manage effectively

***Implications for the SDF***

- There is a need to have sensitive areas mapped and clear and appropriate guidelines to guide their conservation.

### 2.1.5 REGIONAL INDUSTRIAL DEVELOPMENT STRATEGY (RIDS)

The Department of Trade and Industries (DTI) Regional Industrial Development Strategy (RIDS) seeks to move South Africa's industrial development policy from the apartheid era's top-down localized approach to a bottom-up approach that treats regions as functional entities and builds on locally available skills and resources and relies on external investment. (The DTI, Draft Regional Industrial Development Strategy, June 2006, pg 16)

Therefore, it also seeks to strengthen world-class regions. These are high performance regions that contain companies or networks of companies which need to constantly upgrade so that they do not fall behind in global competition. (The DTI, ibid)

One strategy here is to concentrate a critical mass of firms in a chosen industry sector together with its upstream suppliers and service providers in a specific geographic location. Necessary support infrastructure includes transport, logistics, communications, education and training. Gauteng's Blue IQ is an example of such a regional economic development strategy.

RIDS identifies four levels that determine systematic competitiveness, see Figure 2.1.5.1.

National and regional industrial development policy is responsible for the Meta and Macro levels. It is at the Meso and Micro levels where district and local municipal policies can have the greatest effect.

This poses significant challenges for the economic and employment well-being of the Municipality, particularly with regard to commonly held values regarding the need to improve the quality of life, particularly of the poorest residences. Coping with inflationary pressures, particularly with regard to electricity, water, food and wages is also a great challenge in these circumstances.

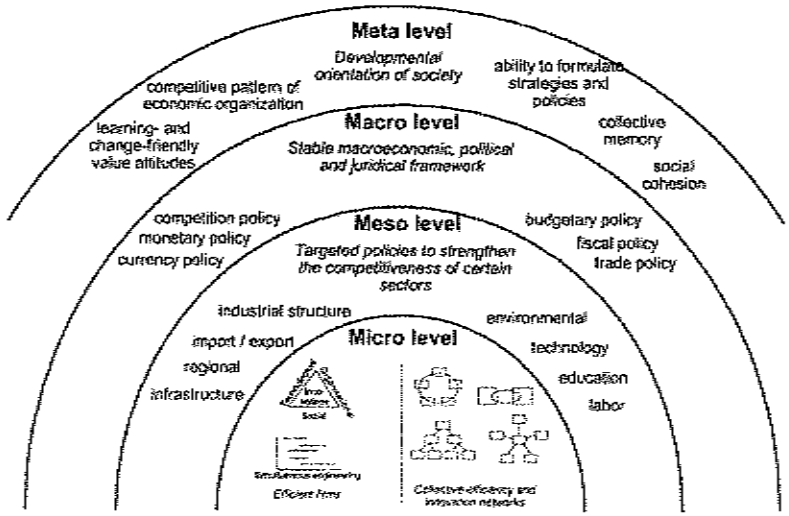



**Figure 2.1.5.1 Determinants of Systemic Competitiveness**
(source: Draft Regional Industrial Development Strategy, DTI, 2006, pg20)

***Implications for the SDF***

- Figure 2.1.5.2 overleaf, indicates that Overberg District Municipality only has a static to modest economic growth potential in comparison to the West Coast, Cape Winelands and Eden District Municipalities (significant to high growth potential).
- Figure 2.1.5.3 illustrates that economic activity increases from east to west across the district peaking around Elgin / Grabouw. There are also hotspots around the major towns of Elgin / Grabouw, Hermanus, Kleinmond, Caledon, Bredasdorp and Swellendam

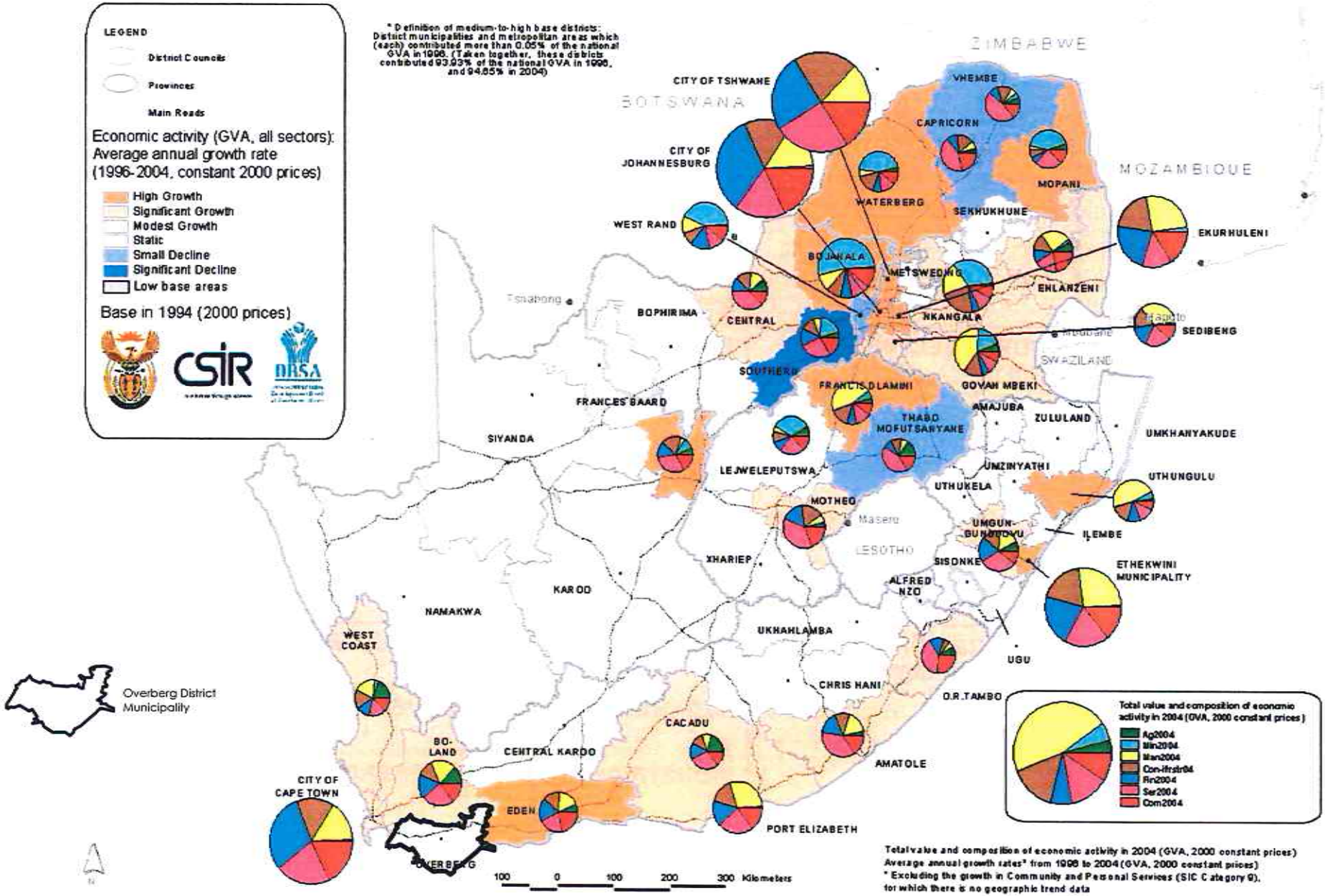



**Figure 2.1.5.2** **Medium to High Base Areas** (source: CSIR, 2006)

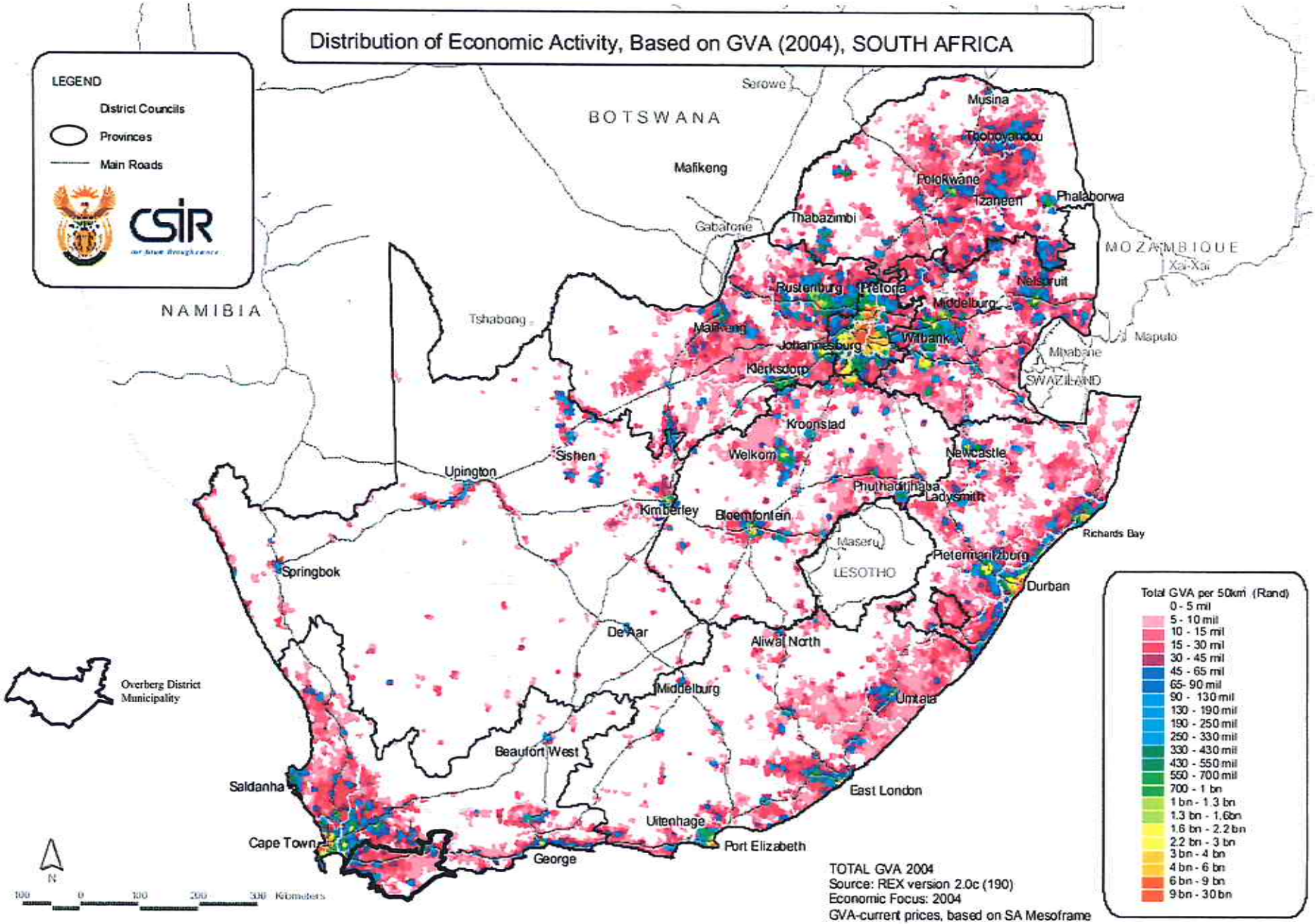



**Figure 2.1.5.3** **Distribution of Economic Activity, based on GVA** (source: CSIR, 2006)

## 2.2 PROVINCIAL POLICY

### 2.2.1 WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (WC-PSDF) (NOVEMBER 2009)

The Western Cape Provincial Spatial Development Framework was adopted by the provincial cabinet in December 2005 and aims to give direction and guidance for the spatial development within the Western Cape.

This policy document formulates proposals that deal with the following areas of intervention: social economic development; urban restructuring and environmental sustainability.

The WCPSDF composite map indicates the broad spatial planning categories derived from the approach to bioregional planning. The five broad spatial categories provide policies for development and activities in the:

- Core areas;
- Buffer areas;
- Intensive agriculture areas;
- Urban development; and,
- The Urban Edge.

It is understood that the broad spatial planning categories will be refined at a detailed level by the district and local SDFs when those level SDFs are prepared.

The prioritisation of the provinces' urban settlements is indicated with respect to the relative levels of human need and economic potential so as to prioritise fixed investment and human need.

The study relating to the growth potential of towns outside of the City of Cape Town municipal jurisdiction has underpinned the proposals relating to the prioritisation of areas for fixed investment and those areas that would only receive human needs programs or social investment.

With regard to urban restructuring and integration proposals relating to the urban settlements, the WCPSDF proposes that urban edges be defined around current urban developed areas to contain the outward growth of areas and to increase the densities within those areas to an average of 25du/ha. Only resort types of development will therefore be permitted outside of those urban edges.

The WCPSDF is underpinned by the following spatial objectives:

- Objective 1: Align the future settlement pattern of the province with the location of environmental resources for economic opportunities
- Objective 2: Deliver human development and basic need programs wherever they may be required
- Objective 3: Strategically invest scarce public sector resources where they will generate the highest socio-economic returns
- Objective 4: Support land reform
- Objective 5: Confirm and strengthen the sense of place of important cultural landscapes, artefacts and buildings
- Objective 6: Heal the apartheid structure of urban settlements
- Objective 7: Conveniently locate urban activities and promote public and non-motorised transport
- Objective 8: Protect biodiversity and agricultural resources
- Objective 9: Minimize the consumption of scarce environmental resources particularly water, fuel, burning materials, mineral resources, electricity and land.

The WC-PSDF aims to:

- "Be the spatial expression of the Provincial Growth and Development Strategy;
- Guide IDP's, SDF's and provincial and municipal SDP's;
- Help prioritise and align investment and infrastructure plans other provincial departments as well as national departments;
- Provide clear signals to the private sector about desired development directions;
- Increase predictability in the development environment;
- Redress the spatial legacy of apartheid."

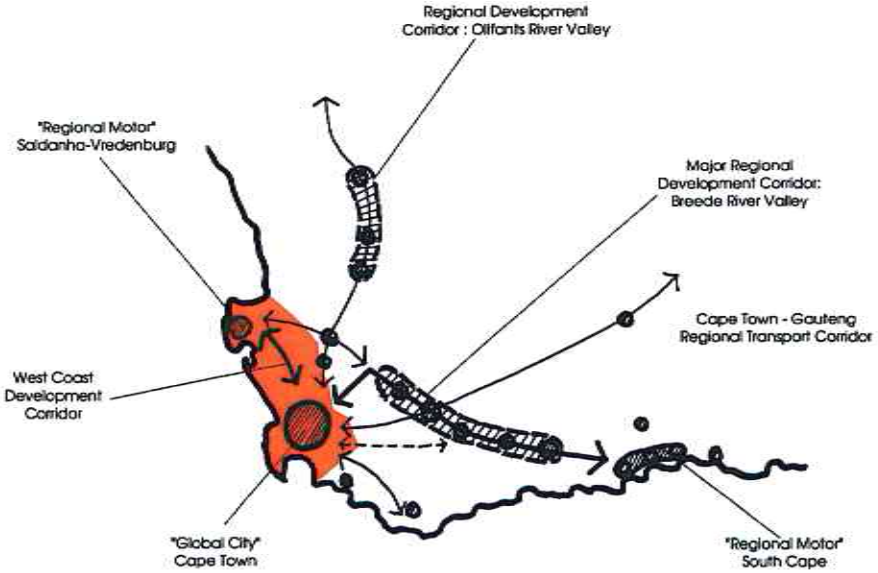



**Figure 2.2.1.1 Patterns of Economic Activity** (source: PSDF, 2006)

Figure 2.2.1.1 indicates the strategic direction of the PSDF. Special mention is made of the Overberg region in the WCPSDF as follows:

- There are high levels of in-migration;
- In the coastal zone there is conflict between tourism/resort development and the protection of coastal ecology;
- Agriculture on the Agulhas Plain should be integrated with biodiversity conservation;
- There are water shortages which occur in coastal settlements over the December period;
- Swellendam is a key component of the proposed Breede River Valley development corridor between the City of Cape Town and the Southern Cape;
- Urban sprawl and traffic congestion is becoming a major problem between Hermanus and Kleinmond.

Strategies to address these issues some of which are depicted on Figure 2.2.1.2 include:

- Resolving conflicts in the need to protect biodiversity and support agriculture in the Agulhas Plain;
- Securing access to fishing rights for coastal fishing communities;
- Investigating a new transport and urban development corridor from Hermanus to Fisherhaven / Benguela Cove to address the problems of urban sprawl and traffic congestion;
- Managing of pressures on coastal resources in the Overberg coast by intensifying urban settlements and controlling development outside their Urban Edges;
- Investigating a road / rail minor development corridor from Bredasdorp via Caledon to Cape Town;
- Upgrading two tourism routes between Gansbaai and Bredasdorp via Elim and between Hermanus and Caledon in the Hemel and Aarde Valley;
- Investing in two of the province's tourism development areas including the coastal areas of Overstrand from Pringle Bay to Fransekraalstrand and from Cape Agulhas to Witsands; and,
- The airport near Bredasdorp for its commercial and tourism potential.

***Implications for the SDF***

- Elim and Villiersdorp are identified as settlements with a high social need and high development potential with populations of more than 5000 each.
- Onrus, Hermanus, Caledon and Bredasdorp are identified as settlements with a low social need, high development potential with populations of more than 5000 each.
- Elim is identified as a settlement with a high social need, high development potential with a population of less than 5000.
- Pringle Bay is identified as a settlement with a low social need and a high development potential with a population of less than 5000.

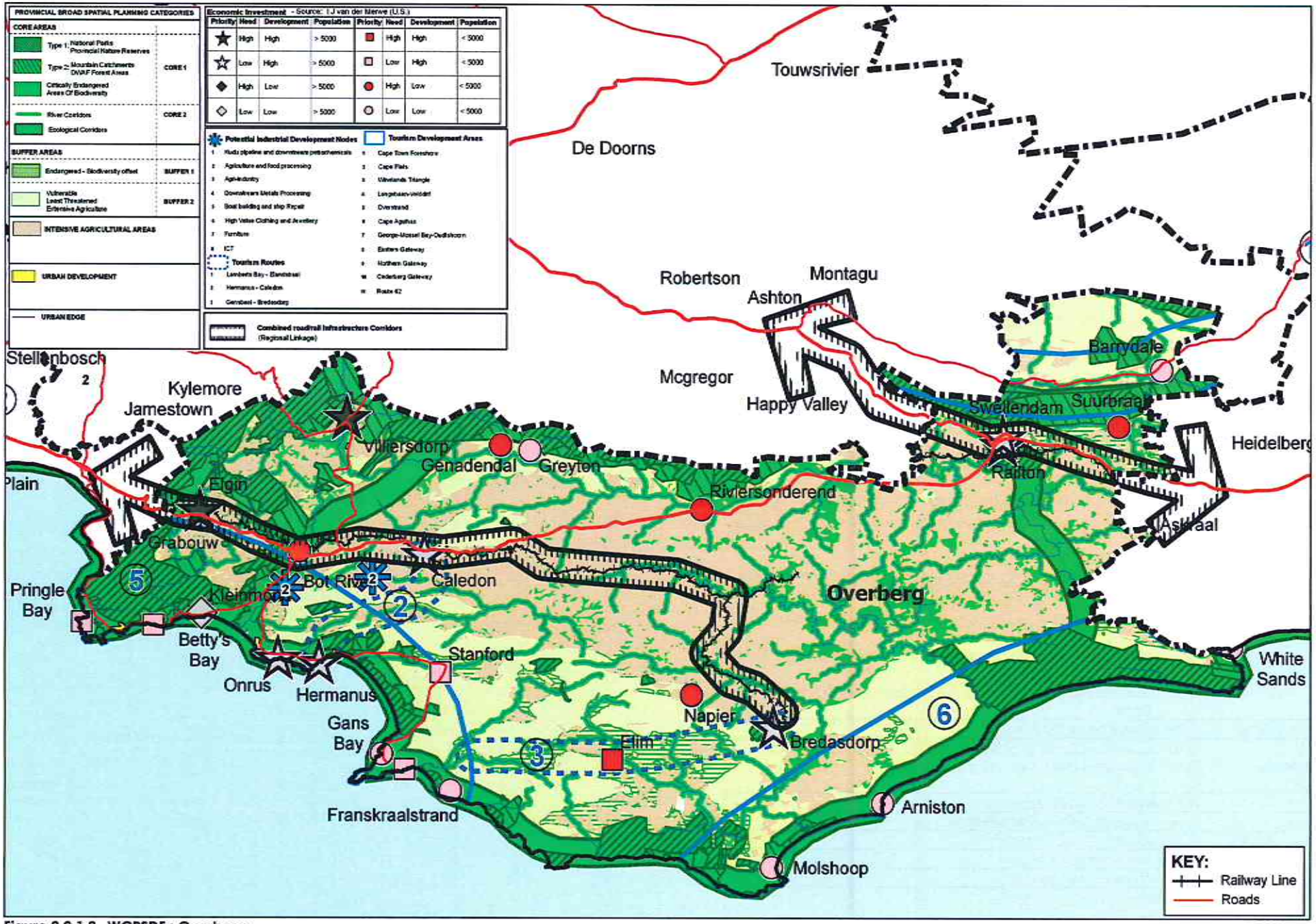



**Figure 2.2.1.2 WCPSDF : Overberg** (source: PSDF, 2005)

### 2.2.2 STRATEGIC INFRASTRUCTURE PLAN (SIP), PROVINCIAL GOVERNMENT: WESTERN CAPE DEPARTMENT OF PUBLIC WORKS AND TRANSPORT, MAY 2006

The Strategic Infrastructure Plan has been formulated in line with the Provincial Spatial Development Framework and Micro-Economic Development Strategy to determine the requirements to improve growth and development for the Western Cape.

Each sector of the SIP describes the current situation, what the plan would like achieve by 2015 and methods of how to achieve this goal.

The six key aims that have been identified by the SIP are:
- Increasing economic growth;
- Improve well being;
- Linking with PSDF to attain sustainability;
- Fostering creativity;
- Building communities; and,
- Expanding opportunities.

The eleven sectors that have been identified aim to achieve results in terms of sustainable development, economic viability and social equity in the province:

| Sector | Current status / proposals for Overberg |
|---|---|
| Transport | • Improve public transport in rural areas,<br>• Introduce a fare management system for the whole province<br>• New road to Agulhas to promote Agulhas/Bredasdorp as a tourism destination<br>• Gain approval to upgrade the Bredasdorp Heidelberg Road |
| Land and Property | *No reference to Overberg* |
| Information & communication technology | • Currently planning or implementing IT based performance management systems in municipalities |
| Energy | *No reference to Overberg* |
| Environment | • Agulhas Biodiversity Initiative |
| Community services | *No reference to Overberg* |
| Health | *No reference to Overberg* |
| Justice and security | *No reference to Overberg* |
| Risk Reduction & Emergency Management | *No reference to Overberg* |
| Tourism and Recreation | Tourism trading areas are:<br>• Overstrand (Rooi Els to Pearly Beach)<br>• Cape Agulhas (Struisbaai, Arniston, De Hoop) |
| Education and skills | *No reference to Overberg* |

**Table 2.2.2.1 Strategic Infrastructure Plan (SIP), Provincial Government: Western Cape Department of Public Works and Transport, May 2006** (source: SIP, 2006)

### 2.2.3 PROVINCIAL URBAN EDGE GUIDELINE

The following is extracted from the Provincial Urban Edge Guideline dated December 2005. (ref: DEADP, 2005). The District SDF will not define urban edges for the settlements but will make recommendations on how the urban edges should be defined.

An Urban Edge is a demarcated line to contain, manage, direct and control the outer limits of development around an urban area. The intention of an Urban Edge is to establish limits beyond which urban development should not occur and to promote urban and environmental efficiency, effectiveness and economy in the interest of all.

The function of an Urban Edge is three-fold, namely:

- It is a means of restructuring the urban areas and integrating the currently segregated social groups and urban uses;
- It is a growth management tool, used to limit sprawl and the outward growth of urban areas, in favour of densification and infill development, to ensure the more efficient use of resources and land within the urban area; and
- It is a conservation tool, used to exclude certain elements of the environment from the urban area, in order to protect or preserve it, or to discourage its development in the short and medium term, while the long term implications are uncertain.

Urban development includes all development of land where the primary use of the land is for the erection of structures. Residential estates on farms and golf estates would for this purpose, if located outside the Urban Edge, be defined as urban uses, albeit that the "primary use" is "agriculture" or "private open space" and the "secondary use" is residential.

Agricultural uses, open space uses, conservation areas, transport zonings (excluding public transport interchanges, ranks and stations that consist mainly of buildings) and many similar use zonings refer to the use of the land rather than buildings erected on the land in order for the use to occur. These are non-urban uses.

Smallholdings used for bona fide agricultural purposes should typically be excluded from the urban area by delineation of an Urban Edge.

Golf courses, polo fields and other sporting facilities with low intensity structural development are seen as rural in nature, whereas a golf estate, i.e. a golf course with housing, is an urban use, unless it is a resort. Agricultural estates, i.e. farms with a large residential component for owners or shareholders (as opposed to bona fide labourer's residences) or for unrelated freehold or sectional title ownership are seen as urban if the density exceeds one unit per ten hectare.

The following issues, criteria and factors are regarded as informants when considering Urban Edges for the urban areas:

- Services infrastructure (barrier effect);
- Services infrastructure (capacity and reach);
- Vacant under-utilised land in urban area;
- Availability of developable land in urban area;
- Higher order roads, access routes and transport infrastructure;
- Cadastral boundaries of adjoining land units;
- Growth requirements over predetermined period;
- Land use applications for new development;
- Visual impact;
- Cultural heritage resource areas;
- Ownership of land and existing land use rights;
- Informal settlements;
- Urban agriculture and small scale farming;
- Bio-regional spatial planning categories (core and buffer); and
- Density policy for residential development in rural towns.

Given the criteria, issues and facilities for determining Urban Edges, Urban Edges should be determined to:

- Exclude prominent landforms and environmental character areas from the urban area;
- Exclude valuable soils for agricultural purposes;
- Exclude valuable soils for mining purposes;
- Exclude surface and ground water resources that could be used to produce potable water;
- Exclude surface and ground water features;
- Exclude ecological resources and establish suitable; ecological corridors to link resource areas;
- Exclude all statutorily declared, proclaimed and protected natural areas;
- Exclude high intensity use and high potential agricultural resources

and activity areas;
- Exclude scenic routes and routes of tourism significance;
- Exclude cultural and heritage resource areas and sites;
- Exclude areas that have visual sensitivity, skylines, mountainsides, ridgelines and hilltops; and
- Exclude the WC-PSDF defined core areas.

***Implications for the SDF***

In the case of Overberg Municipality the following informants, amongst others will play a critical role in the determination of the Urban Edge:

- Core conservation areas with a focus on its preservation.
- Rivers, Wetlands and floodplains: 1:50 year flood plain, 1:100 year floodplain and the 30 m buffer zone around river corridors;
- Heritage aspects such as landscapes, viewsheds, rural landscapes and gateways;
- Topography: major topographical features, e.g. Hills, ridgelines and focal points; Visual or aesthetic quality or scenery, slopes;
- The policy plans for desired direction and pattern of growth.

### 2.2.4 GUIDELINES FOR RESORT DEVELOPMENTS IN THE WESTERN CAPE

The term **resort** is understood to refer to holiday and recreational resorts which carry, or require, a **resort zoning** in terms of the relevant zoning scheme. (DEA&DP, 2005)

Hotels, guest houses, holiday apartments and bed-and-breakfast establishments in urban areas, such as could ordinarily be permitted under a business, general residential or other non-resort type zoning, are also not seen to be included in these guidelines.

Given the above it is generally used as a departure point that accommodation in resorts should be aimed at temporary occupation, to give more people access to the natural resources of the Western Cape. Care should therefore be taken that resort zone applications do not become vehicles for covert, permanently inhabited township establishments, which may often be described as "*exclusively elitist*". (DEA&DP, 2005)

As a general rule, the guidelines state, *freehold ownership associated with resort zoning* (that is, holiday housing, such consent use in a Resort Zone, or Resort Zone II, whether individual erf, sectional title, block sharing or other) *is not desirable in any area outside the Urban Edge*. (DEA&DP, 2005)

The following are the most important criteria for the location of a resort:

- **Planning Policies**

The planning policies include non-spatial policies such as IDP's as well as spatial policies such as WC-PSDF, Urban Edge Guidelines, SDF's, Urban Edges, Bioregional Planning policies, etc.

- **Availability of a Resource**

Resort applications outside urban areas can only be considered for approval if linked to a distinct resource (unless the area in question has already been demarcated for, amongst others, resort development in terms of an officially approved SDF or SDP). This mentioned resource relates to any amenity that results in recreation, that is, an area with special recreational attributes:

- Usually a natural feature that includes physical amenities such as a hot water spring, sandy beach, lake, lagoon or river. The latter may nevertheless, for example, only become relevant as a resource;
- Occasionally, an already existing, established, man-made feature, either within Urban Edges or in rural areas;
- Of such nature that it makes the subject property particularly favourable overall above any other in the area. (This means that it must be advantageously comparably distinguishable from surrounding properties) (ref: DEADP, 2005);
- Of high enough value for many holidaymakers to want to travel thereto from afar and spend more than one day there
- Accessible for the benefit of the general public, and
- Inseparable from the proposed resort to the extent that the permanence of access from the resort to the resource can be guaranteed. (DEA&DP, 2005)

Lastly, it must be a unique resource and the carrying capacity of the resources and surroundings must be taken into consideration. The guideline further proposes densities and floor areas:

- Small: 1-10 units - floor area not being more than 120m² per unit
- Medium: 11-30 units - floor area not being more than 120m² (or up to 175m² in sensitive natural/cultural heritage areas within the Urban Edge) per unit and total floor area of all buildings not being more than 3 600m²
- Large: 30-50 units, or, should there be less than 30 units, but the total floor area of all buildings still exceeds 3 600m² (approval of a resort of more than 50 units, though not impossible, is not considered to be the norm)

In terms of area densities the following are proposed:

| | | Maximum permitted number of units | |
|---|---|---|---|
| Generalized visual carrying capacity | Landscape type | Short term rental accommodation units | Units that can be individually alienated / separately allotted to individuals |
| High and medium | Mountains and hills | 1 unit per 10ha | 1 unit per 20ha |
| Low | Plains | 1 unit per 50ha | 1 unit per 100ha |

Note: Local Municipalities, as part of their SDFs, or on a project basis funded by applicants, should determine and map landscape types.

**Figure 2.2.4.1 Area Densities** (DEA&DP, 2005)

The maximum floor areas recommended for other buildings that may be found in resorts are as follows:

- Bed and breakfast 350m² (maximum 5 bedrooms per unit) establishments (/guesthouses)
- Farmstalls 100m²
- Businesses 150m² (shops)
  250m² (restaurants)

The following unit sizes are proposed:

| | Resort Zone without holiday housing consent[8] | Resort Zone outside urban edges | Resort Zone with holiday housing consent[9] within urban edges (but still within natural, relatively sensitive areas) |
|---|---|---|---|
| **Maximum unit size floor space (m²)** | **120m²** | **120m²** | **175m²** |
| **Maximum number of storeys** | **Single storey only** | **Single storey only** | **Single storey, and possible expansion of habitable space into loft** |
| **Building height** | **6,5m** | **6,5m** | **6,5m** |
| **Individual exclusive use area** | **n/a** | **250m²** | **300m²** |

**Figure 2.2.4.2 Unit Sizes** (DEA&DP, 2005)

- **Environmental Opportunities and Constraints**

When considering the environmental opportunities and constraints the guidelines suggest that a "resort should not be permitted in a particular location, if its establishment will lead to damage or destruction of the environment. The concept of resort zone was, from the outset, based on the premise to give access to a greater number of people to areas of natural or cultural amenity value not otherwise available to them, without the potential destruction that may be associated with more formal development." (DEA&DP, 2005)

***Implications for the SDF***

- District SDFs should identify areas that have potential for resorts.

### 2.2.5 GUIDELINES FOR GOLF COURSES, GOLF ESTATES, POLO FIELDS AND POLO ESTATES IN THE WESTERN CAPE

The guidelines have been produced to help decision-makers when dealing with applications for golf courses, golf estates, polo fields, polo estates and other developments of similar scale and/or complexity and as a reference for formulating SDF's and IDP's. (DEA&DP, 2005)
The objectives of the guidelines are:

- To promote responsible development, taking into consideration the imperative for transformation;
- To protect, enhance and maintain the natural resources and unique biodiversity of the Western Cape;
- To support the implementation of sustainable development principles;
- To support and enhance the implementation of bioregional planning in the Province;
- To promote well-functioning, integrated urban settlements, and to prevent urban sprawl;
- To inform decision-making with respect to golf courses, golf estates, polo fields and polo estates in all spheres of government, based on the principle of cooperative governance;
- To provide clarity into the application and assessment process, by clarifying requirements without creating expectations; and
- To improve the effectiveness of public participation. (DEA&DP, 2005)

The purpose of the location principles is to facilitate the appropriate siting or placement of development on the landscape.

- **Urban Areas**

The term "Urban Areas" refers to all land designated for urban development purposes within a demarcated Urban Edge. Developments that include golf courses, golf estates, polo could be more appropriate when:

- "In or immediately adjacent to the urban area, where it assists in defining an Urban Edge. Refer to the WCPSDF and provincial Urban Edge Guidelines;
- It forms part of the municipal open space system (to be read in conjunction with the following bullet), and
- Where residential components are added to existing amenities in urban areas, as a form of general/overarching densification, on condition that the recreational and open space/green lung function of such amenities is not compromised and provided that:
  - The site does not fall within an area that has been identified by the relevant Municipality concerned for urban densification;
  - If the site is located within the open space system/network, access to public amenities and open spaces is not disrupted;
  - The site has not been designated as being of sufficient cultural significance by heritage authorities to warrant it a "no-go" area for development;
  - The site does not fall within an area that has been identified as being of conservation significance, within the urban context;
  - The site does not negatively affect the role, function, public enjoyment and status of open space systems/networks, designated sites of cultural significance and/or sites identified as being of conservation significance;
  - The development or part thereof will not be located within the 30m development restriction area measured from the bank of a river, stream, wetland or any other natural surface water feature or within the following 1:50 year or 1:100 year flood lines, whichever is the most restrictive;
  - The water demand for the development is in accordance with the municipality's water services plan and that there is no risk of stress being placed on the municipal water supply;
  - Where water resources are required to supply the development, that these are not considered as being stressed by DWAF and other relevant authorities;
  - the area does not fall within the coastal zone as defined by relevant legislation, policies or plans, or within 30m of the edge of a cliff located on the coastline, or within 30m of the high water mark, or on primary dunes or on dune systems that are mobile (the most restrictive criteria will apply);
  - The development will not result in the removal of traditional access used by local communities;
  - The development will not result in existing public and/or traditional access to and along the coastline being disrupted (unless acceptable alternative access has been provided);
  - The development will not result in or contribute to visually obtrusive or ribbon development along the coastline or along cliffs and ridges." (DEA&DP, 2005)
- **Core Areas**

Core areas include officially proclaimed nature reserves, ecological corridors, critically endangered habitats and river corridors. No golf courses, golf estates, polo fields and polo estates should be located in core areas, as identified through the WCPSDF's bioregional planning categories.

- **Buffer Areas**

Buffer Areas include remaining natural habitat in endangered and vulnerable ecosystems, including remnants, natural habitat in less threatened ecosystems and extensive agricultural areas.

Development that includes a golf course or polo field component could occur on the border between Buffer and Urban Areas provided it:

- Results in long term Biodiversity offsets and / or heritage goals;
- Result in securing the viability of a significant agricultural unit or contribute significantly to land reform objectives;
- Limits the number of units so that secondary developments (shops, service stations, etc.) are not promoted;
- Does not entail any form of township development outside the Urban Edge;
- If not a significant heritage area;
- Does not contribute to urban sprawl and or leapfrogging;
- Is not in an area of medium or high value agricultural land;
- Is not in an area designated for emerging farmers;
- Does not use water resources (surface and ground) that are considered stressed by DWAF and others authorities does not pollute the natural water resource by fertilizer or treated effluent;
- Does negatively affect the open space network;
- Is not in coastal zone, within 30m of the edge of a cliff located on the coastline or within 30m of high water mark, or on the primary dunes or dune systems that are mobile;
- Does not impact on habitats / ecosystems that are defined as critically endangered;
- Does not disrupt ecological corridors;
- Does not fall within 30m of bank of river or 1:100 year flood line;
- Does not negatively affect river, natural spring or the catchments of a dam;
- Does derive water from rivers determined as being pristine / near pristine or stressed by DWAF and authorities;
- Does not remove traditional access, commonage etc.;
- Does not result in the inappropriate alteration of the landform (e.g. cut and fill); and
- Does not result in / contribute to visually obtrusive / ribbon development.

The following aspects must be considered in formulating development applications:

- Alternatives
- Spatial planning – compliance
- Land use – undertake a land use impact assessment
- Cultural heritage and VIA
- Biodiversity – how at biodiversity plans have been consulted
- Water resources
- Infrastructure and services
- Social impacts
- Employment and skills development
- Economic impact
- Management of planning, design, implementation and operational activities
- Social costs
- Urban Edge principles

- **Intensive agricultural areas**

These are areas with either agricultural potential or that are being cultivated. They are considered an important resource for food security and the agricultural economy.

No golf courses, golf estates, polo fields and polo estates should be allowed in intensive agricultural areas.

The SDF needs to indicate Urban Edge proposals, and should make policies to guide potential proposals for development outside the Urban Edge that could be seen as leapfrogging or urban sprawl.

***Implications for the SDF***

- The District SDF must clearly demarcate areas for development or not in terms of the relevant criteria.

### 2.2.6 PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (PGDS), OCTOBER 2006

The Provincial Growth and Development Strategy (PGDS) is a document aimed at guiding development and investment for the province to reach the goals of growth and integrated development.

The goal of the PGDS is: "Towards shared growth and integrated development path to create a "Home for all" by 2014".

The objectives of the PGDS include to:

- Promote shared growth and integrated development
- Identify shared principles and strategic goals
- Identify and promote locations for accelerated growth for the Western Cape
- Align planning, budgets and implement of all sectors of government in the province
- "Design institutional architecture and reform necessary for achieving shared growth and integrated development"
- "Identify the appropriate levers for government to shift to a development path for the Western Cape"
- "Provide a framework for improved collaboration and co-ordination of all stakeholders in the province that is focused on shared growth and integrated development agenda"
- Western Cape investment priorities include:
    - Acknowledging the ecological and climate imperatives in development
    - Addressing public transport and bulk infrastructure
    - Dealing with the history of spatially determined racial segregation and vulnerability
    - Expanding settlement choices for a diversity in housing and a multiplicity of land uses and income groups
    - Addressing marginalisation
    - Improving quality of life and environmental quality.
- Environmental imperatives and trends must be addressed including:
    - Climate change
    - Access to energy
    - Water scarcity
    - Waste and pollution
    - Biodiversity and ecological hotspots that transcends the ecological aspects of sustainability
- Economic imperatives and trends should focus on:
    - Economic growth
    - Globalisation
    - Economic structure
    - Informality and illegality
    - Economic participation
    - The knowledge economy
- Social imperatives and trends should address:
    - Demographic structure
    - Race
    - Vulnerable groups: youth and women
    - Burden of disease (health sector)
    - Poverty and vulnerability
    - Crime and violence
- Institutional imperatives and trends requiring attention:
    - Outdated and uncoordinated legislation
    - Limited alignment between provincial and local government strategies
    - Provincial and local powers and functions are not streamlined
    - Integrated, province-wide monitoring and evaluation system
    - Politics

Table 2.2.6.1 shows the implications of the PGDS targets for the Overberg District Municipality.

| TARGET AREAS | CURRENT STATUS OVERBERG DISTRICT | 2005/2014 TARGET | P.A. TARGET | COMMENTS | SPATIAL REQUIREMENTS |
|---|---|---|---|---|---|
| GRP<br>The same or better than the national GDP growth rate | ± 2.4% pa (200 G.V.A pa) (MPBS, 2011) | | 4% | Main opportunities in Municipality:<br>• Agriculture<br>• Service – retail and transport, medical<br>• Agro-industry<br>• Eco and agri-tourism | • Increase land in production (commonage)<br>• Increased productivity on land already under production<br>• Space for operations<br>• Industrial space for packing/transport<br>• Greater density of attractions |
| Unemployment to 10% | Strict definition of unemployment approx. 21839 are unemployed: 22.1% | To reduce from 22.1% to 10% requires approximately 9881 jobs to be created | 988 jobs to be created each year. | Opportunities include:<br>• Agriculture – biggest single employer but declining<br>• Manufacturing/ energy/ construction + services only sectors showing growth<br>• Wholesale + retail including informal markets<br>(require more upper income residents and compete with foreign business owners)<br>Note: attracting retirees will increase retail and domestic work demand<br>• Tourism | • See above<br>• Create informal markets<br>• Needs to attract more high income residents, pleasant and affordable residential opportunities<br>• Facilities, schools, hospitals, golf courses etc. |
| Households in poverty reduce by 50% | Number of indigent families are unknown | | | • Identify number of indigent families. | |
| Improve from literacy rate by 50% | 10.7% of the population are illiterate (includes functionally and totally illiterate) | To increate functionally literate from 10.7% to 5.35% | 5.35% to become functionally literate pa. | • Increase numbers of primary and secondary school leavers<br>• Big need for ABET courses:<br>- sufficient facilities available<br>- need for trainers and programs | • Use existing facilities / convert to multi-purpose if necessary |
| Reduce child mortality (reduce to 10% | 26 per 1000 live births | | | • Increase the immunisation rates a and post natal care | |
| Reduce mother mortality | (information awaited) | | | • Increase and post natal care | |
| Stabilize HIV | 17.7% | Stabilise and reverse | | • Increase ART sites and monitoring | • Health facilities available – increase ART sites. |
| Shelter for all | 20926 households on the waiting list | 20926 units to be confirmed | 2093 units pa. | • Mostly indigent who will add to Municipality's cost burdens unless off-grid technologies used, e.g. :<br>o Water harvesting<br>o Dry toilets<br>o Solar hot water cylinders<br>o Community refuse removal<br>or covered by government grants for capital and operating costs | |
| Free basic services to indigents<br>• Standpipe / 200m<br>• 6000l / month<br>• toilets 1:5<br>• electricity | 67% of households have in-house access to water<br>85% of households have flush toilets<br>83% of households use electricity | | | • identify indigent families and needs<br>• Eradicate bucket systems(note: may have been completed by now). | |

**Table 2.2.6.1 Overberg District : Key Target Areas from PGDS**

### 2.2.7 RURAL LAND USE PLANNING AND MANAGEMENT GUIDELINES, MAY 2009 (Draft)

The guidelines have been prepared with the purpose of complementing the Guidelines for Rural Resorts, Golf Estates, Polo Fields and Polo Estates (DEA&DP, 2009).

The objectives of the guidelines are:

- To promote sustainable development in appropriate rural locations while ensuring that the poor share in the growth of the rural economy;
- To safeguard the functionality of life supporting ecosystem services;
- To maintain the integrity, authenticity and accessibility of farming, ecological, cultural and scenic rural landscapes and natural resources;
- To assist municipalities with the management of rural areas;
- To provide clarity on the type of development that is appropriate beyond the urban edge, as well as the scale and form of such development (DEA&DP, 2009)

The purpose of this document is to serve as a logical planning and management guideline for all types of rural land uses.

The Rural Settlement patterns in the Western Cape include:

- The farm homestead and associated outbuildings, historically enclosed around a werf;
- Workers accommodation (on-farm) i.e. labourers cottages located away from the werf;
- Villages and off-farm hamlets located along main movement routes;
- Rural residential sprawl usually located along the outskirts of urban centres;
- The change of working farms to weekend leisure destinations.

***Guidelines on Managing Rural Land Use Change***

- Decisions in terms of Rural Land Use applications are to be based on the following sustainable land use principles: social inclusion; effective protection and enhancement of the environment; prudent use of natural resources; the maintenance of high and stable levels of economic growth;
- Good quality and carefully sited development should be encouraged in existing settlements;
- Accessibility should be a key consideration in development decisions;
- New development in the countryside should be strictly controlled in terms of scale, height, colour, roof profile etc.;
- Prioritise the re-use of previously developed sites in preference to Greenfield sites;
- All development should be well developed and inclusive, in keeping and in scale with its surroundings, sensitive to the character of the landscape.

***Rural Land Use Management Guidelines: Holiday Accommodation***

- Avoid fragmentation of the cadastral unit, instead use leasehold for 3rd party ownership for holiday accommodation;
- Land for holiday accommodation should be non-alienable (i.e. rental, time-share, share block, fractional ownership);
- Resort development outside Urban Edge to not include individually alienable units;
- Precinct plans are to be provided and address the impact on agricultural activities and/or conservation and the impact of agricultural activities on the proposal;
- Proposals to be considered on marginal farming land and land of low environmental sensitivity and significance;
- Municipalities should solicit comments of surrounding properties and consider impact on rural landscape;
- Municipalities to ensure approved precinct development plans are adhered to and enforce the building regulations;
- EIA regulations and flood line restrictions are to be enforced.

***Rural Land Use Management Guidelines: "On-Farm" Settlement of Farm Workers***

- Farms are to be subdivided in order to balance the interests of the farm workers and its owners;
- Subdivided portions are required to be affordable and sustainable to their beneficiaries;
- All dwellings (proposed, new and existing) are to comply with building and engineering standards;
- If right of way servitudes are required, they are to be entrenched in the title deed of the parent farm.

***Rural Land Use Management Guidelines: Tourist and Recreational Facilities***

- Development applications are to include:

- tenure arrangements, with leasehold used for 3rd party operators or owners of facilities;
- buildings, landscaping and infrastructure provision;
- access and parking arrangements;
- nature and position of all proposed signage;
- Business Plan specifying BEE arrangements;
- Environmental, agricultural and visual impact assessments;
- Environmental Management Plan;
- Disaster Management Plan detailing search and rescues procedures.

- Consent use applications to be advertised for comment by interested and affected parties and adjoining property owner's;
- Applicable EIA regulations to be enforced by the local authorities and compliance with the approved EMP;
- Local authority to apply building regulations and ensure conditions of approval is adhered to.

***Implications for the SDF***

- Prepare policies to manage appropriate rural land use change in regard to holiday accommodation, on farm-settlements and tourist and recreational facilities where needed.

### 2.2.8 Settlement Restructuring: An Explanatory Manual (March, 2009)

The Settlement Restructuring Manual was approved as a Structure Plan in terms of Section 4(6) of the Land Use Planning Ordinance (Ordinance 15 of 1985) on the 24th of June 2009. The purpose of this document is to guide government, labour, business and civil society order to create human settlements that are dignified and sustainable.

The document consists of the following:

- Land use management tools for 1) auditing vacant and underutilised land, 2) Strategies for densification and 3) Toolkits for applying tools and strategies;
- Strategies for urban integration;
- Toolkits for applying tools and strategies.

***Vacant and underutilised land audit:***

- The purpose of a vacant and underutilised land audit it to provide municipalities with a record of all the usable land parcels located within the urban edge. By having access to this information, a municipality is able to understand its future land use and urban restructuring opportunities;
- Land is considered vacant and underutilised if:
  - it has no identifiable land use;
  - there is no building or improvements;
  - its previous productive usage has ceased;
  - it would benefit from improvement and development.
- The following exclusion criteria is applicable to land audits:
  - high potential agricultural land and productive agricultural land;
  - land with a high biodiversity and conservation value;
  - road reserves;
  - protected nature areas;
  - 30m river corridors and 1:50 year floodplains;
  - land high in scenic value or that is visually sensitive;
  - buffer areas from hazardous services.

**Densification Strategy:**

- The purpose of the densification strategy is contain urban sprawl and fragmentation in order to achieve efficient, integrated and sustainable human settlements;
- Densification should be encouraged in the following manner:

- within areas with a high economic potential ( provincial, district and local scale);
- along mobility routes in order to support public transport routes;
- along the periphery of open spaces in order to increase its surveillance;
- within areas that have been identified as public-sector investment areas;
- in selected areas of high private sector investment;

- The following should be mapped per settlement for which an urban edge is to be demarcated:
  - agricultural land and agricultural processing around urban areas;
  - smallholdings, rural land and small farms;
  - urban and regional open spaces and natural areas;
  - rivers and floodplains;
  - coastal zones (i.e. sea level rise);
  - landscapes that are considered to be high in value.

***Strategies for Urban Integration:***

- Integration is the mix of various land uses and/or income groups in specific areas which contributes to creating a whole functioning urban area;
- Physical integration includes well designed dense development which are linked to pedestrian friendly streets and a horizontal and vertical mix of uses (which includes residential, non-polluting industrial services, commercial and institutional uses);
- Integration is encouraged in 1) spaces where social integration can occur, 2) along public transport routes in order to improve access to opportunities, services and facilities and 3) where concentrations of major urban functions occur.

***Implications for the SDF***

- Ensure that proposals are prepared in accordance with the guidelines and support aims of the restructuring guidelines.
- Establish appropriate densification targets and broadly identify areas suitable for densification.
- Prepare proposals for strategically located suitable land.
- Utilize land and its development to help achieve national policy directives, e.g. integration and restructuring.

### 2.2.9 THE PROVINCIAL LAND TRANSPORT FRAMEWORK, PROVINCIAL GOVERNMENT: WESTERN CAPE DEPARTMENT OF TRANSPORT AND PUBLIC WORKS, APRIL 2011

The Provincial Land Transport Framework (PLTF) sets out the longer term vision (20-30 years) for transport for the Western Cape Province in line with the directives of the WC- PSDF. The long term vision for transport is intended to support:

- A fully integrated Rapid Public Transport Network (IRPTN) in higher order urban regions through access to opportunity, equity, sustainability, safety and multi-modal interchange;
- A fully integrated rural integrated Rural Transport Network (IRTN);
- A safe public transport system;
- A well maintained road network;
- A sustainable, efficient high speed rail long distance public and freight transport network;
- An efficient international airport that links the rest of the world to the choice gateway of the African Continent;
- International – standard posts and logistics system;
- A transport system that is resilient to peak oil; and
- A transport system that is fully integrated with land us.

The PLTF goals and objectives are:

1. An efficient, accessible and integrated multi-modal public transport system managed by capacitated and equipped municipal authorities
   - A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
   - Increase the number of commuter rail train sets in operation from 81 train sets to 117 by 2016.
   - Develop a framework for the development of safe and accessible IPTNs in district by 2014
   - Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).
   - Fully implement a universally accessible and multimodal IRT Phase 1a by 2014.

- Increase user satisfaction of public transport facilities by 25% by 2014.
- Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
- Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.
- Bring minibus taxi recapitalization rate on national level by 2016.
- Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight by 10% by 2014.

2. NMT as a pivotal part of all forms of transport planning in urban and rural areas
   - Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014
   - Dedicated NMT Expanded Public Works Program projects by 2014.
   - Every provincial road project in the province must include a NMT component.
   - NMT Plans must be developed and implemented for each municipality Province, as a part of the mobility strategy and IPTN roll-out by 2014.
   - Dedicated cycle lanes in the Western Cape must be doubled by 2014.

3. A well maintained and preserved transport system
   - Reduce the road transport infrastructure backlog by 16% by 2014.
   - Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016
   - Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014

4. A sustainable transport system
   - A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
   - Shift in contestable freight haulage from road to rail by 10% by 2014.

5. A safe transport system
   - Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.
   - The provincial and the Cape metro incident management plan will be expanded to include lower roads by 2014.
   - Implementation of an integrated transport safety management system by 2014.

6. A transport system that supports the province as a leading tourist destination
   - Introduce economic decision support tools to facilitate decision making with regard to road investment by 2014.

The PLTF notes that it is critical to resolve the conflict with land use planning and proposes the following:

- Densify the land use system along specific public transport corridors;
- Develop and implement incentive measures in al municipalities;
- Establish measure to disincentive outward sprawling low density settlements;
- Develop a holistic funding model for immediate and long term costs.

The PLTF notes that the ideal future scenario for the province is to permit strategic densification along the key transport corridors to pursue efficient, integrated public transport services. This will require investing in high growth and need settlements.

***Implications for the SDF***

- The N2 regional corridor traverses the District Municipality.
- Access to urban settlements is taken from this route.
- Reducing the haulage from road to rail could improve (reduce) the through traffic flows, but may have a negative impact on the economies of the towns within the District.

## 2.3 DISTRICT POLICY

### 2.3.1 OVERBERG SPATIAL DEVELOPMENT FRAMEWORK (MARCH 2004)

The Spatial Development Framework (SDF) for the Overberg is an important part of the Integrated Development Plan (IDP). The key categories addressed in the SDF include natural environment, human-made environment, economic sectors, community development and district management.

The SDF aims to achieve the following:

- Indicate the spatial implications of the IDP;
- Propose development strategies for the promotion of sustainable development and thus promoting the well-being of the people in the area;
- Integrate the strategies of the IDP with the policies put forward in the Coastal Zone Policy (CZP) for the Western Cape (PGWC 2001); and,
- Create options for the implementation of the UNESCO Man and the Biosphere (MAB) Programme to promote sustainable development.

The Overberg District Municipality (ODM) believes that the proposals put forward by the SDF will enhance and promote sustainable development, but the success of the proposals will depend on the following factors:

- I&AP involvement and empowerment (IDP's, SDF's and SDP's should express the needs and concerns of communities. What form of spaces they would like and what type of future they would want);
- Collaboration and co-operation and between Local Municipalities, state department, Non Governmental Organisations (NGOs) and communities;
- Continuing research and monitoring of the SDF.

The SDF notes that the agricultural sector has the potential to solve many of the social problems of the study area and to support land restitution, redistribution and tenure reform programme. Therefore, programmes to provide land to emergent or "small" farmers and to support new settlements, must be a high priority.

The agricultural vision is to "develop agriculture as an optimally efficient and economically viable market-directed sector representing a socio-economic 'pivot' of the ODM."

The objectives include:

- Ensure effective general management strategies for agriculture in the ODM;
- Undertake appropriate detailed farm planning as a standard practice on farms;
- Provide sustainable opportunities for small-farmer or emergent farmers;
- Promote development of sustainable agricultural enterprises in the ODM'
- Diversify agricultural enterprises to (a) reduce financial risk, (b) enhance economic feasibility and stability and (c) ensure sustainable utilization of available resources.
- Entrench the status of the natural environment and its resources as the determining factor in sustainable agriculture;

The SDF proposes Spatial Planning Category (SPC) C where development is to be considered on agricultural land

***Implications for the SDF***

- The SDF identifies the majority of the former DMA area and the wetlands areas as wilderness areas.
- The Air Force Base is identified as a rehabilitation area.
- The northern portion of the Cape Agulhas Municipality has been allocated for Intensive and Extensive Agriculture.
- The SDF will be reviewed.

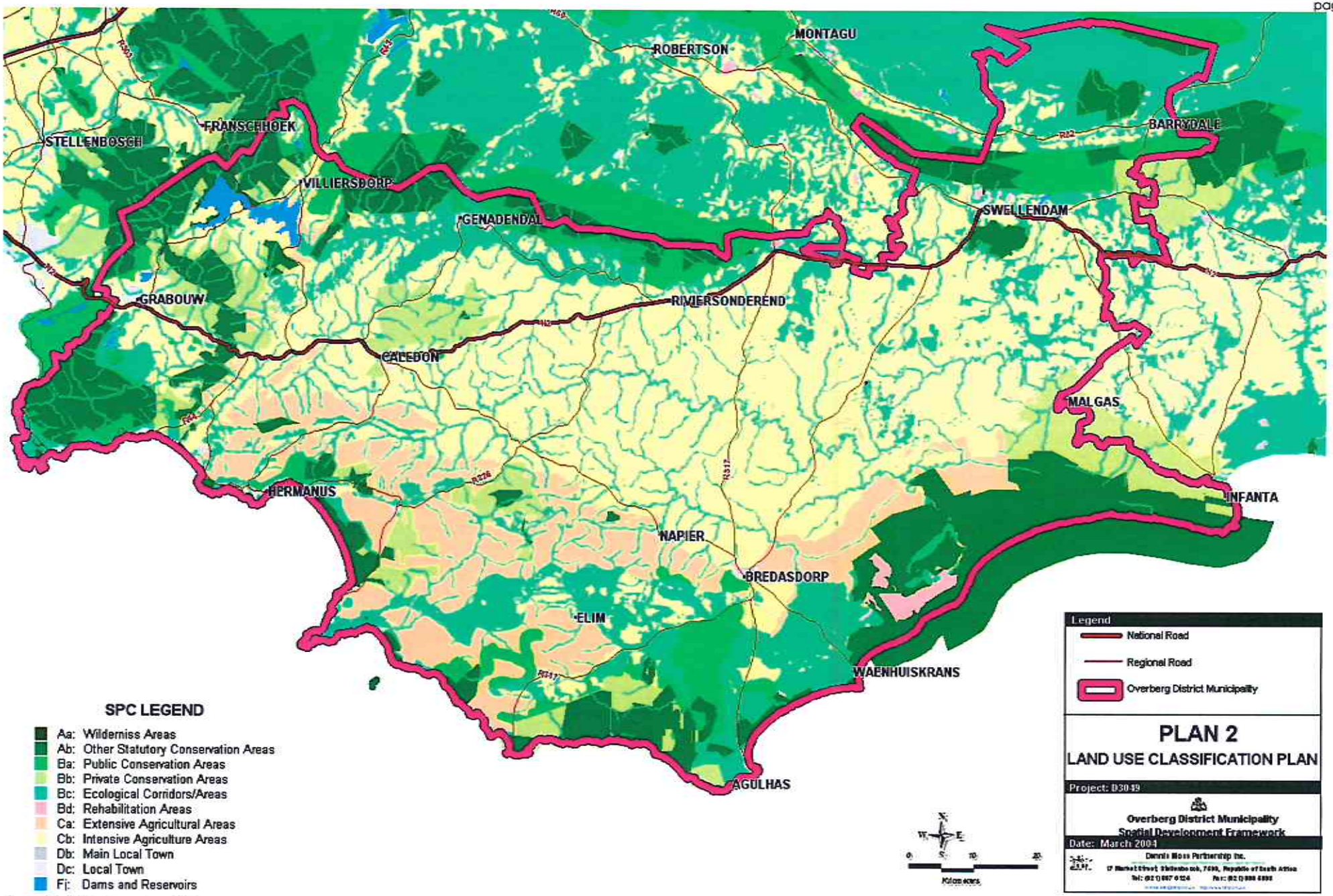



**Figure 2.3.1.1 Overberg SDF** (source: Dennis Moss Partnership, 2004)

### 2.3.2 OVERBERG DISTRICT INTEGRATED DEVELOPMENT PLAN (2012/2016)

The IDP has the following as the vision for the Municipality:

"Totally committed to serve the Overberg."

This vision is supported by the following mission:

"To render sustainable, client directed services and to be the preferred Provider of Shared Services within the Overberg."

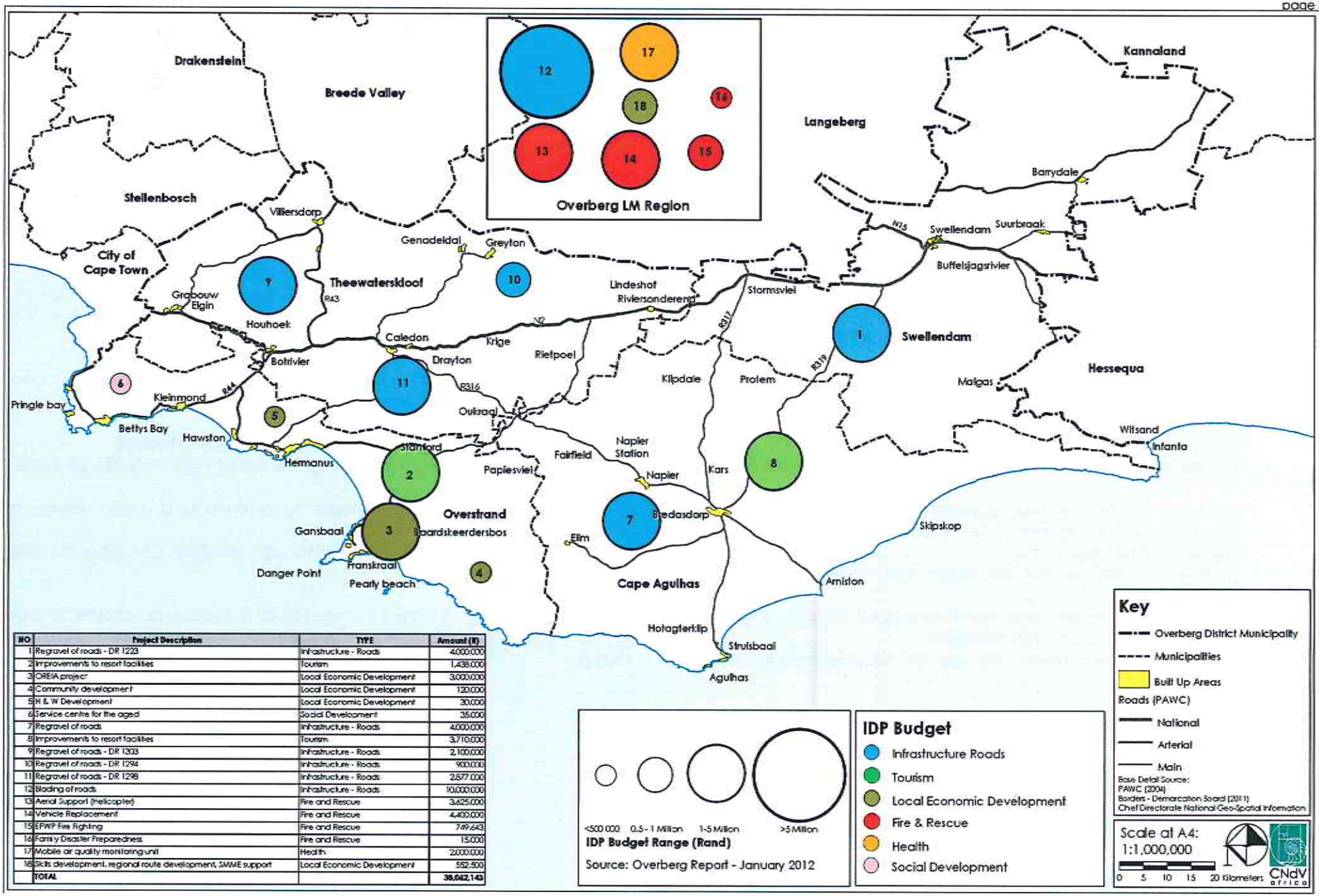
The IDP has the following strategic priorities:

- "To ensure the health and safety of communities and visitors in the Overberg District through the provision of efficient basic services and infrastructure in terms of disaster management, municipal health, environmental management and waste disposal services;
- To support the economic drivers of the district by promoting tourism and local economic and social development and supporting the development of a sustainable district economy in order to promote youth development, economic growth, build skills, create jobs and eradicate poverty.
- To ensure municipal transformation and institutional development by creating a staff structure that would adhere to the principles of employment equity and promote skills development in order to achieve objectives as per the Performance Management System.
- To attain financial viability by executing accounting services in accordance with National policy and guidelines. To achieve and maintain sustainability by implementing the Municipal Finance Improvement Plan (MFIP), Recovery Plan and Action Plan in terms of the Auditor-General's Report;
- To ensure good governance practices by providing a democratic and pro-active accountable government and encouraging community participation in all public participatory matters of the municipality."

Table 2.3.2.1 and Figure 2.3.2.1 indicate the District IDP projects proposed for the period 2012 – 2016.

| NO | NAME OF PROJECT | TYPE | Amount (R) |
|---|---|---|---|
| | **Swellendam Municipality** | | |
| 1 | Regravel of roads - DR 1223 | Infrastructure - Roads | 4,000,000 |
| 2 | **Sub Total** | | **4,000,000** |
| | **Overstrand Municipality** | | |
| 3 | Improvements to resort facilities | Tourism | 1,438,000 |
| 4 | OREIA project | Local Economic Development | 3,000,000 |
| 5 | Community development | Local Economic Development | 120,000 |
| 6 | H & W Development | Local Economic Development | 30,000 |
| 7 | Service centre for the aged | Social | 35,000 |
| 8 | **Sub Total** | | **4,623,000** |
| | **Cape Agulhas Municipality** | | |
| 9 | Regravel of roads | Infrastructure - Roads | 4,000,000 |
| 10 | Improvements to resort facilities | Tourism | 3,710,000 |
| 11 | **Sub Total** | | **7,710,000** |
| | **Theewaterskloof Municipality** | | |
| 12 | Regravel of roads - DR 1303 | Infrastructure - Roads | 2,100,000 |
| 13 | Regravel of roads - DR 1294 | Infrastructure - Roads | 900,000 |
| 14 | Regravel of roads - DR 1298 | Infrastructure - Roads | 2,877,000 |
| | **Sub Total** | | **3,987,000** |
| | **Overberg Region** | | |
| 15 | Blading of roads | Infrastructure - Roads | 10,000,000 |
| 16 | Aerial Support (Helicopter) | Fire and Rescue | 3,625,000 |
| 17 | Vehicle Replacement | Fire and Rescue | 4,400,000 |
| 18 | EPWP Fire Fighting | Fire and Rescue | 749,643 |
| 19 | Family Disaster Preparedness | Fire and Rescue | 15,000 |
| 20 | Mobile air quality monitoring unit | Health | 2,000,000 |
| 21 | Skills development, regional route development, SMME support | Local Economic Development | 552,500 |
| | **Sub Total** | | **21,342,143** |
| | **TOTAL** | | **38,062,143** |

**Table 2.3.2.1 District IDP projects for the period 2012/2016** (Source: IDP, 2012/2016)




| NO | Project Description | TYPE | Amount (R) |
|---|---|---|---|
| 1 | Regravel of roads - DR 1223 | Infrastructure - Roads | 4,000,000 |
| 2 | Improvements to resort facilities | Tourism | 1,438,000 |
| 3 | OREIA project | Local Economic Development | 3,000,000 |
| 4 | Community development | Local Economic Development | 120,000 |
| 5 | H & W Development | Local Economic Development | 30,000 |
| 6 | Service centre for the aged | Social Development | 35,000 |
| 7 | Regravel of roads | Infrastructure - Roads | 4,000,000 |
| 8 | Improvements to resort facilities | Tourism | 3,710,000 |
| 9 | Regravel of roads - DR 1303 | Infrastructure - Roads | 2,100,000 |
| 10 | Regravel of roads - DR 1294 | Infrastructure - Roads | 900,000 |
| 11 | Regravel of roads - DR 1298 | Infrastructure - Roads | 2,577,000 |
| 12 | Blading of roads | Infrastructure - Roads | 10,000,000 |
| 13 | Aerial Support (Helicopter) | Fire and Rescue | 3,625,000 |
| 14 | Vehicle Replacement | Fire and Rescue | 4,400,000 |
| 15 | EPWP Fire Fighting | Fire and Rescue | 749,643 |
| 16 | Family Disaster Preparedness | Fire and Rescue | 15,000 |
| 17 | Mobile air quality monitoring unit | Health | 2,000,000 |
| 18 | Skills development, regional route development, SMME support | Local Economic Development | 552,500 |
| | TOTAL | | 38,042,143 |

**Figure 2.3.2.1 IDP 2012 – 2016**

### 2.3.3 OVERBERG DISTRICT MUNICIPALITY: INTEGRATED TRANSPORT PLAN (JUNE 2010)

The Integrated Transport Plan (ITP) for the Overberg District was prepared in 2010. The vision with respect to transport for the region is "to provide an equitable, environmentally and tourist friendly transport system for all the Overberg people".

This policy document proposed the following goals and targets in order to achieve a model state of transport in the District:

- The provision of public transport options for rural communities by:
  - Introducing regular and reliable public transport service at least once or twice a day;
  - Provide an alternative funding source for routes that are uneconomical;
  - Provide safe transport for learners;
  - Provide public transport on days when senior citizens receive their respective pensions;
  - Have emergency transport on call;
  - The provision of safe facilities for the users of public transport.

- The provision of non motorised transport:
  - sidewalks and footpaths to be provided on routes that are highly used by pedestrians;
  - pedestrians are to be provided with safe crossings and sidewalks;
  - non-motorised tourism can be encouraged by providing safe bicycle paths in areas with potential;
  - encourage NMT projects, for e.g. the Bicycle Empowerment Network.

- Improve and integrate transport planning:
  - recommendations from various specific transport studies are to be included in IDPs;
  - all structure plans or SDFs are to include a chapter on transport;
  - a transport planner is to be employed for the Overberg District;
  - physically disabled people are to be catered for where possible.
- Develop transport as an economic growth tool:
  - the creation of job opportunities by developing the transport system;
  - the promotion of Black Economic Empowerment (BEE) and Small Medium and Micro Enterprise (SMME) development in the planning, maintenance and further upgrading of the transport system;
  - use the skills acquired through the Gansbaai-Elim-Bedasdorp Road project in other projects;
  - emphasise the importance of transport planning in economic development; and,
  - ensure that transport facilities are reasonably maintained.

The District ITP notes that even though its rail network is very limited - opportunities to improve freight and passenger movement to and from the area exists.

The majority of travel taking place in the District is by means of road and the following issues were noted in this regard:

- increase road maintenance in order to minimise backlogs;
- acquire funding in order to improve the safety and capacity of specific intersections;
- provide additional parking capacity in towns and major centres for residents and tourists;
- minimise the number of overloaded agricultural trucks using the road during the season.

According to the ITP, further investigation and studies are required in order to identify the specific needs in respect of public transport within the district.

### 2.3.4 CRITICAL BIODIVERSITY AREAS OF THE OVERBERG DISTRICT MUNICIPALITY: CONSERVATION PLANNING REPORT, 2010

The Critical Biodiversity Areas of the Overberg District Municipality report was prepared in April 2010. Figure 2.3.4.1 indicates the Critical Biodiversity Areas for the Overberg District. The Critical Biodiversity Areas identified for the Overberg District include Protected Areas, Critical Biodiversity Areas and Ecological Support Areas.

The report states that CBAs aim to guide sustainable development by providing a synthesis of biodiversity information. The biodiversity assessment was designed in a manner to identify an efficient set of Critical Biodiversity Areas and Ecological Support Areas that meet the targets for conserving the underlying biodiversity features in as small areas as possible and in areas with least conflict with other activities.

With respect to CBAs, the report noted the following:

- The CBA map is intended to act as the biodiversity's sector's input into multi sectoral plans and any assessments;
- The CBA map is aligned with current national standards for bioregional plans;
- Land use guidelines were developed for each CBA category and correspond to land use panning categories used in SDFs.

The CBA map, Figure 2.3.4.4 indicates all areas of land and aquatic features which are required o be protected in their natural state if biodiversity is to continue functioning. CBAs include:

- areas that need to be protected in order to meet biodiversity thresholds;
- areas required to ensure the continued existence and functioning of species and ecosystem, including the delivery of ecosystem services; and,
- important locations for biodiversity features or rare species.

The criteria that define the CBA categories are shown in Figure 2.3.4.1.

| CBA MAP CATEGORY | CRITERIA DEFINING THE CATEGORY |
|---|---|
| Protected Areas | **Formal Protected Areas**<br>a) Terrestrial<br>▪ Nature Reserves and National Parks (protected by the National Environment Management: Protected Areas Act 57 of 2003).<br>▪ Forest Nature Reserves (declared in terms of the National Forest Act 84 of 1998).<br>▪ Ramsar Sites (protected by the Ramsar Convention).<br>▪ Mountain Catchment Areas (declared in terms of the Mountain Catchment Area Act 63 of 1970).<br>▪ World Heritage Sites (declared in terms of the World Heritage Convention Act 49 of 1999).<br>b) Marine<br>▪ Marine Protected Areas (protected by the National Environment Management: Protected Areas Act (57 of 2003) or Marine Living Resources Act (107 of 1998). |
| Critical Biodiversity Areas | **Any terrestrial, freshwater aquatic or marine area required to meet biodiversity pattern and/or process thresholds**<br>a) Any area that is required for meeting biodiversity pattern thresholds, namely:<br>▪ Remaining areas of Critically Endangered habitat types.<br>▪ Special habitats (areas required to protect special species and habitats).<br>▪ Listed Threatened Ecosystems in terms of the National Biodiversity Act (10 of 2004).<br>▪ Remaining areas protected by the National Forest Act (84 of 1998).<br>b) Any area that is required for meeting ecological process thresholds including:<br>▪ Ecological or landscape corridors (comprising upland-lowland, river, coastal and sand-movement corridors)<br>c) Hydrological process areas (estuaries, wetlands, important catchment areas).<br>d) All 'best design' sites (largest, most intact, least disturbed, connected and/or adjacent) in terms of meeting pattern and process thresholds. 'Best design' refers to an identified network of natural sites that meet pattern and process thresholds in all vegetation types in a spatially efficient and ecologically robust way, and aim to avoid conflict with other activities (e.g. economic activity) where it is possible to achieve biodiversity thresholds elsewhere. |
| Ecological Support Areas | **Supporting zone required to prevent degradation of Critical Biodiversity Areas and Protected Areas.**<br>a) Areas required to prevent degradation of Critical Biodiversity Areas and formal Protected Areas.<br>b) Remaining catchment and other process areas (river, fire, etc) that are required to prevent degradation of Critical Biodiversity Areas and formal Protected Areas.<br>c) Areas that are already transformed or degraded, but which are currently or potentially still important for supporting ecological processes e.g. transformed or alien plant infested areas that have transformed or degraded the natural buffer area of a wetland or river. **These areas are a focus for rehabilitation, and the intensification of land-use should be avoided.** |
| Other Natural Areas | Natural areas not included in the above categories. |
| **No Natural Areas Remaining** | These areas include cultivated areas (intensive agriculture), afforested areas (plantation forestry), farmland (areas that have been farmed in the past), mined areas (currently or in the past), urban areas, infrastructure, dams and areas under coastal development. |
| Source Reference: Holness et al., 2010 | |

**Figure 2.3.4.1** **Criteria defining the CBA categories** (Source: **Critical Biodiversity Areas of the Overberg District Municipality: Conservation Planning Report, 2010**)

Ecological Support Areas (ESAs) are supporting areas required to prevent the degradation of CBAs and Protected Areas. ESAs may be ecological process areas that connect and sustains CBAs for a terrestrial feature.

Figure 2.3.4.2 below indicates the Desired Management Objective for each mapped category. Desired Management Objectives includes both the biodiversity pattern and the ecological processes.

| CBA MAP CATEGORY → | Formal Protected Areas | Critical Biodiversity Areas | Ecological Support Areas | Other Natural Areas | No Natural Areas Remaining |
|---|---|---|---|---|---|
| DESIRED MANAGEMENT OBJECTIVE → | Maintain natural land. Rehabilitate degraded to natural or near natural and manage for no further degradation. | | Maintain ecological processes | Sustainable Management within general rural land-use principles | Sustainable Management within general rural land-use principles. **Favoured areas for development.** |

**Figure 2.3.4.2** **Desired Management Objective per category** (Source: **Critical Biodiversity Areas of the Overberg District Municipality: Conservation Planning Report, 2010**)

The report states that only land use activities that are compatible with maintaining the Desired Management Objectives are to be encouraged. Figure 2.3.4.3 provides the recommended Biodiversity compatible land use guidelines.

Biodiversity priority areas, such as Protected Areas, CBAs and ESAs, the land use guidelines were informed based on the Desired Management Objectives noted above as well as the impact of land use activities on biodiversity.

It should be highlighted that these categories were identified at a high level and ground truthing is required where greater detail is required on erf and farm level.

***Implications for the SDF***

- The northern, western and coastal areas of the District Municipality contain important mosaic of CBAs. The following settlements are included:
  - Genadendal, Greyton, Suurbraak and Barrydale to the north;
  - The coastal towns of Hawston, Gansbaai, Agulhas and Arniston.

KEY: Biodiversity sector land-use recommendations
- Yes = Encouraged
- No = Discouraged
- Restricted = Land-use possible under strict controls in order to avoid impacts on biodiversity

| CBA MAP CATEGORY | Critical Biodiversity Areas | Ecological Support Areas | Other Natural Areas | No Natural Areas Remaining |
|---|---|---|---|---|
| DESIRED MANAGEMENT OBJECTIVE → | Maintain natural land. Rehabilitate degraded to natural or near natural and manage for no further degradation. | Maintain ecological processes | Sustainable Management within general rural land-use principles | **Sustainable Management within general rural land-use principles. Favoured areas for development.** |
| PSDF SPATIAL PLANNING CATEGORY → | Core 1 | Core 2 | Buffer 1 or 2 at the discretion of Town and Regional Planners | **Intensive Agriculture and Settlement** |
| LAND-USE ACTIVITY ↓ | | | | |
| 1) CONSERVATION | Yes | Yes | REFER TO THE PROVINCIAL RURAL LAND-USE PLANNING AND MANAGEMENT GUIDELINES' FOR GUIDANCE IN IDENTIFYING APPROPRIATE LAND-USE ACTIVITIES<br>ALWAYS MANAGE FOR SUSTAINABLE DEVELOPMENT WHEN CONSIDERING LAND and WATER RESOURCE USE APPLICATIONS IN NATURAL AREAS | |
| 2a) AGRICULTURE -HIGH IMPACT : Intensive Agriculture *(includes forestry plantation and space extensive agricultural enterprises)* | No | No | | |
| 2b) AGRICULTURE - LOW IMPACT: Extensive Agriculture | Restricted | Yes | | |
| 3) HOLIDAY ACCOMMODATION | Restricted | Restricted | | |
| 4a) RURAL HOUSING: Low Density Rural Housing *(Consolidation of rural erven for conservation)* | Restricted | Restricted | | |
| 4b) RURAL HOUSING: On-Farm Workers Settlement | No | Restricted | | |
| 5a)TOURIST and RECREATIONAL FACILITIES - LOW IMPACT: Lecture rooms, restrooms, restaurants, gift shops and outdoor recreation | Restricted | Restricted | | |
| 5b) TOURIST and RECREATIONAL FACILITIES - HIGH IMPACT: Golf , polo, and housing eco-estates | No | No | | |
| 6a) RURAL BUSINESS: Place Bound | Restricted | Restricted | | |
| 6b) RURAL BUSINESS: Non Place Bound | No | No | | |
| 7) RURAL INDUSTRY | No | No | | |
| 8) SMALL HOLDINGS | No | No | | |
| 9) COMMUNITY FACILITIES and INSTITUTIONS | No | No | | |
| 10) INFRASTRUCTURE INSTALLATIONS | Restricted | Restricted | | |
| 11a) SETTLEMENT: Existing Settlements (Urban Expansion) | No | No | | |
| 11b) SETTLEMENT: New Settlements | No | No | | |

The purpose of these guidelines is to encourage development which avoids or has minimal biodiversity impacts, especially in Critical Biodiversity Areas and Ecological Support Areas. In general, land-uses that result in irreversible loss of natural habitat (such as cultivation, afforestation, urban development & mining) have the highest impact on biodiversity; and are considered **biodiversity-incompatible** land-use activities. Land-uses that allow for natural habitat to remain intact (such as appropriately managed grazing by either livestock or game or sustainable harvesting of natural products from the wild), have the lowest impact on biodiversity; and are therefore considered **biodiversity-compatible** land-use activities.

**Figure 2.3.4.3** **Biodiversity compatible land use guidelines matrix** (Source: Critical Biodiversity Areas of the Overberg District Municipality: Conservation Planning Report, 2010)

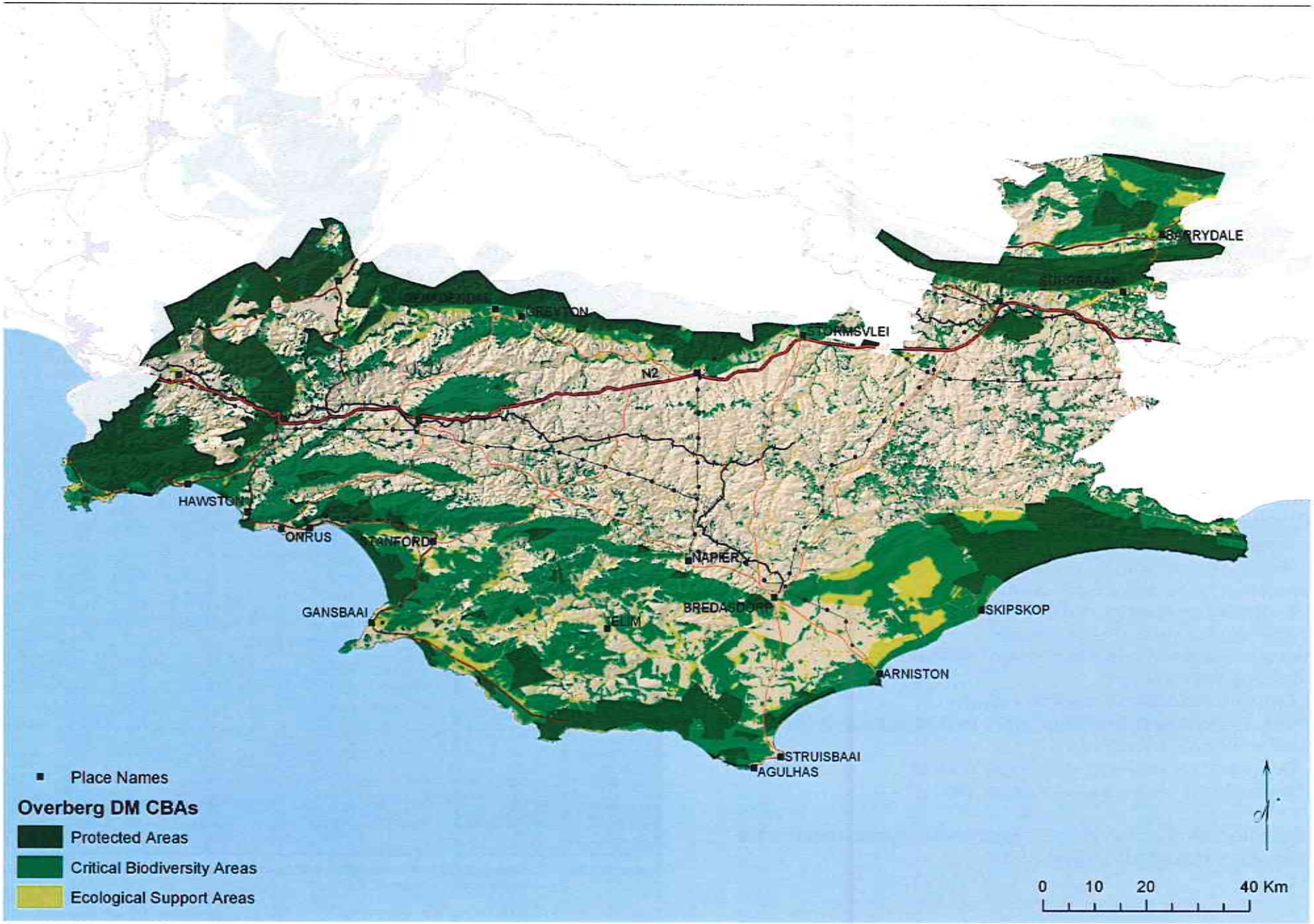



**Figure 2.3.4.4** **Critical Biodiversity Areas in the Overberg DM** (Source: Critical Biodiversity Areas of the Overberg District Municipality: Conservation Planning Report, 2010)

### 2.3.5 A FINE SCALE CONSERVATION PLAN FOR CAPE LOWLANDS RENOSTERVELD, 2003

The Fine Scale Conservation Plan for Cape Lowlands Renosterveld report was prepared in 2003. It is a project that took place from July 2000 to October 2003 and was the first in a series of projects forming part of the Cape Action Plan for the Environment (C.A.P.E).

Together with the Agulhas Plain conservation plan, it was also one of the first projects to tackle fine-scale conservation planning in priority areas identified by the broad-scale C.A.P.E. conservation plan. Its focus area comprised the following four renosterveld broad habitat units (BHUs):

- Overberg Coastal Renosterveld;
- Swartland Coastal Renosterveld;
- Boland Coastal Renosterveld; and,
- Elgin Renosterveld-Fynbos Mosaic.

The conservation assessment consisted of three broad phases as shown below:

- Phase 1: Data collection and analysis
  a. Defining the planning domain
  b. Assessing the extent of remaining natural vegetation
  c. Mapping biodiversity patterns in the landscape (including vegetation types and species distributions)
  d. Representing ecological and evolutionary processes
  e. Assessing future land-use pressures
- Phase 2: Evaluation and integration of the data
  f. Defining selection units
  g. Creating a biodiversity summary layer
- Phase 3: Identifying spatial priorities and designing products to guide conservation action
  h. Designing a twenty-year conservation vision
  i. Developing a five-year spatial action plan

The five year (short term) action plan for renosterveld conservation for the Overberg Region is indicated in Figure 2.3.5.2.

The following factors were considered for short term conservation action:

- Biodiversity Criteria inputs:
  - biodiversity summary thinking;
  - landscape gradients (e.g. coast and interior);
  - special features or habitats.
- Opportunities and Constraints:
  - landowner willingness to conserve;
  - threats to biodiversity;
  - economic opportunities;
  - aesthetic and cultural features;
  - proximity to existing protected areas;
  - other biodiversity friendly initiatives.

**The Renosterveld Lowlands**

Renosterveld, along with fynbos, is one of the main vegetation types of the Cape Floristic Region. While fynbos grows on sandy nutrient-poor soils, renosterveld grows on richer, more fertile soils. Renosterveld is special because of its phenomenal richness in bulb species and other geophytes (e.g. belonging to the Iridaceae, Amaryllidaceae, Hyacinthaceae plant families) – noteworthy even in international terms. Many of these species are rare or endemic, meaning that they are restricted to renosterveld alone. They flower mostly in spring and are known to persist in even very small pieces of remnant natural habitat.

The renosterveld broad habitat units listed above cover an area of around 1.25 million hectares of finegrained and moderately fertile clay, granite or silcrete-derived soils. Renosterveld is one of the most threatened habitats in the Cape Floristic Region – only 5% of the natural vegetation remains in the Boland/Swartland and in Elgin and around 12% in the Overberg. The reason for these exceptionally high levels of loss of natural habitat is the long history of agricultural activity in the area, which is well-known for its striking green wintertime wheatfields and sought-after produce – fruit, olives and wine. Most of the remaining natural habitat exists as small remnants in the highly fragmented landscape. Of the roughly 18 000 remaining patches, more than half are smaller than a hectare.

**Figure 2.3.5.1** **Background to the Renosterveld lowlands** (Source: A fine scale conservation plan for Cape Lowlands Renosterveld, 2003)

Furthermore the Ecosystems Guidelines for Environmental Assessments in the Western Cape (2005) proposes the following spatial guidelines with respect to Renosterveld ecosystems:

- a buffer of 30m between any development, especially agricultural land and core Renosterveld conservation areas;
- avoid the further fragmentation of Renosterveld conservation by maintaining the connections between patches of vegetation;
- fence off silcrete, terricrete and quartz patches (fencing is to accommodate the movement of small reptiles and antelope species).

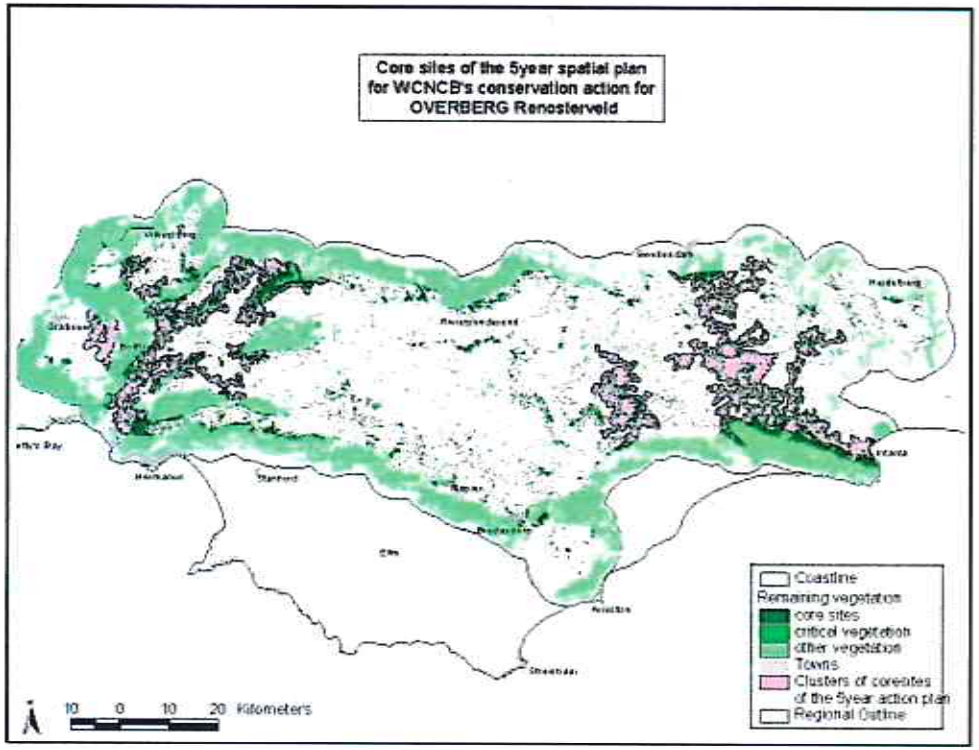



**Figure 2.3.5.2** **The Five Year action plan for conversation in the Overberg Region** (Source: A fine scale conservation plan for Cape Lowlands Renosterveld, 2003)

***Implications for the SDF***

- There are some remnants for critical vegetation, mainly in the north eastern and western parts of the Municipality.
- Clusters of cores sites are located in more or less the same pattern.

The Integrated Coastal Management Act (Act No. 24 of 2008) (ICM Act) has been informed by the national policy embodied in the white paper for Sustainable Coastal Development in South Africa, adopted by cabinet in 2000. The White Paper was developed proactively and in line with International calls to ensure optimal utilization of our coast, while at the same time preserving ecosystems and not putting people and property at risk.

The ICM Act sets out a new approach to managing the nation's coastal resources to promote social equity and make best economic use of coastal resources, whilst protecting the natural environment. The purpose of the Act is to:

- Defining and determining the extent of the coastal zone;
- Provision for the coordinated and integrated management of the coastal zone;
- Preserve, protect and enhance the status of the coastal environment as the heritage of all;
- Ensure there is equitable access to coastal public property; and,
- To give effect to certain of South Africa's international law obligations:

With reference to **coastal setback lines**, the Act states the following:

"These are described as lines determined by the MEC in order to demarcate an area within which development will be prohibited or controlled in order to achieve the objects of the Act or any coastal management objectives.

The MEC may by regulation establish or change a coastal set back line to-

- protect coastal public property;
- protect the coastal protection zone; or,
- preserve the aesthetic values of the coastal zone."

The ICM Act focuses on regulating human activities within, or that affect the "coastal zone". The coastal zone is defined as the area comprising coastal public property (mainly Admiralty Reserve and land below the high water mark), the coastal protection zone (an area along the inland edge of coastal public property, coastal access land (which the public may use to gain access to coastal public property), special management

areas, and includes any aspect of the environment on, in and above them.

At the heart of the coastal zone is an area of land and water defined as coastal public property, which is the common property of the people of South Africa. The definition of coastal public property is:

- "seashore" (area between low and high water marks);
- "coastal waters" (all waters influenced by tides – estuary, harbour or river – and the sea, out to the limit of the territorial sea).

In order to protect and effectively regulate coastal public property, it is also necessary to impose controls and restrictions on certain areas adjacent to coastal public property that form part of coastal ecosystems. The Act addresses this by creating a **coastal protection zone**.

The Act provides that initially the coastal protection zone will operate as follows:

- 100 m inland from the high-water mark in areas that have already been zoned for residential, commercial, industrial or multiple use purposes; and,
- 1000 m inland in other areas.

The definition of the coastal protection zone 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 highwater 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 coastal protection zone is established for enabling the use of land that is adjacent to coastal public property or that plays a significant role in a coastal ecosystem to be managed, regulated or restricted in order to:

a) protect the ecological integrity, natural character and the economic, social and aesthetic value of coastal public property;
b) avoid increasing the effect or severity of natural hazards in the coastal zone;
c) protect people, property and economic activities from risks arising from dynamic coastal processes, including the risk of sea-level rise;
d) maintain the natural functioning of the littoral active zone;
e) maintain the productive capacity of the coastal zone by protecting the ecological integrity of the coastal environment; and,
f) make land near the seashore available to organs of state and other authorised persons for:
  (i) performing rescue operations; or
  (ii) temporarily depositing objects and materials washed up by the sea or tidal waters."

The location of the 100m and 1000m setback lines need to be verified by the Department of Environmental Affairs and Development Planning (DEA&DP): Coastal Management Section.

The Establishment of Coastal Set-back Lines for the Overberg District report (SSI, 2012) makes the following recommendations:

- Realistic development controls
  - Reality therefore dictates that the implementation of the various set-back lines, both coastal ad development must make provision for developments and development planning that already extends into the hazard zone.

- The conceptualization of the 'no development' zone, determined on the basis of a coastal erosion threat, needs to be refined to accommodate existing development. This zone needs a management response that can differentiate between a modelled long-term erosion hazard and pragmatic development control.
- The most practical solution is therefore found in placing more emphasis on using local knowledge and planning considerations to determine development restrictions.

The Overberg Coastal Set-back Line' should be delineated in consultation with affected local Municipalities.

The simplistic default concept represented is shown in Figure 2.3.6.1

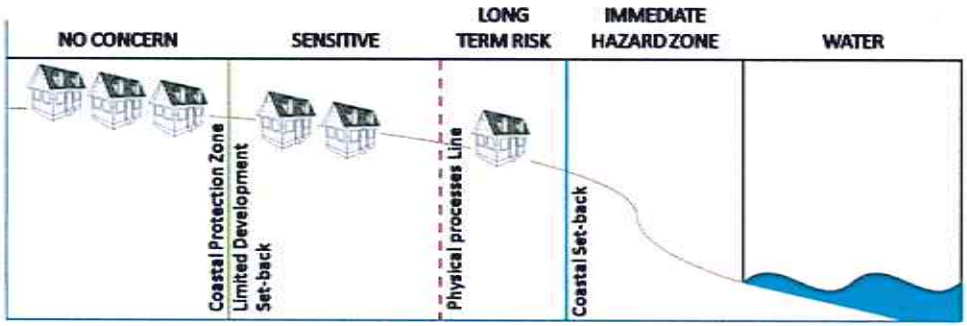



**Figure 2.3.6.1 Revised Coastal Set-Back Lines Concept** (source: SSI, 2012)

The long term erosion risk determined, a practical development control can be demarcated that also takes into account local planning horizons, coastal defences, existing structural alterations to the shoreline, and local regulatory capacity.

Figure 2.3.6.2 illustrates how such a line would be implemented in practice.


**Figure 2.3.6.2 Example of the Application of a 'Practical' Set-Back Line** (source: SSI, 2012)

The recommended 'Overberg Coastal Set-back Line' would therefore demarcate an area *below current developments with* ***no short term erosion risk***, and *specifically* ***includes***:

- areas of concern within the projected erosion risk zone where no development has taken place; as well as
- properties faced with an immediate erosion threat.

The report further recommends the following:

- Link proposed activities to realistic planning horizons
- Use physical processes line to inform decisions in developed areas
- Use physical processes line as the Coastal Set -back line in rural areas
- Limited Development Line to remain outer boundary of Coastal Protection Zone (CPZ)
- Use the 5m contour as the Set-back lines around estuaries
- Set-back lines must inform Coastal Management Programmes and other planning tools
- Set-back lines drawn to be regularly reviewed

## 2.4 LOCAL MUNICIPAL POLICY PLANS

### 2.4.1 OVERSTRAND SPATIAL DEVELOPMENT FRAMEWORK (OCTOBER 2006)

The SDF states that the following advantages and opportunities exist for the Overstrand Municipality with the compilation of the SDF:

- "Ensure the identification of a common spatial vision and a set of objectives on a desired orderly spatial pattern of the area;
- Inform a broad land use management policy that can be used for the assessment of future land use applications/developments;
- Helps to identify and prioritise capital and management projects to inform the annual budget requirements in terms of the IDP."

The IDP provides the basis of the focus the municipality places on its budgetary planning process. The report states that at the time of the finalisation of the SDP, the IDP has not been informed the by the SDF for the whole of the Overstrand Municipal Area.

The report recommends that the policies, strategies and proposals put forward in the SDF be implemented by the Overstrand Municipality. This can be done effectively by reviewing the current IDP for the municipality and aligning the proposals to dovetail with the proposals proposed in the SDF.

The SDF aims to achieve the following:

- Provides information on current land use, transport routes, location of resources, data from relevant planning initiatives;
- Identifies development constraints and opportunities;
- Provides a spatial framework at municipal planning level;
- Proposes spatial growth patterns;
- Identifies the location of IDP strategies.

The SDF proposes three objectives as part of its land reform implementation strategy:

- Transfer of 30% agricultural land to previously disadvantaged. This can be done in two ways, namely: Land Distribution for Agricultural Development (LRAD) or through the acquisition of land for commonages that are owned by the municipality but used by the emerging farmers.
- The SDF proposes to facilitate tenure reform for farm workers through the subsidy granted by DLA. The SDF notes that the R16 000 (at the time) is too little. This tenure reform can either be through on-farm or off-farm settlements.
- Planning and Support. The strategy of the department will include training and capacity building for the three main client groups, namely: subsistence farmers; small-scale commercial farmers; and commercial farmers.

The SDF recommends that a detailed plan and implementation programme initiated urgently to meet the abovementioned objectives.

The special management concept highlights the need to protect, amongst others, the high soil-based agricultural production potential areas. In this regards it recommends to confine urban development and growth within an established growth potential hierarchy.

The SDF further proposes to demarcate Rural Development Areas (RDA's) to ensure that non-agricultural development outside urban areas is managed and promoted in a sustainable manner.

The SDF proposed the following Municipal Spatial Development Strategies:

- Managing population growth and in-migration: adopt a select supply driven approach by only providing for housing growth and related community facilities in the urban areas where the highest potential for sustained economic growth exists;
- Housing: eliminate the subsidised housing backlog though the implementation of a co-ordinated housing supply plan. The overall provision of land for housing should make provision for a balanced mix of housing types for all income groups;
- Bulk Service Infrastructure Provision bulk infrastructure supply: compile a co-ordinated bulk infrastructure provision policy that prioritises the implementation of bulk infrastructure on the municipality spatial development concept – growth management concept;

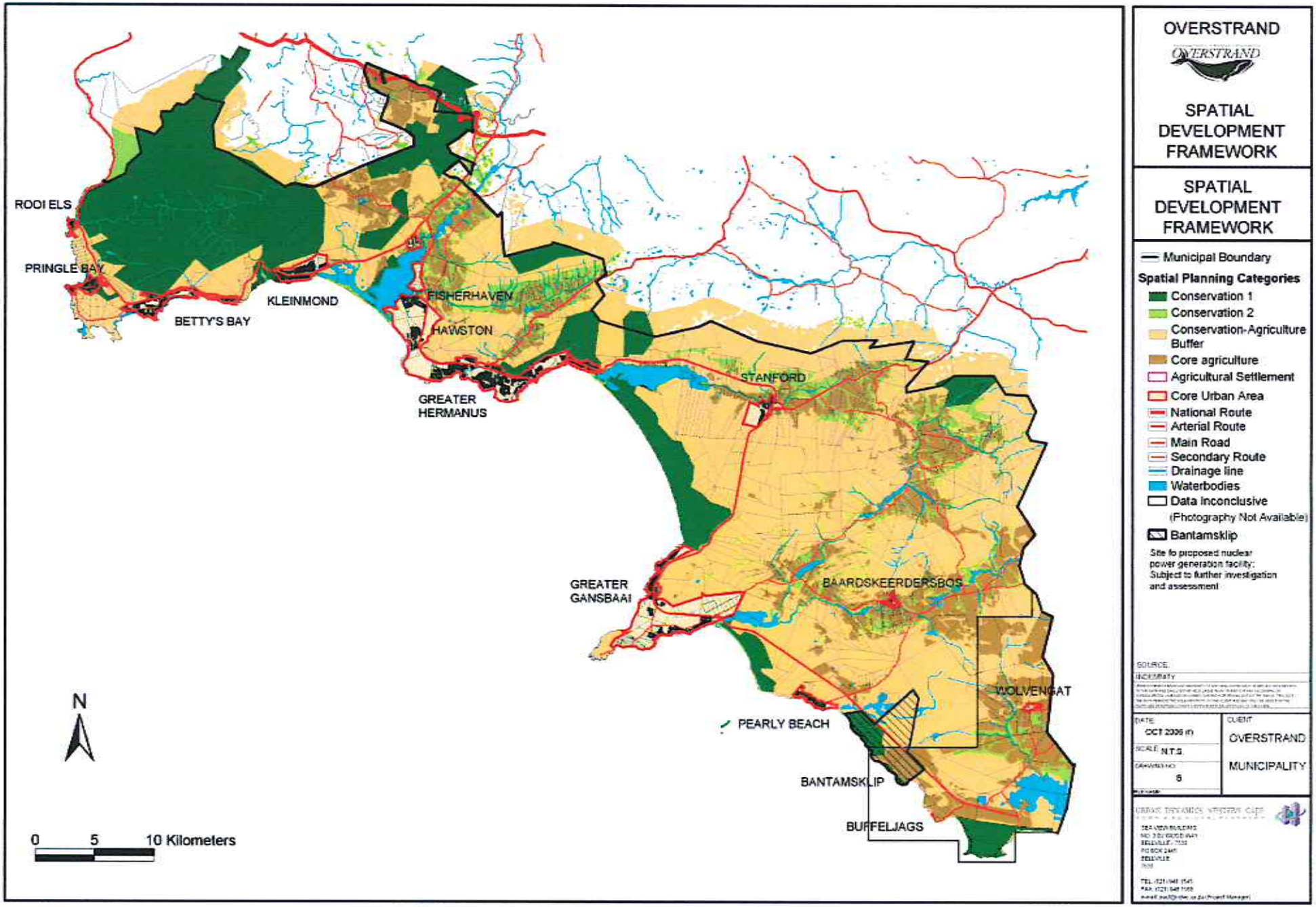



**Figure 2.4.1.1 Overstrand Spatial Development Framework** (source: Urban Dynamics, 2006)

- Initiate place specific key economic development projects / drivers: stimulate economic growth and development linked to the comparative locational advantage;
- Priority areas for biodiversity conservation: All public owned land that is of a high conservation important is to be included in a formal municipal reserve network;
- Rural Development: Demarcate Rural Development Areas to ensure that non-agricultural development outside urban areas is managed and promoted in a sustainable manner.

***Implications for the SDF***

- Kleinmond, Hermanus, Fisherhaven, Gansbaai and Stanford are identified as Core Urban Areas.
- An area south of Pearly Beach, Bantamsklip, is identified as a proposed nuclear energy facility.
- Areas identified for Core Agriculture are to be reserved as such.

### 2.4.2 THEEWATERSKLOOF SPATIAL DEVELOPMENT FRAMEWORK, 2010

The Theewaterskloof Spatial Development Framework was prepared in September 2010, see Figure 2.4.2.1.

The policy document proposed the following vision for the municipality:
"To direct development into urban areas and rural locations with opportunity for economic growth and development. The spatial vision is to optimise development opportunities within transport corridors and to exploit tourism and agricultural development within selected locations."

The overarching development concept is based on the following objectives:

- To provide spatial definition to the vision and strategies priorities of the municipality;
- The identification of strategic priority areas for private/public sector investments;
- To establish a spatial framework that will assist the various decision makers with addressing development initiatives;
- Provide definitive direction to developers and private sector initiatives.

The SDF made the following proposals:

**Ecological Support Areas (ESAs) (EIM Zone 1 Area) to be protected:**
The precautionary principle should be applied when considering a change of land use or development in or near ESAs. Where there is an absence of certainty regarding the extent or physical footprint of an ESA, or regarding the likely effect of a proposed change in land use or development on the ESA, such a change of land use or development should not be permitted.

**Critical Biodiversity Areas should be protected and should be kept in, or restored, to heir natural state:**
Protecting the identified CBAs and ESAs that are required to prevent the degradation of Critical Biodiversity Areas and preventing any further degradation of these areas and restoring them to their natural state, is important for the maintenance of ecosystem functioning.

**Protect communities / towns of unique cultural significance, prominent cultural landscape features and rural areas of cultural significance:**
- Management guidelines for mitigation or avoidance of transformation of these areas need to be taken into consideration;
- These features include vernacular landscapes, scenic routes, agricultural areas and heritage resources.

**Protect high potential irrigated soils:**
Categorisation of agricultural resources into horticulture and viticulture, (cultivated, permanent and temporary, commercial irrigated) and also dryland (cultivated, temporary) provides a "tool" to ensure that the resources are identified (mapped) and that measures can be put in place to protect the resource from undesirable land use change and unsustainable utilisation.

**Identify strategic interventions into nodes with potential to grow but currently experiencing economic stagnation or decline.**
To accommodate expected population increase, ensure that the carrying capacity of civil serves can meet the demand and to sustain new development, strategic priority should be given to upgrading of bulk services for Grabouw, Villiersdorp and Caledon.

**Align future development of Grabouw, Botrivier and Caledon to optimise exposure and benefits from its position on the N2 transport corridor:**
- Grabouw is considered the ideal location for transport mode interchange facilities.
- Facilities that could be considered include a transfer station, truck repair, truck stop and container storage.
- The location of such a facility will require further detail investigation and possible locations are near Hillside N2 interchange and Grabouw station.
- It is proposed that with the increased use of the route and possibility of introducing rail freight through the appointment by Transnet of an operator on this route, tourism related infrastructure facilities should be improved and development plans should be compiled for each station precinct which may include proposals for development of facilities such as restaurants, accommodation and tourist shops.

**Alleviate human settlement needs in poverty pockets, rural areas and in urban areas.** To alleviate the conditions of informal settlements, consideration should be given to:

- making use of the upgrading of Informal Settlement Programme (USIP) and People's Housing Process (PHP).
- Identification of land for the establishment of integrated settlements and promoting mixed use areas;
- Compilation of business plans according to the DLGH requirements for the upgrading of whole settlements.

**Optimise the municipality's comparative advantages and identify the strategic locations / areas that can sustain new growth.** Strategic spatial development intervention is proposed according to the following economic drivers:

- Support the development of green industries;
- Agriculture: Support retention of forestry activities;
- Implement 5 main tourism initiative;
- Promote secondary education and training

***Implications for the SDF***

- Caledon is identified as a 1st order node with high development potential and low social needs.
- Grabouw is identified as a 2nd order local node with high development potential and a high social need.
- Villiersdorp is identified as a 2nd order local node with high development potential and a high social need.
- Botrivier is identified as a 3rd order local node with a low development potential and a high human need.
- Riviersonderend is identified as a 3rd order local node with low development potential and a high human need.
- Greyton is identified as a 3rd order local node with low development potential and low human need.
- Genadendal is identified as a 3rd order local node with low development potential and a high human need.

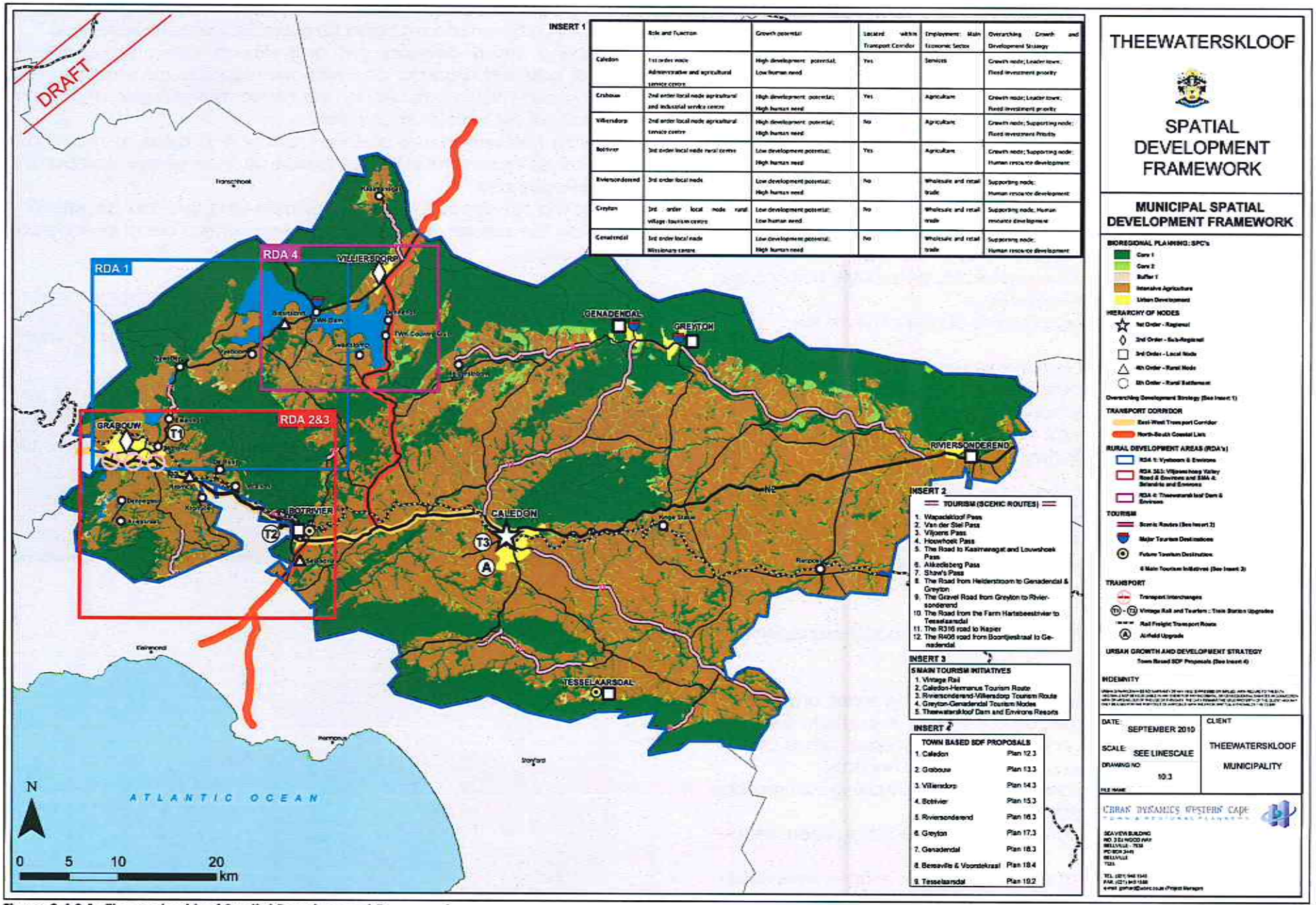



**Figure 2.4.2.1 Theewaterskloof Spatial Development Framework** (source: Urban Dynamics, 2010)

### 2.4.3 SWELLENDAM SPATIAL DEVELOPMENT FRAMEWORK (2008)

The Swellendam Municipality Spatial Development Framework was prepared in October 2008 and noted the following goals:

- implement an effective management system for the protection of biological diversity and ecosystems;
- develop and maintain a strong local economic base in rural areas, by promoting non-consumptive tourism and the role of agriculture in the municipal economy;
- protect and conserve the heritage resources of the area;
- provide an environmentally and economically sustainable bulk service infrastructure and road transport network;
- address the social needs and expectations of all sections of the community;
- promote the conservation and sustainable use of the natural resources;
- ensure that ongoing development pressure and its spatial implications are managed in a sustainable manner in order to protect the unique character of the existing cultural landscape and the place-specific character and form of the existing settlement pattern.

The Spatial Management Concept for the Municipality is illustrated in Figure 2.4.1.3. The SDF report states that the purpose of the spatial management concept is to direct growth and development to areas with the highest potential and physical capacity to accommodate long term sustainable growth.

The primary elements which informed the proposed spatial management planning concept are:

- protection of areas of high irreplaceable value in terms of meeting targets for biodiversity conservation, areas important for the maintenance of ecological and evolutionary processes, areas critical to the provision of ecological services, and special habitats;
- integration of the river systems and coastal line as ecological corridors into the regional open space system;
- integration of the mountain ranges into the regional open space system;
- incorporating protected natural areas and areas under conservation management into the regional open space system;
- protecting high soil-based agricultural production potential areas;
- promoting urban development and growth within an established growth potential hierarchy and with due regard to the main functions, growth potential, comparative economic advantages and spatial capacity of the various urban areas;
- retaining rural settlements and their surrounding areas as focus areas for rural development initiatives based on their unique comparative advantages; and
- protecting scenic routes from undesirable land use and development to retain the natural and cultural landscapes that are of considerable significance.

***Implications for the SDF***

- Swellendam is identified as a regional node and a 1st order settlement.
- Barrydale is identified as a local node and a 2nd order settlement.
- Suurbrak and Buffelsjagrivier is identified as a rural node and a 3rd order settlement.
- Malagas and Infanta are identified as rural settlements and 4th order settlements.

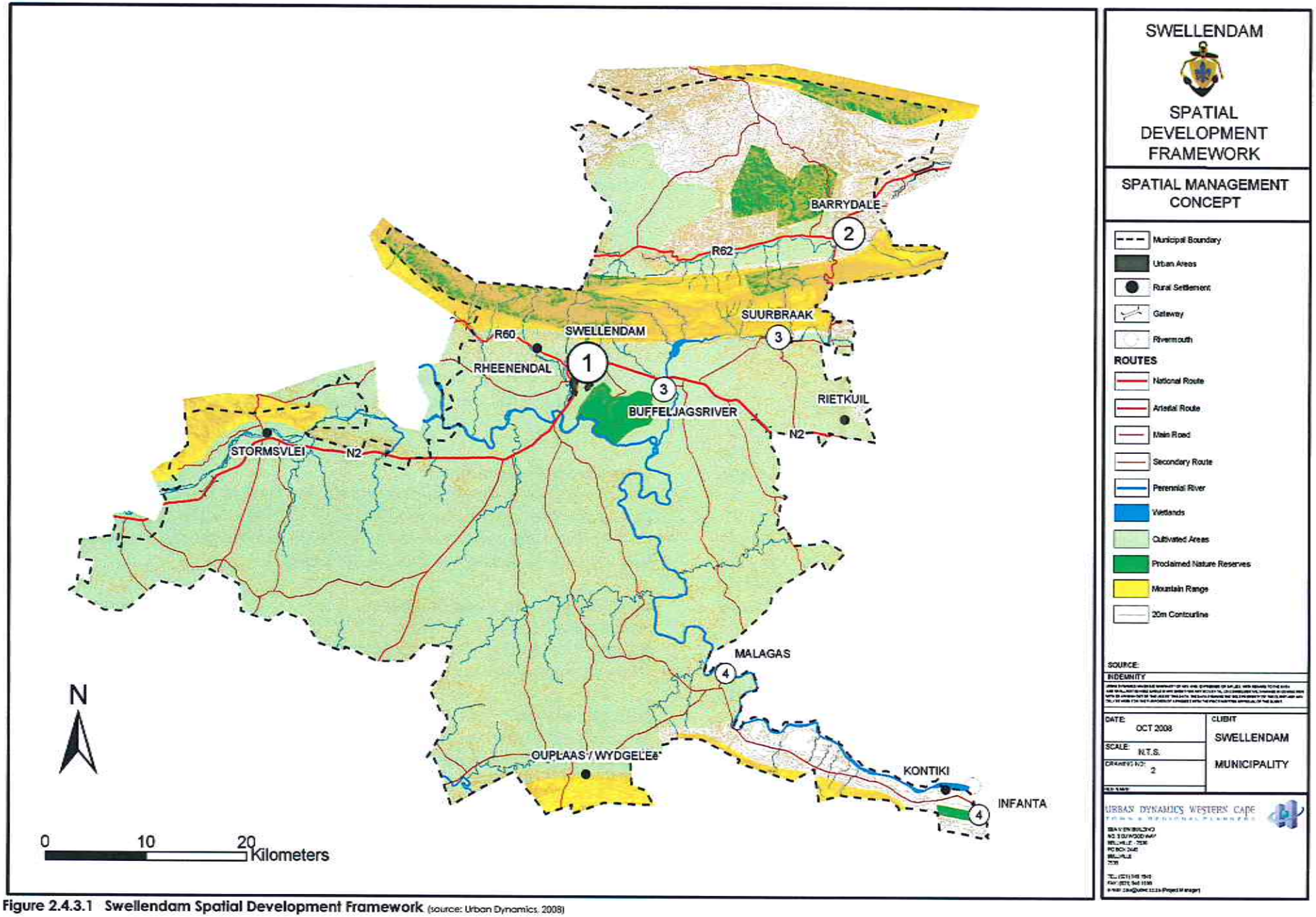



**Figure 2.4.3.1 Swellendam Spatial Development Framework** (source: Urban Dynamics, 2008)

### 2.4.4 CAPE AGULHAS SPATIAL DEVELOPMENT FRAMEWORK REVIEW (DRAFT, 2012)

The Cape Agulhas Spatial Development Framework Review was prepared in March 2012, see Figure 2.4.4.1.

The SDF was prepared based on the following spatial principles:

- measuring accessibility: appropriate walking distance should always be used as the measure for accessibility;
- functional integration;
- socio-economic integration;
- efficient urban structure;
- a logical settlement hierarchy;
- bioregional planning (four main land use management areas – core, buffer, intensive agriculture and urban development areas).

The municipal wide SDF proposals focused on three main areas:

- Regional Linkages: - these describe mainly environmental and transport linkages which connect the municipality to its surrounding neighbouring municipalities and further afield;

- Spatial Planning Categories (SPCs): - these provide the broad land use management framework for managing the activities of the municipality as a whole so that the opportunities in its physical and spatial resources, for instance, land, water, and scenic views, can be exploited without damaging their long term sustainability; and,

- Urban Development: - the overall policies and principles that will apply, where relevant, to the management of the urban settlements in the municipality.

The SDF made the following proposals:

**Environmental Linkage corridors :**
- Land falling generally within a landscape linkage corridor can continue to be used for its current purpose;
- Should this use cease then such land should be re-designated to the appropriate Core or Buffer SPC in keeping with that section of the landscape linkage corridor and the owners encouraged to formally conserve it using the relevant stewardship or conservancy program;
- If required and appropriate approvals for appropriate eco-conservation activities on this land can be considered.

**Transport**
- 1st – Elim to Gansbaai (in conjunction with Overstrand Municipality)- tarring of the road between Elim and Gansbaai should be prioritised with the Provincial Department of Transport and Public Works for construction to start as soon as possible;
- 2nd - L'Agulhas Wilderness Route
- 3rd – Bredasdorp to Malgas - A preliminary investigation, design and costing should be completed for the tarring of the road between Bredasdorp and Malgas
- Negotiations should continue with Transnet for the upgrading and reintroduction of passenger and freight services, including a tourist train, on the rail line between Bredasdorp and Caledon linking to Cape Town

**Boundary Demarcations**
The municipality should make representations to the Demarcation Board to transfer the land between De Hoop nature reserve to the Breede River and north of the road between Malgas and Bredasdorp from Swellendam Municipality to Cape Agulhas Municipality.

**New Village – De Hoop Entrance**
Investigate establishing a new agri-village / service node at the junction of the Malgas and De Hoop access road to serve the upgraded facilities at De Hoop and surrounding farms.

**Periodic Markets**
Establish a network of periodic markets similar to mobile Thusong or MPC centres to co-ordinate the delivery of mobile services (home affairs, pensions, library, clinic, etc.) and stimulate temporary market demand for the purchase of locally made fresh produce, arts and crafts.

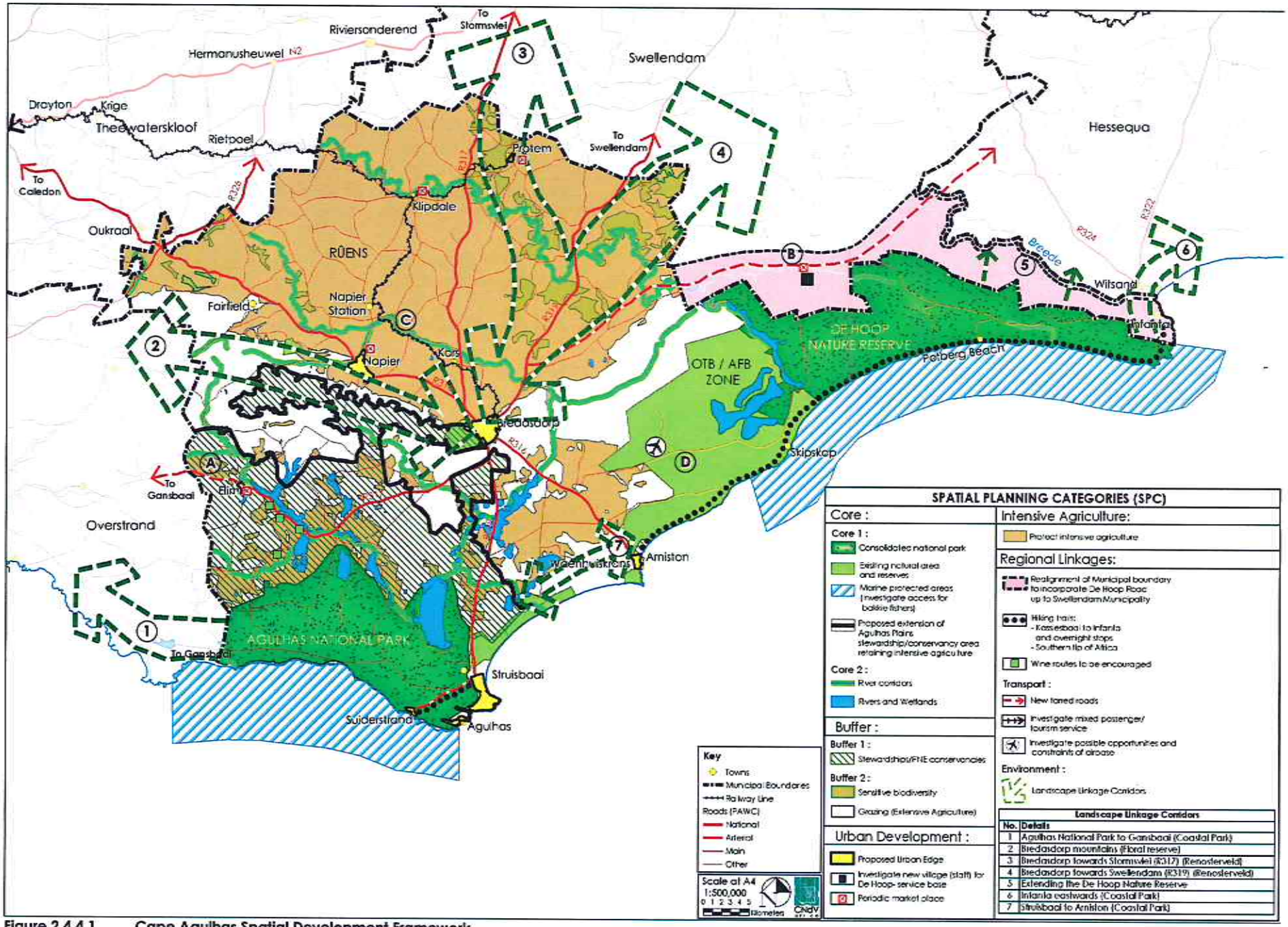



**Figure 2.4.4.1 Cape Agulhas Spatial Development Framework**

**New Development Area:**

The SDF identified sites, new development areas, in the various towns for State subsidy, GAP and High Income housing. Bredasdorp and Struisbaai is identified as the regional node with high growth potential. Kilpdale and Protem are the only exceptions due to their low growth potential.

**Non-Motorised Transport**

The cross-sections of main roads within intensification corridors in all settlements should provide generous sidewalks for landscaping and tree planting, café furniture, informal trading, street lights and other street furniture as well as dedicated cycle lanes and traffic calming measures.

**Passenger Services**

Investigate the possibility of re-establishing mixed passenger services on the rail route between Bredasdorp and Cape Town.

**OTB/AFB Zone**

- Review report on potential of airbase to be converted into an airport including comparison with Upington airport as the nearest facility in scale taking an objective view of existing residential population, agricultural production, existing and potential and current distribution channels and other likely demand variables;
- Notwithstanding the exclusion on access to the general public investigate under what conditions. The proposed coastal walking trail could continue through OTB/AFB zone of De Hoop Nature Area;
- Notwithstanding the exclusion on access to the general public investigate possibility of western entrance to De Hoop through the OTB/AFB zone from R316 Bredasdorp-Arniston Road.

***Implications for the SDF***

- Seven Landscape Linkage Corridors have been identified:
  - Agulhas National Park to Gansbaai (Coastal Corridor);
  - Bredasdorp Mountains (Floral Reserve);
  - Bredasdorp towards Stormsvlei (Renosterveld);
  - Bredasdorp towards Swellendam (Renosterveld);
  - De Hoop Nature Reserve Extension (Terrestrial, Aquatic and Marine);
  - De Hoop Nature Reserve Extension (Coastal Corridor);
  - Struisbaai to Arniston

## 2.5 ABUTTING SPATIAL DEVELOPMENT FRAMEWORKS

Three district municipalities abut the Overberg District Municipality:

### 2.5.1 EDEN DISTRICT SPATIAL DEVELOPMENT FRAMEWORK, 2009

The Eden District Municipality Spatial Development Framework was completed in 2009. The document proposed policies and strategies for the growth of the Eden District and its settlements, see Figure 2.5.1.1.

The SDF defined the settlement development framework for the long term spatial vision for the District in terms of:

- Natural resources (elements that underline sustainable resource utilization and conservation):
  - interconnected green spaces;
- Settlements and Citizens (focuses on settlements, infrastructure, social and community services and the space economy):
  - network of cities and towns;
  - network of settlements.

A small portion of the Overberg District Municipality abuts the Eden District Municipality along its eastern boundary.

The SDF proposed that this area abutting the Overberg District Municipality be designated as Intensive Agriculture.

The SDF states that no subdivision other than for agricultural, land reform or conservation purposes should be allowed in this area. The SDF proposed the following activities for this zone:

- Farmstead and manager's house;
- Farmworker housing;
- Additional dwelling units on farms;
- Rental accommodation (holiday and tourism);
- Holiday housing;
- Estate type development;
- Agri-villages;
- Additional dwelling units (associated with agriculture);
- Farmstore;
- Farmstall;
- Intensive-feed farming;
- Riding school;
- Nursery;
- Service trade;
- Tourist facilities, and
- Agri-processing.

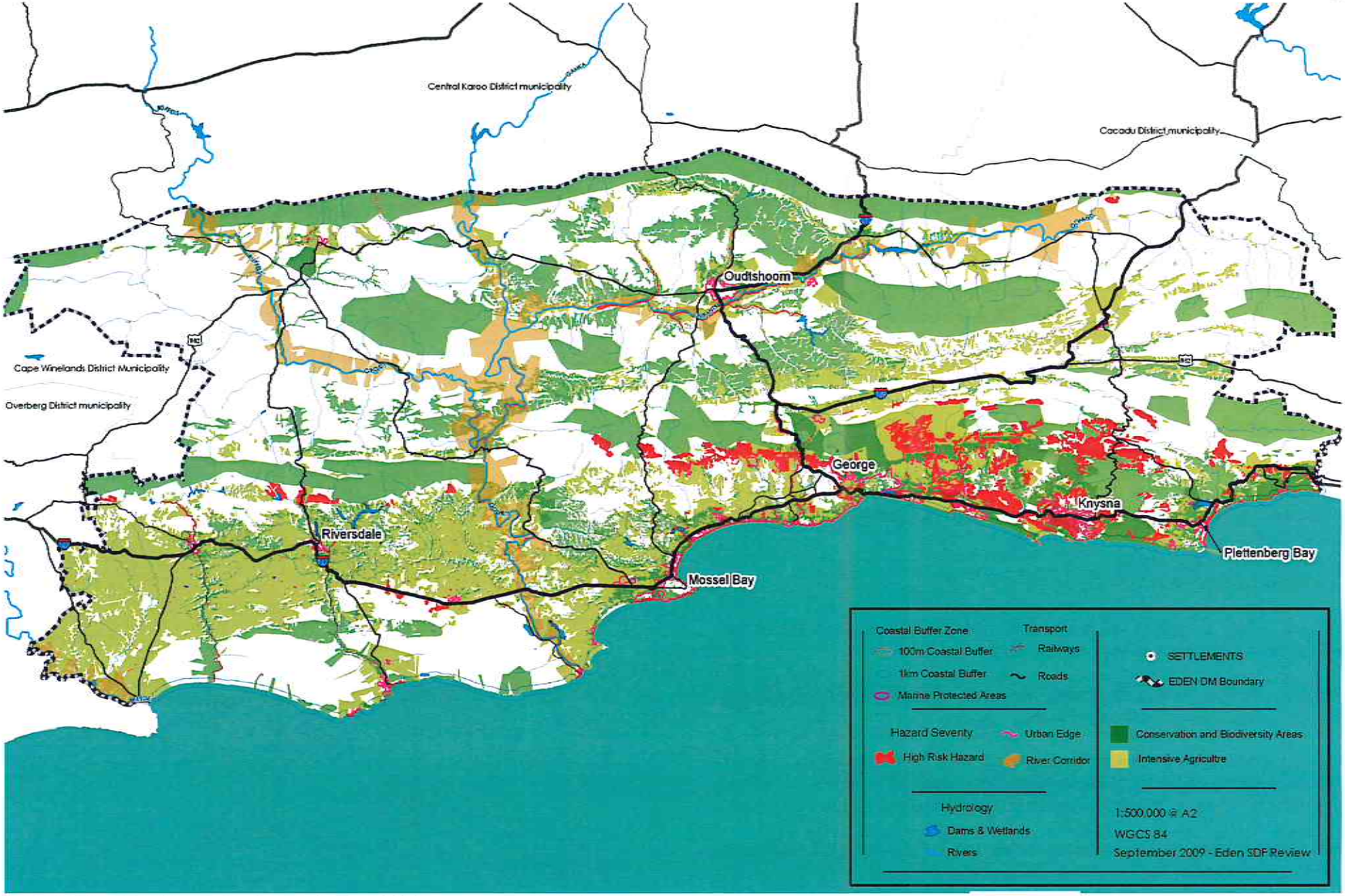



**Figure 2.5.1.1 Natural Resources Framework, Eden District** (source: Eden District SDF, September 2009)

### 2.5.2 CAPE WINELANDS DISTRICT MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (2003)

This SDF covers the Breede River, Winelands, Breede Valley, Cape Winelands, Drakenstein, Stellenbosch and Witzenberg Municipalities.

The planning principles of the National Spatial Development Perspective (NSDP) are to be utilised in the spatial development of this area. The authors conclude that the desired future spatial form of settlements in the Western Cape is to be achieved by a balanced distribution approach. In this regard they note that development should instead be encouraged, subject to control, in the south-eastern part of the Cape Winelands District, including the existing towns of Prince Alfred Hamlet, Ceres, Op-die-Berg, Worcester, De Doorns, Rawsonville, Robertson, Ashton, Montagu, Bonnievale, McGregor, Franschhoek, Stellenbosch and surrounds, see Figure 2.5.2.1.

The key spatial proposals deal with:

- Intensive Agricultural Zones;
- River Corridors referred to as "Blueways";
- Conservancies and Wilderness Areas, referred to as "Greenways";
- Urban Edges and Urban Settlements;
- Different types of settlements based on a defined typology of settlements;
- Social Infrastructure; and,
- Economic Framework.

The CWDSDF also proposes an investment network based on a hierarchy of investment nodes and investment corridors.

The northern portion of the Overberg District Municipality abuts the Cape Winelands District Municipality boundary.

The SDF identified this area to the north of the Overberg District Municipality as Greenways. Greenways are existing vegetation area, mountain catchments, ridgelines and mountains and remnant vegetation.

The SDF states that Greenway areas provide the ideal setting for daily and weekend recreational use by local residents and tourists. The types of land use that should be allowed in this are conservation and limited impact recreational uses such as picnicking, hiking, camping and caravanning.

Point-based tourist facilities should be allowed subject to strict conditions to ensure that the ecological integrity and natural amenity of the Greenways is not undermined.

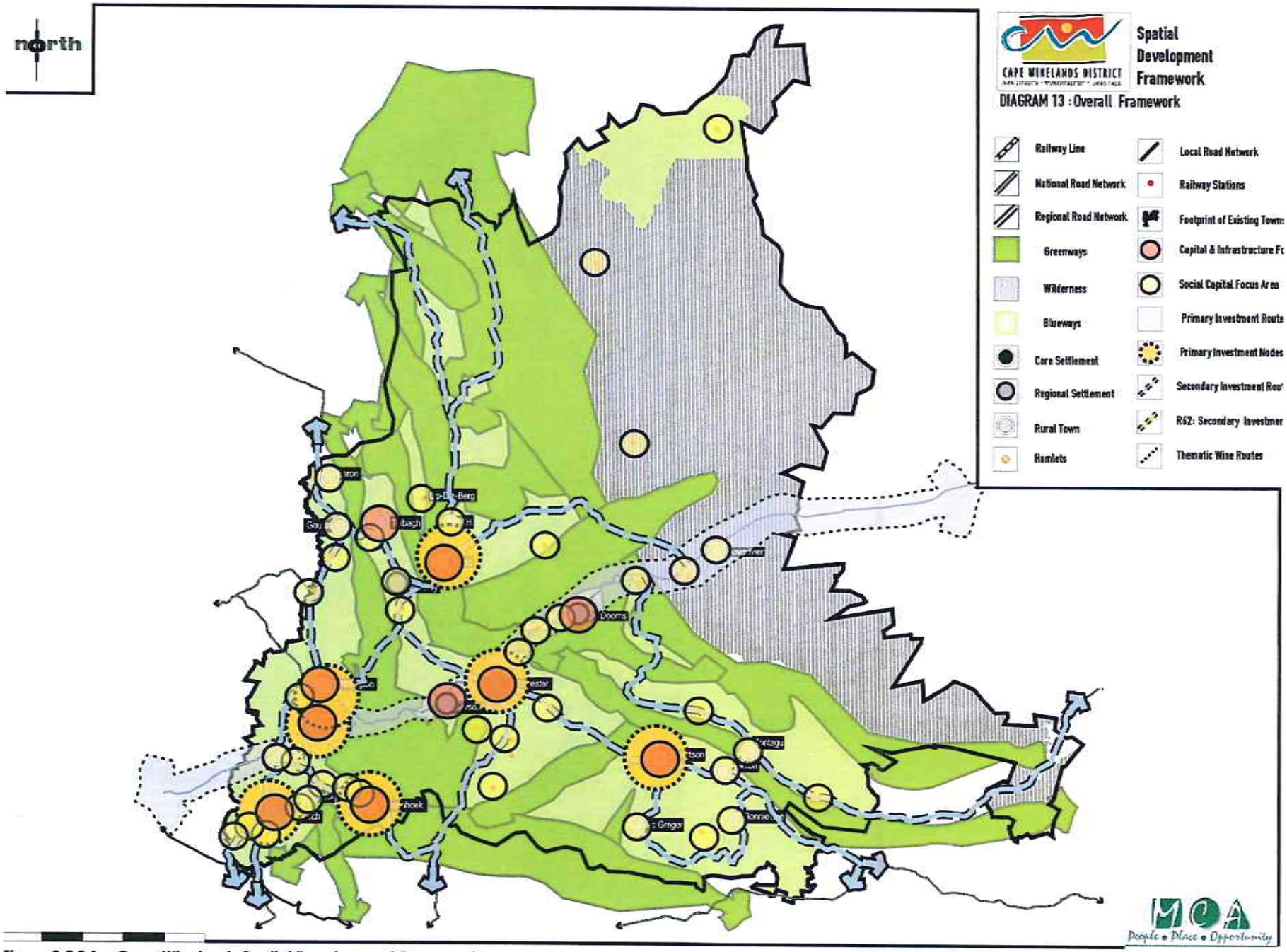



**Figure 2.5.2.1 Cape Winelands Spatial Development Framework** (source: MCA, 2003)

### 2.5.3 CITY OF CAPE TOWN DISTRICT SPATIAL DEVELOPMENT FRAMEWORK

The Cape Town SDF states its vision as follows:

"To, by 2040, turn Cape Town into one of the world's greatest cities in which to live and learn, work, invest and discover – a place of possibility and innovation, with a diverse urban community and all the opportunities and amenities of city life, within a natural environment that supports economic vibrancy and inspires a sense of belonging in all."

The Cape Town Spatial Development Framework comprises of the following:

- Spatial planning categories (SPCs);
- Transport infrastructure;
- Development edges;
- Major land-extensive precautionary areas; and
- Conceptual designation(s).

The SDF proposals maps can be seen in Figure 2.5.3.1.

A small area of the western portion of the Overberg District Municipality abuts the Cape Town Municipality.

The SDF proposed that this area be designated as SPC Core 1.

Core 1 areas include Statutory conservation areas (biodiversity areas that are formally protected and managed); critical biodiversity areas; conservation priority zones; critical, irreplaceable and restorable biodiversity sites; public conservation areas; private conservation areas, and critical metropolitan open space areas.

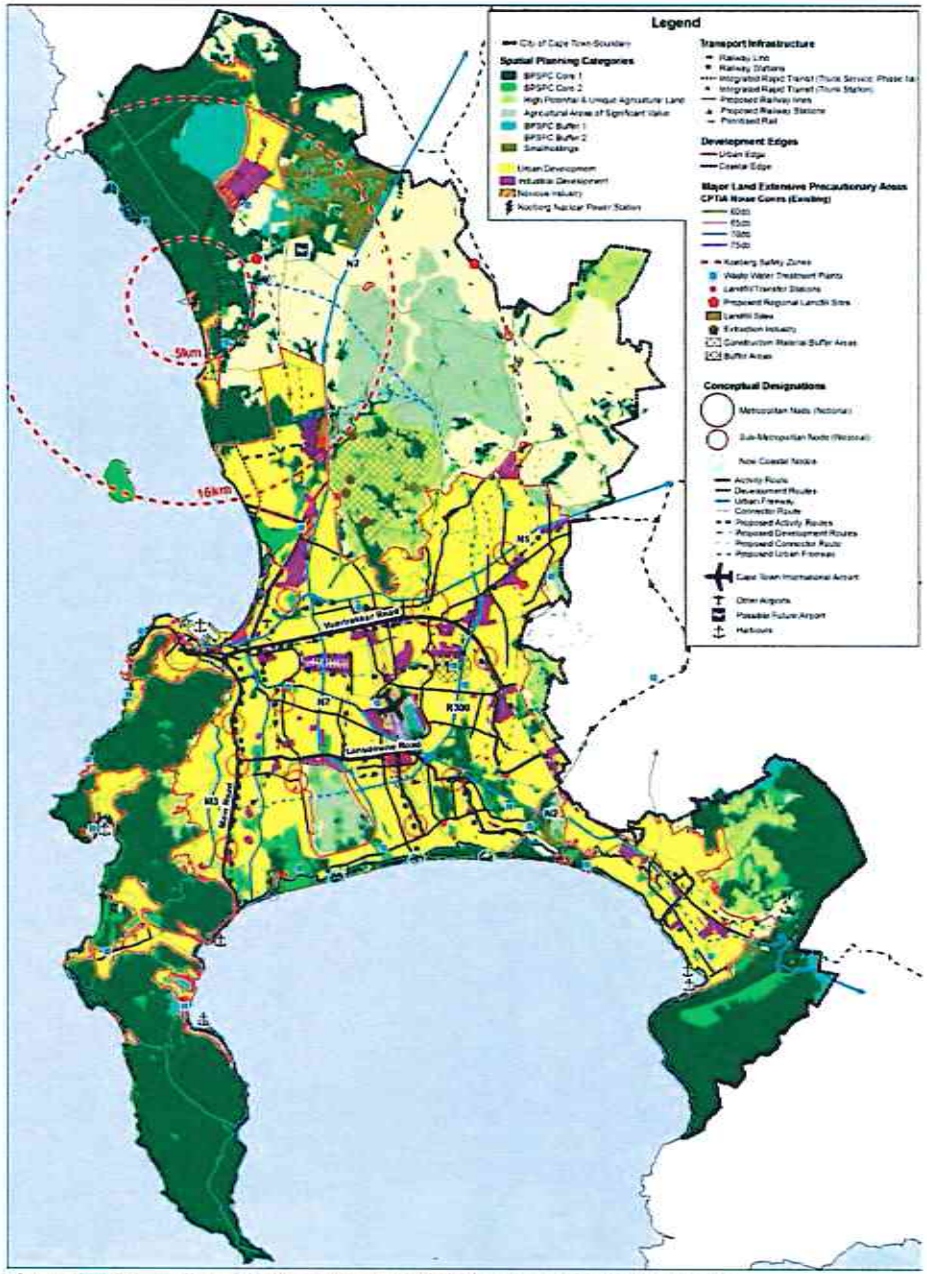



**Figure 2.5.3.1 City of Cape Town Spatial Development Framework** (source: City of Cape Town, undated)

## 2.6 ALIGNMENTS

**Implications for the SDF**

The vertical and horizontal alignments between the Overberg District Municipal SDF and the other planning policies affecting and affected by this SDF are illustrated on the following two pages.

### 2.6.1 Vertical Alignment

The vertical alignment shows the relationship and alignment between the proposals and policies of the NSDP, WC PSDF, WC Provincial Growth and Development Strategy discussed earlier in this report.

### 2.6.2 Horizontal Alignment

The horizontal alignment shows graphically, on Figure 2.6.1.1 the relationship between the Overberg District SDF and the abutting municipal SDF's.

The main proposals affecting the abutting and overarching mentioned policy instruments are:

- all urban settlements should be restructured according to the principles of walking distance;
- protect existing intensive agriculture from demands to convert it to urban development, and biodiversity conservation including ecological river corridors beyond that proposed in this SDF.

This clearly shows that the main policy proposals in the Overberg District SDF are in line with those of the mentioned overarching policy documents.

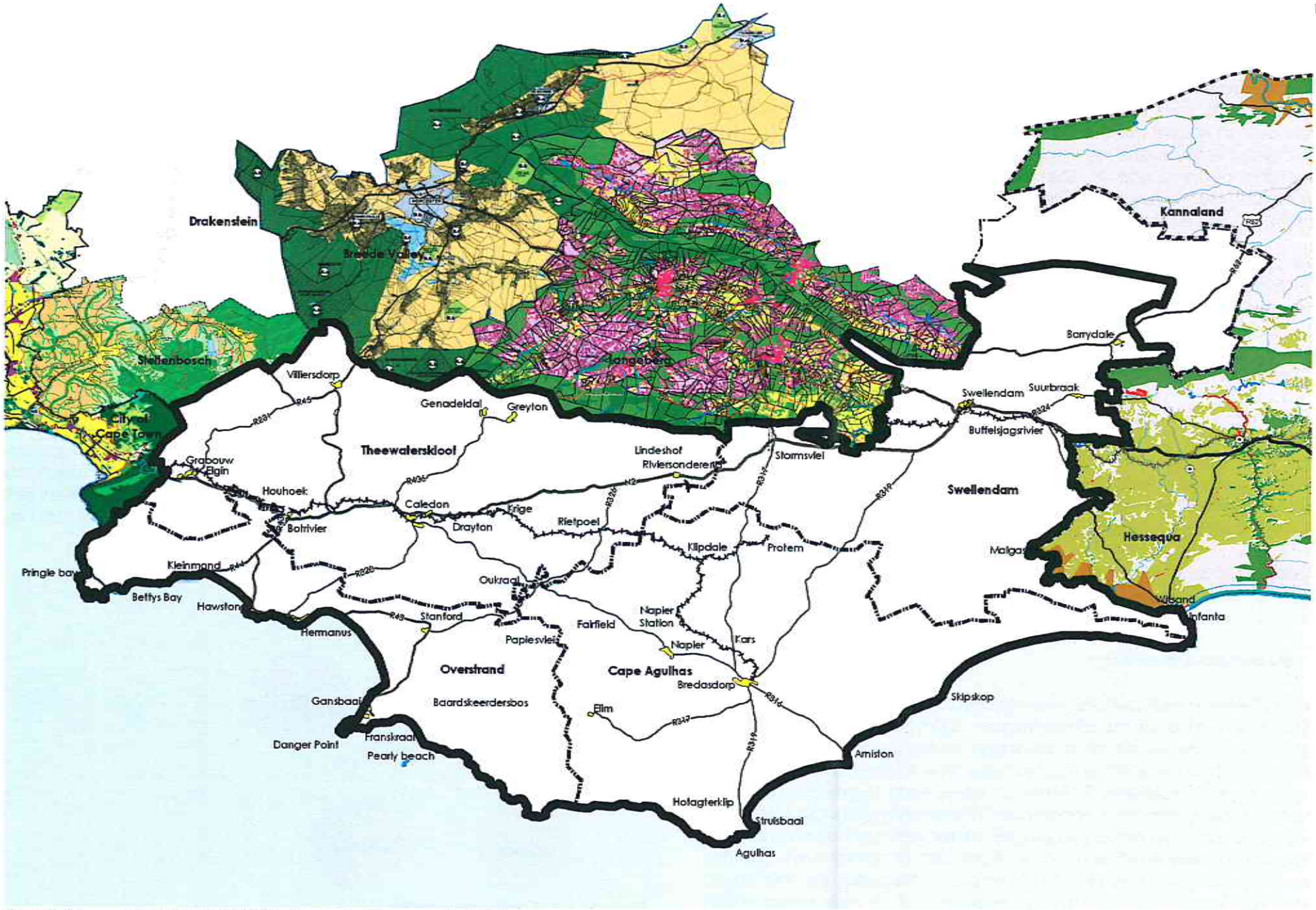



**Figure 2.6.1** **Overberg District SDF alignment with surrounding SDFs**

## 2.7 CRITICAL FRAMEWORK SPATIAL PRINCIPLES

The Critical Framework comprising spatial principles is introduced in Phase 1 because principles on good spatial practise should inform all deliberations on spatial issues as a golden thread from the start. This will help to clarify the issues and vision in Phase 2 as well as provide a yardstick for assessing performance in the Spatial Analysis in Phase 3. These principles interpret the key policy requirements described in sections 2.1 to guide analysis and proposals.

Section 2(4)(a) of the Local Government Regulations No 796 of 2000 requires that an SDF should reflect the DFA principles. Section 3 (1) of the DFA presents an extensive list of principles for land development, some of which are aimed at influencing the spatial pattern of development, with others focused on administrative procedures and the facilitation of development.

Table 2.7.3.1 provides notes on the implementation of the DFA principles. This section provides a set of suggested spatial principles for adoption in the SDF that interprets the DFA principles and explains the practical implications of those principles. The proposed principles should be included as part of the background information presented as part of the first round of public participation in Phase 2.

Note: more principles specific to the vision and issues facing a particular municipality may emerge in the Phase 2 Issues and Vision, and Phase 3, Spatial Analysis and Synthesis.

### 2.7.1 Measuring Accessibility

The need to ensure that people have access to a variety of opportunities is implied in a number of the DFA principles (S3(c)(i), (iii)). This requires an understanding of the relationships between different activities in terms of spatial proximity (close and far), access and time. In the past accessibility has mostly been considered in terms of travel time in private vehicles, however, this measurement is not only environmentally unsustainable, as it is mostly dependent on access to private motor vehicles but also reflects a denial of the reality that the majority of our citizens do not have private vehicles, may not always be able to afford public transport and thus have to spend significant time and energy walking to fulfil their needs. Thus appropriate **walking distance** should always be used as the measure for accessibility. 20 minutes or 1km is regarded as an acceptable distance to walk and should be used as a basis of settlement design, see Figure 2.7.1.1.

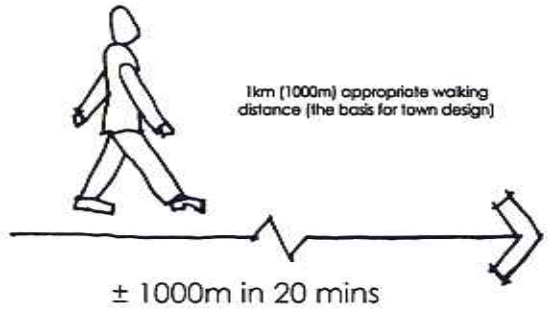



**Figure 2.7.1.1 Walking distance**

### 2.7.2 Functional integration

The implementation of the walking distance principle to promote greater access to opportunities for all people, will require the functional integration (DFA principles S3 (c)(i),(iii),(v)) of urban activities. At least **50% of urban activities** should be **within walking distance** of where people live, see Figure 2.7.2.1.

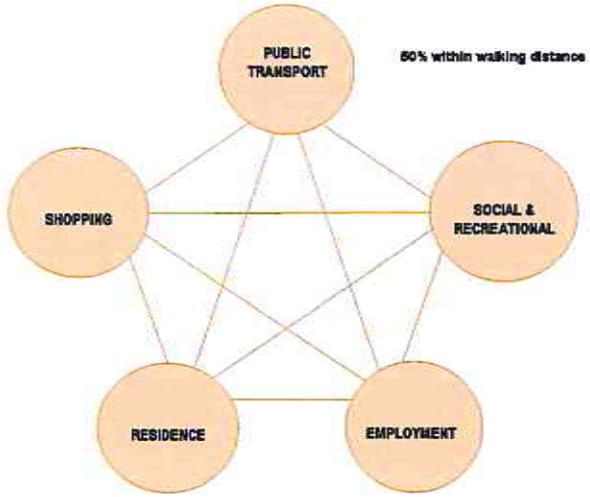



**Figure 2.7.2 .1 Functional integration**

The principle of access and integration, also requires socio-economic integration (DFA principle S3(c)(i),(vii)). Little progress has been made in this regard since the advent of democracy. In reality there is often community resistance to integration of poor, middle and high income communities, and bank valuers often downgrade property values where informal settlements or low income housing is provided in close proximity to middle and high income housing. The use of a **socio-economic gradient** with relatively small differences in income and property value between adjacent communities can help mediate this problem.

Figure 2.6.3.1 illustrates how a high level of socio-economic integration can be achieved in a 1km radius, applying this principle.

In particular efforts should be made to locate low income neighbourhoods nearer to the core or nodes of settlements and away from the periphery.

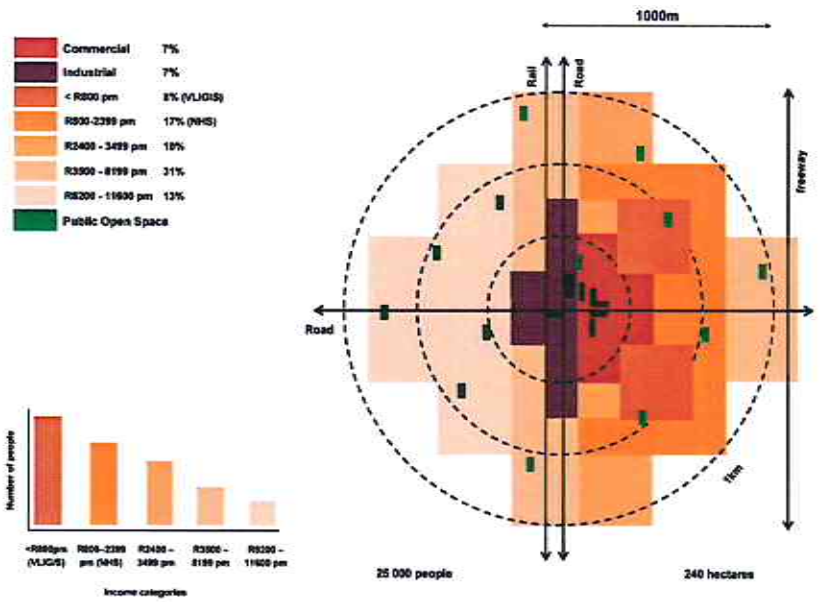



**Figure 2.7.3.1 Socio-economic gradient (shows how different socio-economic groups can be planned within walking distance of each other)**

| Summary of DFA principle | Notes for implementation |
|---|---|
| Integration of social, economic, institutional, and physical aspects of land development | Understand and map the social, economic and physical aspects of the municipal area<br>Ensure that proposals are realistic in terms of the institutional capacity and available funding of the municipality |
| Integration of rural and urban areas in support of each other | Understand the nature of the space economy and how urban and rural activities support each other (e.g. agriculture and processing) and adopt policies that could strengthen this relationship (e.g. protect agricultural land from development)<br>Understand the roles of settlements in the space economy and promote future development that is supportive of the role. |
| Promotion of the proximity or integration of residential and employment opportunities | Use walking distance as a basis for settlement planning – ensure that all new development allows easy access for all people<br>Make provision for mixed use development along development corridors |
| Optimise the use of existing resources | Understand and map the resource base of the municipality, particularly infrastructure networks<br>Use the walking distance measurement to assess the accessibility of the resources to residents, when considering proposals |
| Promote mixed use development | Provide guidance on land use management guidelines for mixed use development<br>Provide for a mix of uses in corridors and nodes |
| Discourage urban sprawl and promote densification | Delineate an urban edge<br>Provide clear and practical policies and strategies to promote appropriate densification |
| Address the spatial legacy of apartheid | Understand and map the spatial patterns and obstacles to physical integration between previously segregated areas<br>Introduce clear proposals and strategies to promote integration, particularly in relation to new housing development, such as a requirement to include gap housing in middle income developments<br>Promote sustainable access to rural land opportunities for HDIs in the fields of agriculture, mining and tourism |
| Encourage environmentally sustainable development | Map and understand the role of the biophysical resource base in the municipality<br>Include clear strategies that will protect and/or minimise the impact of development and human activities on this resource base (such as a setback for development from river corridors)<br>Promote farming methods that do not erode or breakdown the structure of the soil, remove nutrients beyond sustainable nor pollute resources<br>Minimise visual impact of agricultural and mining buildings, open cast mining and infrastructure, especially electrical powerlines, particularly on rural areas. |

**Table 2.7.3.1 Implementation of the DFA Principles**

### 2.7.4 Efficient urban structure

Applying the principles of walking distance access and functional integration, will contribute to creating more efficient (i.e. where urban infrastructure is used optimally) settlements (DFA principle S3(iv), (vi)(vii). Currently settlements are characterized by segregation of land uses and low density development that cannot support public transport, or small businesses. To address these issues and achieve better access and integration, **appropriate densification** will have to be promoted in settlements, see Figure 2.7.4.1. Density targets should be as follows: 25 dwelling units per hectare should be the target **average** density for settlements that require internal public transport services (for use by all). In small rural settlements an average gross density of 12-15 dwelling units per hectare should be targeted so that they function within walking distance and reduce the impact on agricultural land and scenic landscapes. Within these average target ranges densities can increase towards the core and decrease to as low as 4 – 8 du/ha to the periphery.

In larger, more complex settlements a multi-nodal pattern following the same principles may be appropriate.

A further mechanism to achieve densification and integration is to **limit lateral growth of settlements** through the use an **urban edge** (DFA principle S3(c)(vi)). An urban edge will promote densification and integration and protecting valuable natural, agricultural and scenic resources, see Figure 2.7.4.1.

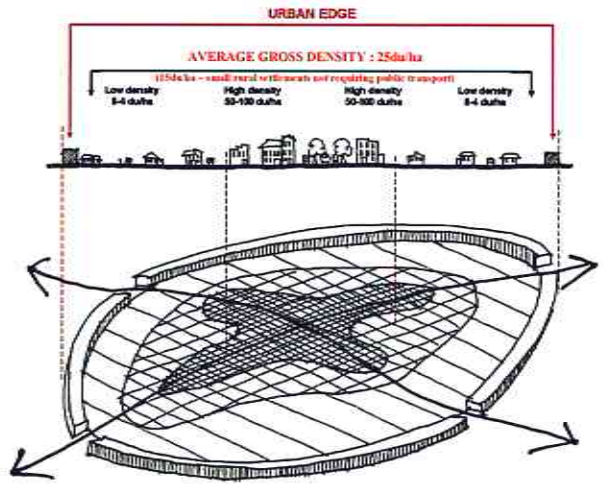



**Figure 2.7.4.1 Appropriate densification for a single node settlement requiring internal public transport**

### 2.7.5 A logical settlement hierarchy

The concept of nodal development allows for the efficient accommodation of a large population. In large urban areas decentralised nodes are connected by high speed arterials or railway lines. This concept is applicable to metropolitan municipalities and as well as local and district municipalities, where the various settlements should be allowed to grow optimally according to their character and function, whilst protecting agricultural, natural and scenic resources between settlements (DFA principles3(c)(ii), (iv)), see Figure 2.7.5.1.

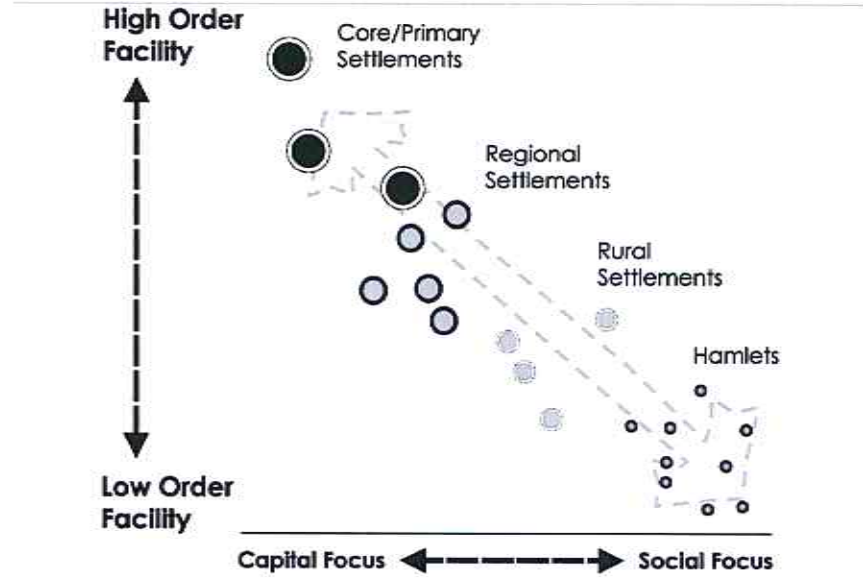



**Figure 2.7.5.1 Hierarchy of Settlements** (source: MCA, 2002)

**Use land for its best use whether it is publicly or privately owned**
Unless there are absolutely no other options land should be used for its highest and best use where practicable. For example, well located arable commonage land close to urban settlements should be used for intensive agriculture such as crop farming or market gardening rather than extensive agriculture such as livestock farming or peripheral RDP housing schemes.

### 2.7.6 A framework for promoting sustainability

Long term sustainability is a core thrust of the DFA (principle 3(c)(viii)) In order to ensure that sustainability is achieved whilst meeting the socio-economic demands and requirements facing municipalities, it is important to mediate between competing requirements.

The Ecological Socio-economic Relationship Framework, defines the relationship between ecological integrity, social justice and economic efficiency. It recognizes that economic efficiency is wholly dependent on the quality of human resources and their ability to participate in the economic system. In turn economic efficiency and social development is wholly dependent on the availability of eco-system services such as water, land, building materials and mineral resources. Because our planet is essentially a closed system (with solar energy as our only external input), it is not possible to exceed the capacity of the system in the long term, thus excessive demand in the short term has long term negative consequences. Figure 2.7.6.1 graphically illustrates the dependence of economic development and human well-being and reproduction on eco-system services.

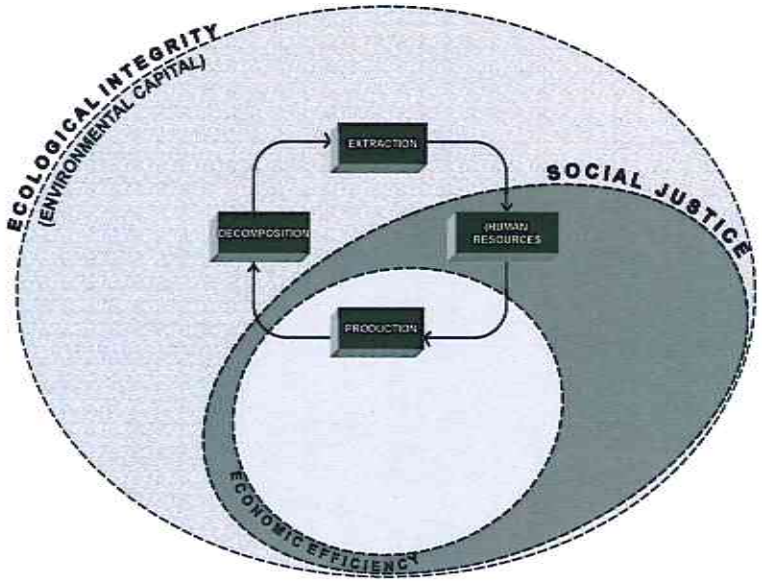



**Figure 2.7.6.1 Relationship between bio-physical environment, economy and society**

This closed cycle implies that **production** is dependent on human resources (i.e. **human reproduction**) and what can be **extracted** from the natural environment. In turn, waste from economic production and human reproduction cannot exceed the capacity of the environment to **decompose** waste.

### 2.7.7 Use of Sustainable Technologies

With respect to the following:

- Water (rainwater harvesting, grey water recycling);
- Waste water (bio-gas digesters, biolytics, enviro-loos, VLIP);
- Energy (HWCs, PVC Cells, passive design); and,
- Building materials (re-use local materials, labour based).

The use of sustainable technologies (see brackets) should be prioritised and conventional technologies used only if there are abundant resources, water, building materials, energy supplies already available, i.e. there is no need for bulk service augmentation or there are sufficient funds available either from the Municipality and/or the developer/occupiers to cover capital costs and operating costs for the long-term, i.e. at least 10 years.

### 2.7.8 Wide versus deep approach to low income housing provision

To promote equity limited public funds should be spent so that more (wide") people rather than fewer ("narrow") people benefit from them.

Because top structures on average cost four times as much as serviced sites four times as many people can benefit from prioritising the provision of basic services.

This implies that access to basic services via serviced sites should be prioritised before top structures.

Top structures can then be provided through subsidy instruments such as People's Housing Process (PHP) as well as mobilising their own resources via the granting of freehold tenure (by ensuring title deeds are provided).

### 2.7.9 Bio-regional planning zones

Five broad spatial categories are proposed to guide development and activities as follows:

- **Core areas**
  - No development
  - Conservation areas, river corridors, ridge line boundaries
- **Buffer areas**
  - Includes undeveloped rural land and extensive agriculture (grazing and browsing)
  - No development beyond 1 building per 10 hectares
  - Development should be clustered (no further subdivisions below minimum farm size – Dept of Agriculture)
- **Intensive agriculture areas**
  - No development beyond 1 building per 10 hectares
  - Development should be clustered (no further subdivisions below minimum farm size – Dept of Agriculture)
- **Urban Settlement**
  - Increase gross average densities to 25du/ha in settlements requiring public transport.
  - In smaller pedestrian friendly settlements target densities of 15du/ha.
  - Includes public open space, golf courses and other urban open space activities.
- **The Urban Edge**
  - Urban settlement should be located within the Urban Edge.
  - All other uses should, as a general rule, be located outside the Urban Edge
  - In some instances, e.g. small scale intensive agriculture, market gardens / allotments, may be located within the Urban Edge.

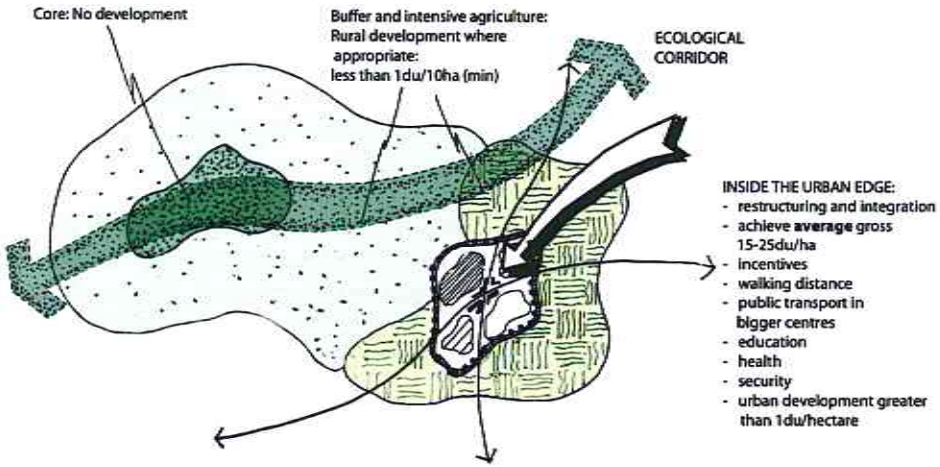



**Figure 2.7.9.1 Bio-regional planning zones**

# 3. THE CURRENT STATE OF THE DISTRICT

## 3.1 A FRAMEWORK OF INTERRELATED SYSTEMS WITHIN THE OVERBERG

There is always tension between the reality that life and all of its components function and are experienced as a single interrelated system, and the need to disaggregate these components for the purpose of research and teaching (hence the divisions at school into subjects and at university into faculties) and administration (compartmentalisation of government into departments and ministries). The last three to four decades have seen this tension emphasise separation to the extent that governments and educational institutions have become increasingly unable to address, cohesively, the various demands made of them.

However, an holistic approach can only be effective if it is carried as a golden thread through all the activities of government including background research, proposal formulation and implementation. This is done through the use of a "framework of interrelated systems", which recognises that activities in the District occur as a multi-layered matrix in a single space - the geographical extent of the District. Although there is clearly exchange outside the boundaries, e.g. imports and exports, fiscal transfers, energy transmission and cyclical and permanent migration, ultimately the District depends on the resources within its boundaries.

Figure 3.1.1 illustrates this relationship by showing how the 26 layers of the matrix are all interrelated within the spatial extent of the District, even though they may be separated for the purposes of research, implementation and management.

At the macro level the layers can be grouped into three categories:

**Bio-physical**

Natural systems are the primary or foundational layer on which all of the others rest, acknowledging the fundamental importance of the natural capital base on which the other two set of layers must feed a sustainable way. Thus, geology and soils and climate form the basic geomorphological relationship which gives rise to hydrological, topographical and biodiversity patterns. Agriculture and mining are included in this sub-set due to their close relationship with the natural environment.

**Socio-economic**

Previous research (Gasson, 1998) shows a primary correlation between population distribution and the underlying resource pattern of natural environmental distribution, rather than with the pattern of the built environment. The pattern of the built environment is a derived rather than primary relationship. It is nothing more than a reflection of how the relationship between population requirements and natural resources is resolved. Therefore, the next set of layers resting on top of the natural systems layers relates to socio-economic trends.

**Built**

The final set of layers deal with the built environment, and the analysis that follows will show that it is with these layers and the patterns they follow that most problems with resource sustainability occur.

Planning, heritage and environmental policy are seen as three golden threads that have a transverse relationship with all the layers of the framework.

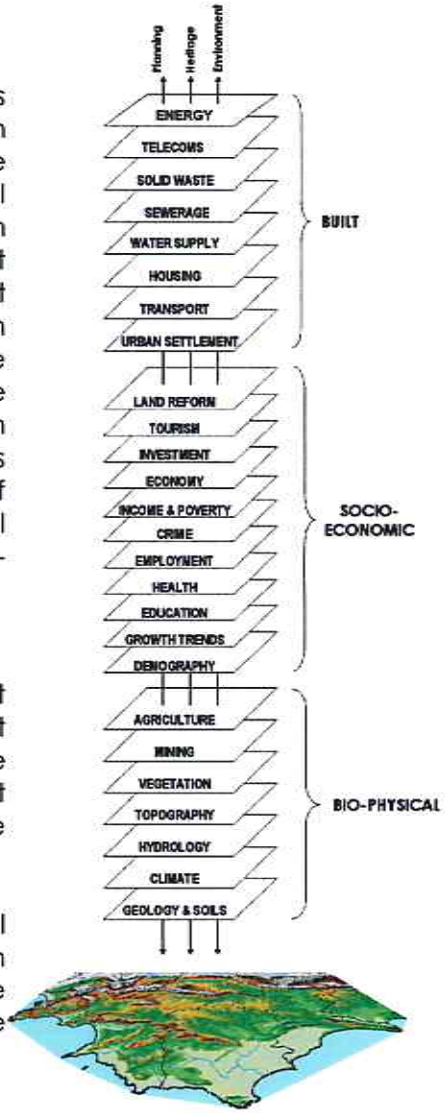



**Figure 3.1.1 A Framework of Interrelated Systems**

## 3.2 NATURAL SYSTEMS

### 3.2.1. Geology and Soils

#### 3.2.1.1. Geology

The majority of the district's inland plain comprises shale, a fine grained sedimentary rock with relatively high levels of clay minerals and muds, see Figures 3.2.1.1 and 3.2.1.2

The inland plain is bounded to the west north and south by bands of Arenite, metamorphosed sedimentary rock comprising the mountain ranges of the Groenberg, Bredasdorpberg and Langeberg.

Large areas of unconsolidated sediments occur along the base of the Langeberg and Groenberg Mountains as well as in the major valleys and estuaries of the district.

The coastal plain, particularly between Hermanus and Gansbaai, and all the way to Witsands including large areas of the Agulhas Plain and De Hoop Nature Reserve comprise limestone.

A more complex geology occurs in the western Agulhas Plain where patches of phyllite comprising slate, microschist and chronite occur.

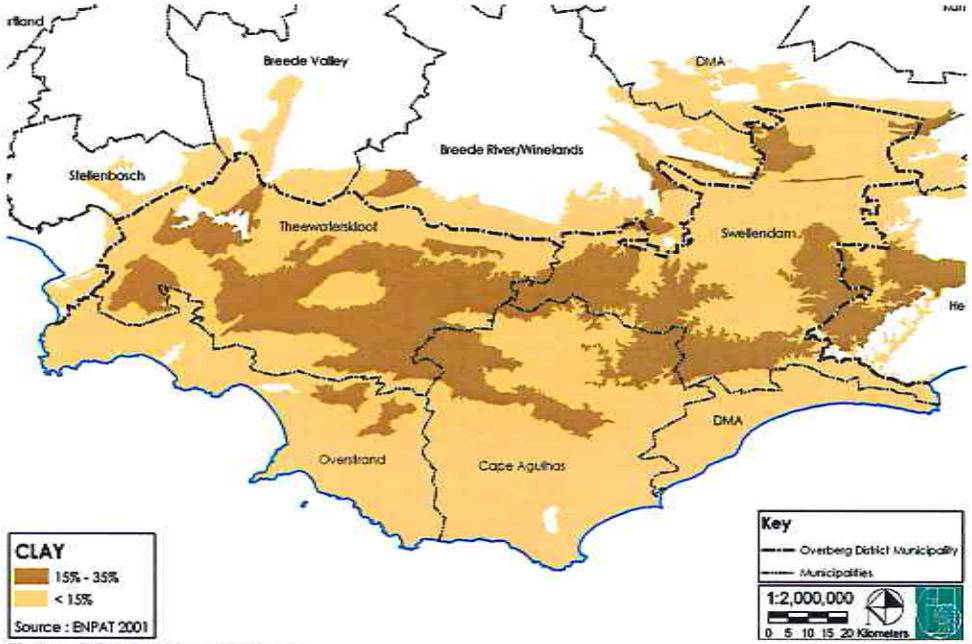



**Figure 3.2.1.2 Clay Content**

**Photo 3.1.1 Typical Overberg District mountain ranges with different geological formations**
(source: CNdV Africa, 2008)


**Figure 3.2.1.1 Geology**

Aesthetically, the geological formations resembled a distorted inverted triangular like pattern in which the dominant geological groups belong to the Bokkeveld Group, the Bredasdorp Group and the Table Mountain Group, see Figure 3.2.1.3.

Other groups interact with these dominant groups in trace quantities.

Forming a V-shape and occupying the majority of the northern region, tapering towards the southern most regions is the geology of the Devonian Bokkeveld Group; namely the Ceres Sub group and Bidow Sub group.

The Ceres Sub group is the more prevalent sub group of the two in terms of geological presence in the area and is characterised by cross bedding clay and mud with silt as the secondary rock type.

Sandwiched by the Ceres Sub group, the Bidouw Sub group is characterised by shales derived from a regular alternation of mudrock and sub-ordinate feldspathic fine to very fine-grained sandstone units.

The north-western edge of the inverted triangle figure is characterised by the geology of the Table Mountain Group members, namely the quartzitic sandstone and silty shale units of the Nardouw Sub group, overlying the granite, sandstone and shale layer of another Table Mountain Group.

The north-eastern edge of the triangle constitutes geological continuation of the Bokkeveld Group (Ceres and Bidouw Sub groups).

The coastal regions form a V-border, enveloping all the main geology. The geology of this region is formed by the Bredasdorp Group and is characterised by conglomerates and wind-blown deposits of sands.

Trace geology is distributed in patches and exists in the north western edge, within the Table Mountain Group geological members. This trace geology belong to the previously mentioned Bokkeved Group (Ceres and Bidouw Sub groups). Also within this region are traces of arenites and greywackes of the Franschoek Formation belonging to the Malmesbury Group, together with granites from the Cape Granite Suite.

Trace granites also parallel the western coast Bredasdorp Group.

The Ceres-Bokkeveld and Table Mountain Group interact with the Bredadorp group in trace geology, along the eastern coast region.

Then distributed along in various places along the central region are the tilites of the Dwyka Group, conglomerates of the Enon Formation in the Uitenhage Group and the unconsolidated to semi-consolidated sands of the Quaternary System.

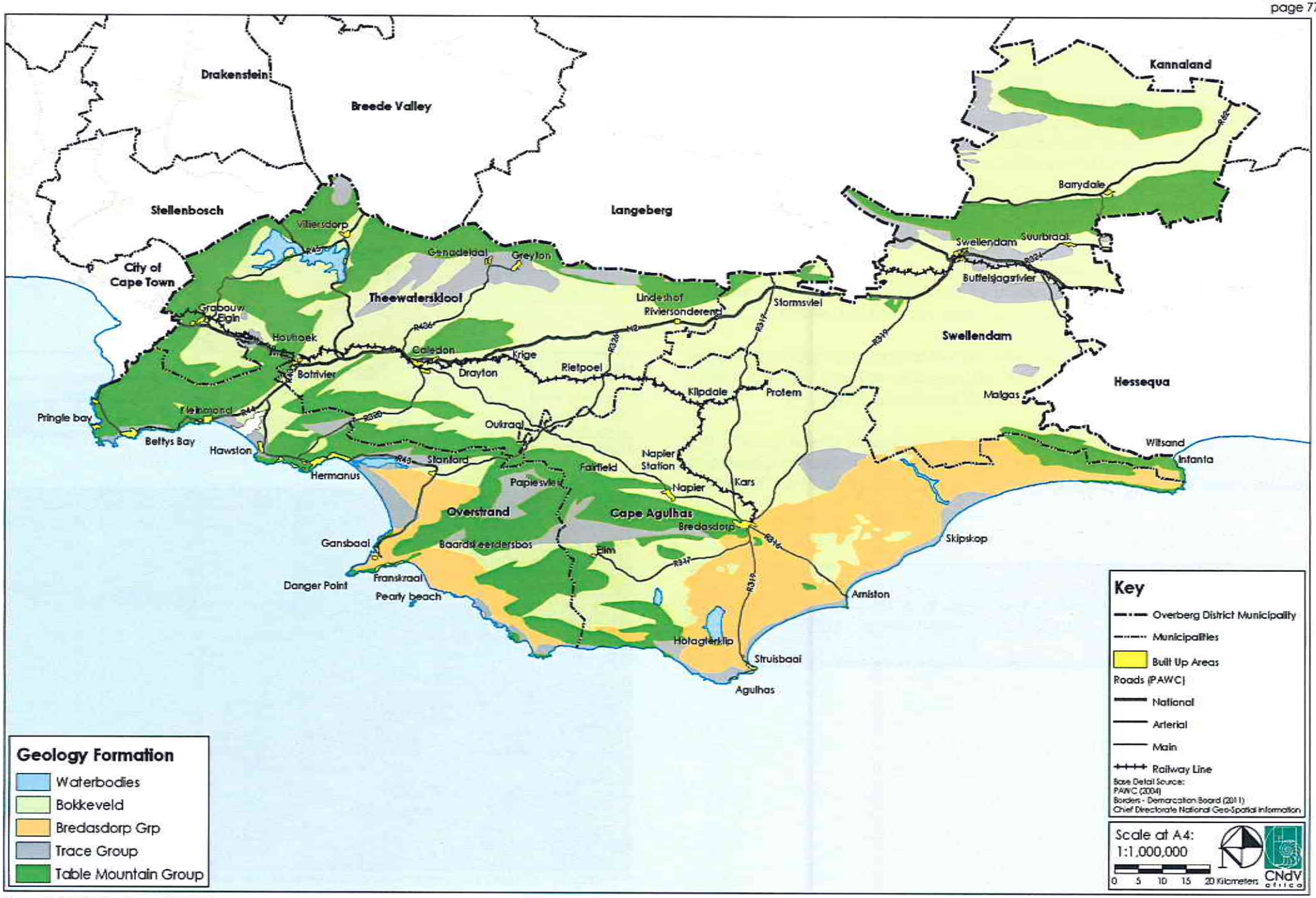



**Figure 3.2.1.3 Geology (DRDLR)** (source: DRDLR, 2012)

### 3.2.1.2 Soils

Figure 3.2.1.4 shows the Department of Agriculture's classification of the District's soil according to their assessment of its capability. This map suggests that a few areas around Theewaterskloof and Elgin-Grabouw, a large part of the western inland plain around Caledon and Bredasdorp, most of the southern and western coastline and a large inland belt along the northern boundary of the former DMA are suitable for arable farming. Most of the rest of the inland and coastal plains are only suitable for grazing.

However, as will be seen later this pattern appears to be much more conservative regarding the capability of agricultural land than is actually the case when looking at land use and crop maps of the district.

There is a much greater area of cultivation than the map suggests the soil is capable of. This suggests that the map requires revising or there is a lot of ploughing on marginal land that should be discouraged.

Soil depth, see Figure 3.2.1.5, is an important indicator of soil quality. It is interesting to note that in many instances deeper soil depth appears to equate more with high capability land for grazing rather than for arable land.

***Implications for the SDF***

- Any urban development in the areas with clay content of more than 35% should be preceded by a geotechnical study.

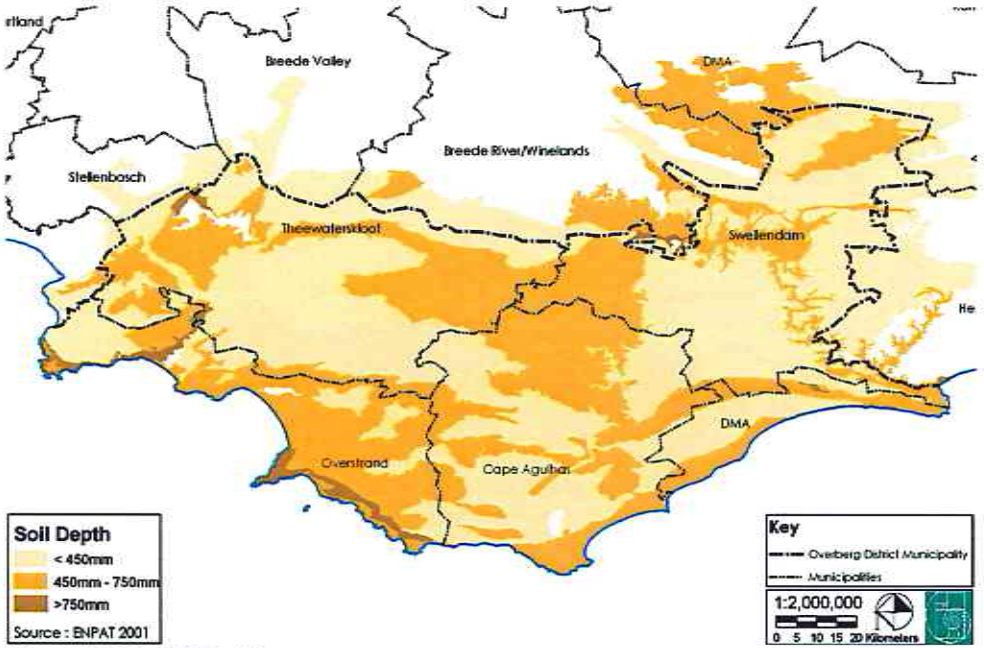



**Figure 3.2.1.5 Soil Depth**

**Photo 3.2.1.2 Different soil capabilities for agriculture due to soil quality and depth** (source: CNdV Africa, 2008)

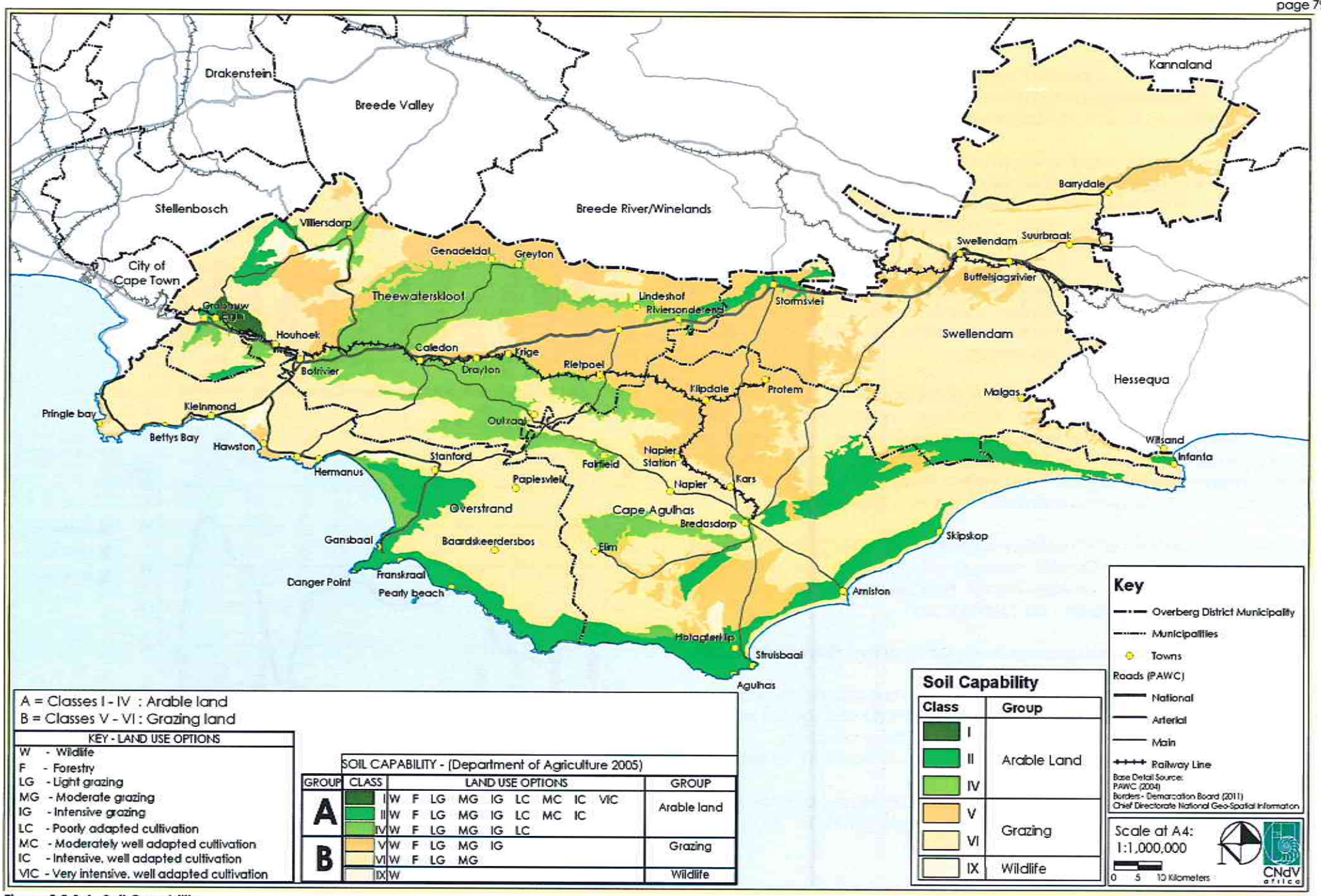



**Figure 3.2.1.4 Soil Capability**

### 3.2.2 Climate

The two most important aspects of climate are temperature and rainfall. The area has a Mediterranean climate with temperatures ranging from 8°C (average winter low) to 26°C (average summer high).

Figure 3.2.2.1 shows the mean annual rainfall distribution across the district with two areas of high rainfall coinciding with the Overberg Mountains to the East (including Jonkershoek, where a small area, at 3000mm per annum, receives the highest rainfall in South Africa) and the Langeberg Mountains around Swellendam.

In the remainder of the Overberg the Theewaterskloof and Overstrand Municipalities receive higher rainfall, mainly along the high mountain ranges and coastal strip, than the eastern part of the district where rainfall on the plains averages 500mm per annum.

Figures 3.2.2.2 (a), (b) and (c) show mean annual rainfall; and minimum and maximum temperatures for Hermanus, a coastal town, and Riversonderend and Elgin, in-land towns. These figures show that the coastal towns appear to have a winter rainfall season and the in-land towns a summer rainfall season. The coastal towns also have cooler mean temperatures and the in-land towns much higher mean temperatures.

To combat the impact of climate change, climate change refuge areas need to be identified. Climate change refuge areas, i.e. areas with moderate climates that provide cooler habitats where species under threat from changing climates can colonise, are:

- Mountain 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.
- South facing mountain slopes, which, similar to kloofs, provide refuge habitats against the impacts of climate change. (BOTSOC, 2008)

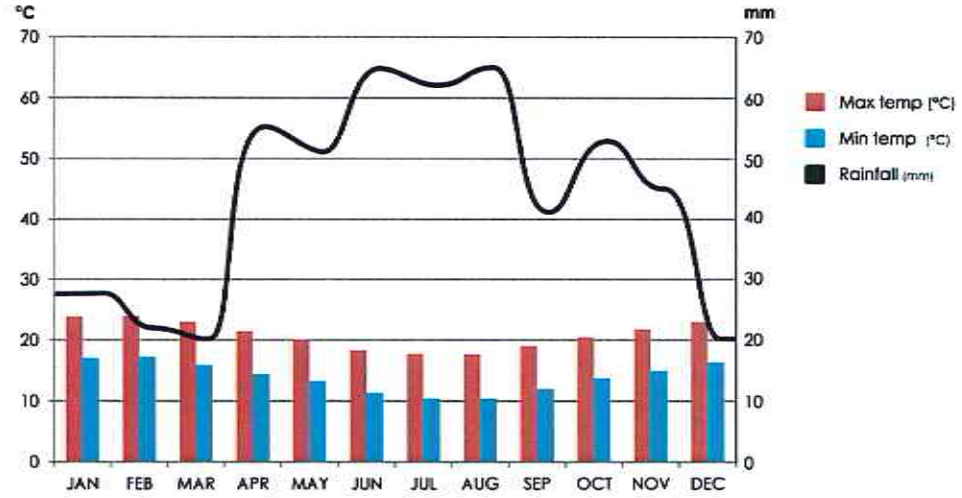



**Figure 3.2.2.2a Average Annual Temperature and Rainfall: Hermanus** (source: WeatherSA, 2012)

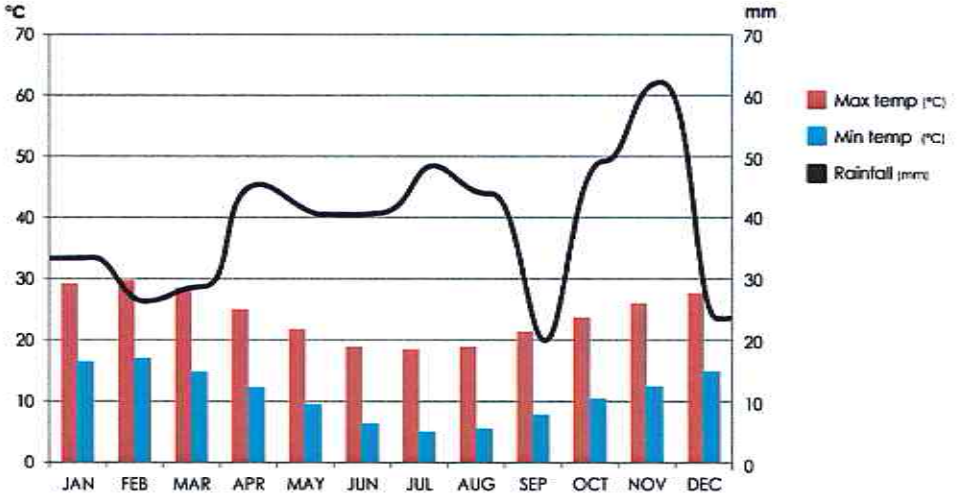



**Figure 3.2.2.2b Average Annual Temperature and Rainfall: Riviersonderend** (source: WeatherSA, 2012)

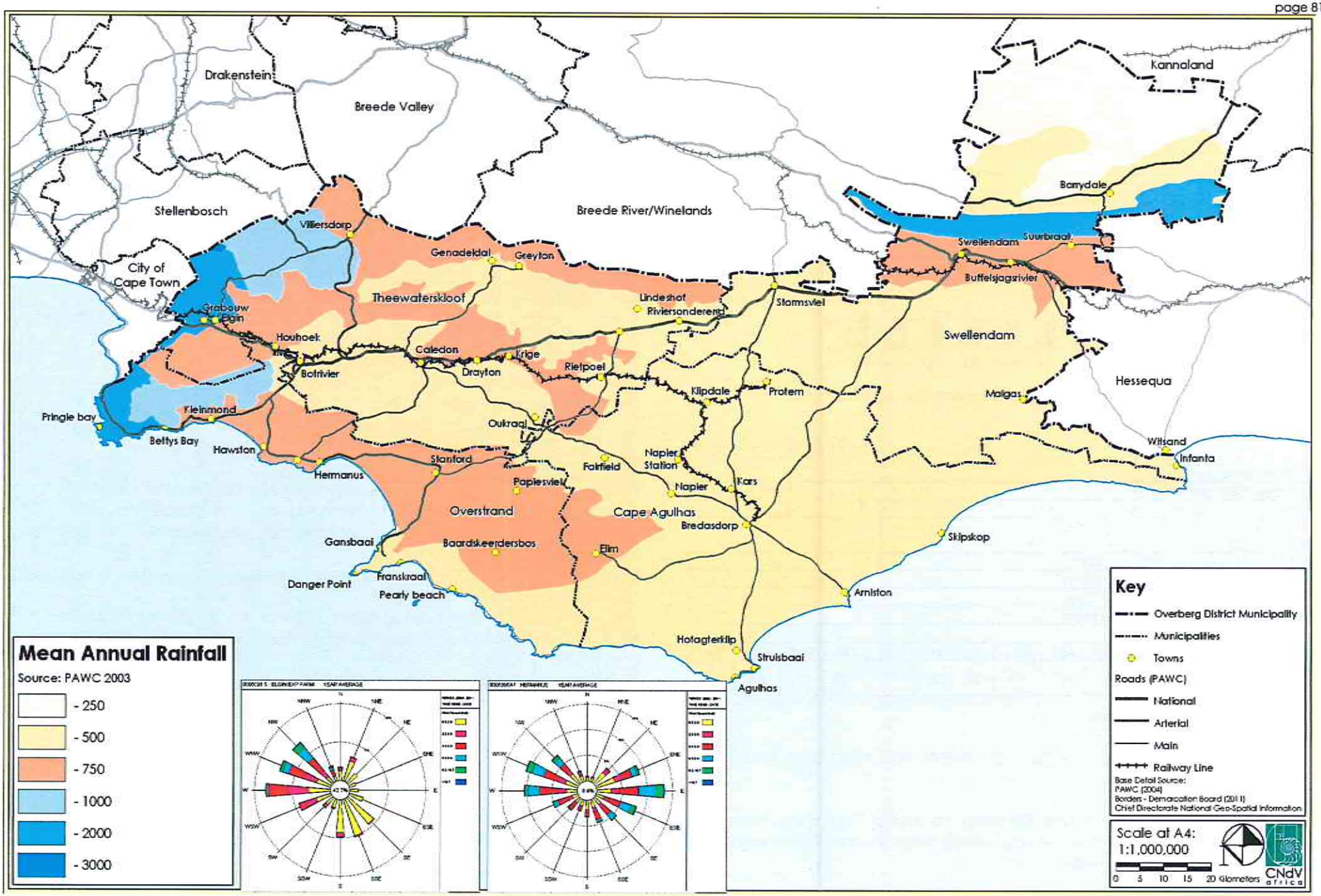



**Figure 3.2.2.1 Rainfall**

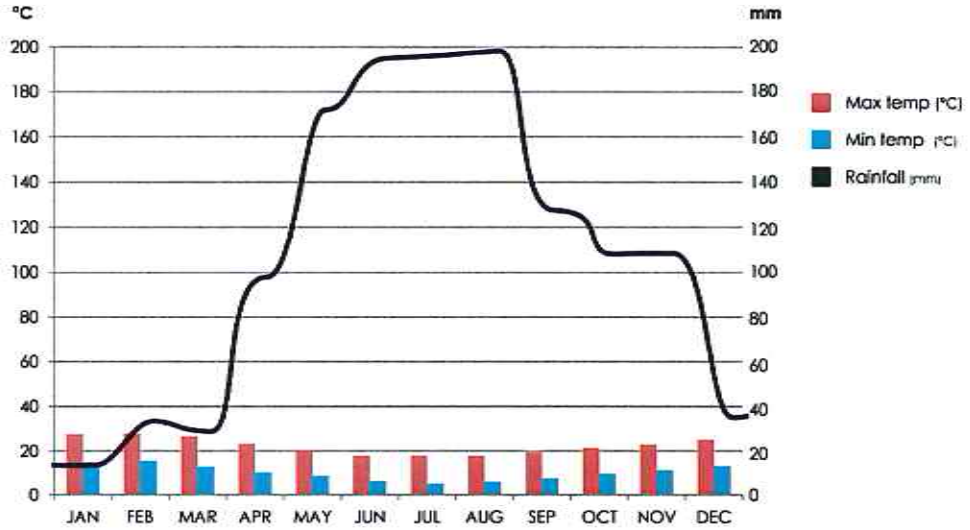



**Figure 3.2.2.2c Average Annual Temperature and Rainfall: Elgin** (source: WeatherSA, 2012)

**Sunshine hours (per day)**

| | |
|---|---|
| Average October – March | 7,8 hours |
| Average April – September | 5,9 hours |

**Humidity (%)**

| | |
|---|---|
| Minimum Humidity October – March | 42 |
| Maximum Humidity October – March | 91 |
| Minimum Humidity April – September | 47 |
| Maximum Humidity April – September | 93 |

| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Evaporation (mm/month) | 264 | 213 | 185 | 119 | 79 | 59 | 60 | 77 | 108 | 163 | 209 | 256 |

Source: Overberg info General Enquiries. Agricultural Research Council (ARC)

**Table 3.2.2.1 Weather Conditions**

The dominant wind directions for Elgin (west) and Hermanus (east) are shown in Figure 3.2.2.1.

Table 3.2.2.1 shows that during October to March the days have an average 7.8 hours of sunshine per day. This is reduced to 5.9 hours per day between April and September.

Maximum humidity (93%) is experienced between April and September and the minimum is between October and March, namely 42%.

***Implications for the SDF***

- The rainfall distribution map shows that the south eastern portion of the Municipality receives the least rainfall.
- Cognisance needs to be taken of the dominant wind direction in each of the settlements; the low and varying rainfall and high temperatures in the in the municipality.
- Building orientations, architecture and materials need to sensitively respond to the aspects, below, relating to the climate in the SDM.
- The following are suggestion to help combat the impact of climate change: (Mukheibir, 2007)
  - dual flush toilets;
  - education programs on water saving measures;
  - local water resource management and monitoring;
  - rainwater harvesting at the household level;
  - the use of grey water;
  - reduction of leaks programmes both at household and distribution levels;
  - regional water resource planning;
  - tariff Structures to reduce water demand; and
  - water restrictions under used to reduce water demand.
  - a climate change awareness programme should be developed;
  - the climate induced impact on water resources should be integrated into the IDPs
  - climate refuge areas need to be protected for the colonisation of threatened species as these have more moderate climates.

### 3.2.3 Topography

Figure 3.2.3.1 indicates the complex topography that has arisen from the interplay between climate and geology in the Overberg. The northern boundary is framed by the Overberg and Langeberg mountains between 750m and 1000m which are separated by the Breede River Valley.

The inland coastal plain comprises rolling hills at an altitude of about 250 to 400m. A number of river valleys fall off this plain including the Bot, Klein, Nuwejaars, Heuningnes and Breede.

The eastern coastal strip comprises a wide coastal plain, the Agulhas, at about 15m to 50m.

Slopes greater than 1:4 (20%) are generally considered too steep for agriculture, particularly annual crops.

Figure 3.2.3.2 indicates the various categories of slope in the Overberg. The slopes are steeper and the topography more broken along the mountain ranges and in the western parts of the district.

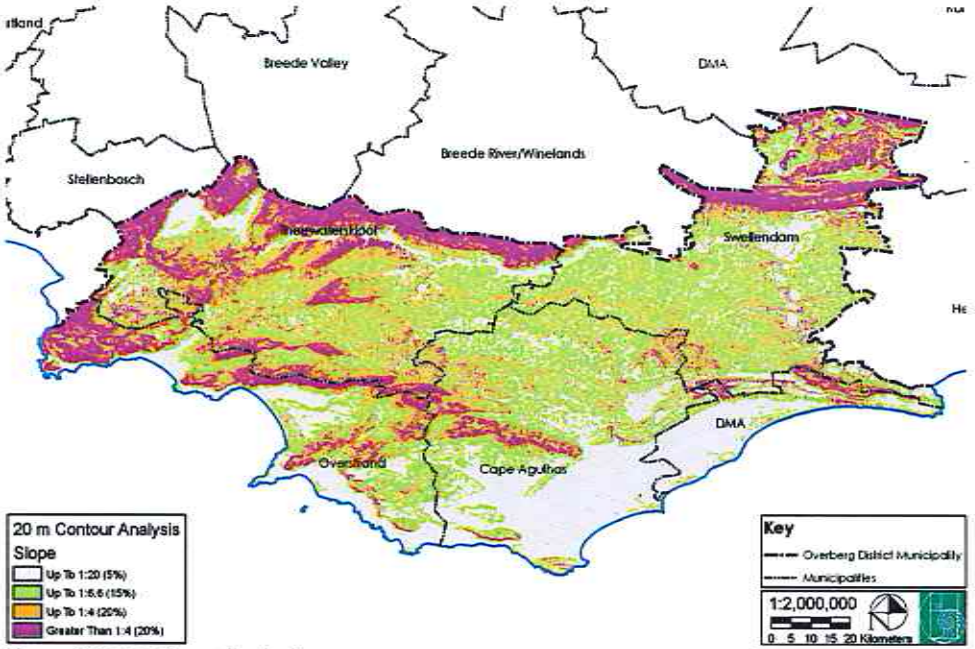



**Figure 3.2.3.2 Slope Analysis**

***Implications for the SDF***

- Any subsidy housing and conventional urban development should ideally avoid steep slopes, i.e. areas with slopes greater than 1:4.
- Most forms of conventional agriculture should also avoid slopes of greater than 1:4.
- The south facing mountain slopes are climate change refuge areas and should be targeted for the protection of habitats given the expectation of more prevalent hotter temperatures.

**Photo 3.2.3.1 Sonderend Mountains** (source: The Overberg – Inland from the Tip of Africa. Melanie Cleary & Karena du Plessis. Struik. 2005)

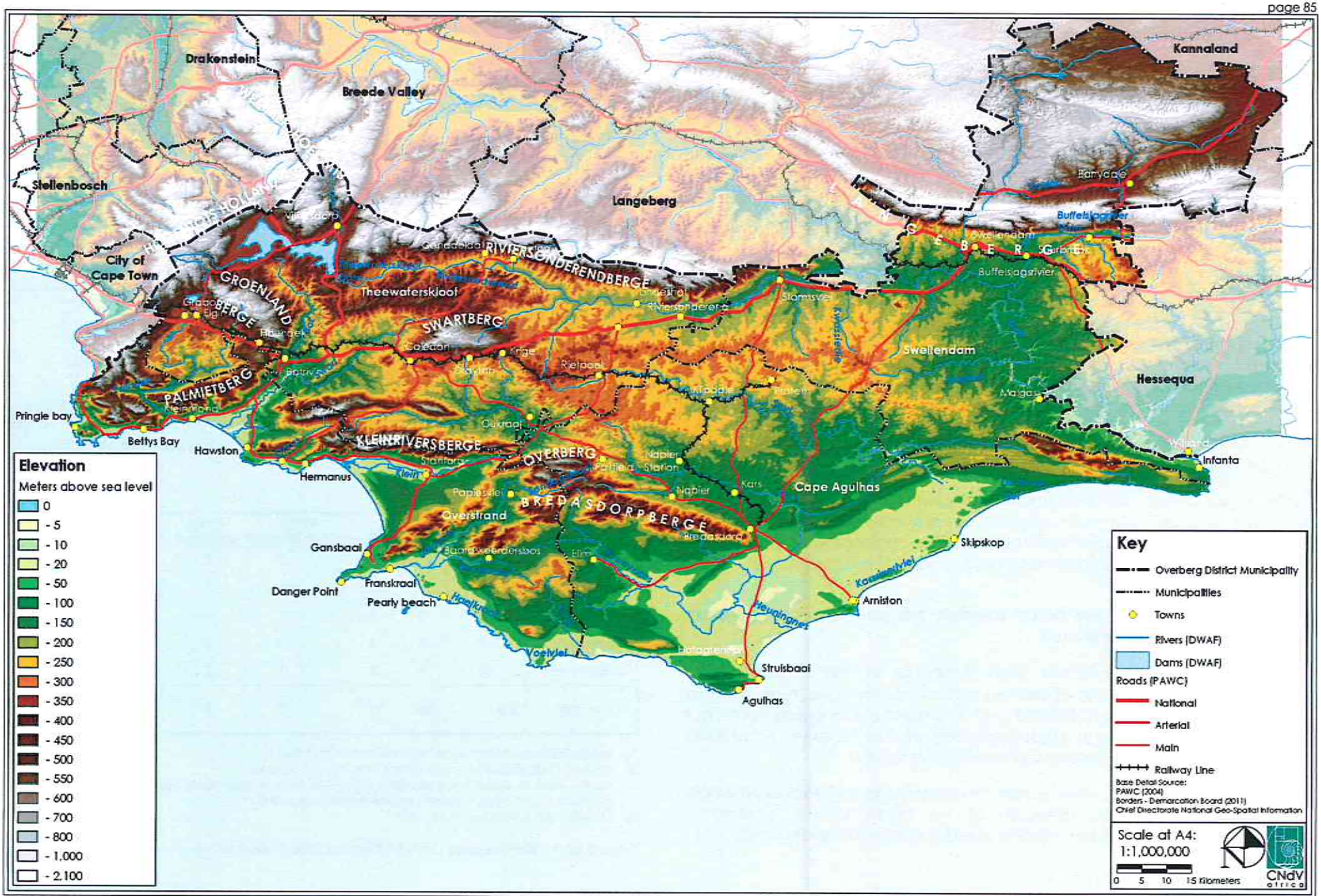



**Figure 3.2.3.1 Topography**

### 3.2.4 Hydrology

Figure 3.2.4.1 indicates that with the exception of the Kogelberg (Palmiet) most of the rivers in the district are in a poor state being classified critically endangered or endangered.

This is as a result of poor riparian land use practices including river bank ploughing, removal of indigenous riparian vegetation, poor erosion control, pollution by agricultural chemicals and over abstraction.

The district's rivers and their flood and ecological corridors require urgent attention if this situation is to be effectively and timeously addressed.

The District's water resources are supplied from a few dams in the west and from rivers and boreholes in the remainder.

The most important dam is the Theewaterskloof 480 million m³ (7th largest in SA) which supplies 723 farms (470 000 ha) along the Riviersonderend and Lower Breede River catchments as well as urban settlements. Some of this water is also exported to the City of Cape Town.

Other dams include the Eikenhof (28.9 million m³), Elandskloof (11 million m³) and Buffelsjagte (48 million m³).

Table 3.2.4.1 shows water requirements (demand) in the Overberg for 2000. Figure 3.2.4.1 and Table 3.2.4.2 shows how these requirements might be met and identifies that there is a potential additional 124 million m³ per annum if a number of improvements are made to the infrastructure.

#### 3.2.5.1 Key elements of the broad strategic perspectives for the Breede water management area

In general, there is sufficient yield available in the Breede water management area to meet all existing water requirements. Small surpluses currently exist in the Upper Breede and Riviersonderend catchments, but will be taken up with the implementation of the Reserve. Substantial potential for further water resources development exists.

With over 90 per cent of water used in the area being for irrigation, it would be prudent for specific attention to be given to the continuous improvement of irrigation practices and reduction of water demand.

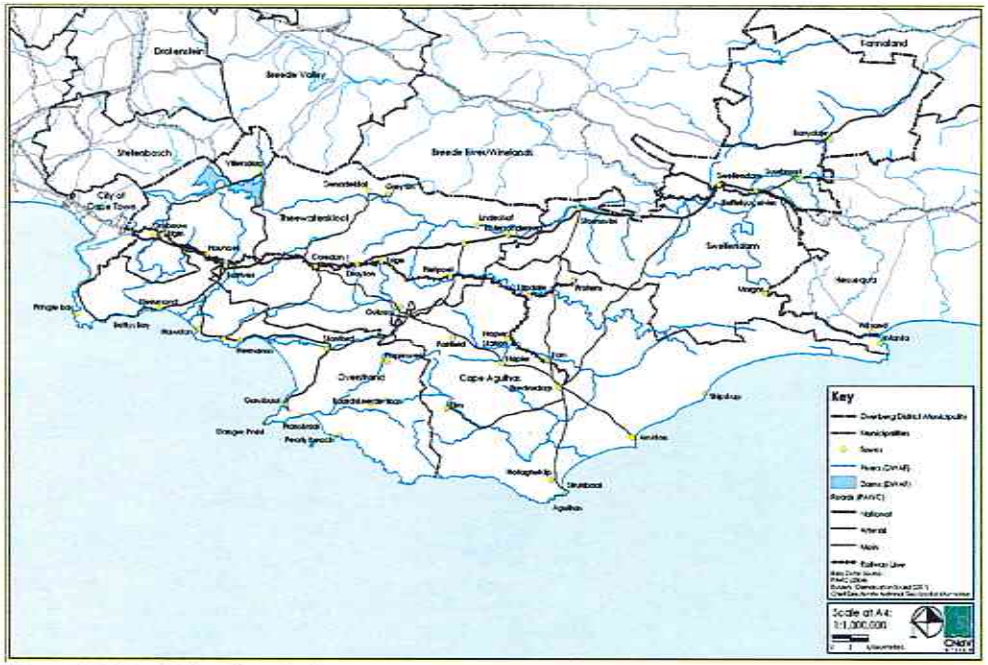



**Figure 3.2.4.2 Major River Systems**

| Sector/ Sub-area | Irrigation | Urban[1] | Rural[1] | Mining and bulk industrial[2] | Power generation[3] | Afforestation[4] | Total local requirements |
|---|---|---|---|---|---|---|---|
| Upper Breede | 435 | 26 | 4 | 0 | 0 | 0 | 465 |
| Riviersonderend | 49 | 1 | 2 | 0 | 0 | 1 | 53 |
| Lower Breede | 28 | 2 | 1 | 0 | 0 | 0 | 31 |
| Overberg East | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Overberg West | 64 | 8 | 2 | 0 | 0 | 5 | 79 |
| Total for WMA | 576 | 39 | 11 | 0 | 0 | 6 | 632 |

1) Includes component of Reserve for basic human needs at 25 ℓ/c/d.
2) Mining and bulk industrial water uses that are not part of urban systems.
3) Includes water for thermal power generation only. (Water for hydropower, which represents a small portion of power generation in South Africa, is generally available for other uses as well.)
4) Quantities refer to the impact on yield only.

**Table 3.2.4.1 Water requirements for the year 2000 (million m³/a)** (source: OABS, 2008)

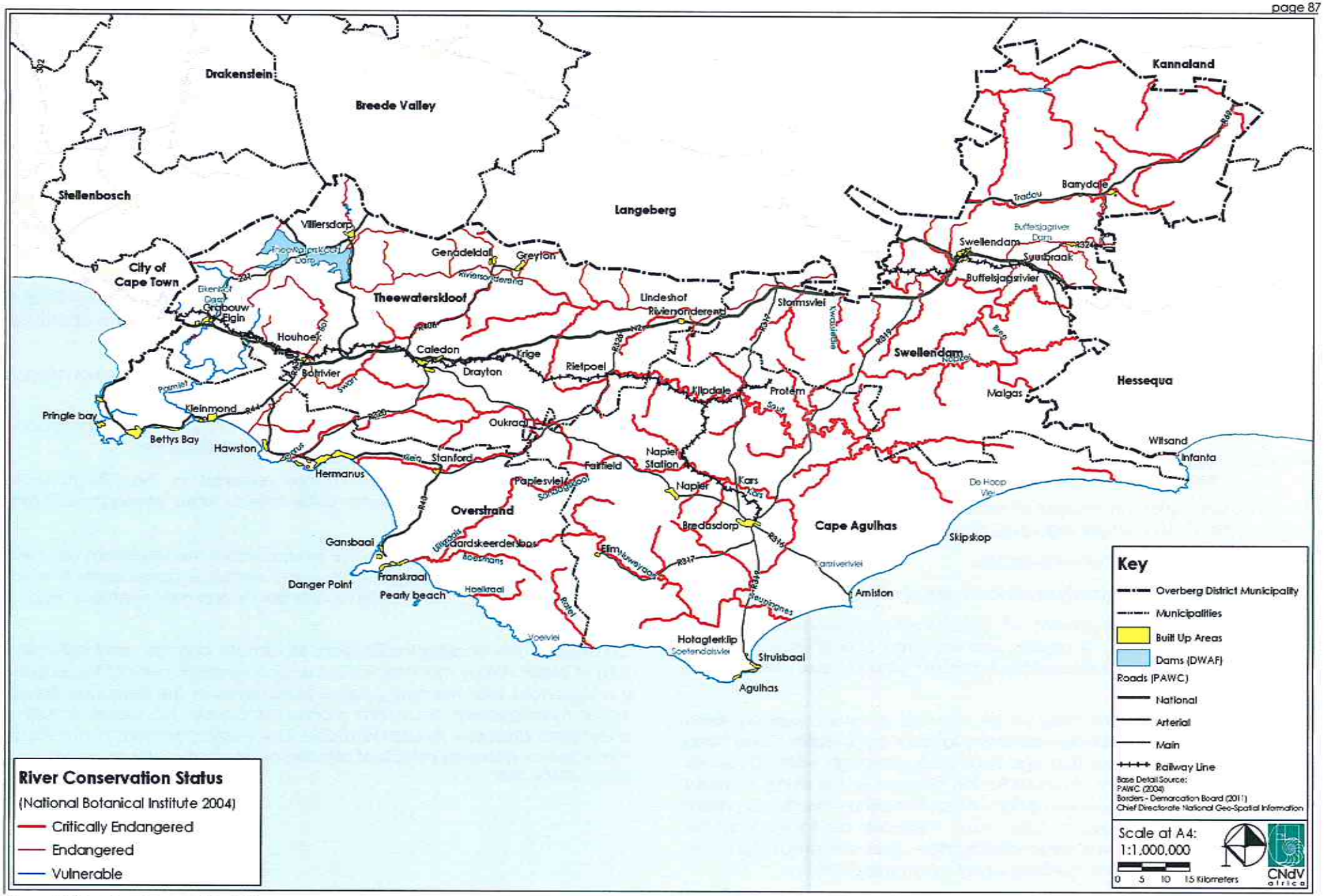



**Figure 3.2.4.1 River Conservation Status**

| Component/ Sub-area | Local yield[1] | Transfers in | Local require-ments[2] | Transfers out | Balance[3] | Potential for develop ment[4] |
|---|---|---|---|---|---|---|
| Upper Breede | 503 | 0 | 467 | 35 | 1 | 79 |
| Riviersonderend | 227 | 0 | 52 | 174 | 1 | 24 |
| Lower Breede | 36 | 33 | 31 | 0 | 38 | 12 |
| Overberg East | 3 | 2 | 3 | 0 | 2 | 0 |
| Overberg West | 100 | 2 | 83 | 23 | (4) | 9 |
| TOTAL FOR WMA | 869 | 1 | 636 | 196 | 38 | 124 |

1) Based on existing infrastructure and infrastructure under construction in the year 2000. Also includes return flows resulting from a growth in requirements.
2) Based on a growth in water requirements as a result of population growth and general economic development. Assumed no general increase in irrigation.
3) Brackets around numbers indicate a negative balance.
4) Based on the construction of various schemes in the Breede WMA (Mitchells Pass diversion, Upper Molenaars diversion, Wit River Dam, the raising of the Buffeljags Dam, small schemes in the Breede catchment and Campanula Dam on the Palmiet River).

**Table 3.2.4.2 Reconciliation of water requirements and availability for the year 2025 base scenario (million m³/a)** (source: OABS, 2008)

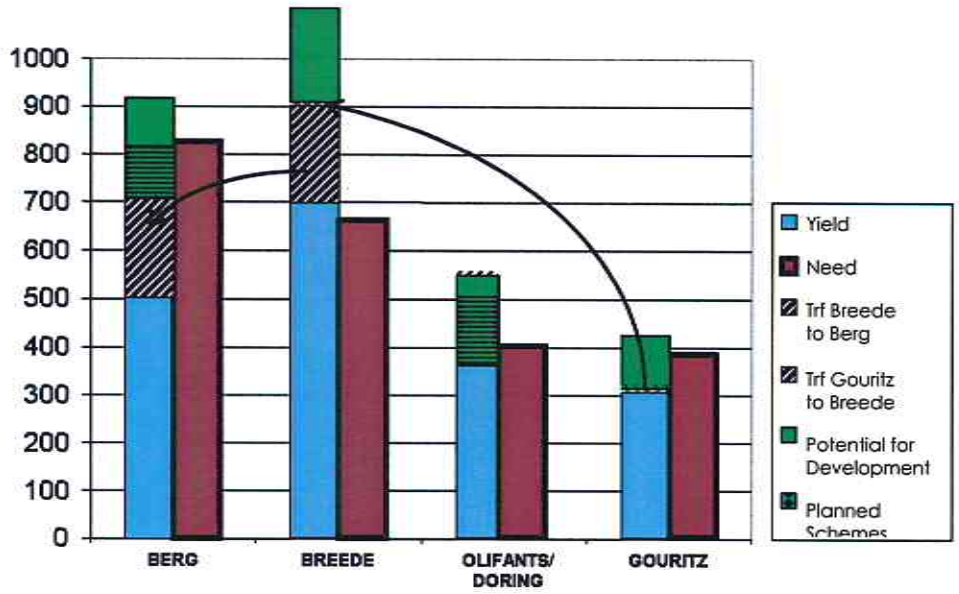
Priority considerations in respect of water resources management in the Breede water management area include:

- Improvement of irrigation efficiencies.
- The management of salinity levels in the Breede River.
- The improved management of groundwater abstraction. Greater knowledge is needed of aquifer and recharge characteristics, and in particular the interdependencies between groundwater and surface water.
- Additional transfers are likely to be required in future, possibly even within the period under consideration, to serve the greater Cape Town area in the Berg water management area. Although water does not specifically need to be reserved for this purpose at this stage, it would be prudent not to forfeit this option unintentionally by the development of less beneficial projects. Care must therefore be taken that the construction of any new large infrastructure does not prejudice future water transfer options to the Berg water management area.
- No further afforestation should be allowed without the impacts on the ecological component of the Reserve, groundwater recharge and the sensitive salinity balance having been determined and found acceptable.

Water that has to be reserved in the Breede WMA for transfer includes the following, see Graph 3.2.4.1 overleaf:

- The transfer of water between the Breede and Berg water management areas via the Riviersonderend/Berg River Scheme. This involves a net transfer of 162 million m³/a to the Berg water management area.
- The transfer of a maximum of 50 million m³/a from the Palmiet River to the Berg water management area. The average transfer is about 22.5 million m³/a.
- Smaller transfers to the Berg water management area amounting to 9 million m³/a.
- The transfer of a maximum of 2.5 million m³/a to the Olifants/Doorn water management area through the Inverdoorn Canal.
- A maximum of 2 million m³/a are reserved in the Gouritz water management area for transfer to the Breede water management area for rural water supply.
- A reservation also applies to the Breede water management area with respect to any new large scale water resource developments which may impact on future transfers to the Berg water management area.

Considering the possible implications of climate change, and indications that its impacts may manifest first in the south-western parts of the country, it is important that the hydrological parameters in the Berg and Breede water management areas are monitored closely. No development or investment decisions should be made that neglect to take into account the actual or potential affects of climatic change on water resources.
(source: OABS, 2008)




**Graph 3.2.4.1** **Water Yields and Needs** (source: Midgeley et al. A Status Quo, Vulnerability and Adaptation Assessment of the Physical and Socio-economic Effects of Climate change in the Western Cape. PGWC. June 2005)

***Implications for the SDF***

- The poor status of the rivers requires a major improvement in farming practises and urban effluent management near the river banks.
- Special policy is required to protect the river network in the district and to restore the Critically Endangered and Endangered classified rivers to a Vulnerable or Not Threatened status.

### 3.2.6 Vegetation

The Overberg falls within the Western Core of the Cape Floral Kingdom mainly comprising the fynbos biome, one of the six floral kingdoms of the world. Much of this vegetation in the Overberg is considered critically endangered because its location coincides with large parts of the inland plain which is used for dryland and irrigated agriculture, see Figure 3.2.6.1.

Figure 3.2.6.2 shows those remaining patches of critically endangered veld once agricultural land use has been taken into account. This map should become the basis of a conservation and agricultural development policy and implemented with the assistance of legislation such as Conservation of Agricultural Resources Act (CARA).

Figure 3.2.6.3 indicates what land is already protected in conservancies and what is not.

Figure 3.2.6.4 shows the proposed framework for action for the Renosterveld lowlands in the District.

Conservation areas in the ODM is shown in Figure 3.2.6.3. Two Ramsar sites (wetlands with international status) are located in the Municipality.

***Implications for the SDF***

- Appropriate grazing systems should be implemented on veld outside of formal conservation areas so as to improve biodiversity and stock carrying capacity.
- Property management is required of the catchments and particular stream bank activities throughout the Municipality.
- Recommendations for Land Use Planning (Botsoc & CISA, 2008),
  - Conserve ecological support areas;
  - Protect all water resources; and
  - Meet all legislative and international obligations as custodians of the aquatic ecosystems.

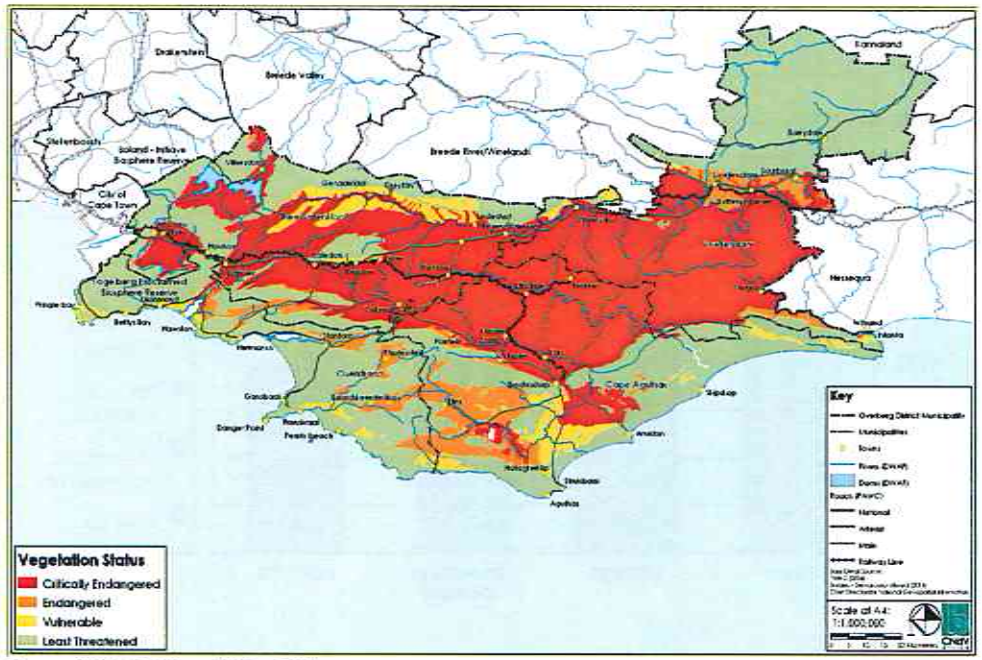



**Figure 3.2.6.2 Vegetation Status**

**Photo 3.2.6.1 Change in vegetation - disturbed along the road to pristine on the mountain sides**
(source: CNdV Africa, 2008)

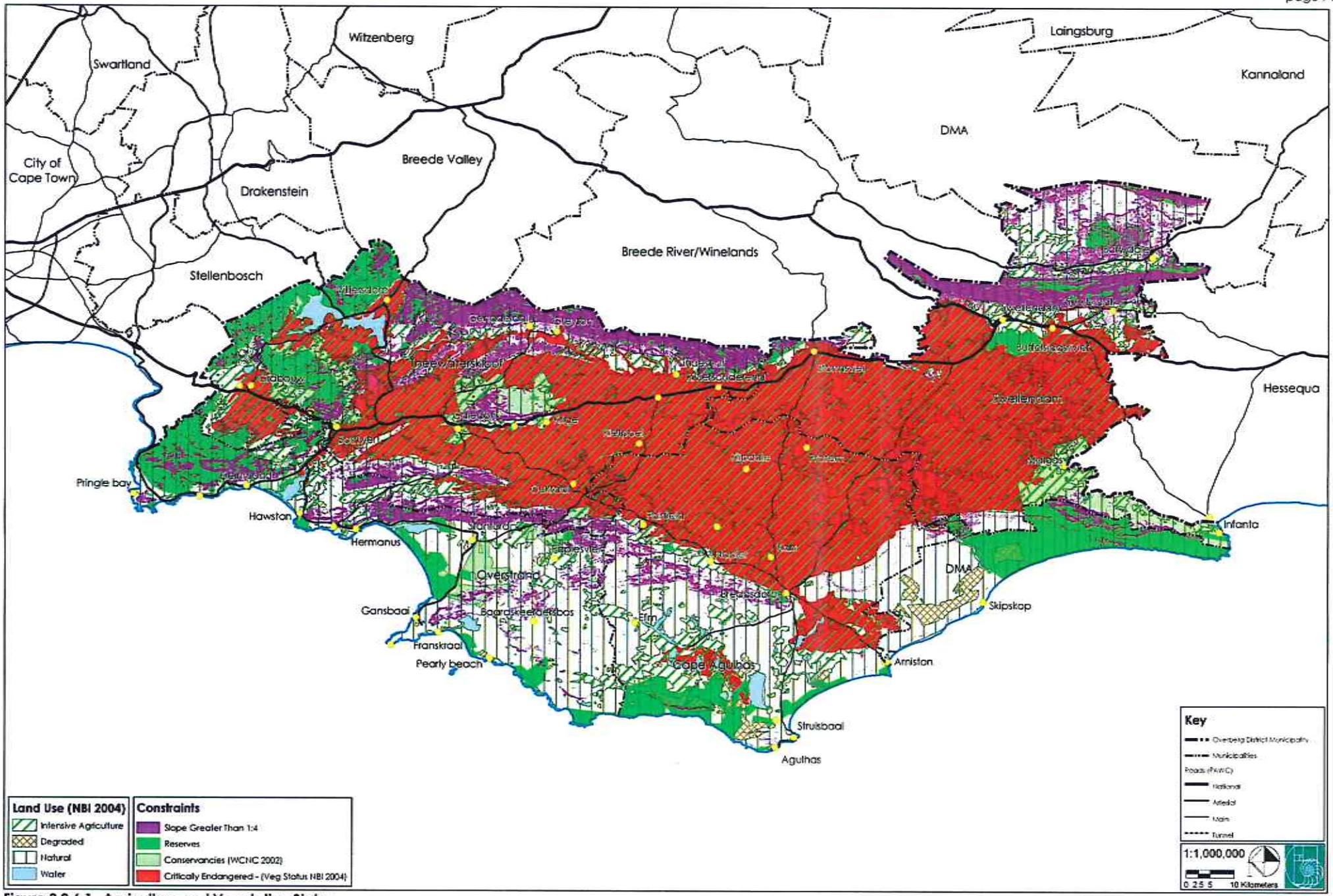



**Figure 3.2.6.1 Agriculture and Vegetation Status**

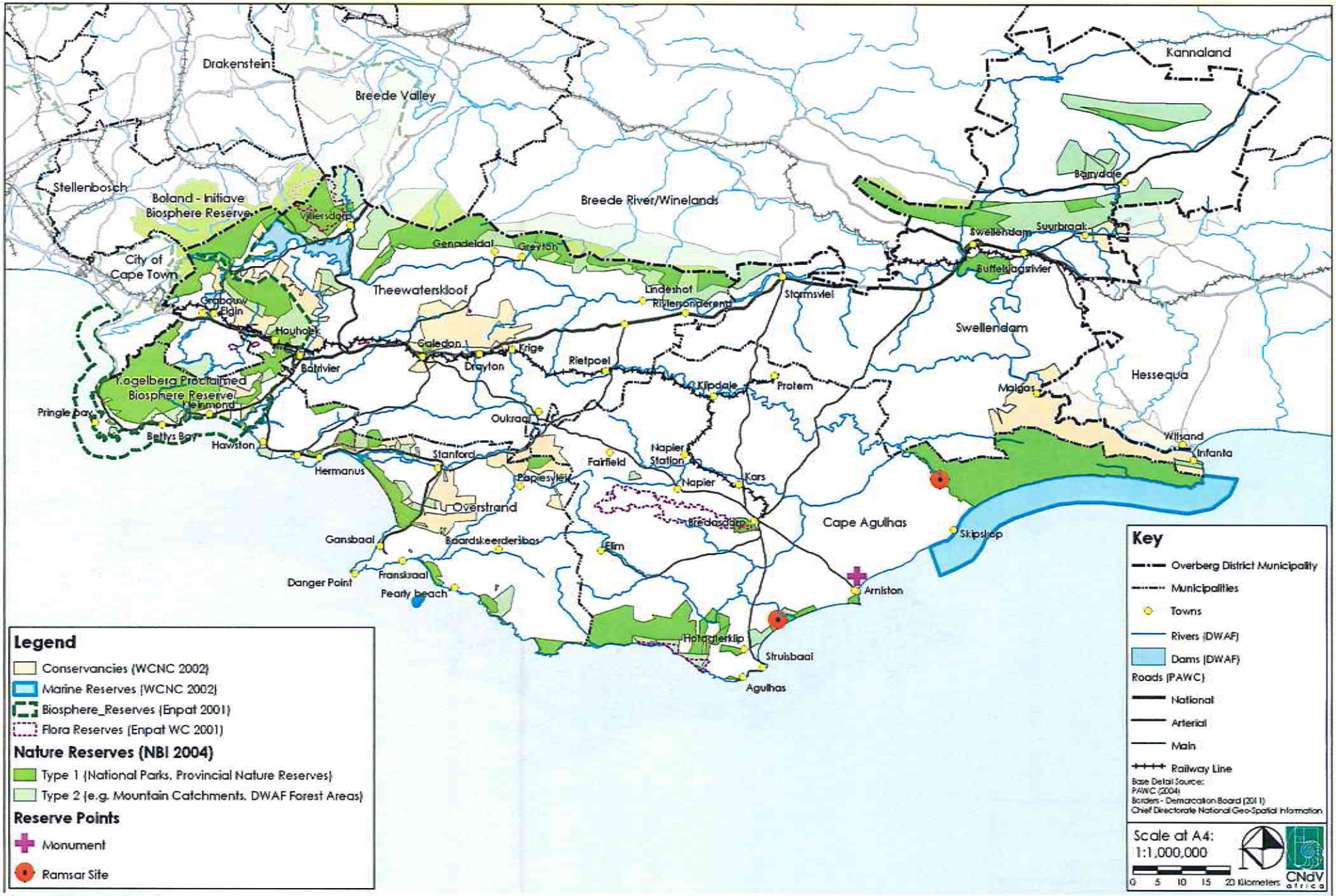



**Figure 3.2.6.3 Nature Reserves**

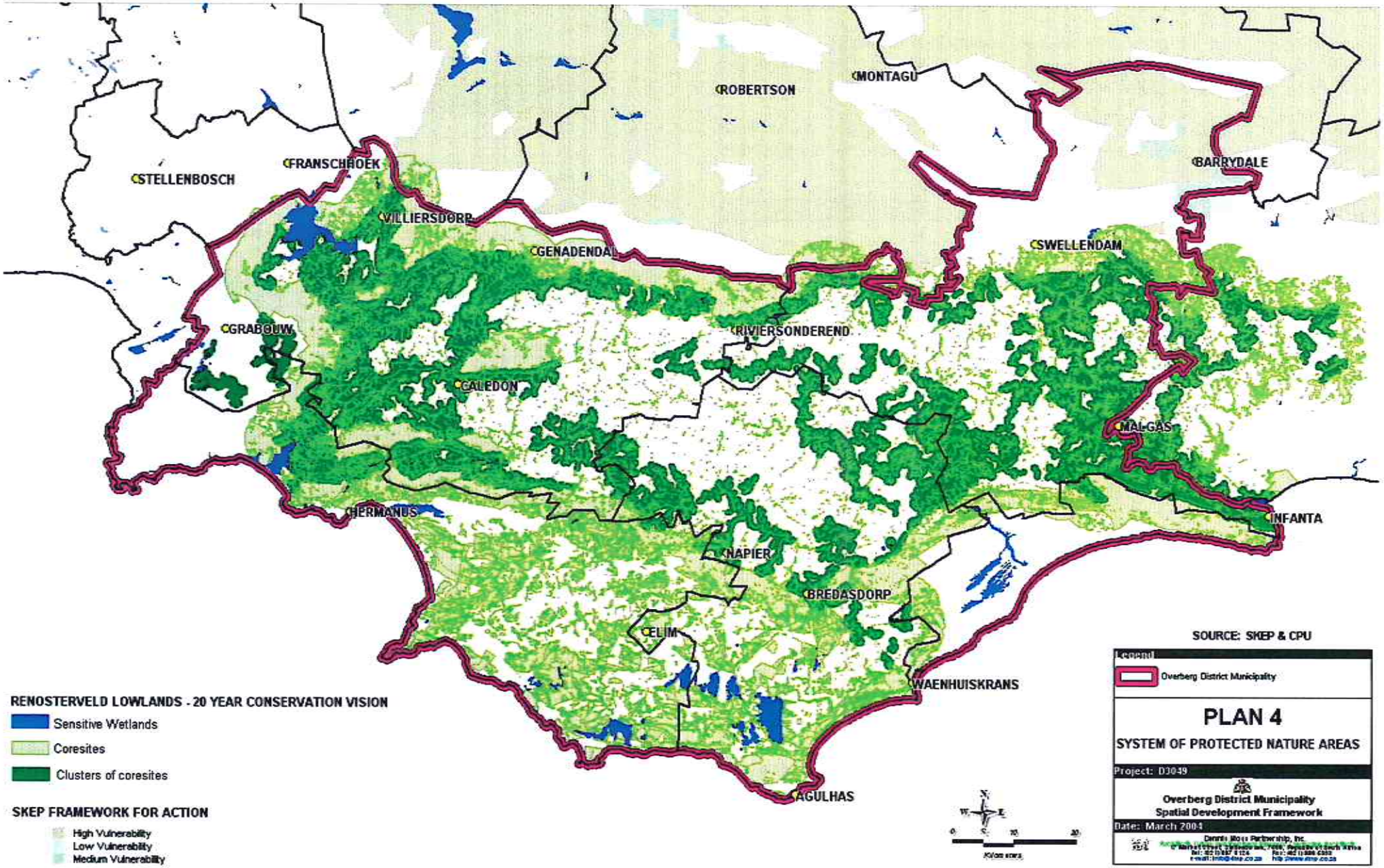



**Figure 3.2.6.4 System of Proposed Protected Nature Areas** (source: Dennis Moss Partnership, 2004)

### 3.2.7 Agricultural Land Use

The following four maps show different estimates for land uses in the Overberg. These were compiled in 2001, 2003, 2004 and 2008 by different sources as shown, see Figures 3.2.7.1, 3.2.8.2, 3.2.7.3 and 3.2.7.4.

Table 3.2.7.1 compares the data from these four maps. As well as revealing discrepancies between the overall totals the comparison suggests the following:

| | ha |
|---|---|
| Natural veld | 500 000 |
| Conservation | 100 000 |
| Arable agriculture | 500 000 (30 000 - 40 000 under irrigation) |

However, it appears there is some discrepancy between the Stats SA and Department of Agriculture Western Cape figures and that a more conservative figure of 330 000 hectares for arable agriculture should be used (OABS, pg 10).

| Most Extensive Dryland Crops | | | Most Extensive Irrigated Crops | | |
|---|---|---|---|---|---|
| | Area (ha) | % | | Area (ha) | % |
| Wheat | 127 000 | 38 | Other Fodder Crops | 9 000 | 27 |
| Barley | 83 000 | 25 | Apples | 7 7 | 44 |
| Lucerne | 43 000 | 13 | Wine Grapes | 2 800 | 8.7 |
| Other Fodder Crops | 24 000 | 7 | Pears | 2 200 | 7 |
| Other Winter Cereals | 24 000 | 7 | | | |
| Canola | 17 700 | 5 | | | |
| Maize for Grain | 10 000 | 3 | | | |

**Table 3.2.7.1 Relative Contribution of Crops to Total Land Cultivation** (source: OABS, 2008 pg 10)

| Most Extensive Livestock Farming | ha |
|---|---|
| Sheep | 530 000 |
| Chickens | 234 000 |
| Dairy Cattle | 36 000 |
| Beef Cattle | 28 000 |
| Ostriches | 23 000 |
| Angora goats | 2 300 |

**Table 3.2.7.2 Relative Contribution of Livestock Numbers** (source: OABS, 2008 pg 12)

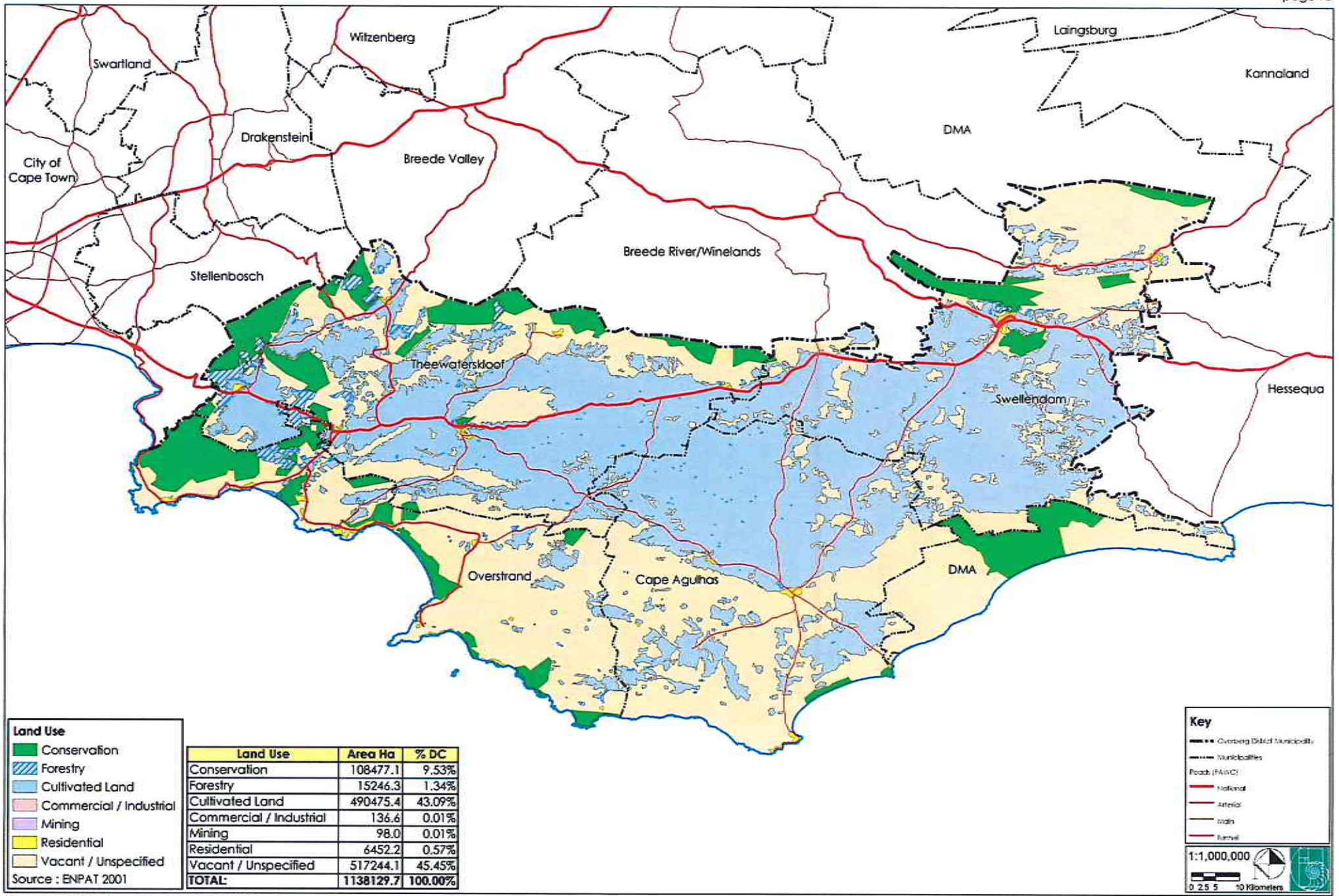
The relative contributions of various livestock and crops are shown in Annexure 3.

| Agricultural Land Use Comparison | | |
|---|---|---|
| Information Source - Date | AREA Ha | % DC |
| ENPAT - 2001 | 490475 | 43% |
| PAWC - 2003 | 478368 | 42% |
| NBI - 2004 | 506266 | 44% |
| Department Agriculture - 2008 | 475267 | 42% |

**Table 3.2.7.3 Data Comparison 2001, 2003, 2004 and 2008**

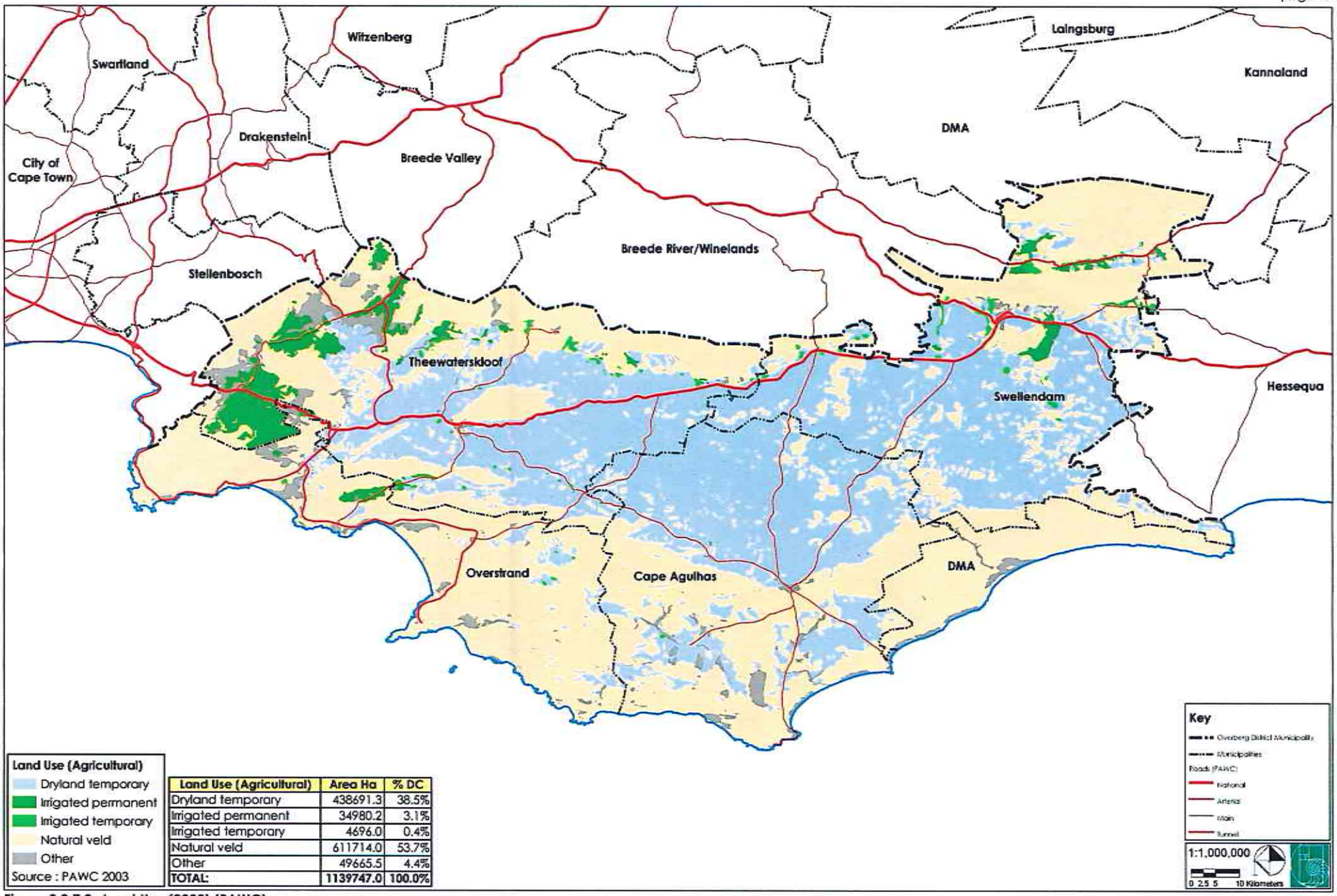
**Photo 3.2.7.1 Agriculture: Irrigation fields (with grazing in the background)** (source: CNdV Africa, 2008)

**Photo 3.2.7.2 Agriculture: Grazing** (source: CNdV Africa, 2008)




| Land Use | Area Ha | % DC |
|---|---|---|
| Conservation | 108477.1 | 9.53% |
| Forestry | 15246.3 | 1.34% |
| Cultivated Land | 490475.4 | 43.09% |
| Commercial / Industrial | 136.6 | 0.01% |
| Mining | 98.0 | 0.01% |
| Residential | 6452.2 | 0.57% |
| Vacant / Unspecified | 517244.1 | 45.45% |
| **TOTAL:** | **1138129.7** | **100.00%** |

**Figure 3.2.7.1 Land Use 2001 (ENPAT)**



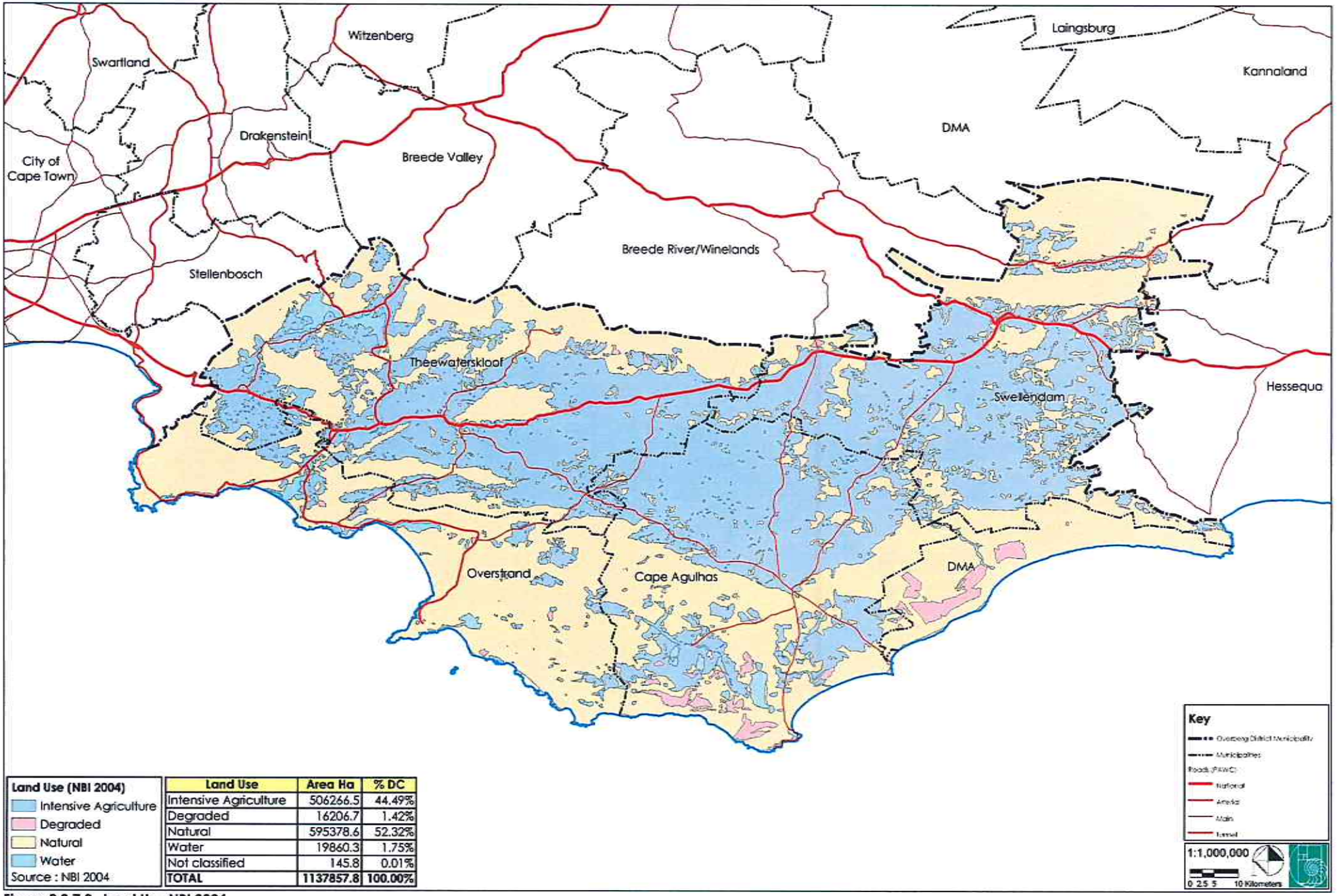

**Land Use (Agricultural)**

- Dryland temporary
- Irrigated permanent
- Irrigated temporary
- Natural veld
- Other

Source : PAWC 2003

| Land Use (Agricultural) | Area Ha | % DC |
|---|---|---|
| Dryland temporary | 438691.3 | 38.5% |
| Irrigated permanent | 34980.2 | 3.1% |
| Irrigated temporary | 4696.0 | 0.4% |
| Natural veld | 611714.0 | 53.7% |
| Other | 49665.5 | 4.4% |
| **TOTAL:** | **1139747.0** | **100.0%** |

**Figure 3.2.7.2 Land Use (2003) (PAWC)**




| Land Use (NBI 2004) |
|---|
| Intensive Agriculture |
| Degraded |
| Natural |
| Water |
| Source : NBI 2004 |

| Land Use | Area Ha | % DC |
|---|---|---|
| Intensive Agriculture | 506266.5 | 44.49% |
| Degraded | 16206.7 | 1.42% |
| Natural | 595378.6 | 52.32% |
| Water | 19860.3 | 1.75% |
| Not classified | 145.8 | 0.01% |
| **TOTAL** | **1137857.8** | **100.00%** |

**Figure 3.2.7.3 Land Use NBI 2004**

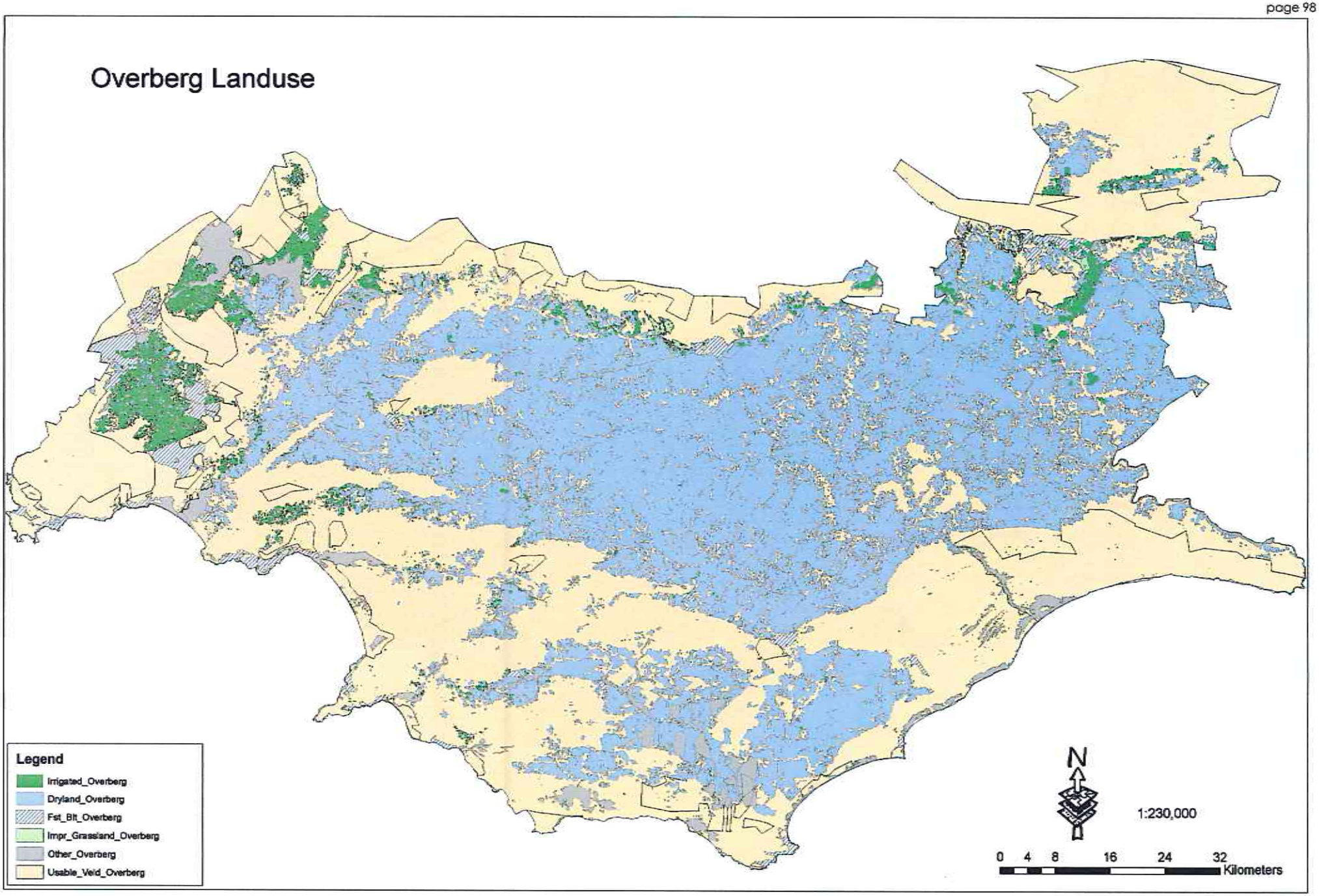



**Figure 3.2.7.4 Agricultural Land Use 2008** (source: Department of Agriculture, 2008)

## 3.3 SOCIO-ECONOMIC CONDITIONS

### 3.3.1 Demography

#### *3.3.1.1 Population Distribution*

Table 3.3.1.1 below shows that the majority of the population resides in the Theewaterskloof Municipality (42%) followed by the Overstrand Municipality (31%). Note the DMA has been incorporated into the Cape Agulhas Municipality.

| Municipality | Census 2001 | Census 2011 | 2011 % | Difference (2001 – 2011) |
|---|---|---|---|---|
| Swellendam | 27 897 | 35 916 | 13.9 | 8 019 |
| Theewaterskloof | 92 777 | 108 790 | 42.1 | 16 013 |
| Overstrand | 58 332 | 80 432 | 31.2 | 22 100 |
| Cape Agulhas | 26 715 | 33 038 | 12.8 | 6 323 |
| DMA | 224 | - | - | - |
| **Total** | **205 945** | **258 176** | **100.00** | |

**Table 3.3.1.1 Population distribution, 2001 to 2011** (Source: Statssa 2001 and 2011)

Figure 3.3.1.1 also shows that the larger concentrations of people are located around the urban settlements along the coast and inland. These settlements include Grabouw - Elgin, Villiersdorp, Botriver Genadendal-Greyton, Caledon, Stanford, Napier, Bredasdorp, Swellendam and Suurbraak. The rural areas of the district municipality are sparsely populated with declining concentrations of people towards the east.

#### *3.3.1.2 Ethnic Groupings*

The Overberg District Municipality has a population of 258 176 (Census 2011) comprising the ethnic groups as shown in Table 3.3.1.2 below. The Coloured group is in the majority, namely 54.2%, with the Whites and African/ Blacks at 18.9% and 25.6% respectively.

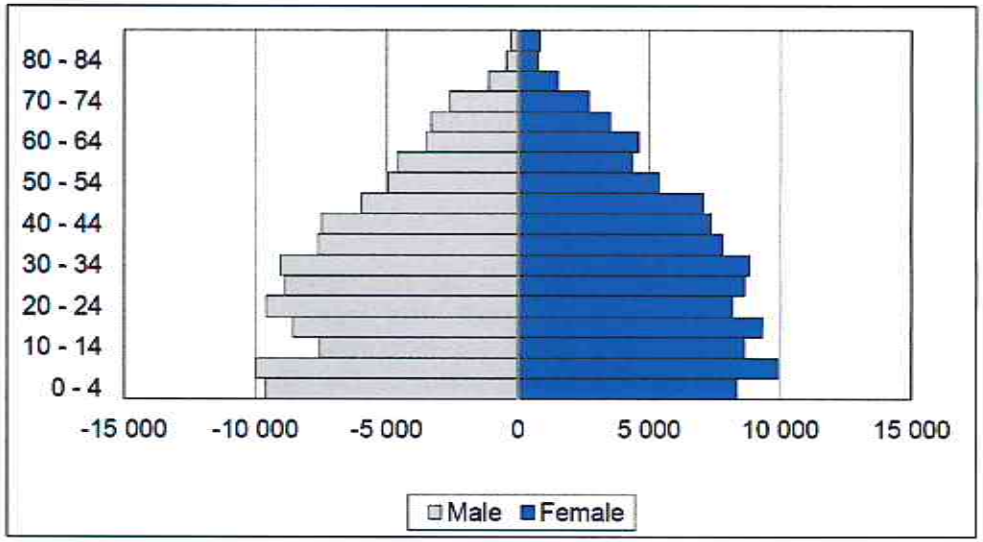
| Population group | Census 2011 | % |
|---|---|---|
| African | 66 151 | 25.6 |
| Coloured | 139 825 | 54.2 |
| Indian / Asian | 816 | 0.3 |
| White | 48 692 | 18.9 |
| Other | 2 692 | 1.0 |
| **Total** | **258 176** | **100.00** |

**Table 3.3.1.2 Ethnic Groupings** (Source: Statssa 2001 and 2011)

#### *3.3.1.3 Age Structure and Gender*

Graph 3.3.1.3 shows the population age structure of the Overberg Municipality. The pyramid shows that the majority of the population is young with the number of individuals older than 54 being in the minority. The gender structure is fairly equal.

Between 2001 and 2007 children increased annually by 6.7%. Overall the economically active population increased over this period by 0.75% (Provincial Treasury, 2011). A decline is noted in age cohort 0-4 (-0.49%), age cohort 10-14 (-1.45%), age cohort 25-29 (-1.19%), age cohort 35-39 (-0.92%) and age cohort 80-84 (-2.39%) (Provincial Treasury, 2011). The decline in cohort 0-4 shows that there has been a decline in the birth rate.




**Graph 3.3.1.3 2007 Population pyramid** (source: Provincial Treasury, 2011)

#### *3.3.1.4 Population Growth*

Table 3.3.1.4 indicates the total population of the Western Cape between 2001 and 2007 and a projection of the estimated population for 2011. It is projected that the Western Cape population will increase from 5 278 572 in 2007 to 5 287 863 in 2011 (Provincial Treasury, 2011).

| Population numbers and Projections* | StatSA 2001 Census | StatsSA 2007 Community Survey | *2011 Population Projection based on 2011 Western Cape StatsSA Mid-year estimate* |
|---|---|---|---|
| City of Cape Town | 2 893 247 | 3 497 102 | *3 584 315* |
| West Coast | 282 673 | 286 746 | *258 974* |
| Cape Winelands | 629 490 | 712 409 | *697 128* |
| Overberg | 203 520 | 212 782 | *197 307* |
| Eden | 454 919 | 513 306 | *501 908* |
| Central Karoo | 60 482 | 56 227 | *48 230* |
| Western Cape | 4 524 331 | 5 278 572 | *5 287 863* |

* Western Cape Department of Social Development population projection for 2011 based Western Cape Mid-year population estimate from Statistics South Africa.

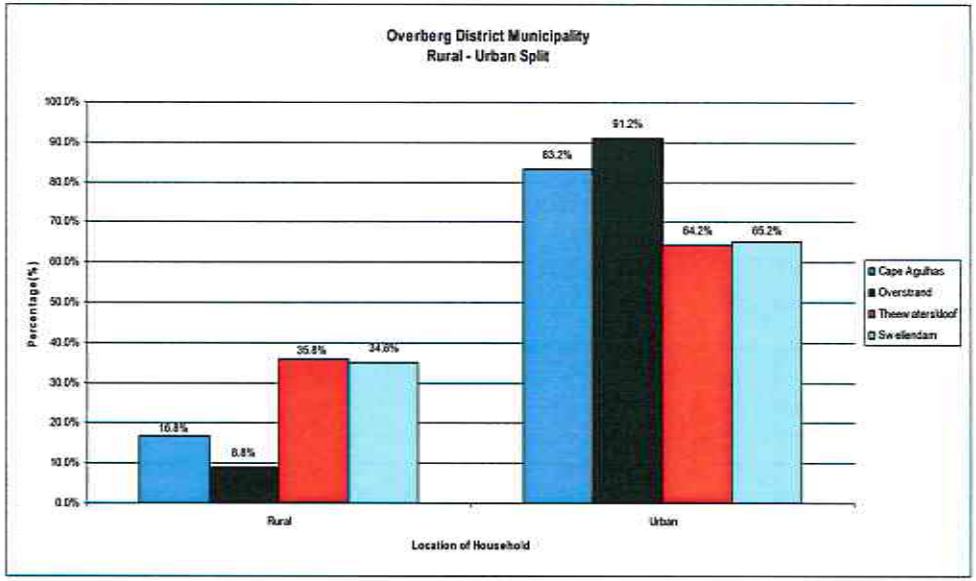
*Source: 2001 Census, 2007 Community Survey and 2011 Projections based on calculations of the Department of Social Development*

**Table 3.3.1.4 Western Cape population growth comparison** (Source: Provincial Treasury, 2011)

According to Table 3.3.1.4 the Overberg District will have the second smallest population in the Western Cape after the Central Karoo District. It is projected that the population of the Overberg District will decrease from 2007 to 2011 by 15475 or -7.3% (Provincial Treasury, 2011).

### *3.3.1.5 Urbanisation*

According to Census 2001, 75,7% of the population reside in the urban areas and 24,35% in the rural areas. This figure represents significant urbanization, given that only 64% of the population were urbanized in the 1997/1998 estimates and 50,3% were urbanized in the 1980 census. (Dennis Moss Partnership, 2004) Graph 3.3.1.2 below shows that Theewaterskoof and Swellendam has the greatest percentage households in rural areas, namely 35,5% and 34,8%, respectively.




**Graph 3.3.1.2 Rural – Urban Split** (source: Treasury, 2006)

***Implications for the SDF***

- The majority of the districts' population reside in the Theewaterskloof Municipality.
- The population growth rate for the district is estimated at 1.9% per year.
- The larger majority (75.7%) of the population reside in urban areas, the majority of which are located in the Overstrand Municipality.
- The largest population growth (3.4%/year) is expected to occur in the Overstrand Municipality.


**Figure 3.3.1.1 Population Density**

## 3.3.2 Health

### 3.3.2.1 *Distribution of Facilities*

Primary Healthcare facilities are distributed throughout the ODM, as indicated in Table 3.3.2.1 and Figure 3.3.2.1. While all four local municipalities have a district hospital, Theewaterskloof, the ODM's most populous municipality, has the majority of healthcare facilities (19 in total).

As Table 3.3.2.1 indicates, clinics (fixed and non-fixed) play an important function in providing health care services to communities in areas not easily accessible to the district hospitals, located in the 4 local municipalities. While 9 mobile clinics serve rural communities in Theewaterskloof, very few mobile clinics are in operation in Cape Agulhas (2), Overstrand (0) and Swellendam (3). However, Theewaterskloof has the highest proportion of rural dwellers in the ODM (Provincial Treasury, 2006) which would indicate why there are more mobile facilities.

| Municipality | Facilities as at February 2010 | | | | | |
|---|---|---|---|---|---|---|
| | District Hospitals | Community Day Centres | Clinics | Satellite Clinics | Mobile Clinics | Total Facilities |
| **Overberg District** | **4** | **1** | **23** | **9** | **14** | **51** |
| **Cape Agulhas** | 1 | 0 | 4 | 2 | 2 | **9** |
| **Overstrand** | 1 | 0 | 8 | 4 | 0 | **13** |
| **Swellendam** | 1 | 0 | 5 | 1 | 3 | **10** |
| **Theewaterskloof** | 1 | 1 | 6 | 2 | 9 | **19** |

**Table 3.3.2.1: Primary Healthcare Facilities in the ODM** (Source: Western Cape Department of Health Annual Performance Plan 2011/12)

The distribution as shown in Figure 3.3.2.1 shows that the health facilities are generally aligned with the population distribution shown in Figure 3.3.1.1 Most of the health facilities are located in the northern and western areas of the municipality. Most of the coastal towns have health facilities as well as the larger inland settlements such as Villiersdorp, Stanford, Napier, Elim, Bredasdorp, Genadendal, Greyton and Buffelsjag, Suurbraak and Barrydale.

According to the Department of Health's Annual Performance Plan 2011/12 it was recorded that primary healthcare facilities in the ODM serviced an uninsured population of 192 933 between 2009/10, while only 193 hospital beds were counted in district hospitals in the ODM, for the same period (PGWC annual health report, p83).

At present there is one private medical facility in the ODM region which is located in Hermanus (Overstrand). The Hermanus Mediclinic has 80 hospital beds and 3 theatres. Currently, 71 doctors form part of the medical personnel, of which 26 are medical specialists.

### 3.3.2.2 *Health indicators*

The status quo of the health of the Overberg District Municipality can only be established, given the nature of the causes of morbidity and mortality (i.e. the burden of disease). In the ODM, HIV/Aids and TB are among the main causes of morbidity and premature death (Boland/Overberg Region Annual Health Status Report 2007/08).

| Health measures | Municipality | | | | |
|---|---|---|---|---|---|
| | Cape Agulhas | Overstrand | Swellendam | TWK | Overberg District |
| **Infant mortality rate for 2006 (per 1000 live births)** | 23 | 29 | 23 | 26 | **26** |
| **Percentage of new-born babies under 2500g** | 23 | 12 | 15 | 17 | **16** |
| **Proportion under 1 with 1st measles immunisation (%)** | 77 | 80 | 69 | 74 | **75** |
| **TB prevalence per 100 000** | 617 | 1092 | 1042 | 1352 | **1142** |
| **TB cure rate (%)** | 73 | 73 | 69 | 77 | **74** |
| **HIV/Aids prevalence rate (2010)** | 1.9 | 20.2 | 10.2 | 21.2 | **17.7** |

**Table 3.3.2.2: Health Indicators** (Source: *Provincial Treasury, 2007*)

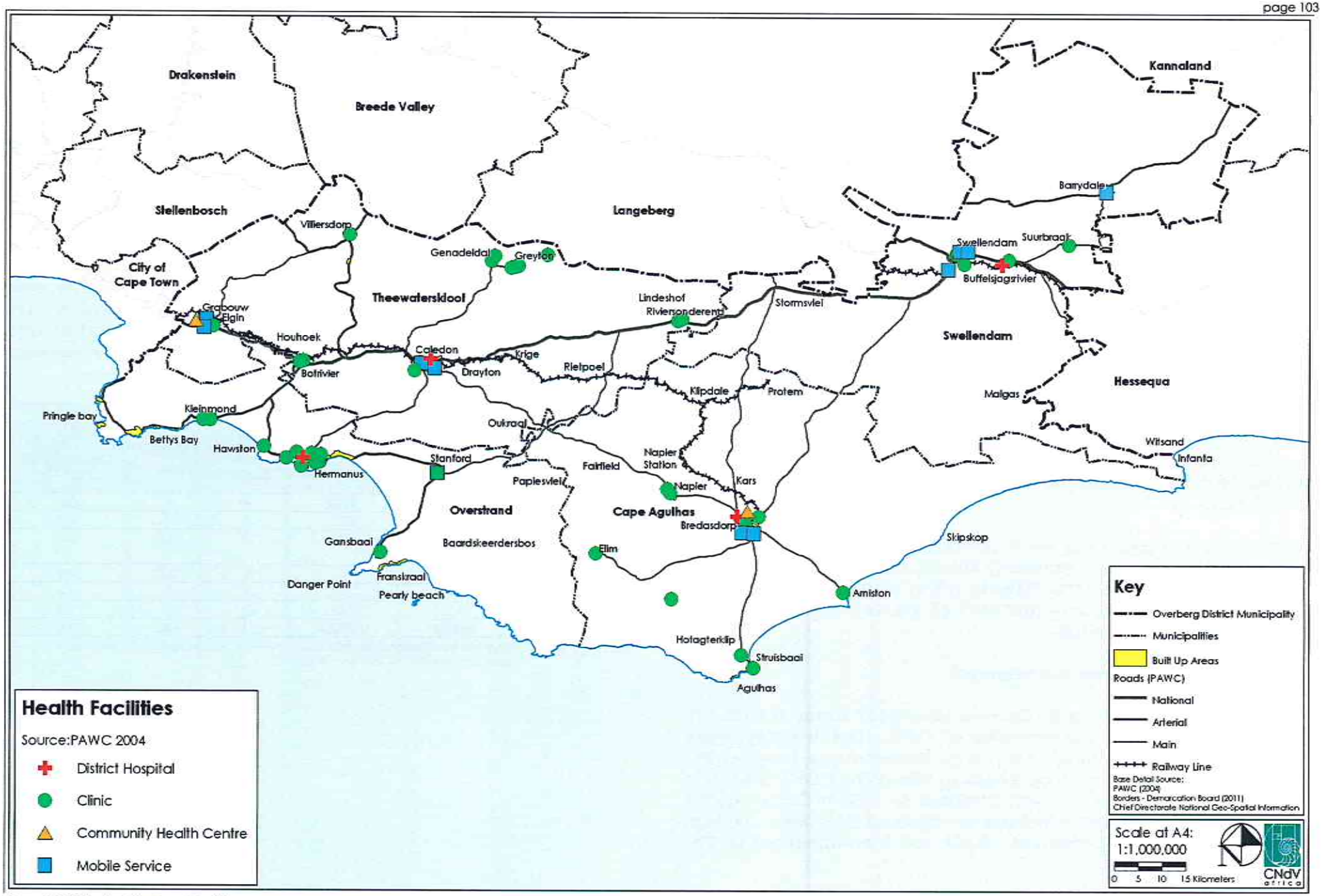



**Figure 3.3.2.1 Health Care Facilities**

### 3.3.2.3 *Infant mortality*

The Infant Mortality Rate (IMR) was estimated to be 26 per 1000 live births in the Overberg District compared to the national estimate of 48 per 1000 live births in 2006 (South African Health Review, 2006) . The IMR for 2006 in the ODM reflected the provincial estimate at 26 deaths per 1000 live births, with slight variations across the 4 local municipalities, see Table 3.3.2.2.

The proportion of under 1 year olds who were fully immunised in the ODM, between the period April 2010 to March 2012, showed a slight decline. In 2010 the proportion of under 1 year olds fully immunised was 78.3%, compared to 76.2% in 2011 and 76.9% in 2012 (Jan-Mar). However, while the decline is slight, the Western Cape has set a provincial target of 95% which is 10% higher than the national target of 85%.

### 3.3.2.4 *Tuberculosis (TB)*

The Western Cape has the third highest incidence of TB prevalence in South Africa, after KwaZulu-Natal and the Eastern Cape (DoH, WC). There were 909 new cases of TB per 100 000 in the Western Cape in 2011. Data from 2006, indicates that in most local municipalities in the Overberg, the prevalence of TB was higher than the provincial incidence per 100 000, see Table 3.3.2.2.

Figures for 2011, suggests that the TB prevalence rate of 915.6 per 100 000 for the Overberg District is decreasing. The TB cure rate for the ODM has shown improvement from 74% (2006) to 77% in 2010 and thus compares well with the provincial TB cure rate of 79.4%, however this remains lower than the national target of 85%.

### 3.3.2.5 *HIV/Aids prevalence and treatment*

According to the 2010 Western Cape Antenatal HIV Survey in 2010, HIV prevalence in the ODM was estimated at 17.7%, which is slightly higher than the provincial estimate of 17.3%, for the Western Cape. However, the HIV prevalence rate within the local municipalities of the ODM varied quite dramatically. HIV prevalence was estimated at 1.9% in Cape Agulhas compared to 21.2% in Theewaterskloof, see Table 3.3.2.2, above. The high HIV prevalence in the Overstrand (20.2%) and Theewaterskloof (21.2%) therefore contributes to ODM having an estimate of HIV prevalence (17.7%) which at present is higher that the WC provincial estimate (17.3%).

Table 3.3.2.3 below indicates how the ODM has responded to managing HIV/Aids treatment and care in the District. Between 2010/11, the availability of anti-retroviral treatments (ART's) across the district has improved marginally, given the increase in the number of ART sites to accommodate an increasing patient load.

Of the six ART sites in the ODM, three are located in Theewaterskloof and one each in Cape Agulhas, Overstrand and Swellendam. It has been noted that Theewaterskloof and Overstrand have the highest patient load, given the high HIV prevalence in these local municipalities. However, while Theewaterskloof has three ART sites to service a patient load of 1417, Overstrand only has one ART site in relation to a patient load of 1345. While the patient load is increasing, the ODM has the lowest transmission rate (2.5) among infants in the Western Cape.

| District | ART Patient Load: Jun 10 | ART Patient Load: Jun 11 | No. Of ART sites: Jun 10 | No. Of ART sites: Jun 11 | HIV Transmission rate of Infants 2010/11 |
|---|---|---|---|---|---|
| **Overberg** | **2386** | **3259** | **4** | **6** | **2.5** |
| **West Coast** | 2149 | 3205 | 4 | 17 | 4.3 |
| **Cape Winelands** | 8477 | 9750 | 13 | 23 | 3.4 |
| **Eden** | 6777 | 7847 | 9 | 23 | 3.4 |
| **Central Karoo** | 559 | 674 | 2 | 3 | 5.4 |
| **City of CT** | 59734 | 75652 | 49 | 61 | 3.1 |
| **Western Cape** | **80082** | **100387** | **81** | **133** | **3.2** |

**Table 3.3.2.3 HIV/Aids treatment and care** (Source: Western Cape Department of Health Annual Performance Plan 2011/12 See ODM IDP: p22)

***Implications for the SDF***

- The Cape Agulhas Municipality has the least amount of health care facilities and Theewaterskloof Municipality the most.
- Higher infant immunisation rates should be achieved in-line with the provincial target of 95%. Swellendam Municipality requires the most intervention.
- The TB cure rate has improved but further initiatives to improve the cure rate in-line with the national target (85%) should be established.
- An increased number of anti-retroviral treatment (ART) centres are required throughout the district to address the increasing ART patient load.
- Ensure that new health facilities are erected in line with the NSDP principles, i.e. in places that show signs of economic growth potential and where the people are located.

### 3.3.3 Education

Figure 3.3.3.1 shows the distribution of educational facilities in the district.

The Overberg District has a total of 82 public schools and it is distributed throughout the region as indicated in the table below. There are a total of 53 primary schools, 14 secondary schools, 11 intermediate schools and 4 combined schools.

School facilities are more evenly distributed through the municipality than the medical facilities. The highest concentration of educational facilities as can be seen from Figure 3.3.3.1 is located within Theewaterskloof (37) and these are spread evenly across the area. This is followed by Swellendam (18), Overstrand (15) and Cape Agulhas (10) as illustrated on the attached maps.

There are 30 independent schools within the region and 14 are classified as pre-primary and the remaining 16 are different types of schools.

| Type of school | | Cape Agulhas | Swellendam | Overstrand | Theewaters kloof | Overberg |
|---|---|---|---|---|---|---|
| Primary | | 7 | 13 | 9 | 24 | 53 |
| Secondary | | 2 | 2 | 4 | 6 | 14 |
| Intermediate | | 1 | 2 | 2 | 4 | 11 |
| Combined | | 1 * | 1 | - | 3 | 4 |
| Independent | Pre-primary | 1 | 1 | 4 | 8 | 14 |
| | Other | 2 | 1 | 9 | 4 | 16 |

**Table 3.3.3.1 Type of schools in the ODM** (Source : Overberg District Office : DoE)

*This school has not been included on the list from the District Office Overberg: DoE and has been excluded from the number of schools

The Overberg District also provides for the persons that could not afford to pay school fees a "no school fees policy". 62 of the 82 public schools falls within this category and thus providing for families with no or low household incomes to still be equipped with basic education.

The enrolment figures in the Overberg region have decreased for all levels of education excluding those for tertiary education between 2001 and 2007 as can be seen from Table 3.3.3.2, below. This trend gives an indication that even though there are less students in school more persons are attending Institutions of Higher Learning. There is 1 FET college situated in Theewaterskloof. Other institutions including University of Western Cape, University of Cape Town, University of Stellenbosch and Cape Peninsula University of Technology is located within a radius of 200km from the region. Thus the region is accessible in terms of opportunities for tertiary education. According to the National Educational Statistics 2010 the number of learners have even decreased more as indicated in table 3.3.3.3.

| Overberg region | 2001 | 2007 | Average annual growth rate 2001 - 2007 |
|---|---|---|---|
| No schooling | 16626 | 10066 | -0.8% |
| Grade 8 | 19251 | 16973 | -2.0% |
| Grade 12 | 27094 | 25947 | -0.7% |
| B degree | 1745 | 2719 | 7.7% |
| Post graduate degree | 1425 | 1737 | 3.4% |

**Table 3.3.3.2 Growth Rate** (Stats SA and Treasury regulations)

| Learners | | | | | | Educators |
|---|---|---|---|---|---|---|
| Pre G R | Gr G | Primary (G1 – 7) | Secondary (G 8 – 12) | Other | Total | |
| 179 | 1847 | 26061 | 12346 | 64 | 40497 | 1456 |

**Table 3.3.3.3 Number of learners and educators** (National Educational statistics, 2010)

The level of education as per the 2001 Census is indicated in the table below. The information is based on all persons older than 20 years. The table reflects that in all municipalities within the region the majority of learners that do attend school complete some secondary schooling and then the figures towards tertiary education declines.

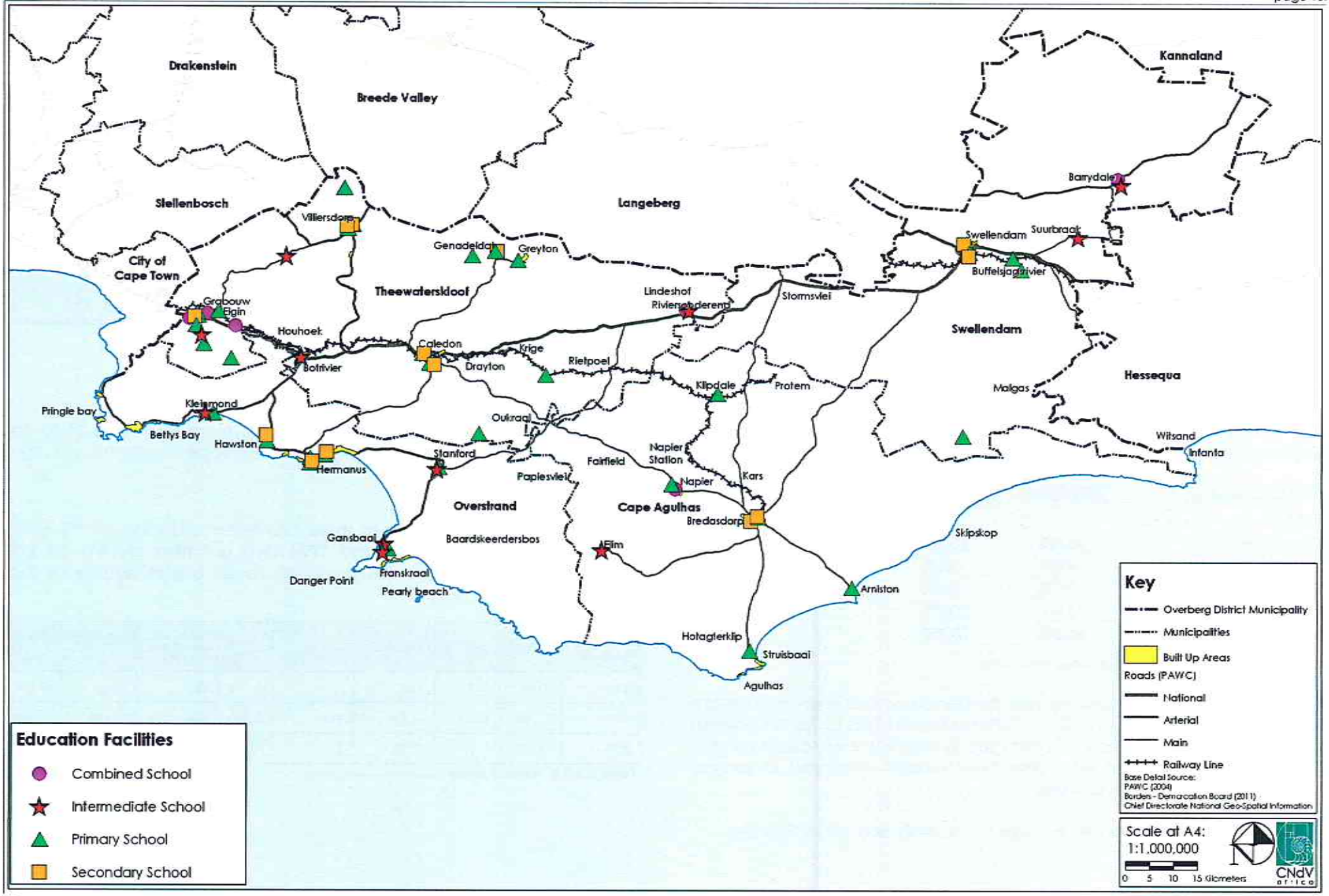
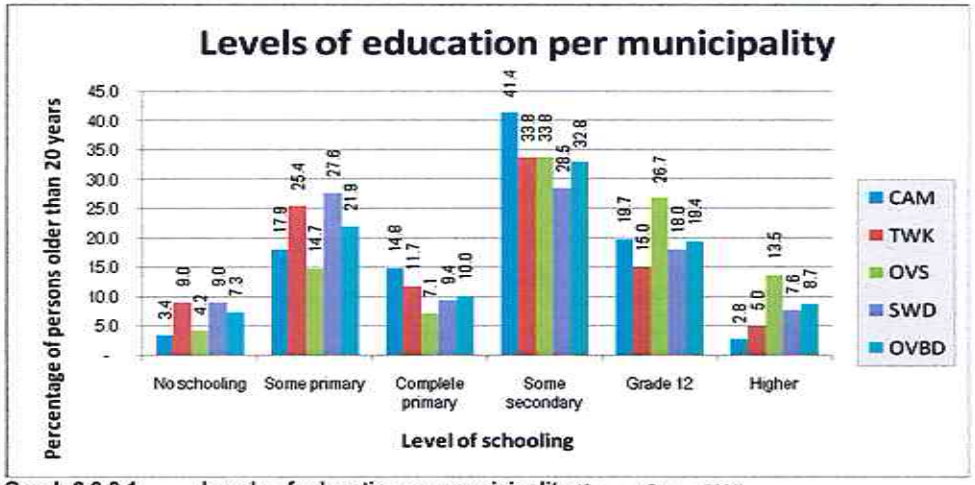



**Figure 3.3.3.1 Education Facilities**




**Graph 3.3.3.1** **Levels of education per municipality** (Source : Census 2001)

Table 3.3.3.4 also shows that the overall illiteracy level for the district has improved from 11,8% in 1996 to 10,7% in 2001 due to the reduction in Cape Agulhas and Overstrand whose levels improved from 9 and 9 in 1996 to 3 and 5 in 2001, respectively.

| Municipality | 1996 | 2001 |
|---|---|---|
| DMA | - | 1.0% |
| Theewaterskloof | 13.0% | 13.3% |
| Overstrand | 9.0% | 5.0% |
| Cape Agulhas | 9.0% | 3.0% |
| Swellendam | 15.0% | 20.7% |
| **TOTAL** | **11.8%** | **10.7%** |

**Table 3.3.3.4** **Literacy Levels** (Statssa, 1996 and 2001)

By contrast, the Theewaterskloof and Swellendam have seen an increase in the illiteracy levels from 13,0% to 13,4% and from 15,0% to 20,7% between 1996 and 2001, respectively. This increase in illiteracy levels could be due to the increase of lower education level citizens employed in primary economies in these municipalities.

The figures in the above table includes functionally and totally illiterate.

The district has a learner - educator ratio of 37 learners to 1 educator using 77 schools. Provincial Treasury (2006) also noted that 27% of the population over 14% had lower than a grade 7, i.e. they are illiterate. This is very high.

7,3% of the population had no schooling at 2001. This is higher than the Western Cape Average of 5,7% (Treasury, 2006).

***Implications for the SDF***

- Ensure that new educational facilities are erected in line with the NSDP principles, i.e. in places that show signs of economic growth potential and where the people are located.

### 3.3.4 Employment, Occupation and Income Levels

Provincial Treasury (2006) reports an unemployment rate of 18,6% for the Overberg District Municipality. The number of people employed is 16 359.

#### *3.3.4.1 Labour force*

Table 3.3.4.1 below shows that there has been a decline of 4% in the labour force between 2001 and 1996 and a further decline of 2,8% between 2004 and 2001. This computes to an overall decline of 6,8% between 2004 and 1996.

| Overberg District Municipality | Employed | % Employed | Unemployed | % Unemployed | Labour force | Labour force participation rate (%) | Not economically active | Total pop 15-65 years |
|---|---|---|---|---|---|---|---|---|
| 1996 | 60 486 | 90.7 | 6 237 | 9.3 | 66 723 | 68.3 | 30 981 | 97 704 |
| 2001 | 71 564 | 81.4 | 16 359 | 18.6 | 87 923 | 64.3 | 48 818 | 136 742 |
| 2004 | 76 883 | 77.9 | 21 839 | 22.1 | 98.721 | 61.5 | 61 804 | 160 525 |

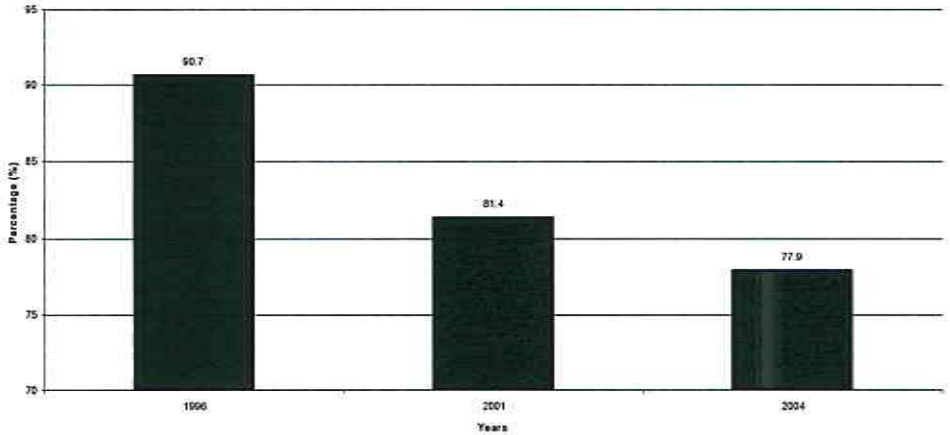
**Table 3.3.4.1** **Labour Force** (source: Provincial Treasury, 2006)


**Figure 3.3.4.1 Employment**

### *3.3.4.2 Unemployment*

Table 3.3.4.1, above also shows that the unemployment rate has increased from 9,3% in 1996 to 22.1% in 2004. This represents a 12.8% increase for the 1996 to 2004 period. See also Graph 3.3.4.2a that shows the percentage employed for the between 1996, 2001 and 2004. (Treasury, 2006).

The Treasury notes that the major causes of unemployment "vary from the shrinking agricultural sector, which is quite often the largest employer, to capital intensification within this sector and poor labour absorption rates within the manufacturing sector." (2006).

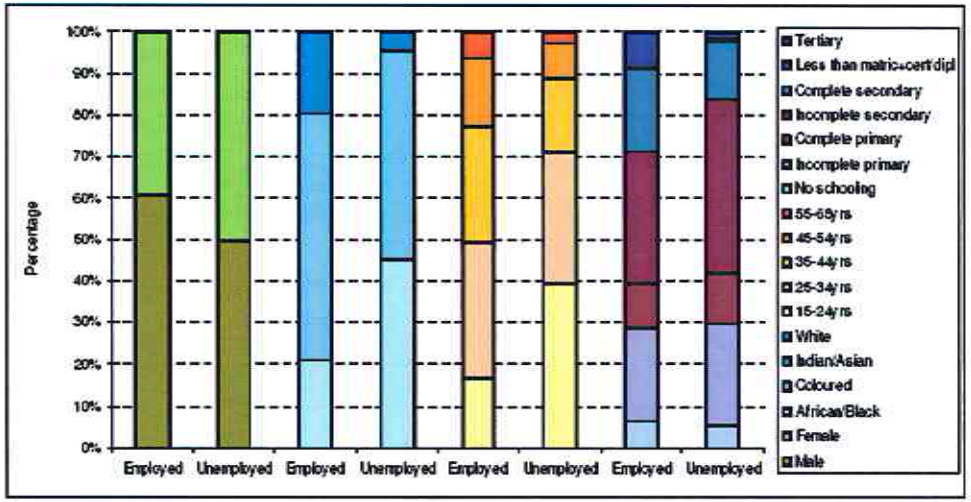



**Graph 3.3.4.2a** **Employment** (source: Provincial Treasury, 2006)

Graph 3.3.4.2b shows the percentage unemployed and employed in relation to the following categories: gender, ethnic groups, age cohorts and education levels. (Treasury, 2006)

This graph shows that:

- The split between the unemployed males and females are equal, however for those that are employed about 605 are males and 40% females;
- The percentage of 15-24year olds unemployed is greater than the percentage employed, whereas the inverse is true for the other age cohorts;
- The largest proportion of the unemployed are those with incomplete high school education. Those with tertiary education make up the smallest component of those that are unemployed.

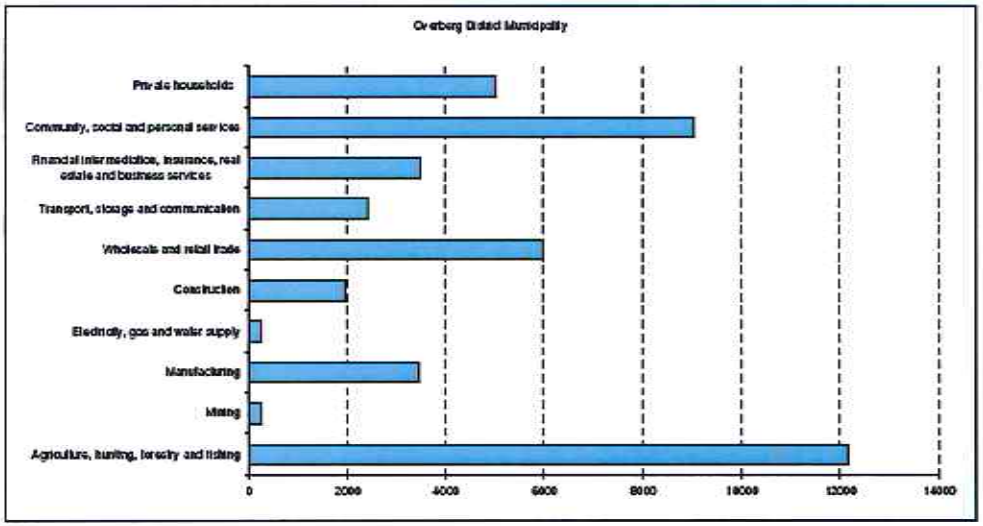



**Graph 3.3.4.3b** **Employment, and unemployment by gender, education, race and age (2001)** (source: Provincial Treasury, 2006)

### *3.3.4.3 Occupation*

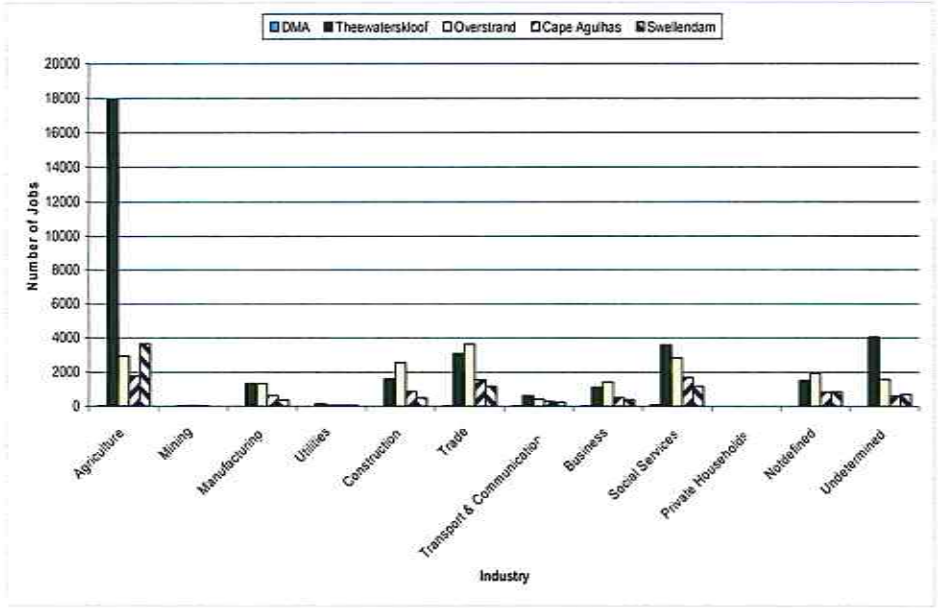
Graph 3.3.4.3a shows that the three largest employment sectors are: (i) agriculture, hunting, forestry and fishing; (ii) community, social and personal services; and (iii) wholesale and retail trade. This indicates that the primary and tertiary economic sectors are the largest employment generators and, should the aim be to increase employment, these are most likely the sectors that need to be supported. Agriculture contributed 21,2% to the Overberg's GDPR in 2004.


**Figure 3.3.4.2 Unemployment**




**Graph 3.3.4.3a Distribution of Employment by Industry** (source: Provincial Treasury, 2006)

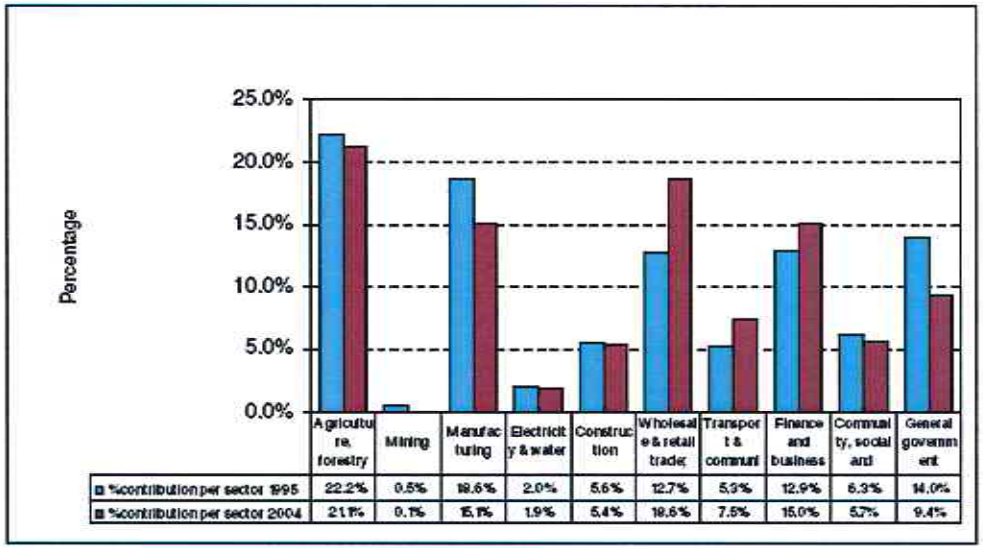
Graph 3.3.4.3b shows the employment per economic industry per municipality.




**Graph 3.3.4.3b Employment by Economic Industry** (source: Census, 2001)

The Provincial Treasury (2006) also noted that the wholesale and retail is growing fast, at 7%, between 1995 and 2004. This is followed by Finance and Business, and Transport and communications, see Graph 3.3.4.5.

On the contrary, Graph 3.3.4.3c also shows that the Agriculture, Manufacturing, and general government sectors are on the decline.




**Graph 3.3.4.3c Changes in Sectoral Contribution for the Overberg** (source: Provincial Treasury, 2006)

### *3.3.4.4 Income*

Graph 3.3.4.4 shows the household income per population group per annum. This graph reflects a relatively poor population with the majority of the households earning less than R3500 per month. The Whites are mainly high earners and the African/ Blacks generally the lower earners.

Treasury (2006) revealed that approximately 10% (5686) of the households had no income and that the African/ Blacks do not feature in income bands above R300 000 pa.

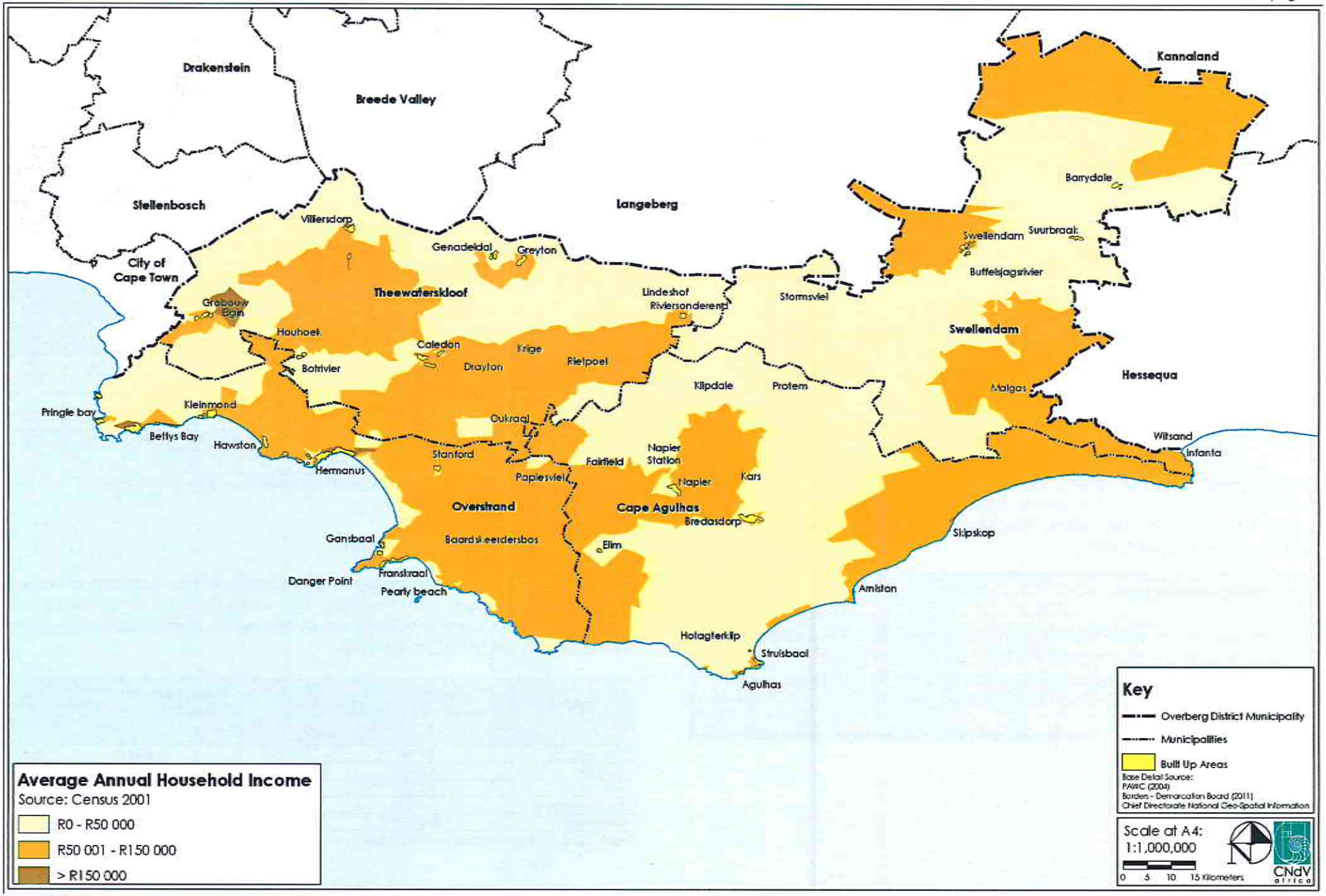
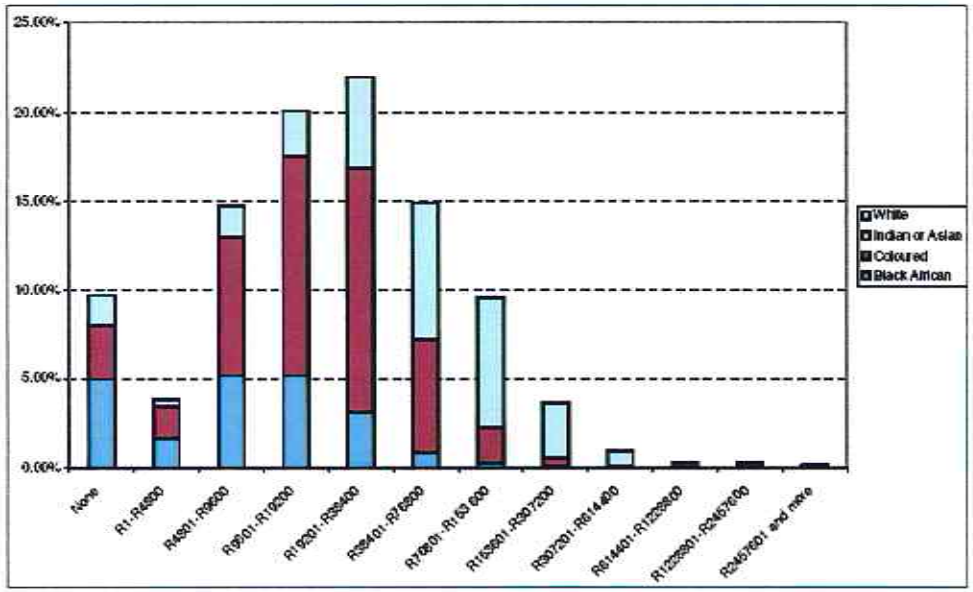



**Figure 3.3.4.4 Income**




**Graph 3.3.4.4 Income Distribution by Population Group for the Overberg**
(source: Provincial Treasury, 2006)

Treasury notes that the district contributed 2,4% to the Western Cape's Regional Gross Domestic Product in 2004 and has an annual growth rate of 2,4% between 1995 and 2004. This is lower than the provincial average annual growth rate of 3,4%.

***Implications for the SDF***

- The decline in agriculture is a concern given that this sector is one of the biggest employment sectors. Land use activities threatening good quality farming land, e.g. conversion of land from agriculture to say residential development should be avoided.

### 3.3.5 Employment in Agriculture Sector

Table 3.3.5.1 below shows that: of the 40 000 employed in the agricultural sector that approximately only one third is female and two thirds are male. In the full time employee category this is worse with 72% male and only 28% females. The overwhelming majority of the managers, 90%, are male. This generally shows that employment in agriculture still favours males and not females.

The Table 3.3.5.1 also reveals that the Caledon district contributes 78,5% to the employment in the District and that the Bredasdorp district contributes the least, only 4,9%.

| District | Paid employees | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | | Farm managers / Farm foremen | | Full-time employees | | Casual and seasonal workers | | Relative contribution to total employment | | Total contribution to employment |
| | Male | Female | Male | Female | Male | Female | Male | Female | Male | Female | |
| | Number | | | | | | | | % | % | % |
| Bredasdorp | 1 367 | 566 | 94 | 0 | 647 | 405 | 626 | 160 | 5.1% | 4.3% | 4.9% |
| Caledon | 20 908 | 10 270 | 615 | 83 | 9 449 | 3 818 | 10 844 | 6 368 | 78.6% | 77.6% | 78.3% |
| Hermanus | 609 | 157 | 36 | 11 | 401 | 40 | 173 | 107 | 2.3% | 1.2% | 1.9% |
| Swellendam | 3 712 | 2 245 | 156 | 11 | 1 652 | 553 | 1 903 | 1 681 | 14.0% | 17.0% | 15.0% |
| **Overberg** | **26 597** | **13 238** | **901** | **105** | **12 150** | **4 817** | **13 546** | **8 316** | **100%** | **100%** | **100%** |
| Male / female ratio | 67% | 33% | 90% | 10% | 72% | 28% | 62% | 38% | | | |

**Table 3.3.5.1 Employment in the agricultural sector** (source: Statistics South Africa, 2006)

### 3.3.6 Farm Labour Remuneration

Approximately 75% of the total remuneration is in the Caledon area with R216 960. This agrees with the fact that a large number of farms with deciduous agricultural practices are in this area. Hermanus has the least with approximately 3,4% or R10 198.

| District | Total remuneration | Full-time | Casual and seasonal | Relative contribution (%) |
|---|---|---|---|---|
| | R '000 | | | |
| Bredasdorp | 24 564 | 22 579 | 1 985 | 8.3% |
| Caledon | 216 960 | 171 194 | 45 767 | 73.1% |
| Hermanus | 10 198 | 8 818 | 1380 | 3.3% |
| Swellendam | 45 198 | 37 690 | 7 507 | 15.2% |
| **Overberg** | **296 920** | **240 281** | **56 639** | 100.0% |

**Table 3.3.6.1 Farm labour remuneration** (source: Statistics South Africa, 2006)

### 3.3.7 Local Economic Development (LED)

The Local Economic Development Strategy for the Overberg District was prepared in 2008.

It has the following goals and objectives:

- "Create jobs and new employment opportunities;
- Increase income levels and enable people to pay for services;
- Broaden the tax and revenue base of the local authority;
- Enable the Local Authority to
  - Provide more and better services and facilities;
  - Concentrate on human resource potential;
  - Concentrate on opportunities for development.
- Promote linkages between developed and under-developed areas; and.
- Build new institutions for sustainable economic development."

The LED strategy vision is "To establish the Overberg Region as a development-orientated and economically viable region in order to ensure sustainable economic growth and better quality of life for its entire people."

The vision for the district enabled by developing the region by:

- Creating an enabling environment for the LED;
- The provision of basic services for all;
- Creating a stable social environment conducive for social development;
- Job creation focussing on identified economic sectors.

Figure 3.3.7.1 shows the implementation plan for the projects identified by the LED strategy. The identified "thrusts" and projects are aimed at regenerating the Overberg district's economy.

The projects listed in Figure 3.3.7.1 are prioritised by the LED as follows:
- Economic sector - Agri processing;
- Manufacturing sector - Agricultural industry cluster development;
- Retail and trade sector - Agricultural supplies and services;
- Transport and communication sector – Wireless communications system;
- Tourism industry – Marketing strategy.

| Thrust | Project | Timeframe |
|---|---|---|
| Thrust 1: Institutional Capacity | Establish Learnerships Programme | Immediate |
| | Establish Functional LED Forum | Immediate |
| | Establish SMME Support Programme | Medium term |
| | Implement Place Marketing Strategy | Medium Term |
| Thrust 2: Development and Expansion of the Agricultural Sector | Labour Intensive agricultural projects | Medium Term |
| | Speciality Vegetable production | Medium Term |
| | Floriculture | Medium Term |
| | Aquaculture Development | Long Term |
| | Structured Agricultural Training | Immediate |
| | Incorporate farm workers in value-adding processes | Immediate |
| | Agro-Processing Industries/Activities | Long Term |
| | Agro-Tourism | Medium Term |
| | Organic Agriculture | Medium Term |
| Thrust 3: Manufacturing and Industry Development | Industrial cluster development | Long Term |
| | Manufacturing opportunities in niche markets | Long Term |
| | Supportive and service industries linked to the Agricultural sector | Medium Term |
| | Industrial Development Support Programme | Immediate |
| Thrust 4: Research and Development of Alternative Energy Sources | Research on alternative energy source | Medium Term |
| Thrust 5: Increased Accessibility | Formalising the taxi-industry | Medium Term |
| | Upgrade of current facilities | Immediate |
| | Wireless communication system | Immediate |
| Thrust 6: SMME Development | Development of BPO&O Destination | Medium Term |
| | Green Business Hub | Medium Term |
| | Local Business Incubator Project | Immediate |
| | Establish Business Chamber | Immediate |
| Thrust 7: Tourism Development | Promotion, information and infrastructure | Immediate |
| | Development of tourism attractions | Medium Term |
| | Tourism and hospitality training | Immediate |
| | District Marketing Strategy | Medium Term |
| | SMME's in tourism | Medium Term |
| | Tourism facilities | Medium Term |

**Figure 3.3.7.1 Implementation Plan** (Source: LED, 2008)

***Implications for the SDF***

The spatial implications of these strategies and the role that the SDF could play in supporting them are as follows:

- Scenic views must be protected as the visual drawcards to the Municipality.
- The diversification of agricultural activities, both for its own GVA and employment potential as well as the opportunities related to tourism.
- The conservation of the Cape Floral Kingdom.
- Biotechnology – suitable land and infrastructure.

### 3.3.8 LAND REFORM

#### 3.3.8.1 Objectives

There are three main objectives for the land reform:

- *Objective 1:*

Transfer of 30% land to previously disadvantaged The Land Distribution for Agricultural Development (LRAD) programme provides access to agricultural land for those who qualify. A subsidy amount is provided to beneficiaries of R20 000 minimum if the beneficiaries make their own contributions of R5000. The amount can be increased if more funds are made available by the beneficiary. The provision of commonage land is a second component of the redistribution policy where the municipality is the registered owner of the commonage. Depending on the method followed to secure the land, a lease contract is signed with the local authority. Commonage land can be used as a starting point to proceed from subsistence farming to small scale commercial and independent commercial farming. The municipality as the applicant and land owner can also apply for the subsidy and will be responsible for the management and monitoring of land use and development for agricultural projects.

- *Objective 2:*

Tenure of farm workers this strategy focus on ensuring that housing is provided for those in the rural areas. Municipalities can play an important role to address the need for farm worker housing as most housing strategies of municipalities do not make any provision for farm worker housing. The subsidy amount is R16 000, but has been found to be insufficient to secure basic housing. The Extension of Security of Tenure Act, 1997 (Act 62 of 1997) or ESTA, provides guidelines to land owners and occupiers relating to where and how farm evictions may / or may not be implemented. This Act applies to all land outside proclaimed townships. The focus of the Act is on two types of settlements, namely on-the-farm and off-the-farm settlements. The policy for agri-villages provides the directives for land use management in this regard.

- Objective 3:

Planning and support The focus of the Department's strategy will include: Ensuring that groups of people are identified for training should start before land is occupied Applicants for LRAD must have proof of previous exposure to farming Commercial farmers should be involved to help with capacity building Mentorship should be established during the planning/implementation process Investigations should be done to search for additional measures to implement land reform other than land acquisitions, such as establishing projects on commonage properties, food security projects, land leasing etc. The three main client groups that have been identified are: Subsistence farmer's Small-scale commercial.

#### 3.3.8.2 Existing Land Reform Projects

Figure 3.3.8.1 illustrates the type of Land Reform projects that are currently in progress in the District. These projects are situated in only two municipalities in the District, namely the Theewaterskloof (TWK) local municipality and Swellendam Local Municipality. The main type of farming done in the farms identified below is Grain, Sheep, Grazing, Fruit and Vineyards.

| Project Name | Type of Production | # of Beneficiaries | Hectares | Land Transfer Status | Transfer Date |
|---|---|---|---|---|---|
| **Theewaterskloof** | | | | | |
| Agridwala | Grain, Sheep and grazing | 29 | 2,646,684 | Transferred | 2009/29/05 |
| Arrieskraal | Fruit | | 308 | Transferred | 2007/06/12 |
| Elandsrivier | Fruit | 251 | 5,677,769 | Transferred | 2010/24/02 |
| Klein Ezeljacht | Fruit | | 871 | Transferred | 2007/10/05 |
| Thandi | Fruit and Vineyards | | | | |
| Tradouw | Fruit, sheep and grazing | 136 | | Transferred | 24/02/2009 |
| Two a day Lakeview | Fruit | | | | |
| Uitvlugt | Fruit | 138 | 1,627,421 | Transferred | 22/12/2000 |
| Bellview | Fruit | 13 | 5987 | Transferred | 2012 |
| **Swelendam** | | | | | |
| Romansflora | Dairy | | | Transferred | 2007/12/05 |

**Table 3.3.8.2 Current Land Reform Projects** (DRDLR, 2012)

According to the table above only 8 agricultural land has been transferred in the Overberg District Municipality to 567 beneficiaries. Transfer of 30% agricultural land to previously disadvantage by 2014. Currently on 14 % of the land has been transferred.

### 3.3.8.3 Proposed Land Reform Projects

| Project Name | Type of Production | No of Beneficiaries | Hectares | Status | Transfer date |
|---|---|---|---|---|---|
| Amanzi | Fruit, Apple and Pears | N/A | 2,114,407 | To be acquired | 2,012 |
| Niewedam | Sheep and Beef farming | N/A | 29,604,169 | To be acquired | 2,012 |

**Table 3.3.8.3 Proposed Land Reform Projects** (DRDLR, 2012)

### 3.3.8.4 Potential Land Reform Sites: State Land

The map below illustrates state land found in the Overberg district. Analysis shows that most of the state land is along the border of the District on the North West and South East. However the potential for land reform projects cannot take place in most of these areas as they are zoned as protected areas. The only suitable state land that can be used for Land reform initiatives is located in the Swellendam municipality.

### 3.3.8.5 Comprehensive Rural Development Programme (CRDP)

The Department of Rural Development and Land Reform has been given the mandate by the President of South Africa to develop a Comprehensive Rural Development Programme (CRDP) throughout the country. To achieve this mandate the Department embarked on developing a fresh approach to rural development. The programme is being focused on enabling rural people to take control of their destiny, with the support from government, and thereby dealing effectively with rural poverty through the optimal use and management of natural resources. This will be achieved through a co-ordinated and integrated broad-based agrarian transformation as well as the strategic investment in economic and social infrastructure that will benefit entire rural communities. The programme will be successful when it becomes apparent that "*sustainable and vibrant rural communities*" are developing throughout South Africa.

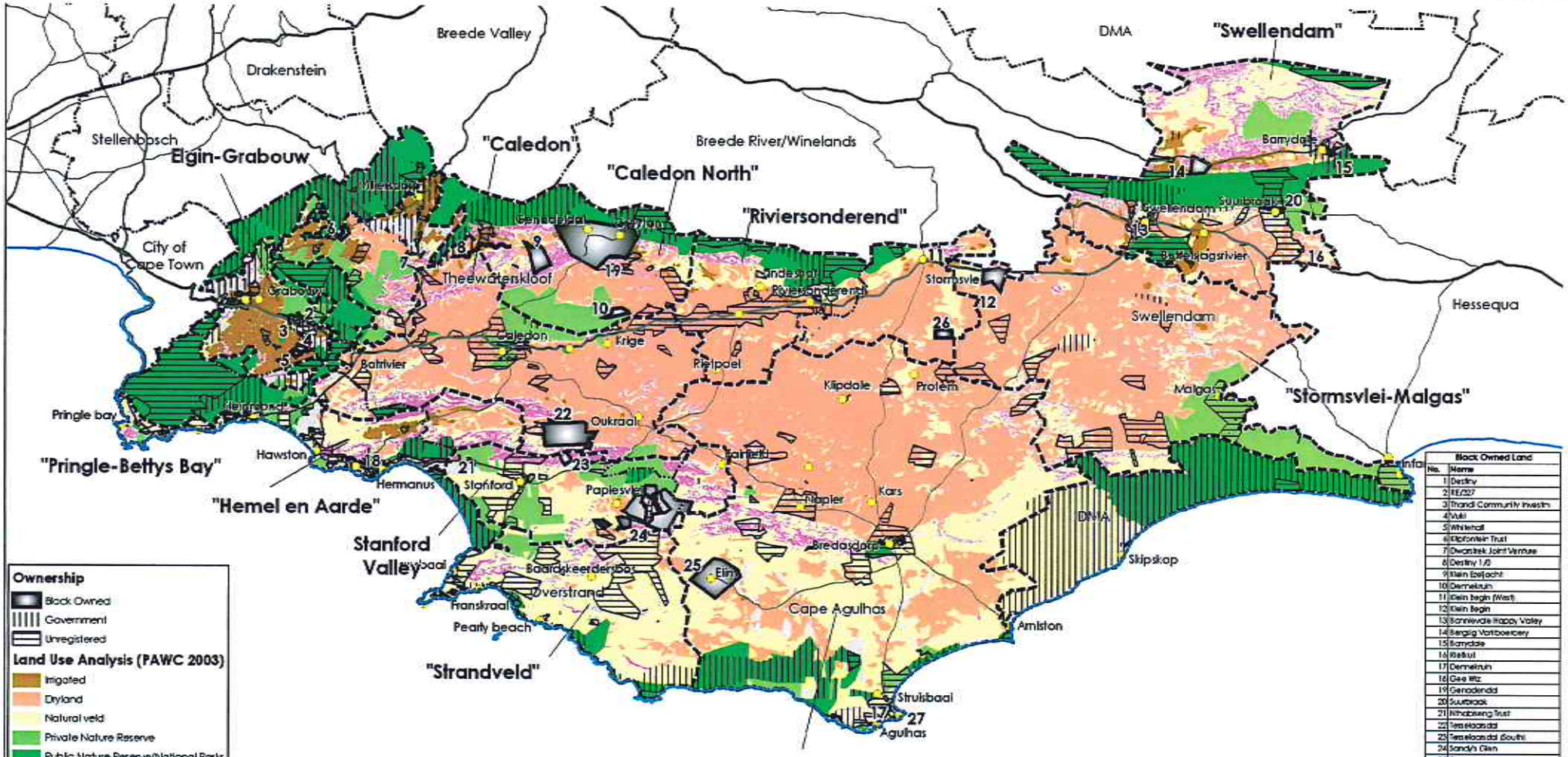
A three pronged strategy to ensure that the Department achieves its objective are:

- ***Agrarian Transformation*** includes increasing all types of agricultural production; optimal and sustainable use of natural resources; the use of appropriate 2 technologies; food security; and improving the quality of life for each rural household.
- ***Rural Development*** includes improving economic and social infrastructure.
- ***Land Reform*** including restitution, redistribution, land tenure reform.

Projects that have been identified in the District municipality for CRDP include the settlement of Villiersdorp. The community is located in the Theewaterskloof municipality. the project is at its initial stage where a government steering committee has been formed consisting of all the Departments of the WC where their sole responsibility is to give support to the programme by establishment of projects that will benefit the community of Villersdorp and surrounding settlements in terms of economic development.

### 3.3.8.6 Area Based Plan

Figure 3.3.8.1 shows the proposal plan from the Area Based plan for the ODM. This shows how the target of 30% of the agricultural land to be transferred to black ownership can be achieved by utilising state land, buying land from retirees, etc. This plan also shows how land reform can be made a function of the farmers associations ("boere verenigings") thereby multiplying the ability to achieve in parallel a number of land reform projects in the District.




| Ownership Analysis | Total | | Black Ownership | | Government | | Unregistered | |
|---|---|---|---|---|---|---|---|---|
| Farmers Association | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total |
| Caledon | 108623 | 10% | 2756 | 0.2% | 1959 | 0.2% | 12077 | 1% |
| Caledon North | 66057 | 6% | 7060 | 1% | 11383 | 1% | 5210 | 0.5% |
| Elgin-Grabouw | 62015 | 5% | 523 | 0.0% | 12570 | 1% | 5262 | 0.5% |
| Hawston-Hermanus | 34281 | 3% | | 0% | 2459 | 0.2% | 4259 | 0.4% |
| Napier-Bredasdorp | 275243 | 24% | 2824 | 0.2% | 14293 | 1% | 17468 | 2% |
| Pringle-Bettys Bay | 4705 | 0.4% | | 0% | 80 | 0.0% | 1232 | 0.1% |
| Riviersonderend | 78334 | 7% | 346 | 0.0% | 3681 | 0.3% | 13270 | 1% |
| Stanford | 54721 | 5% | 4022 | 0.4% | 841 | 0.1% | 5408 | 0.5% |
| Stormsvlei-Malgas | 146664 | 13% | 881 | 0.1% | 1872 | 0.2% | 14926 | 1% |
| Strandveld | 60899 | 5% | 1 | 0.0% | 4472 | 0.4% | 12920 | 1% |
| Swellendam | 120988 | 11% | 765 | 0.1% | 6923 | 1% | 20349 | 2% |
| Outside Farmers Association | 127523 | 12% | 0 | 0.00003% | 89734 | 8% | 23828 | 2% |
| Total | 1140053 | 100% | 19179 | 1.7% | 91836 | 13.2% | 135429 | 11.9% |

| Land Use Analysis | Total | | Dryland | | Irrigated | | Natural Veld | | Private Nature | | Public Nature | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Farmers Association | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total | Area Ha | % Total |
| Caledon | 108623 | 10% | 72555 | 6% | 543 | 0.05% | 16411 | 1% | 6762 | 1% | 1288 | 0.1% |
| Caledon North | 66057 | 6% | 15686 | 1% | 2088 | 0.2% | 11340 | 1% | 8804 | 1% | 20165 | 2% |
| Elgin-Grabouw | 62015 | 5% | 3312 | 0.3% | 19033 | 1.7% | 7716 | 1% | 11966 | 1% | 3523 | 0.3% |
| Hawston-Hermanus | 34281 | 3% | 3852 | 0.3% | 2243 | 0.2% | 13516 | 1% | 1762 | 0.2% | 3047 | 0.3% |
| Napier-Bredasdorp | 275243 | 24% | 140213 | 12% | 77 | 0.01% | 99134 | 9% | 2814 | 0.2% | 16470 | 1% |
| Pringle-Bettys Bay | 4705 | 0.4% | 0 | 0% | 0 | 0% | 2754 | 0.2% | 182 | 0.02% | 164 | 0.0% |
| Riviersonderend | 78334 | 7% | 49157 | 4% | 910 | 0.1% | 13881 | 1% | 0 | 0% | 12203 | 1% |
| Stanford | 54721 | 5% | 5645 | 0.5% | 126 | 0.01% | 26807 | 2% | 13041 | 1% | 842 | 0.1% |
| Stormsvlei-Malgas | 146664 | 13% | 93768 | 8% | 1034 | 0.1% | 27276 | 2% | 20307 | 2% | 44 | 0.004% |
| Strandveld | 60899 | 5% | 2908 | 0.3% | 0 | 0% | 46121 | 4% | 1980 | 0.2% | 3850 | 0.3% |
| Swellendam | 120988 | 11% | 23269 | 2% | 6467 | 0.6% | 37238 | 3% | 7559 | 1% | 30985 | 3% |
| Outside Farmers Association | 127523 | 12% | 549 | 0.05% | 18 | 0.002% | 26360 | 2% | 1564 | 0% | 100371 | 9% |
| Total | 1140053 | 100% | 412914 | 36% | 32538 | 3% | 328555 | 29% | 76742 | 7% | 192950 | 17% |

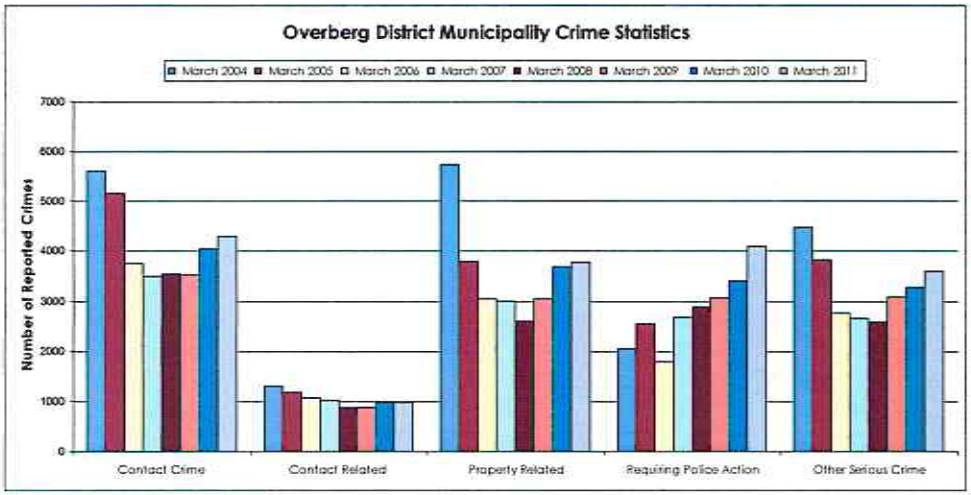
**Figure 3.3.8.1 "Farmers Association" Boundaries as a basis for implementation**

### 3.3.9 CRIME

The following list represents the number and location of police stations per municipality in the ODM. There are a total of 15 police stations in the SDM. (SAPS, 2011)

- Cape Agulhas (3): Napier, Bredasdorp, Struisbaai;
- Overstrand (4): Gansbaai, Hermanus, Kleinmond and Standford;
- Swellendam (3): Barrydale, Suurbraak and Swellendam; and
- Theewaterskloof (5): Caledon, Genadendal, Grabouw, Riviersonderend and Villiersdorp.

Graph 3.3.9.1 shows the crime stats for the ODM from 2004 to 2011.

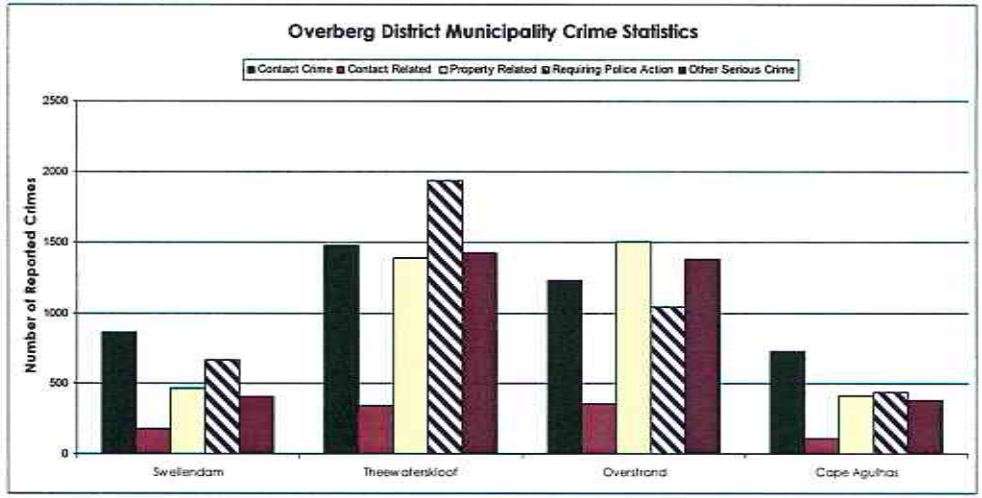



**Graph 3.3.9.1 Crime Stats for ODM 2004 to 2011** (SAPS, 2011)

The aforementioned graph shows almost all types of crimes, except crime requiring police action, have shown a general decline between 2004 and 2011. What is concerning in the above graph is that while there has been a dip in the crimes reported, it seem to have increased since 2008. (SAPS, 2011)

Contact Crimes followed by Property Related crimes are the highest number of crimes reported between 2004 and 2011, 33 464 and 28 672, cases reported, respectively. Contact related crimes reflect as the least reported crimes, namely 8263.

Graph 3.3.9.2 shows the crime statistics per municipality in the ODM for March 2011.




**Graph 3.3.9.2 Crime Per Municipality for March 2011** (SAPS, 2011)

The following can be observed for 2011 from Graph 3.3.9.2. :

- Theewaterskloof reported the highest number of crimes reported, followed by Overstrand (SAPS, 2011);
- Cape Agulhas generally reported the lowest number of crimes;
- Contact, Crimes Requiring Police Action and Property Related Crimes are the three main / frequently reported crimes.

***Implications for the SDF***

- More visible policing or more police stations are required in the Theewaterskloof and Overstrand Municipalities where the most cases are reported.

### 3.3.10 OVERBERG DISTRICT MUNICIPAL ECONOMY

The Overberg economy is fairly well balanced in terms of contributions to GDP from the various sectors with agriculture, forestry and fishing, manufacturing, wholesale, retail and trade, financial services and general government being the major contributors in that order. Agriculture, manufacturing and general governments' shares in the economy declined over the decade from 1995 to 2004 while wholesale, retail and financial services grew.

Although the Land Reform program has focused on agriculture as the main economic activity occurring on rural land and it is within this sector that much of the dispossession that the program is trying to address occurred, the rural economy has diversified considerably away from agriculture in many instances in the almost 100 years since the 1913 Land Act was promulgated, mainly into tourism, particularly with an agricultural or conservation aspect.

#### *3.3.10.1 Tourism*

Tourism is not usually identified as a separate sector in economic sector analyses but it is likely that its share grew significantly over this period. Table 3.3.10.1 shows that agriculture and wholesale/retail/accommodation both contributed a similar 19% to the economy of the Overberg.

| Gross Geographic Product Statistics 2005 | Amount (R million) | | Relative Contribution to total (%) | |
|---|---|---|---|---|
| Gross Geographic product at basic values (Rm current prices) | Western Cape | Overberg | Western Cape | Overberg |
| Total | 190 977 | 4 571 | 100.0% | 100.0% |
| Agriculture, forestry and fishing | 7 453 | 867 | 3.9% | 19.0% |
| Mining | 329 | 2 | 0.2% | 0.0% |
| Manufacturing | 34 810 | 699 | 18.2% | 15.3% |
| Electricity and Water | 3 382 | 84 | 1.8% | 1.8% |
| Construction | 6 075 | 212 | 3.2% | 4.6% |
| Wholesale and retail trade; catering and accommodation | 32 974 | 889 | 17.3% | 19.4% |
| Transport and Communication | 19 868 | 332 | 10.4% | 7.3% |
| Finance and Business Services | 55 636 | 720 | 29.1% | 15.8% |
| Community, social and other personal services | 10 208 | 283 | 5.3% | 6.2% |
| General Government Services | 20 243 | 483 | 10.6% | 10.6% |
| Gross Geographic Product per Capita | 41 109 | 21 876 | | |

(Source: Quantec Research (2005))

**Table 3.3.10.1 Gross Geographic Product of the Overberg (2005)** (source: OABS, pg 93)

There are a number of different tourism products in the Overberg.

Much of the tourism economy is urban based in the coastal towns and villages of Rooi Els, Pringle Bay, Bettys Bay, Kleinmond, Hermanus, Gansbaai, Agulhas, Struisbaai, Arniston/Waenhuiskrans and Infanta. Inland towns like Villiersdorp, Caledon, Greyton, Bredasdorp, Swellendam and Barrydale also have well developed tourist infrastructure in the form of bed and breakfasts and boutique hotels. However, the scenic vistas, rural landscapes, and fynbos conservation initiatives in those parts of the Overberg outside of the edges of urban settlements have seen a significant growth in the tourism sector in rural areas whose economic activities was once confined only to various forms of agriculture.

There has been a steady increase in the conversion of rural land from agriculture to private, in the form of conservancies and sometimes public, nature reserves, for example, De Hoop, or national parks, for example, Agulhas.

#### *3.3.10.2 Tourism Market*

There are three main segments to the Overberg tourism market.

International tourists are in some cases marketed directly by elite operators in the area who capitalize on attractions such as the whale migration to the coast from June to November, and the high quality tourism product found in places like Hermanus. The Cape's Floral Kingdom is an increasing attraction to discerning tourists and amateur botanists from around the world. The upper end of this market is not that vulnerable to oil price increases and other inflationary costs but is fickle in the sense that if a destination drops its standards it will move elsewhere. The lower end of the international market is vulnerable to oil price increases and inflation and should be regarded as a windfall gain rather than a foundation in the tourist market.

National tourists are attracted to the southern cape and Overberg and many Gautengers have holiday homes in Hermanus, Arniston and other coastal centres. They will also stay over at B&Bs on farms and conservation estates. This market could be vulnerable to inflationary pressures and oil prices although it may be that there will be more travel to South African rather than overseas destinations.

Finally, there is a local market travelling out of Cape Town, some of which is also to holiday homes in the area but many of which are weekenders and overnight get-awayers wanting to walk or cycle on the farms, fish, watch whales, shark cage dive, or enjoy other forms of relaxation.

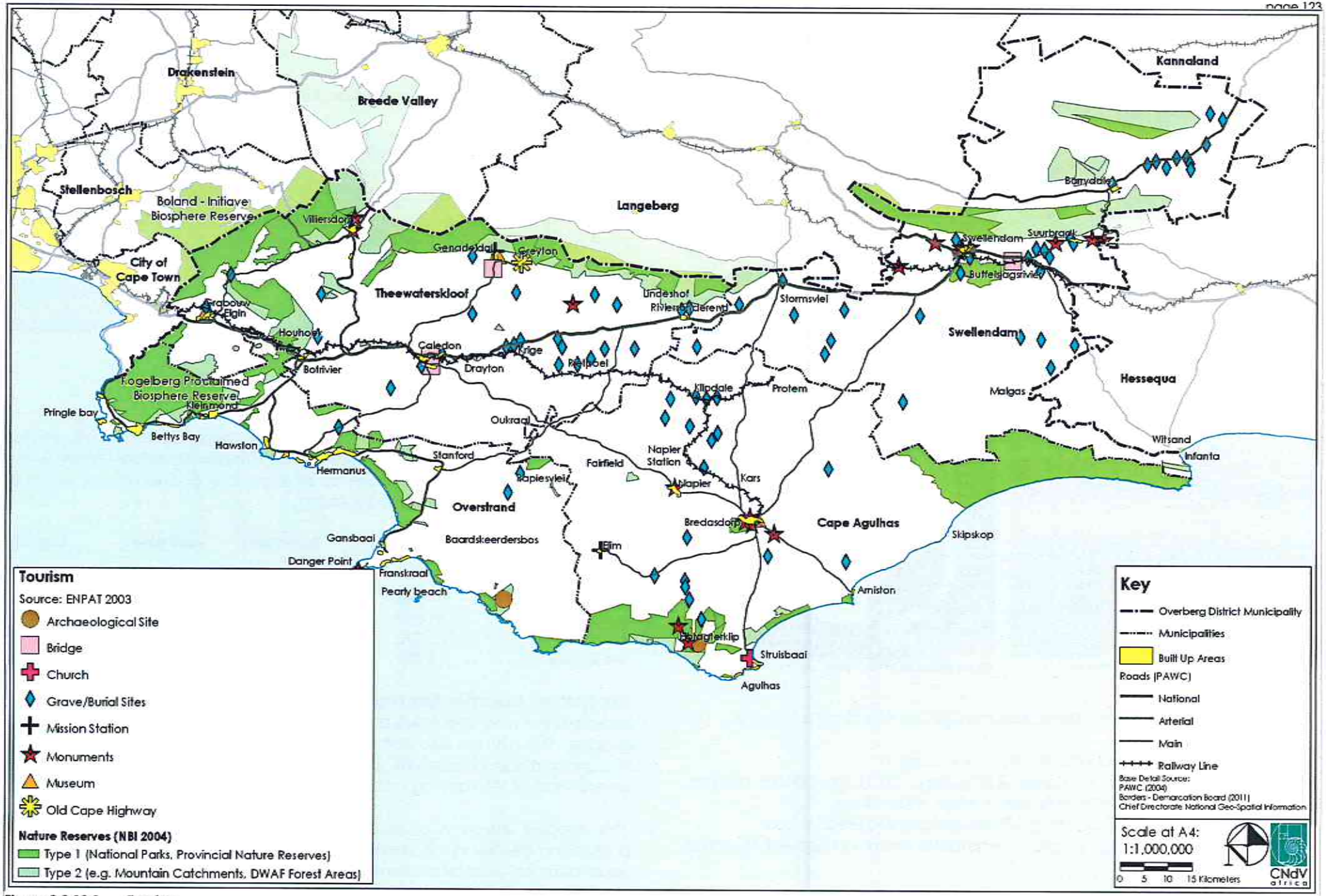


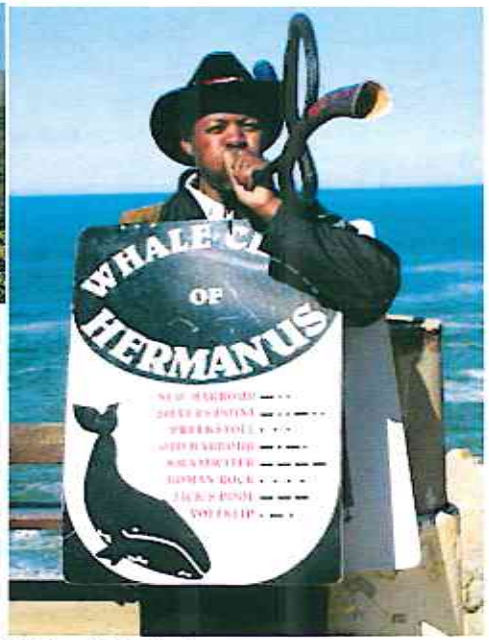

**Figure 3.3.10.1 Tourism**

**Annual Greyton MTB Race** (source: www.ndorfin.org)

**Harold Porter Fynbos Garden** (source:

**Grootbos Nature Reserve** (source: CNdV)

**Fishing at Hermanus** (source: www.capetownroutes.com)




**Whale watching in Hermanus** (source: www.sa-venues.com)

The Overberg's rural tourist attractions can be summarized as follows:

- Blue crane: harvested wheat fields near Caldon;
- Fynbos gardens: Harold Porter, Bettys Bay, De Hoop nature reserve, Fernwood, Hermanus, Wild flower garden, Villiersdorp;
- Historical farmsteads: De Hoop; Rhenosterfontein, Bredasdorp;
- Farm stays and B&Bs: possibly underdeveloped compared to some other regions;
- Hunting Lodge: Riviersonderend;
- Private nature reserve and resorts: Grootbos and other tourism conservancies;
- Mission stations: Genadendal and Elim.

***Implications for the municipality***

- Tourism is one of the key economic sectors in the Municipality and should be developed accordingly.
- Scenic vistas, rural landscapes, and fynbos conservation are key elements to tourism in the district which need to be adequately protected.

### *3.3.10.3 Agricultural Employment*

Employment is also relatively balanced across the major economic sectors with the exception of agriculture in the Theewaterskloof area which employs almost as many people as all the other economic sectors in all the other municipalities in the Overberg.

| Magisterial District | Total | Managers | Full time | Casual |
|---|---|---|---|---|
| Bredasdorp | 1 950 | 94 | 1 050 | 800 |
| Caledon | 31 000 | 700 | 13 500 | 17 000 |
| Hermanus | 770 | 50 | 450 | 270 |
| Swellendam | 6 000 | 160 | 2 200 | 3 500 |

This pattern indicates the high labour requirements of the fruit and to a lesser extent wine industries as compared to mixed farming and livestock grazing. This pattern also echoes the much greater level of environmental resources in the Grabouw/Elgin area including high rainfall and rich soils where most of this farming occurs.

This greater intensity of resources is also reflected in the increased population density in this area as well as with farm sizes where there are a great number of small intensively farmed properties, many under irrigation.

However, this also suggests that farming in this area is likely to require much higher levels of management and capital costs than other farming operations in less bounteous resources, in other words be more riskier for new entrants.

The Caledon/Theewaterskloof/Grabouw/Elgin region is clearly the bread basket of the Overberg with the highest gross farm income, as well as, not surprisingly, the highest level of debt, as well as the highest number of employees and levels of farm labour renumeration.

The major contributors to gross farm income in 2006 in the Overberg include:

| | Rs |
|---|---|
| Fruit (deciduous) | 900 000 000 |
| Livestock (dairy, beef, sheep, milk, wool) | 454 000 000 |
| Winter cereals (wheat, barley) | 270 000 000 |
| Other horticulture (nuts, tea, wild flowers | 50 000 000 |
| Vegetables | 25 000 000 |
| Summer cereals (maize, sorghum) | 19 000 000 |
| Oilseeds (sunflower, soya, nuts, canola(?) | 17 600 000 |

### *3.3.10.4 Distribution channels*

The distribution channels in and out of the Overberg mainly comprise the N2 and to a far lesser extent the rail. There is concern about the impact of the proposed toll roads on transport costs for agricultural produce

The closest airports are George (national) and Cape Town (international). An investigation has been completed into the possibility of upgrading the large runway at the Bredasdorp missile testing ground to civil airport status. The cost and benefits of this facility require careful consideration as the agricultural sector that could gain the most benefit, deciduous fruit, is closer to Cape Town International Airport.

The nearest freight harbours are at Cape Town, Mossel Bay and Port Elizabeth.

### *3.3.10.5 Market analysis*

- ***Deciduous fruit***

The Overberg comprises 47% of SA's apple industry and 26% of its pear industry by hectare. Over the decade 1995 to 2006 apple production volumes increased by 11% and pears by 49%. Production increased markedly in the 2006/07 season by 12% for apples and 30% for pears (record season). As a result of the weakening rand over the decade price increases were elastic growing by 94% for apples and by 84% for pears. Again in the last year of survey prices for both fruits rose dramatically, 153% for apples and 111% for pears. The 2007 season was the best in a long time both in terms of prices and volumes.

- ***Wheat***

There are between 60 000 and 120 000 hectares of land under wheat in the Overberg depending on prices and planting patterns. The Overberg has 12% of South Africa's production area and contributes 11% of its production volume.

Wheat is a crop whose future demand will be driven by both food as well as biofuel needs. However, the South African biofuels strategy is discouraging the use of staple food grains for bio-fuel production in this country. Nevertheless the global price of wheat is expected to rise as international competition for wheat for biofuel increases.

Key factors impacting on wheat production in the Overberg include:

- Wheat production in the Overberg is likely to be less effected by global climate change than other production areas;
- Although high oil prices will affect wheat production it would appear that this will be offset by increasing food prices;
- Wheat farming is likely to remain a mainstay of agriculture in the Overberg as it is also very important for sheep farming;
- Although wheat consumption per capita is decreasing overall demand volumes are likely to increase due to population growth and overall demand increases from increasingly affluent populations in Asia, Middle East and Africa

- ***Barley***

The Overberg (60 000 ha -144 000 tons) is the major producer of barley in South Africa, (70 000 ha – 200 000 tons)(2007) SAB is the major consumer processing about 270 000 tons a year through its malting plant in Caledon which uses about 81% local barley and 19% imported high quality barleys from Canada and Australia.

Barley is used as a rotation crop in the Overberg.

Factors affecting barley production in the Overberg include:

- As the Rand weakens and importing becomes more expensive a switch is expected to more local barley;
- There is a stable demand for barley as it is used to produce specific premium beers for which demand is growing over time;

- ***Canola***

Canola is an example of a new crop whose hectarage has increased from zero to 20 000 ha since the early 1990s. There are now two processing plants.

Canola is used a rotation crop in the Overberg.

- The outlook for Canola is positive as it is a substitute oilseed product of which South Africa is a net importer.
- There will be a shortage in the oil seed and oil cake market as demand and therefore prices are raised by the bio-fuel industry.
- In South Africa canola can only be produced in the Western Cape, mainly in the Overberg

- ***Citrus (request more Overberg detail info on this crop)***

- ***Wine and Grapes***

The wine and grape industry is in its infancy in the Overberg. There has been an easterly move of vineyards into the area over the past decade with estates such as Bouchard Finlayson (Hemel and Aarde) and Raka (Stanford) establishing themselves.

There are strong links between this industry and tourism.

In 2007 approximately 1 100 ha of vineyard produced 1 100 000 kgs of grapes. Cultivars included white grapes, sauvignon blanc and chardonnay and red grapes, cabernet and shiraz in almost equal quantities.

There is room for growth in the South African wine industry as affluence increases. SA currently consumes 8.6 litre per head compared to over 40 litre/head in countries like France, Italy and Portugal.

- ***Other Crops***

Other crops include Korog, Oats, Lucern and Lupines. These are all mainly used for crop rotation purposes and as animal feeds.

- ***Fynbos***

Fynbos products, in particular proteacae, are seen as a potentially large and profitable tourist attraction as well as being an eco-friendly and sustainable form of farming. It forms a growing export market into Europe and it is forecast as being able to tenfold over the next decade.

However, the crop may be vulnerable to downturns in the European consumer and luxury market in the short and medium term.

- Proteas, Honey bush and Buchu are indigenous to the Western Cape and better quality plants can be grown here than elsewhere, for example, Australia;

- ***Olives***

Although Olive production in the Overberg is a relatively small industry more than 70% of SA's demand is imported. There has been growing local

demand as a result of the increased cost of imports and the growing health awareness of the importance of a Mediterranean diet.

- ***Dairy***

Dairy production in the Overberg produce approximately 1.3 million litres of milk per day. The Western Cape as a whole produces 25% of South Africa's milk. Production in the Overberg is dominated by corporate producers including Parmalat, Nestle, Lancewood, Morning Milk and Ladismith Cheese.

- Due to its more even rainfall spread the Overberg enjoys a comparative advantage in milk production and is able to utilize pastures with a minimum of balanced feed rations;
- Because a relatively high milk producer price is expected in the medium term the Overberg should be in a good position to capitalize from this;
- The Overberg's comparative advantage will be further strengthened by its relative efficiencies in producing grain, an important input into dairy farming which will become more expensive in other local and international growing regions due to the impact of the bio-fuel industry.

- ***Sheep (wool/meat)***

The Overberg is a minor producer of wool and mutton. Production was 3.5 million kilograms of grease wool for 2006/7 season, mainly Merino.

- Prices for wool are expected to increase in the medium term due to demand from China but increased production from Australia is expected to put downward pressures on price;
- The growth of synthetic and cotton fibres also fuelled by Chinese demand is expected to have a dampening effect on wool prices in the short term;
- Mutton prices are not expected to change much in the short term but will grow increasingly after 2010;
- Similar to dairy production sheep farming enjoys a comparative advantage in the Overberg due the all year round rainfall pattern.

#### *3.3.10.6 Market Summary*

Medium to long term factors that should be taken into account in this market include:

- SA's traditional (European) markets are saturated and new export markets are required, e.g. China although this country has substantial production of its own. However, it is expected that China will become less competitive as standards in its labour market improve;
- Russia, China and Vietnam are potential new market for SA deciduous fruit;
- Recently signed trade protocol with China could benefit the Overberg although Chinese contracts can be difficult to manage;
- Global climate change could impact on current production patterns both in SA and overseas;
- In the Overberg warmer temperatures are expected to have a larger impact than reduced water availability for irrigation and new fruit and pear cultivars with a lower chill requirement in their maturing season will be required;
- The Overberg is well known for producing good eating quality fruit;
- Due to increased exports the local market has experience shortages which has raised the domestic prices (does this agree with earlier statement re saturation of domestic markets?);
- Increased global health awareness will boost demand for fruit;
- Apples and pears should not be affected by growing global awareness regarding "food miles" and air freight;
- A cheaper approach to packaging is required as this is adding significantly to the cost of South African fruit, (possibly due to a cartel in the packaging industry – Nampak etc.;
- The industry is managed by the South African Apple and Pear Association which should spearhead research to bring costs down;
- The Overberg has a comparative advantage in terms of producing small grains, canola, and livestock due to its summer/winter rainfall distribution compared to the winter rainfall in the remainder of the Western Cape and summer rainfall elsewhere;
- There is likely to be a ceiling on increasing water supply to irrigation schemes which means that they have to become more efficient in their water use;

- Demand for the livestock and crops it produces is likely to remain high because of the worldwide shortage food due to the bio-fuel industry and global climate change;
- There is a great potential to expand the natural products industry, - fynbos, natural teas, buchu;
- It will be important to ensure that road and other infrastructure is property maintained;
- Improved labour productivity will be essential to counter increasing labour costs;
- Efforts should be made to stabilize the seasonal nature of the agricultural labour force as this is seen as a major contributor to crime in the off season.

#### *3.3.10.7 Economic Prospects with regard to Land Reform*

Summary: prospects for the agricultural economy in the Overberg (source: CNdV, 2008):

- Agricultural experts comment that organized agriculture is moving too slowly in terms of supporting government's transformation objectives. It also needs to realize that government does not have the capacity to achieve these policy objectives. Therefore a new innovative approach is required whereby a new kind of public private arrangement is formulated which mobilizes the enlightened self interest of current industry stakeholders in partnership with new emerging farmers, NGOs and agricultural industry organizations, e.g. the co-ops;
- An important opportunity for increasing agricultural production as a result of land reform is that it is easier to obtain increased water rights through BEE applications;
- There also needs to be proper macro planning for agriculture in the Overberg. Current information on most agricultural activities in the Overberg is either not available, unreliable, or outdated;
- The Overberg's role in the dairy industry should be increased building on the comparative advantage it enjoys with climate and producing pastures;
- An advantage also exists with the integration of sheep farming and crop rotation creating a comparative advantage in mutton and wool production;
- A further comparative advantage exists with canola production and its integration into crop rotation cycles as well as improved techniques in storage and processing;
- The Elgin and Grabouw, Hemel and Aarde and Stanford areas offer opportunities for the consolidation of and growth of a new wine region;
- There is considerable untapped potential in the natural product industry;
- Agri-tourism is considered to have significant as yet untapped potential which requires marketing with the tourism authorities;
- This should include agri as well as fynbos tourism.

The need to bring costs down in agriculture could be an important spinoff from implementing land reform as deeper worker participation and ownership are seen as mobilizing factors in increasing productivity because of a greater sense of "ownership".

## 3.4 URBAN SETTLEMENTS AND HIERARCHY

### 3.4.1 Hierarchy and Role of the Settlements

The Overberg has a fairly well developed and evenly spread settlement hierarchy with a number of fairly evenly sited towns supplying goods and services throughout the district.

There are three major deviations from this pattern:

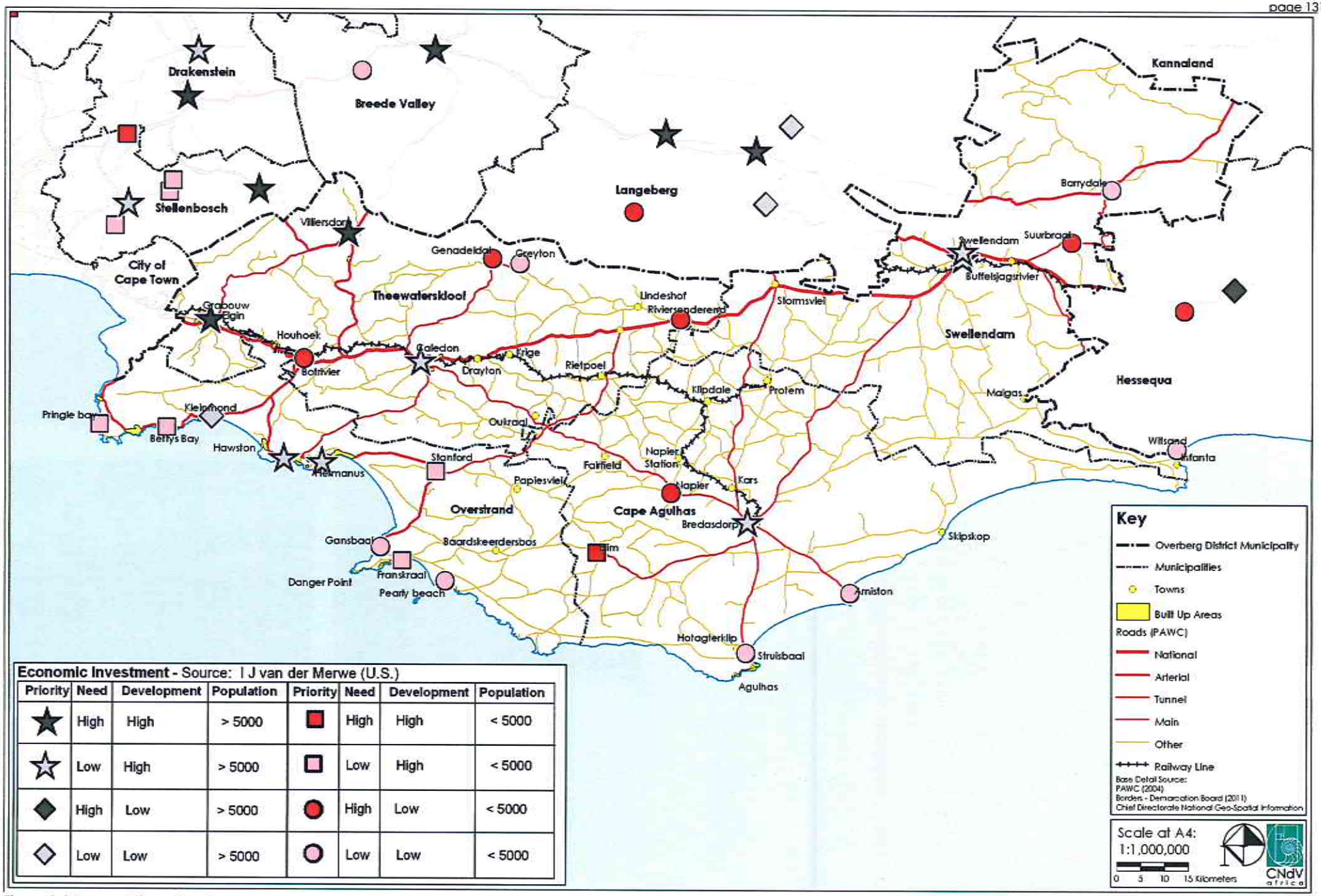
- Hermanus and environs has grown rapidly in the last years mainly in response to the second home and tourist market driven from Cape Town and its airport.
- There is a decline in the main lower order villages and hamlets as increasing economies of scale, capital substitution in agriculture and the pull of urbanisation results in people leaving these smaller settlements and the farms for the larger towns and the metropolitan areas.
- There is some evidence of a reversal to this trend with mainly middle class migration to these smaller settlements for lifestyle and retirement purposes. Access to the internet is a key concern in this regarard.

The main settlements in the district are Bredasdorp, Hermanus, Caledon and Swellendam. A large number of small coastal towns which function as fishing, retirement and holiday towns are located all along the coastline of the district. Examples of these are Gansbaai, Franskraal, Pearly Beach, Struisbaai, Arniston and Infanta. The settlements located more inland all have a mostly agricultural function and also relies on tourism.

A revision of the 2004 Growth Potential of Towns in the Western Cape study was undertaken in 2010. A number of settlements in the Overberg District have been specifically highlighted in this study with reference to their envisaged future development potential and their level of human needs. Reference to these is made under the following sections where each settlement is discussed.

**Photo 3.4.1.1** **Famous Cape Agulhas Lighthouse (southern most lighthouse)** (source: CNdV Africa, 2008)

**Photo 3.4.1.2** **Historic buildings along Elim Main Road** (source: CNdV Africa, 2008)




**Economic Investment** - Source: I J van der Merwe (U.S.)

| Priority | Need | Development | Population | Priority | Need | Development | Population |
|---|---|---|---|---|---|---|---|
| ★ | High | High | > 5000 | ■ | High | High | < 5000 |
| ☆ | Low | High | > 5000 | □ | Low | High | < 5000 |
| ◆ | High | Low | > 5000 | ● | High | Low | < 5000 |
| ◇ | Low | Low | > 5000 | ○ | Low | Low | < 5000 |

**Figure 3.4.1** **Hierarchy of Settlement, Linkages and investment priority**

### *3.4.1.1 Arniston*

- Arniston is situated within the Cape Agulhas Local Municipality ±24km south east of Bredasdorp along the R316.
- The town is a fishing village.
- The town's name was derived from a ship, called the Arniston, which wrecked here in 1815.
- Arniston is regarded as having a medium development potential with high social needs.

**Photo 3.4.1.1a The Arniston harbour (Struik)**

**Photo 3.4.1.1d Houses in Arniston**

**Photo 3.4.1.1b The bay at Arniston**

**Photo 3.4.1.1e The primary school**

**Photo 3.4.1.1c Public transport infrastructure**

**Photo 3.4.1.1f The Church (1933)**

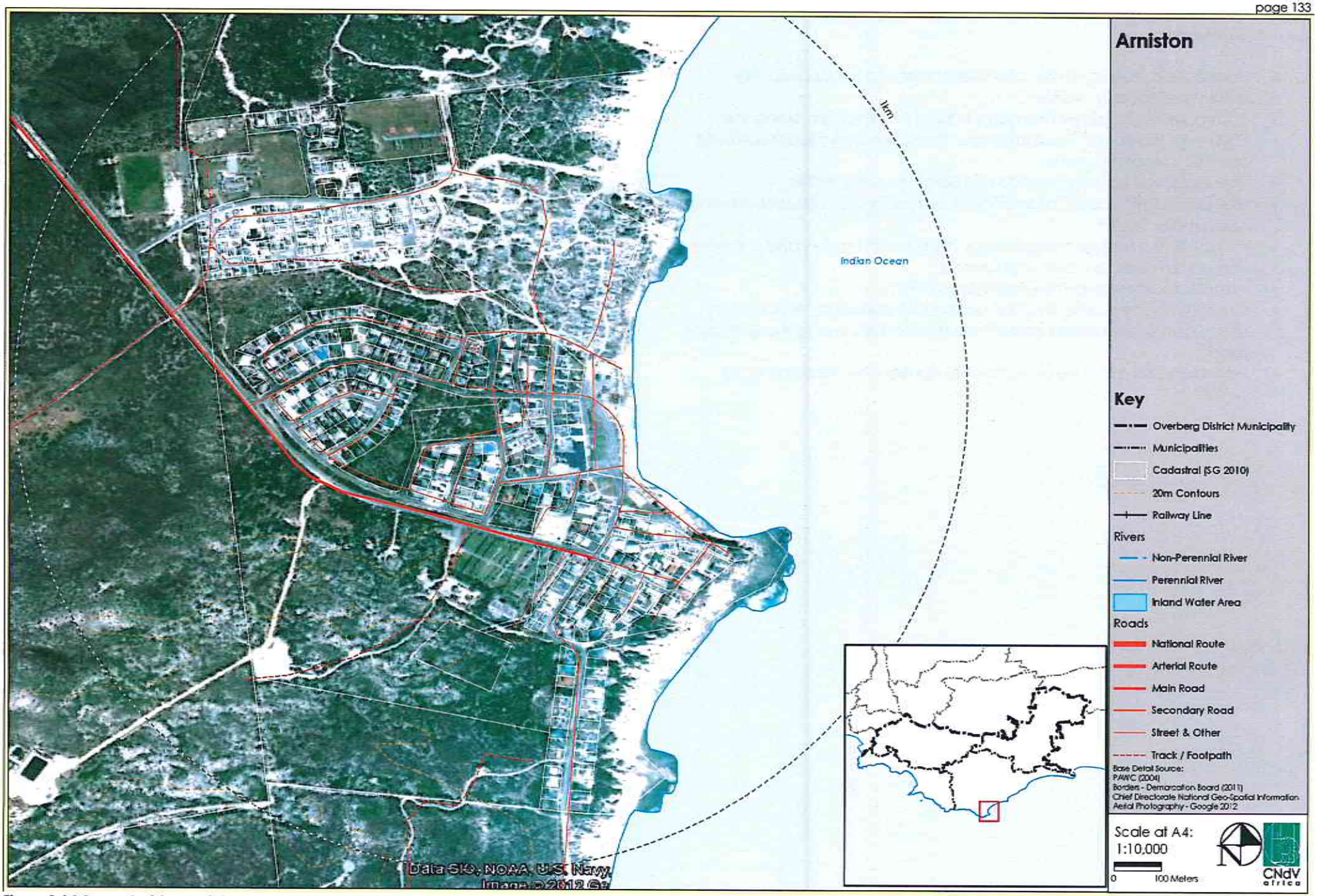



**Figure 3.4.1.1 Arniston Aerial**

### *3.4.1.2 Barrydale*

- Barrydale is situated within the Swellendam Local Municipality within the Tradauw Valley.
- Barrydale is located ±47km north east of Swellendam along the R324 and the scenic Tradauw Pass. The town is also located along the R62, a touristic route.
- The town was named after James Barry, an early settler.
- The Dutch Reformed Community of Barrydale was established on 8 September 1880.
- Originally the village comprised of "nagmaal" houses and a school. These were used by the local farmers.
- A municipality was established here in 1921.
- The town harnesses its location on the R62 and many restaurants, shops and other tourism attractions are located along this stretch of road.
- Barrydale has a low development potential and medium social need.

**Photo 3.4.1.2a The Dutch Reformed Church**

**Photo 3.4.1.2b View of Barrydale**

**Photo 3.4.1.2c Old houses in Van Riebeeck Street**

**Photo 3.4.1.2d Restaurants along the R62**

**Photo 3.4.1.2e The Barrydale Wine Cellars just outside the town**

**Photo 3.4.1.2f Low income housing**


**Figure 3.4.1.2 Barrydale Aerial**

### 3.4.1.3 Bredasdorp

- Bredasdorp is located in the Cape Agulhas Municipality ±73km in a south easterly direction from Caledon along the R316.
- Known as South Africa's first "dorp".
- Was established by Michiel van Breda in 1838.
- The Overberg District Municipal offices are located in Bredasdorp.
- The town contains a number of historical attractions such as the Anglican Rectory and Hall, Rhenosterkop Farm, Mountain View (Kreupelhout Drive) and Springfield Farm. Also located in Bredasdorp is the old white milkwood tree. Believed to be between 600 and 1000 years old.
- Bredasdorp has a medium development potential and low social need.

Photo 3.4.1.3a The Bredasdorp Church

Photo 3.4.1.3d Renovated historical buildings in the centre of town

Photo 3.4.1.3b The shipwreck museum

Photo 3.4.1.3e Overberg Shopping Centre

Photo 3.4.1.3c Bredasdorp Primary School


Photo 3.4.1.3f Commercial uses along Church Street

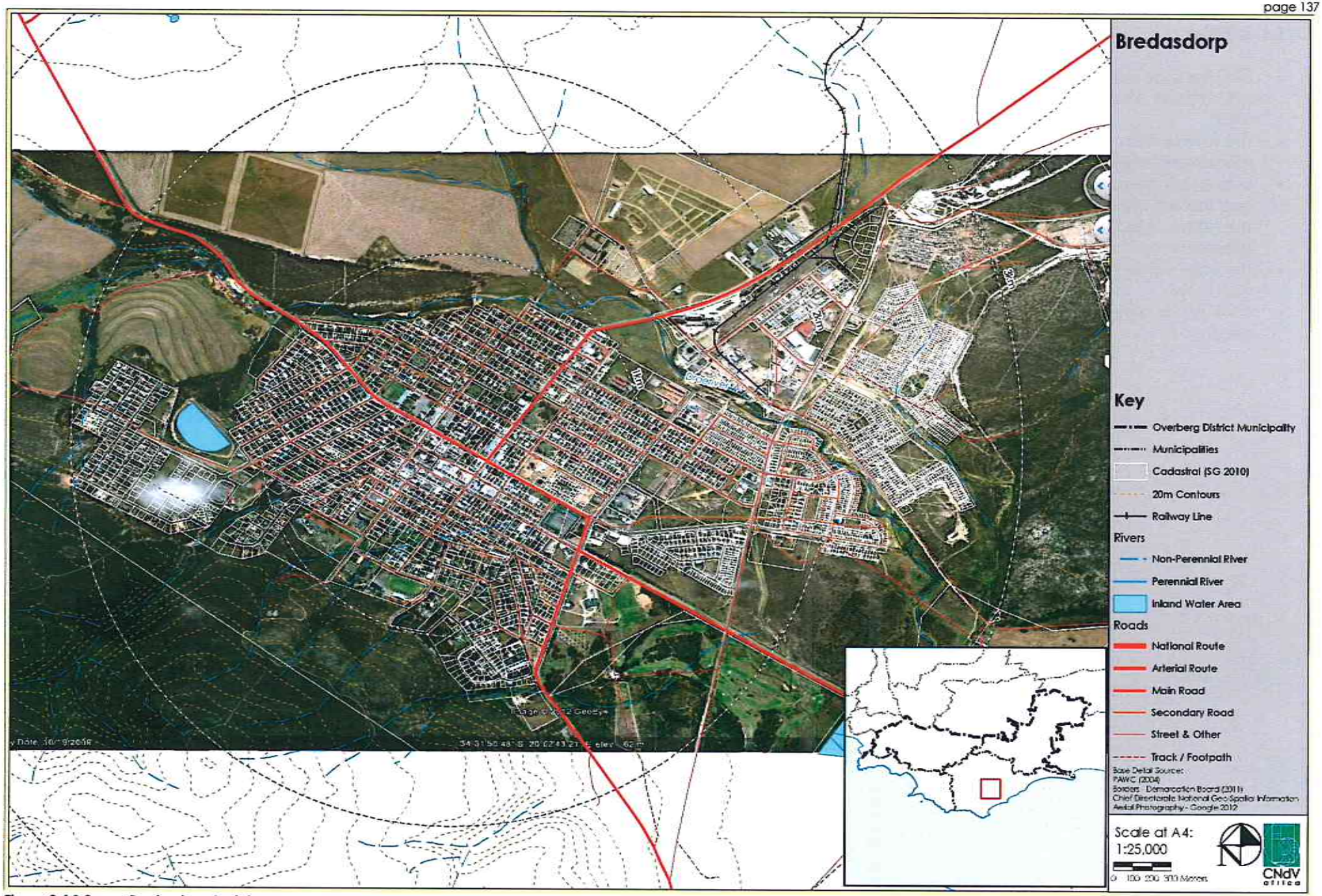



**Figure 3.4.1.3 Bredasdorp Aerial**

### 3.4.1.4 Botrivier

- Botrivier is located in the Theewaterskloof Municipality ±25km east of Grabouw and ±25km west of Caledon along the N2 national road.
- The town is located at the foothills of the Houw Hoek Mountain with magnificent views over the wheat-fields of the Overberg.
- Merchants came with barrels of butter from Cape Town during 1672 and traded with the then inhabitants (khoi-khoi tribes) and as such the name of the river became the Bot River. The town was subsequently named after the river.
- The Bot River lagoon, situated here, is home to thousands of waterfowl.
- Botriver has a medium development potential and medium social need.

Photo 3.4.1.4a View of Botrivier from the N2

Photo 3.4.1.4b Historical buildings used for commercial activities

Photo 3.4.1.4c Commercial Uses in the centre of town

Photo 3.4.1.4d A typical house

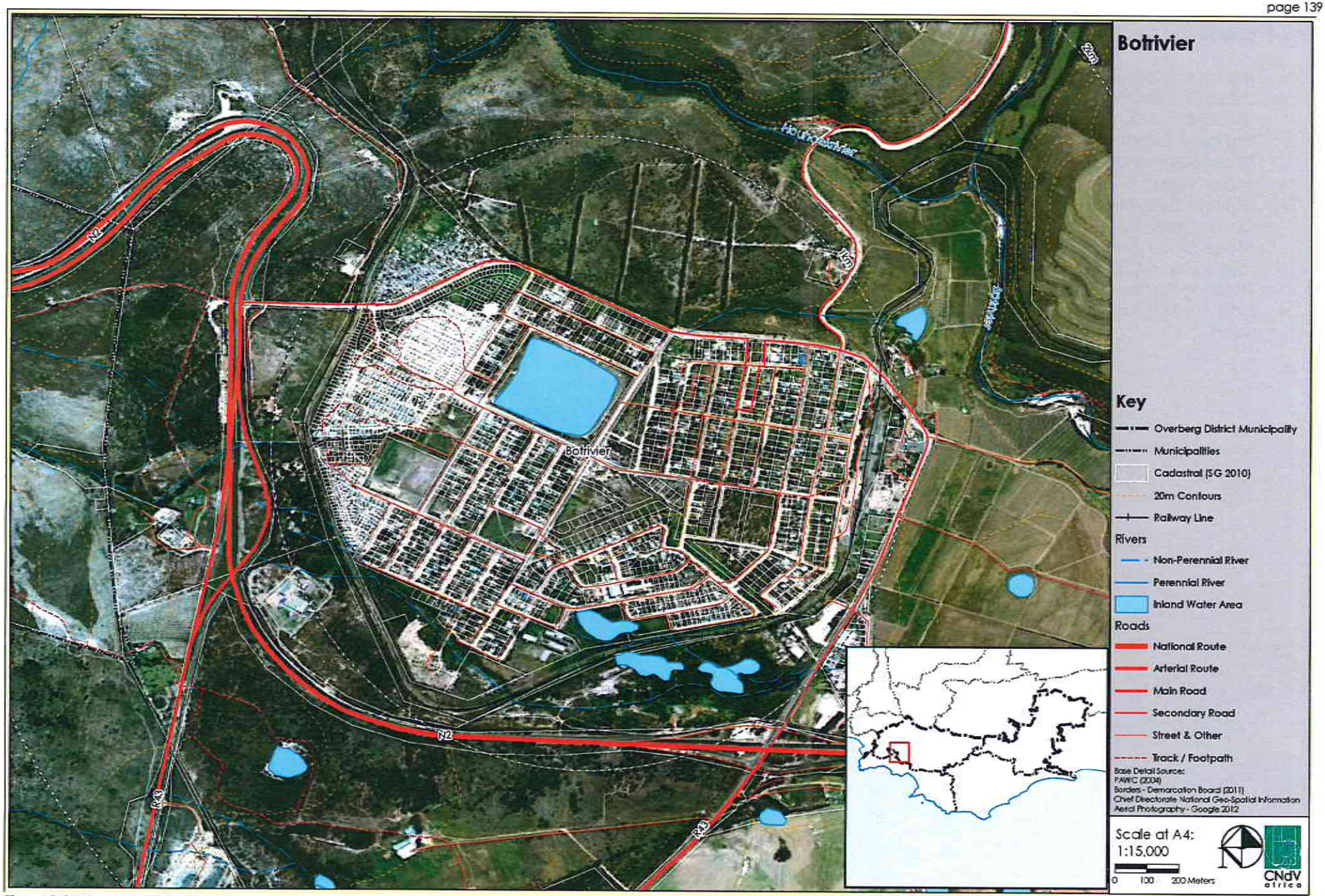



**Figure 3.4.1.4 Botrivier Aerial**

### 3.4.1.5 Caledon

- The town is located in the Theewaterskloof Municipality.
- Caledon is located along the N2 national road between Botriver and Riviersonderend.
- Has been identified as the main local town of the Overberg District Municipality and is the seventh oldest town in South Africa.
- Barley, wheat and wool are produced in and around Caledon.
- National monuments located within the town are: the Anligcan Church (Holy Trinity Church, 1855), Georgian Cottage, Bad River Bridge (1866), Mill Street (a declared conservation area).
- The Caledon Casino, Hotel and Spa also attracts large numbers of visitors to the town.
- Caledon has a medium development potential and low social need.

Photo 3.4.1.5a View of Caledon from the N2

Photo 3.4.1.5d The town hall

Photo 3.4.1.5b The Dutch Reformed Church

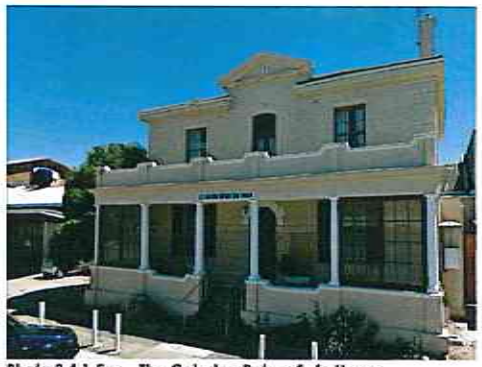


Photo 3.4.1.5e The Caledon Rotary Safe House

Photo 3.4.1.5c Entrance to the Caledon casino, hotel and spa

Photo 3.4.1.5f Subsidised housing in Caledon

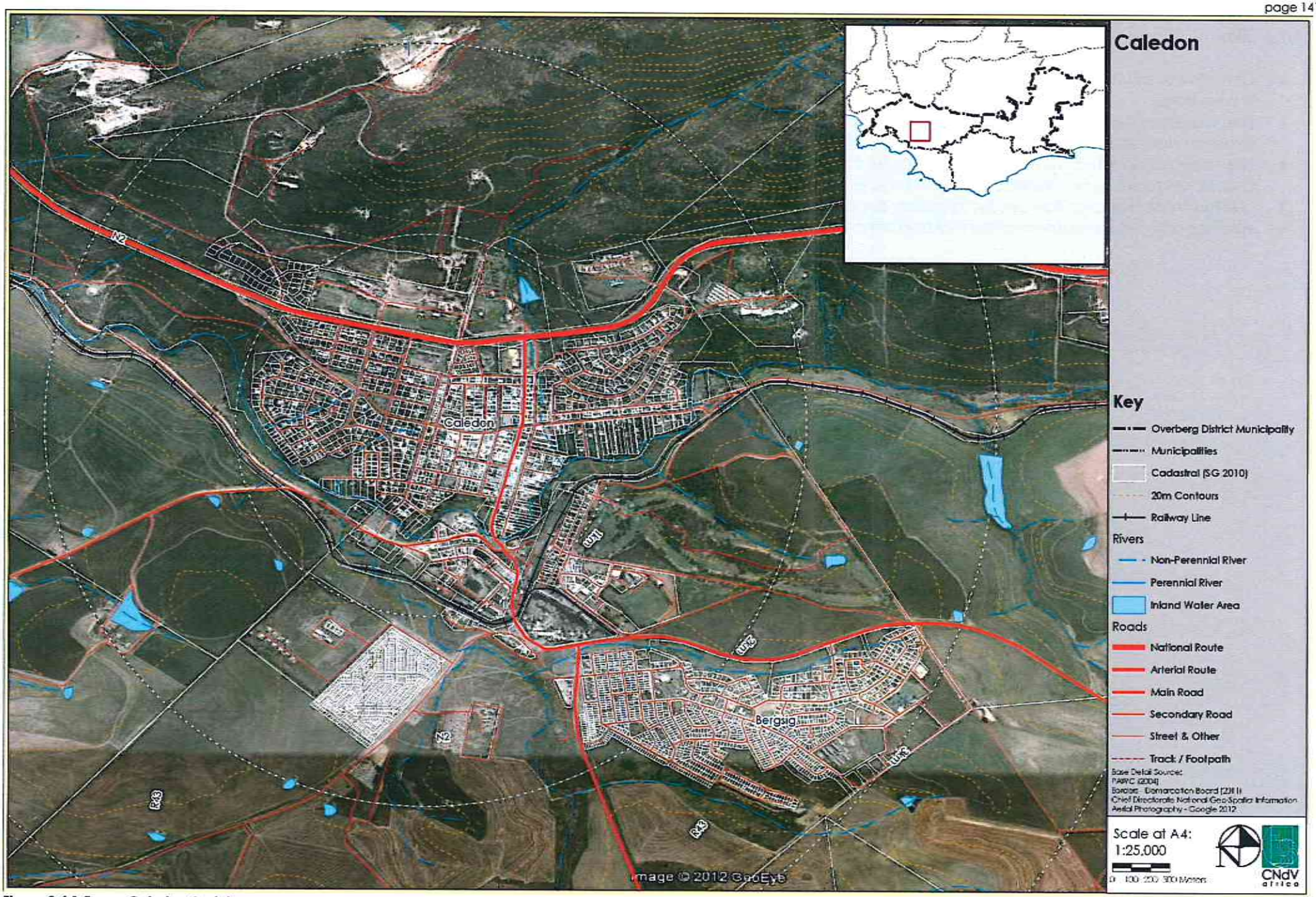



**Figure 3.4.1.5 Caledon Aerial**

### *3.4.1.6 Elim*

- Elim is located within the Cape Agulhas Municipality ±40km west of Bredasdorp.
- Elim was established in 1824 as a Moravian mission station by German missionaries.
- The town comprises of whitewashed cottages, fruit trees and fynbos. All roads in Elim lead to the thatch roofed church.
- The town has become famous for its fynbos exports.
- Elim has a low development potential and medium social need.

**Photo 3.4.1.6a Whitewashed cottages in Elim**

**Photo 3.4.1.6d The thatch roofed church**

**Photo 3.4.1.6b Historical building**

**Photo 3.4.1.6e Small commercial area**

**Photo 3.4.1.6c A typical street in Elim**

**Photo 3.4.1.6f View from the town**


**Figure 3.4.1.6 Elim Aerial**

### 3.4.1.7 *Franskraal*

- Franskraal is located in the Overstrand Municipality between Gansbaai and Pearly Beach along the R43.
- It is a coastal village located on the mouth of the Uilkraals-estuary (a known bird hotspot).
- Contains the "Groot Melkhoutbos Trail", a milkwood dominated forest, which is open to the public.
- The Strandveld museum contains the largest collection of artefacts from the HMT Birkenhead, a ship which wrecked at Danger Point in 1852.
- Franskraal has been identified as having a high development potential and low social need.

**Photo 3.4.1.7a View toward Franskraal**

**Photo 3.4.1.7c The coastline at Franskraal**

**Photo 3.4.1.7b Newer higher density developments**

**Photo 3.4.1.7d Typical coastal properties**

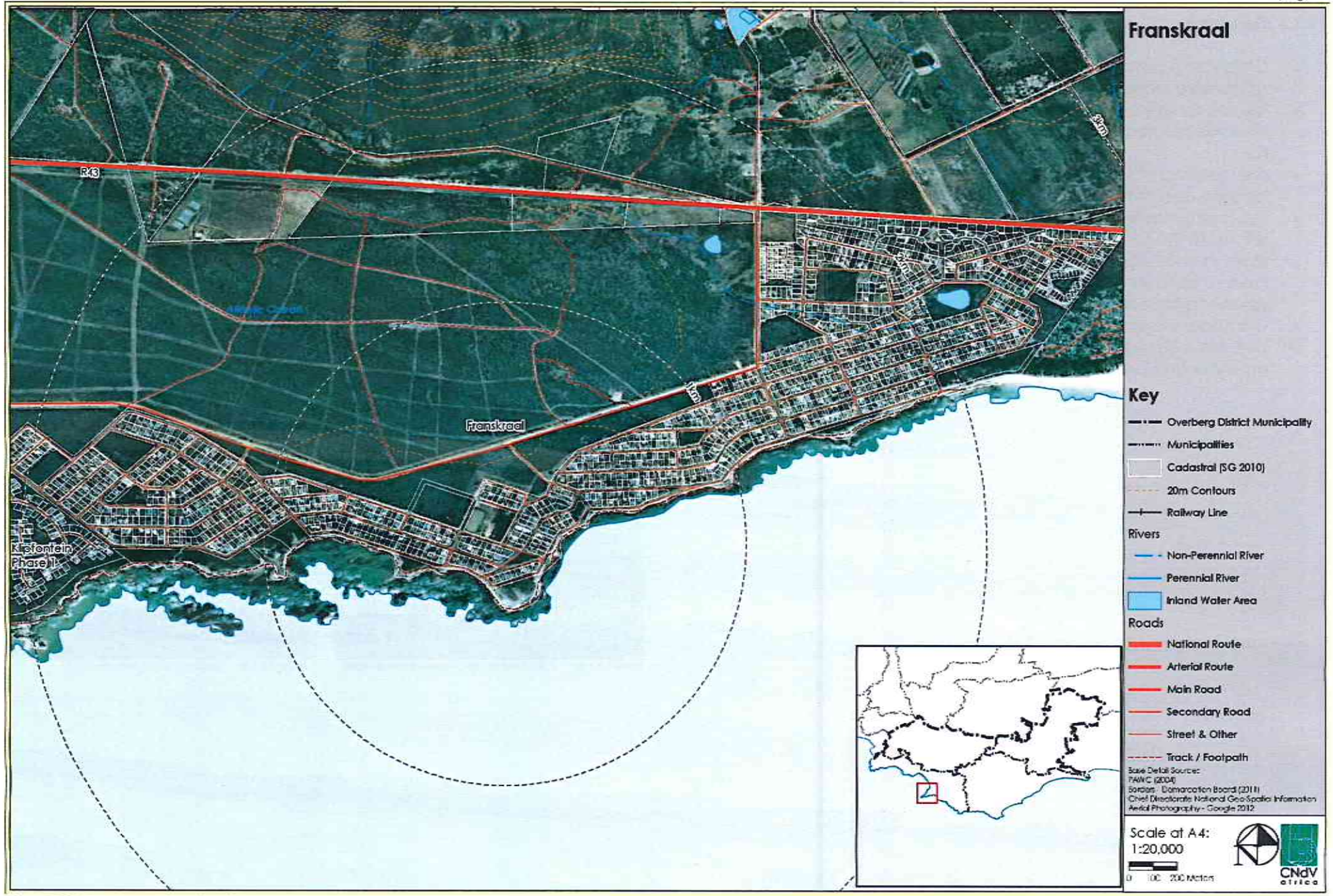



**Figure 3.4.1.7 Franskraal Aerial**

### 3.4.1.8 *Gansbaai*

- Gansbaai is located within the Overstrand Municipality ±20km south of Stanford along the R43.
- The first settlers arrived here in the early 1800's when nomadic fishermen settled here on the coastal sections of the Strandfontein Farm.
- The life force of this community was a freshwater fountain which is located next to the present harbour.
- The town's name was derived from the large amount of geese who settled at the fountain.
- Many archaeological finds have occurred at Klipgat Cave (in De Kelders) indicating that early modern man (80000 years ago) inhabited the area.
- Gansbaai is a popular tourist destination for shark cage diving.
- Gansbaai has been identified as having a medium development potential and a medium services need.

**Photo 3.4.1.8a View across the harbour**

**Photo 3.4.1.8d Commercial development in the town centre**

**Photo 3.4.1.8b A shopping complex**

**Photo 3.4.1.8e The Dutch Reformed Church**

**Photo 3.4.1.8c Subsidised housing outside the main town**

**Photo 3.4.1.8f View across the industrial area**

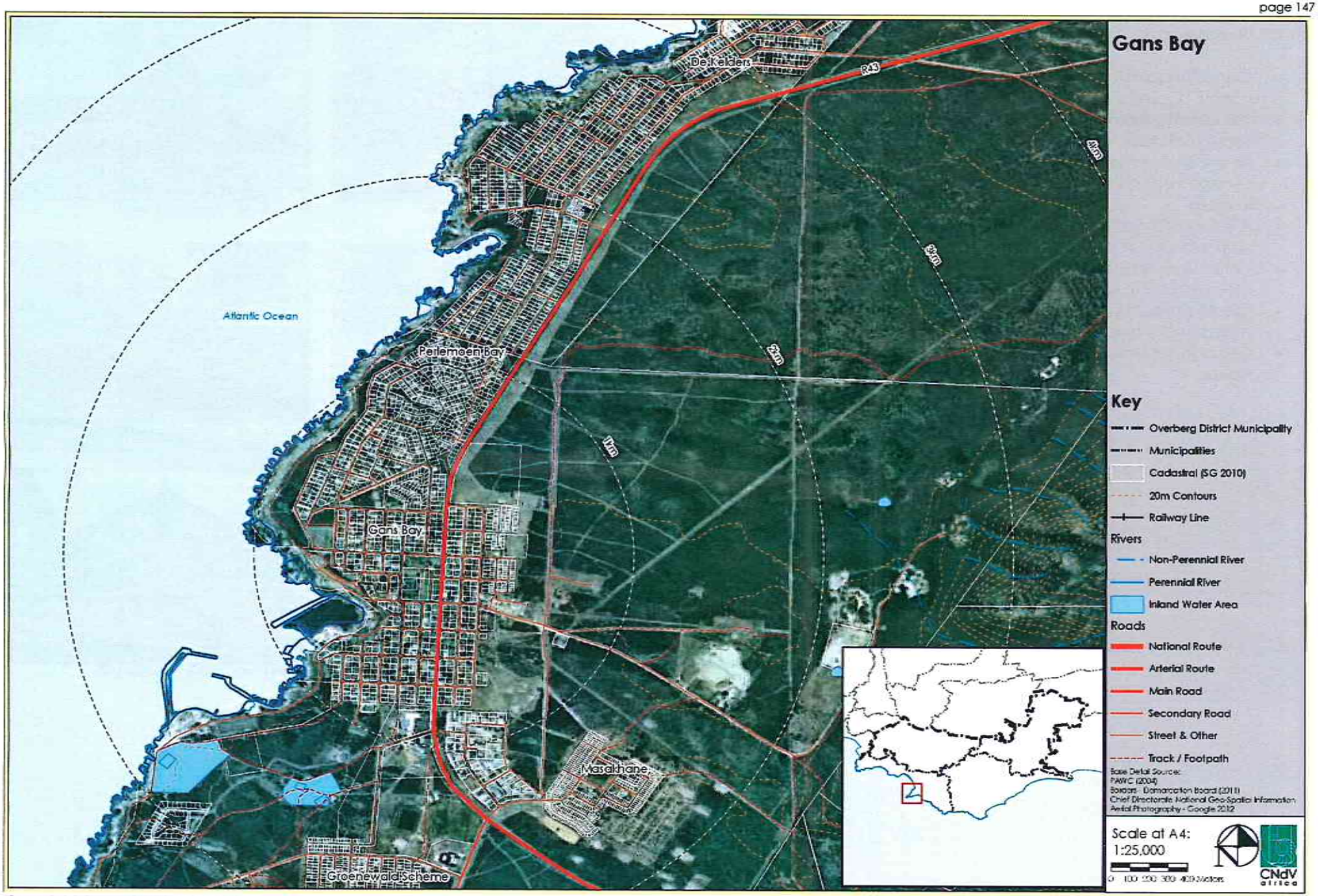



**Figure 3.4.1.8 Gansbaai Aerial**

### 3.4.1.9 *Genadendal*

- Genadendal is located in the Theewaterskloof Municipality ±30km north of Caledon along the R406.
- The oldest mission station in Africa was established here in 1738 by Georg Schmidt.
- At the end of the 18th century the town grew to become the second largest settlement in South Africa (Cape Town was the largest).
- A total of 25 national monuments are present which were declared National Cultural Treasure in 1991.
- Other features include the mission and museum complex, the Moravian printing works, water mill and the wagon house.
- The Beinbrecht Bridge located here was the first bridge in South Africa and is a national monument.
- Genadendal has a low development potential and high social need.

**Photo 3.4.1.9a Entrance to Genadendal**

**Photo 3.4.1.9c The Moravian Church**

**Photo 3.4.1.9b Residential areas with mountains in the background.**

**Photo 3.4.1.9d View of subsidised housing**

**Photo 3.4.1.9e Beautifully maintained historic buildings.**

**Photo 3.4.1.9f Tourism information centre**


**Figure 3.4.1.9 Genadendal Aerial**

### 3.4.1.10 *Grabouw*

- Grabouw is located in the Theewaterskloof Municipality along the N2 highway ±70km from Cape Town in an easterly direction. (Grabouw is the first settlement in the Overberg District when travelling from Cape Town).
- The town was named after a village in Germany called Grabau by Willem Langschmidt.
- The town was found on the farm Grietjiesgat.
- Popular for production of apples, pears, plums and nectarines.
- Popular attractions include the Apple Museum, the Duncan's Rose Nursery and the Steenbras Dam.
- The town has a high development potential and very high social need.

**Photo 3.4.1.10a Pedigrine Farm Stall located at the entrance to Grabouw off the N2**

**Photo 3.4.1.10d Typical residential area in Grabouw**

**Photo 3.4.1.10b View across the low income areas**

**Photo 3.4.1.10e Informal housing located very close to the existing urban areas**

**Photo 3.4.1.10c Commercial area in the centre of town**

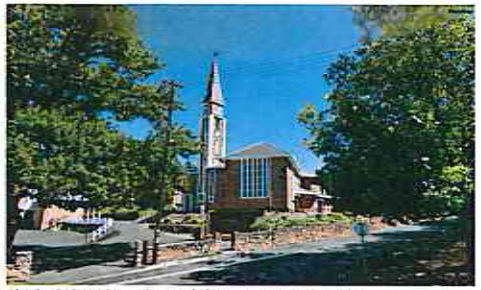


**Photo 3.4.1.10f The Dutch Reformed Church**

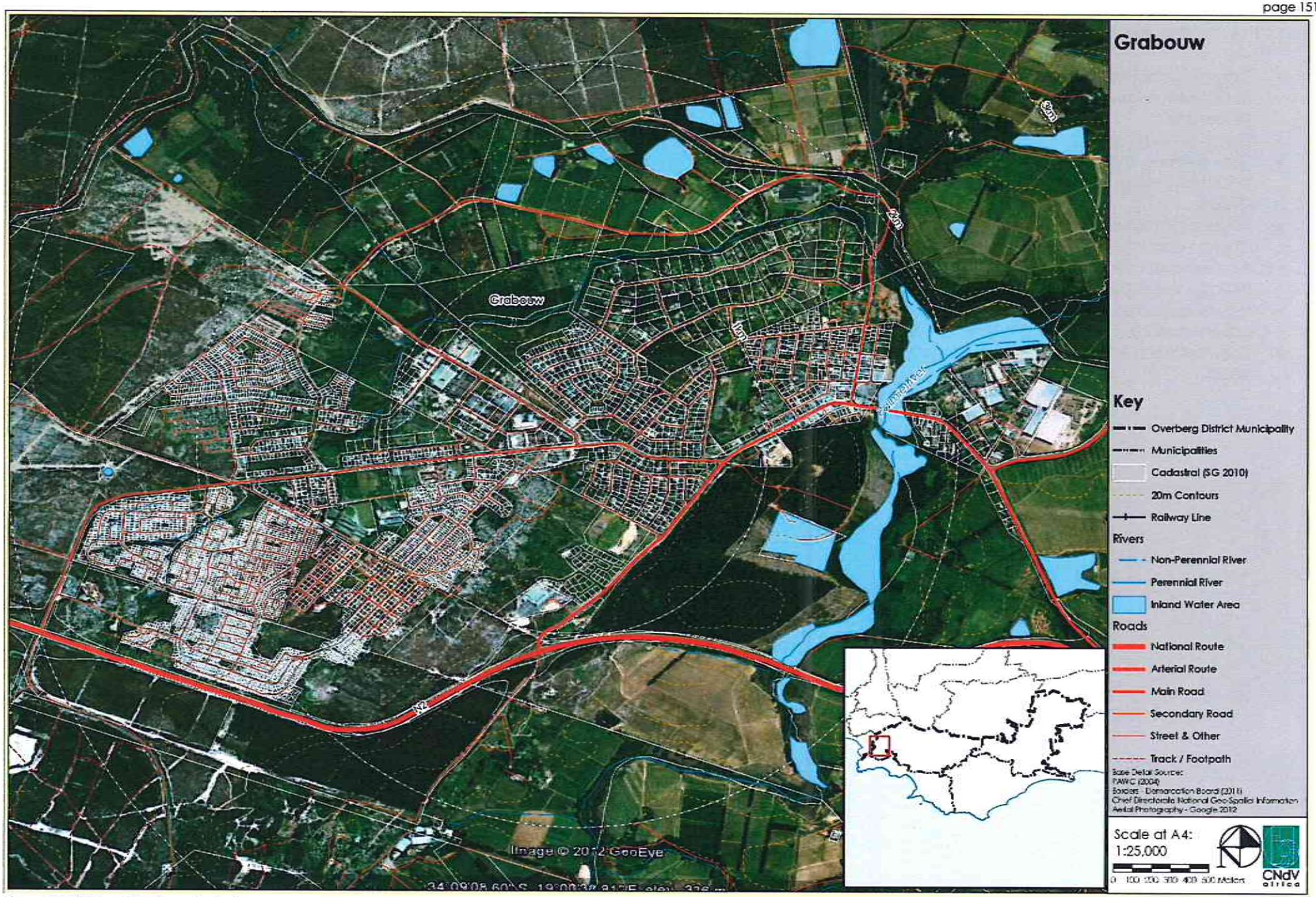



**Figure 3.4.1.10 Grabouw Aerial**

### 3.4.1.11 *Greyton*

- Greyton is located in the Theewaterskloof Municipality ±35km north of Caledon along the R406 at the foot of the Riviersonderend Mountains.
- The town was named after the twice governor of the Cape.
- Gravel roads, thatched roof cottages, pretty gardens and beautifully restored buildings all contribute to the character of the village.
- Popular attractions in the town are the Post House, the St Andrews Church and the Smouswinkel.
- A number of hiking trails (Noupoort, Boesmanskloof, etc.) meander through the Riviersonderend Mountains.
- The village offers a number of shops, restaurants, pubs and art galleries and is a popular weekend getaway destination.
- Greyton has a low development potential and medium social need.

**Photo 3.4.1.11a A typical cottage in Greyton**

**Photo 3.4.1.11d The old Post House**

**Photo 3.4.1.11b Commercial use in the town centre**

**Photo 3.4.1.11e The Greyton Church**

**Photo 3.4.1.11c Tree lined streets**

**Photo 3.4.1.11c Subsidised housing**


**Figure 3.4.1.11 Greyton Aerial**

### 3.4.1.12 *Hermanus*

- Hermanus is the main town in the Overstrand Municipality and is located ±120km from Cape Town along the N2 National Road and the R43 when travelling in an easterly direction.
- An extremely popular tourist and holiday destination (most popular for Southern Right whale watching) and a retirement town given its location on the beautiful Walker Bay on the southern coast of South Africa.
- Internationally acknowledged by the World Wide Fund for Nature (WWF) as one of the twelve best land-based whale watching locations in the world (Overberg SDF, 2004).
- The Hermanus Magnetic Observation (HMO) monitors variations in the earth's magnetic fields and is one of a few of these facilities in the world.
- Popular beaches of Hermanus include Grotto beach (Blue Flag status), Voëlklip, Onrus, Kammabaai and Langbaai.
- Just outside the town is the Fernkloof Nature Reserve which offers numerous hiking trails and also offers paragliding from the highest peaks.
- Hermanus has a high development potential and low social need.

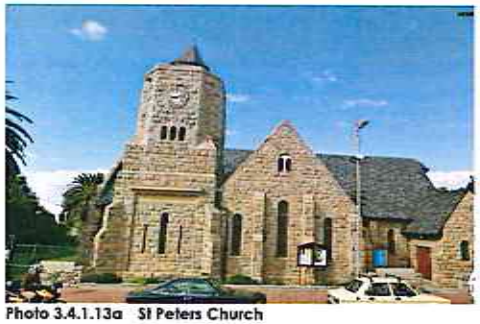


**Photo 3.4.1.13a St Peters Church**

**Photo 3.4.1.13d The Fernkloof Nature Reserve**

**Photo 3.4.1.13b Upmarket houses along the coastline of Hermanus**

**Photo 3.4.1.13e Market stalls in the centre of town.**

**Photo 3.4.1.13c The War Memorial at the old Hermanus harbour**

**Photo 3.4.1.13f The old Hermanus Harbour (a popular location for whale watching)**

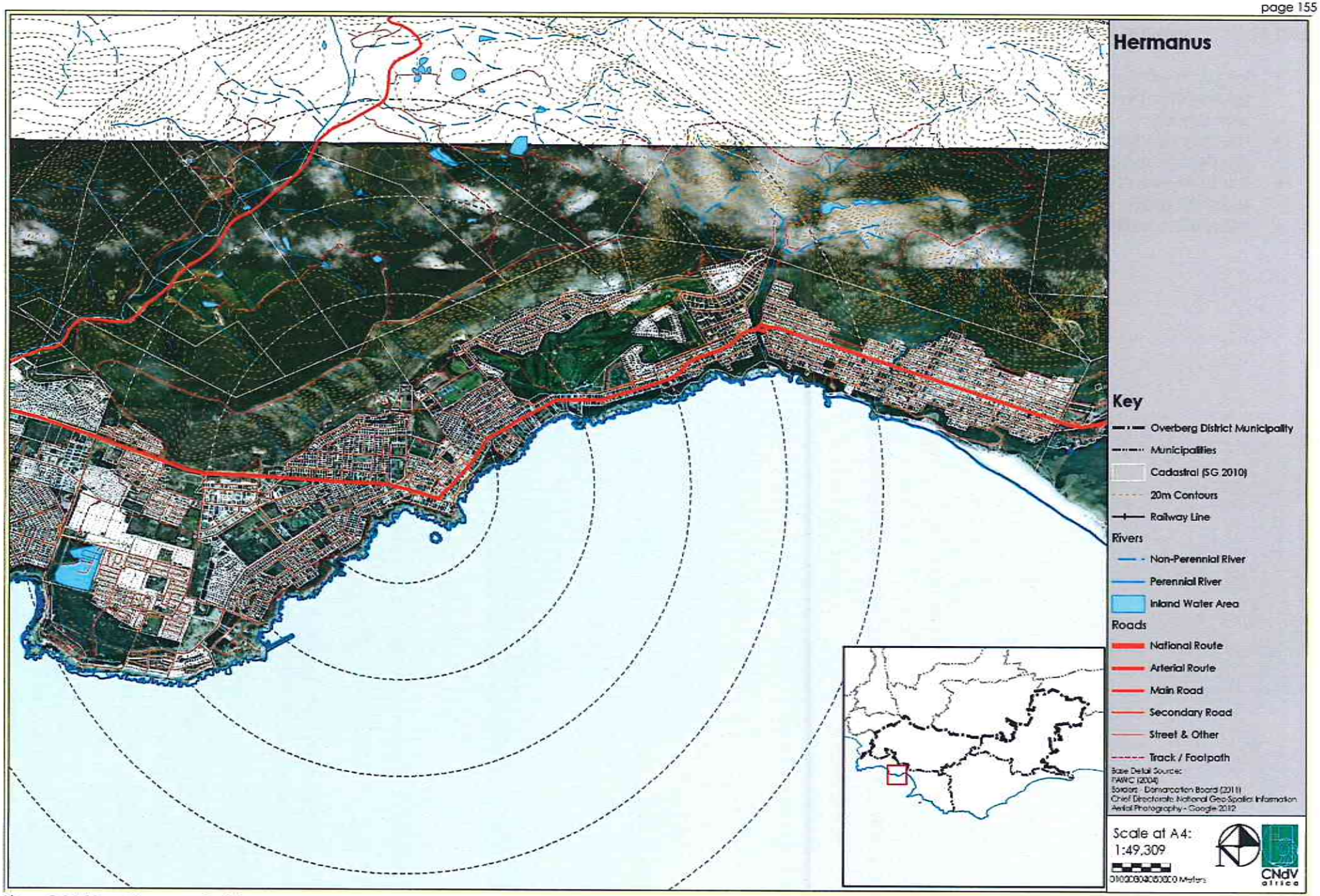



**Figure 3.4.1.12 Hermanus Aerial**

### *3.4.1.13 Infanta*

- Infanta is located ±82km south of Swellendam along the R324 (gravel road) in the south eastern tip of the Swellendam Municipality.
- The Breede River estuary is located east of the town with Witsand located on the eastern banks of the estuary.
- The town was named after Joao Infante, commander of the second caravel under Bartholomew Dias.
- Infanta is a small fishing village and holiday resort.


**Figure 3.4.1.13 Infanta Aerial**

### 3.4.1.14 *Kleinmond*

- Kleinmond is located along the R44 at the mouth of the Bot River hugged by the Palmiet Mountains on the one side and the Atlantic Ocean on the other.
- The town is located within the Kogelberg Biosphere Reserve (UNESCO declared).
- Kleinmond is mainly a holiday/retirement town but also functions as the main commercial centre for Betty's Bay, Hangklip and Pringle Bay.
- In and around Kleinmond there are hiking trails, bird watching, caves and a golf course.
- Kleinmond has a high development potential and medium social need.

**Photo 3.4.1.14a Public areas**

**Photo 3.4.1.14d Retail facilities in the centre of town**

**Photo 3.4.1.14b The Kleinmond Beach**

**Photo 3.4.1.14e The golf course**

**Photo 3.4.1.14c Sports and recreational facilities**

**Photo 3.4.1.14f Sea front properties**

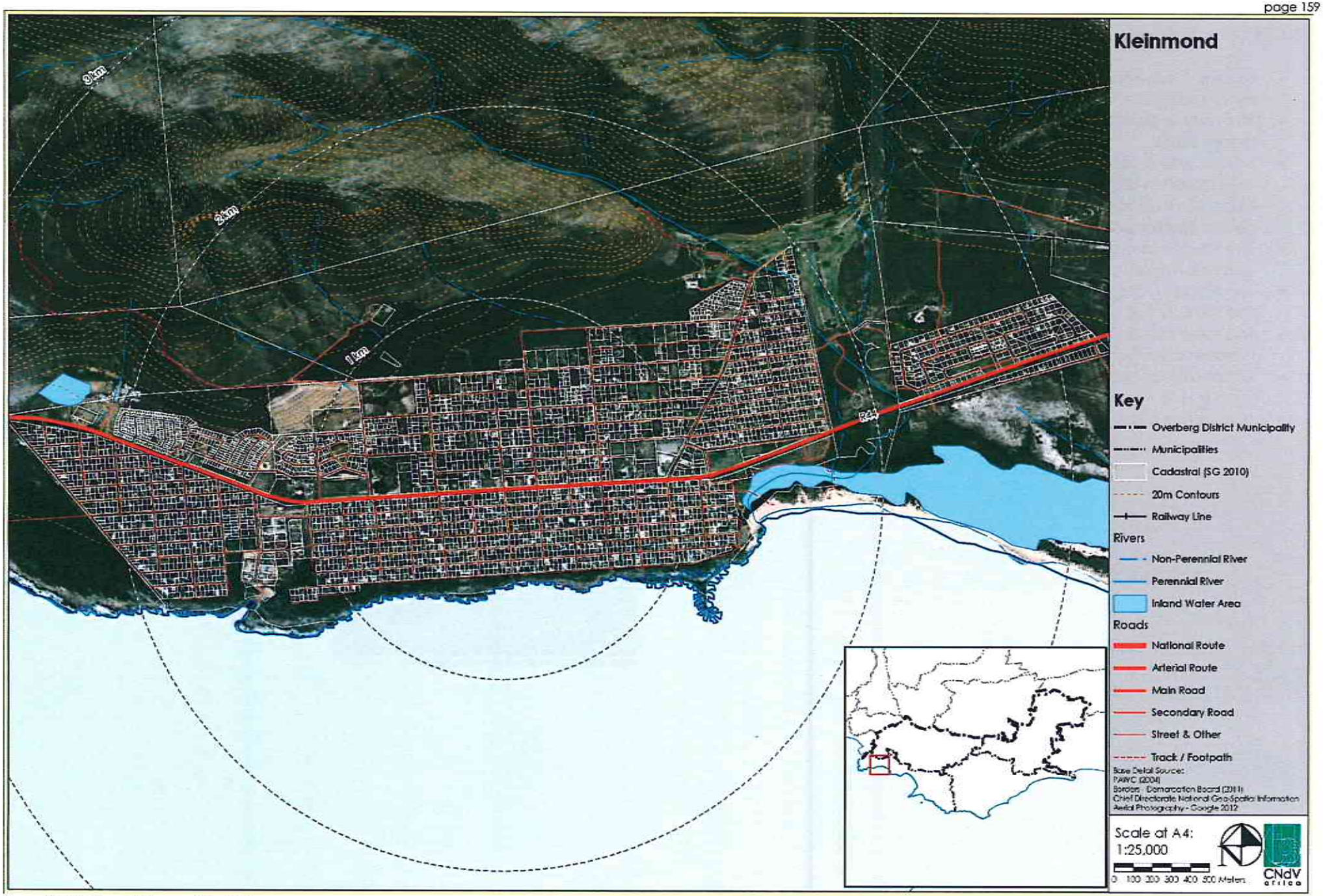



**Figure 3.4.1.14 Kleinmond Aerial**

### 3.4.1.15 *Napier*

- Napier is located along the R316 about 60km from Caledon on route to Bredasdorp.
- The town is situated at the Soetmuisberg, surrounded by wheat and barley fields.
- Napier was established in 1838 as a result of a quarrel about where the church in the area should be located (a quarrel between Michiel van Breda and Pieter Voltelyn). As a result a church was built in Napier and Bredasdorp.
- The town was named after the then Governer of the Cape, Sir George Napier.
- The Napier Gold Mining Company was established at the turn of the century but mining was very short lived.
- The town has a large Dutch Reformed Church, small stores and places of business.
- Other attractions include the Feeshuis, the Kakebeenwa monument, the watermill and a sundial at the municipal offices.
- Napier has a low development potential and medium social need.

**Photo 3.4.1.15a The Dutch Reformed Church**

**Photo 3.4.1.15d Commercial area in the town centre**

**Photo 3.4.1.15b The Napier Hotel**

**Photo 3.4.1.15e Subsidised housing**

**Photo 3.4.1.15c Typical residential properties**

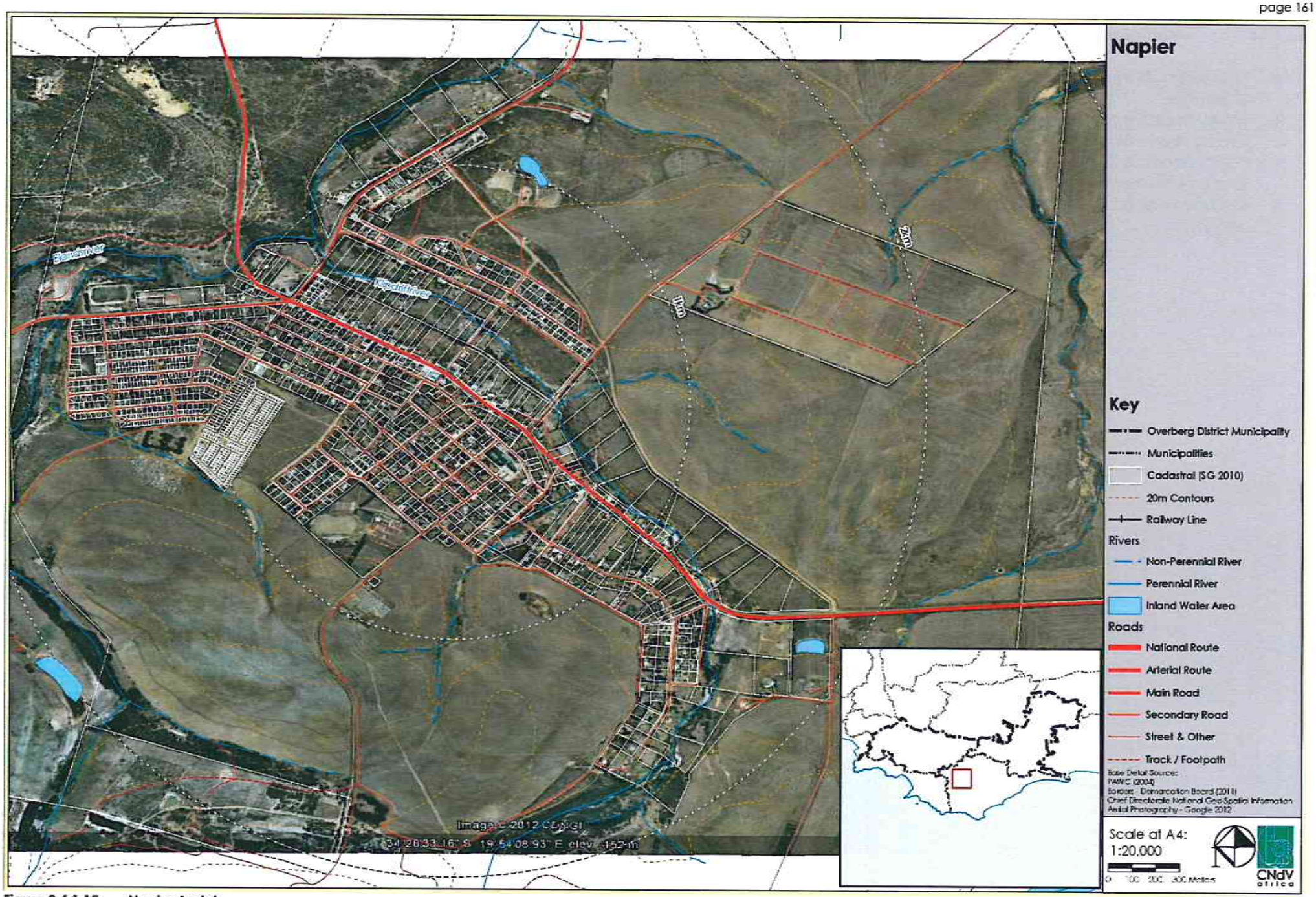



**Figure 3.4.1.15 Napier Aerial**

### 3.4.1.16 *Pearly Beach*

- Pearly Beach is located along the R43 approximately 25km from Gansbaai.
- Pearly Beach is a small coastal holiday/retirement town with a largely residential character.
- Pearly Beach is dependent on Gansbaai for its main commercial and employment opportunities.
- The town has a low development potential and medium social need.

**Photo 3.4.1.16a View to the coast from Pearly Beach**

**Photo 3.4.1.16c Houses positioned among natural vegetation**

**Photo 3.4.1.16b The sportsfield at the entrance to the town**

**Photo 3.4.1.16d Public access to the beach**

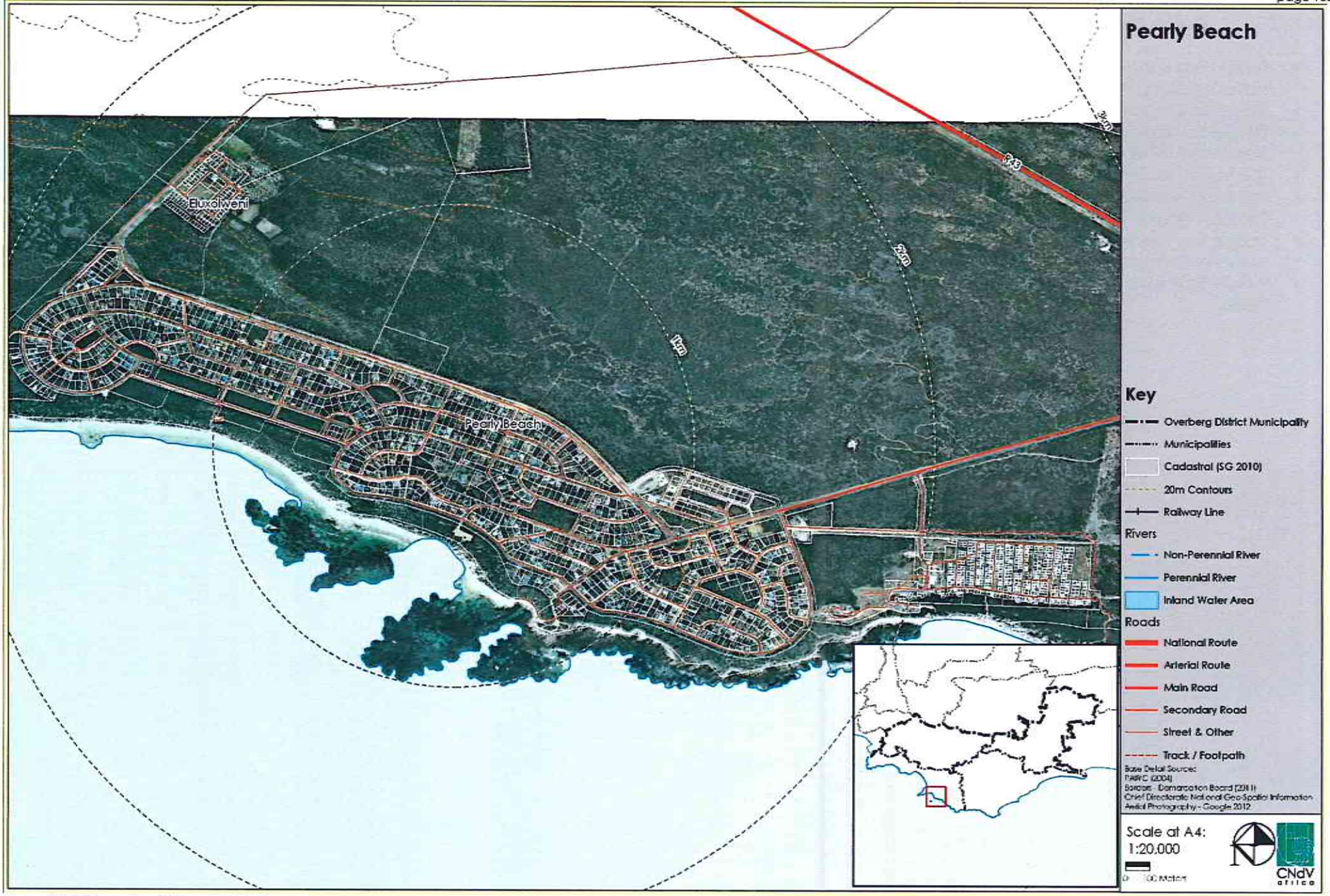



**Figure 3.4.1.16 Pearly Beach Aerial**

### 3.4.1.17 *Pringle Bay*

- Pringle Bay is the first settlement in the Overberg District when travelling along the R44 from Cape Town towards Hermanus.
- The town is located ±85km from Cape Town.
- Pringle Bay is mostly a holiday/retirement town dependent on Kleinmond for its main commercial and other higher order services.
- The town is located at the picturesque mouth of the Buffels River.
- The town was named after the Royal Navy Commander-in-Chief Sir Thomas Pringle.
- Pringle Bay falls within the Kogelberg Biosphere Reserve and thus no further residential development is permitted here.
- Pringle Bay has a medium growth potential and very low social need.

**Photo 3.4.1.17a View towards Pringle Bay from the R44**

**Photo 3.4.1.17c Residential areas amongst natural vegetation**

**Photo 3.4.1.17b View of the coast at Pringle Bay**


**Photo 3.4.1.17d Limited commercial development in the centre of town**

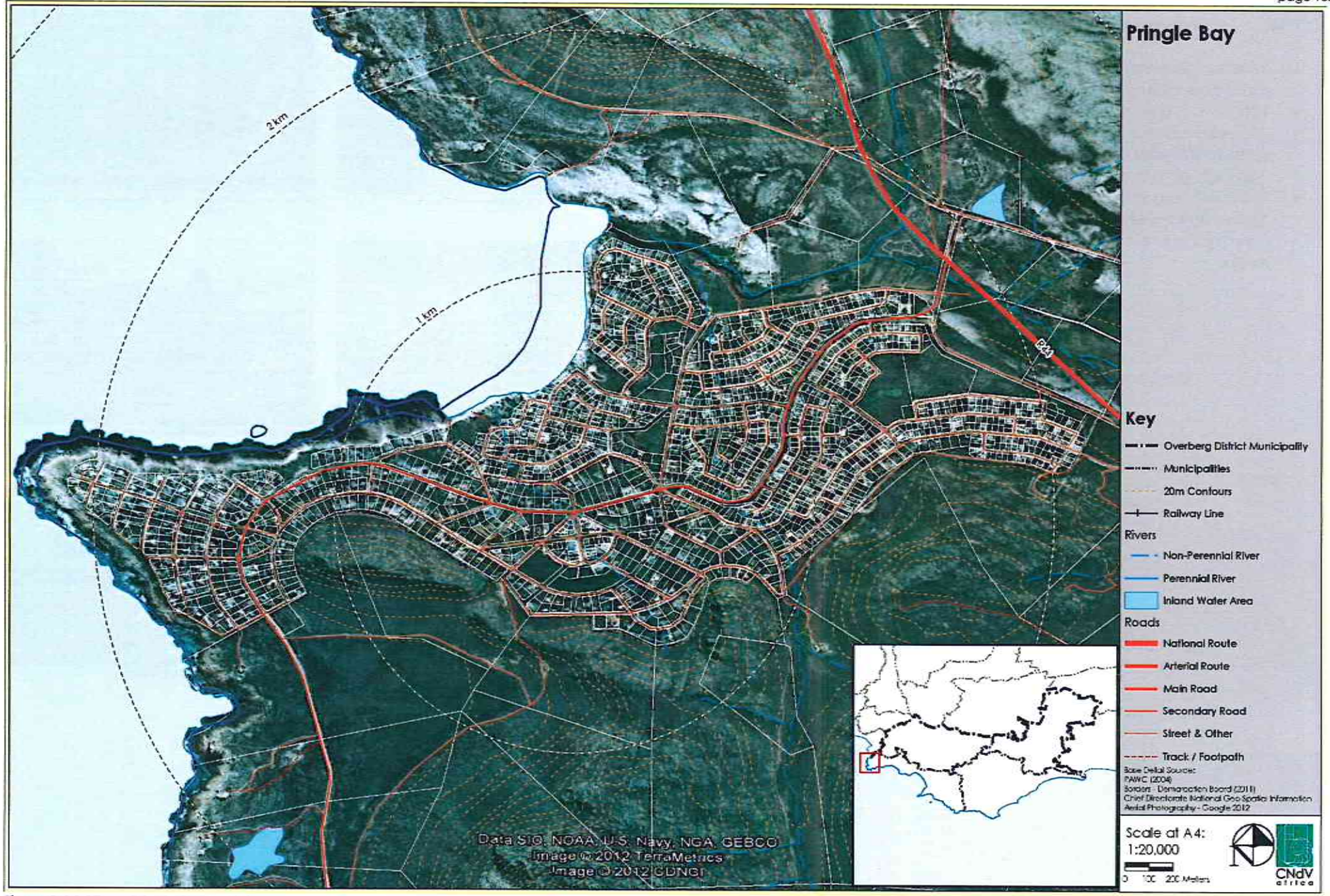



**Figure 3.4.1.17 Pringle Bay Aerial**

### 3.4.1.18 *Riviersonderend*

- Riviersonderend lies ±50km east of Caledon along the N2 national road and ±60km from Swellendam, located further east.
- The town is a small farming village.
- It is believed the town was named after the perennial Sonderend River at the foot of the Sonderend Mountains, so called in 1707 by Jan Hatogh a horticulturist of the Dutch East India Company.
- The town was established in 1923 when the farm Tierhoek was sold to the Dutch Reformed Church.
- Riversonderend has a low development potential and high social need.

**Photo 3.4.1.18a The Dutch Reformed Church**

**Photo 3.4.1.18b The filling station at the entrance to the town when travelling from Cape Town**

**Photo 3.4.1.18c View down the main road**

**Photo 3.4.1.18d Commercial development in the town centre**

**Photo 3.4.1.18e A beautifully restored house**

**Photo 3.4.1.18c Subsidised housing**

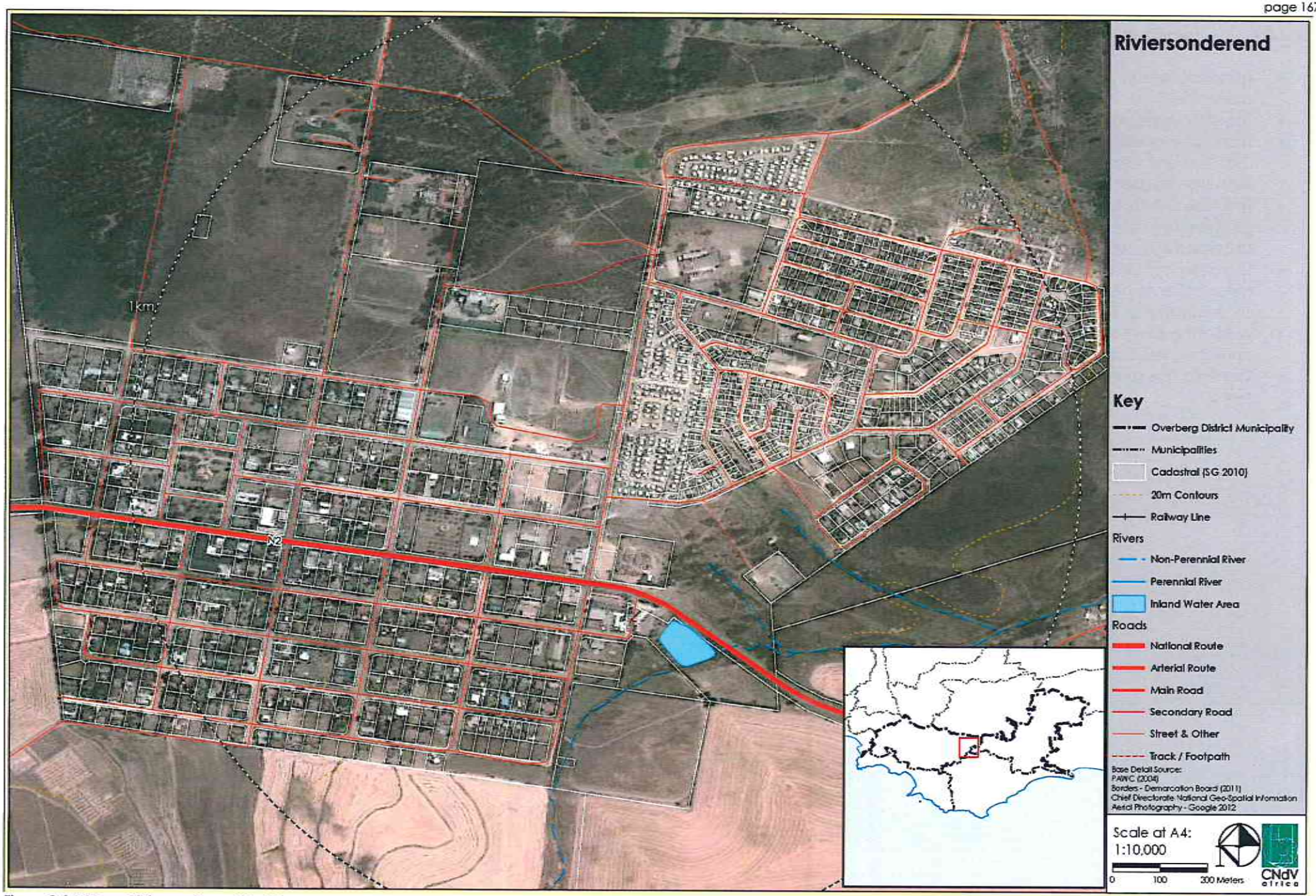



**Figure 3.4.1.18 Riviersonderend Aerial**

### *3.4.1.19 Stanford*

- The picturesque town of Stanford lies ±25km east of Hermanus along the R43.
- The town is reliant on Hermanus as it's main commercial centre.
- Stanford is positioned on the banks of the Klein River and fulfils a mainly residential function with a number of pristinely restored Victorian houses located in the town.
- The town's history dates back to 1729 and started with a grazing permit which changed hands several times until Robert Stanford obtained the permit and settled here.
- The historical village market square and the many old houses in the historical core have been proclaimed a national conservation area by the National Monuments Council.
- Within the town the main attractions are the Market Square, the churches, the Langhuis and "Die Spookhuis".
- Stanford has a medium development potential and low social need.

**Photo 3.4.1.19a View towards Stanford from the R43**

**Photo 3.4.1.19d Commercial development in the town centre**

**Photo 3.4.1.19b Entrance to Stanford from the R43**

**Photo 3.4.1.19e A beautifully restored house**

**Photo 3.4.1.19c The Dutch Reformed Church**

**Photo 3.4.1.19f Newly constructed residential houses**

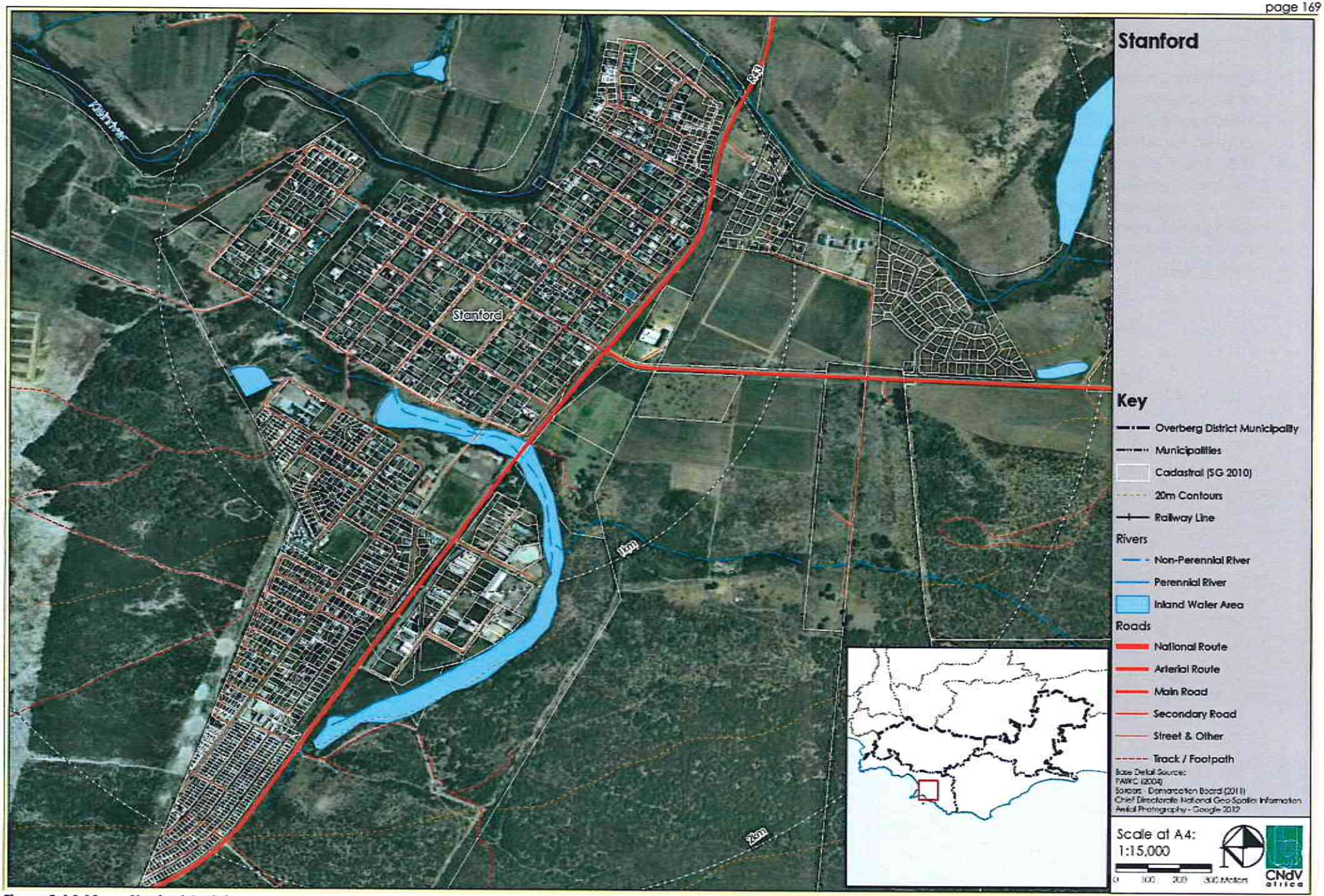



**Figure 3.4.1.19 Stanford Aerial**

### 3.4.1.20 *Struisbaai*

- Struisbaai is located in the Cape Agulhas Municipality ±35km south of Bredasdorp.
- Struisbaai is an old fishing village which has lately become a popular location for horseriding, hiking, paintball and quadbiking.
- The beach at Struisbaai is the longest beach (±14km) in the Southern Hemisphere.
- The old thatched fishermen's houses have been declared national monuments and are privately owned.
- Struisbaai has a medium development potential and medium social need.

**Photo 3.4.1.20a Old fishermen's cottages**

**Photo 3.4.1.20c Subsidised housing in Struisbaai**

**Photo 3.4.1.20b The Cape Agulhas light house built in 1848**

**Photo 3.4.1.20d The Struisbaai Mall**

**Photo 3.4.1.20e New housing developments**

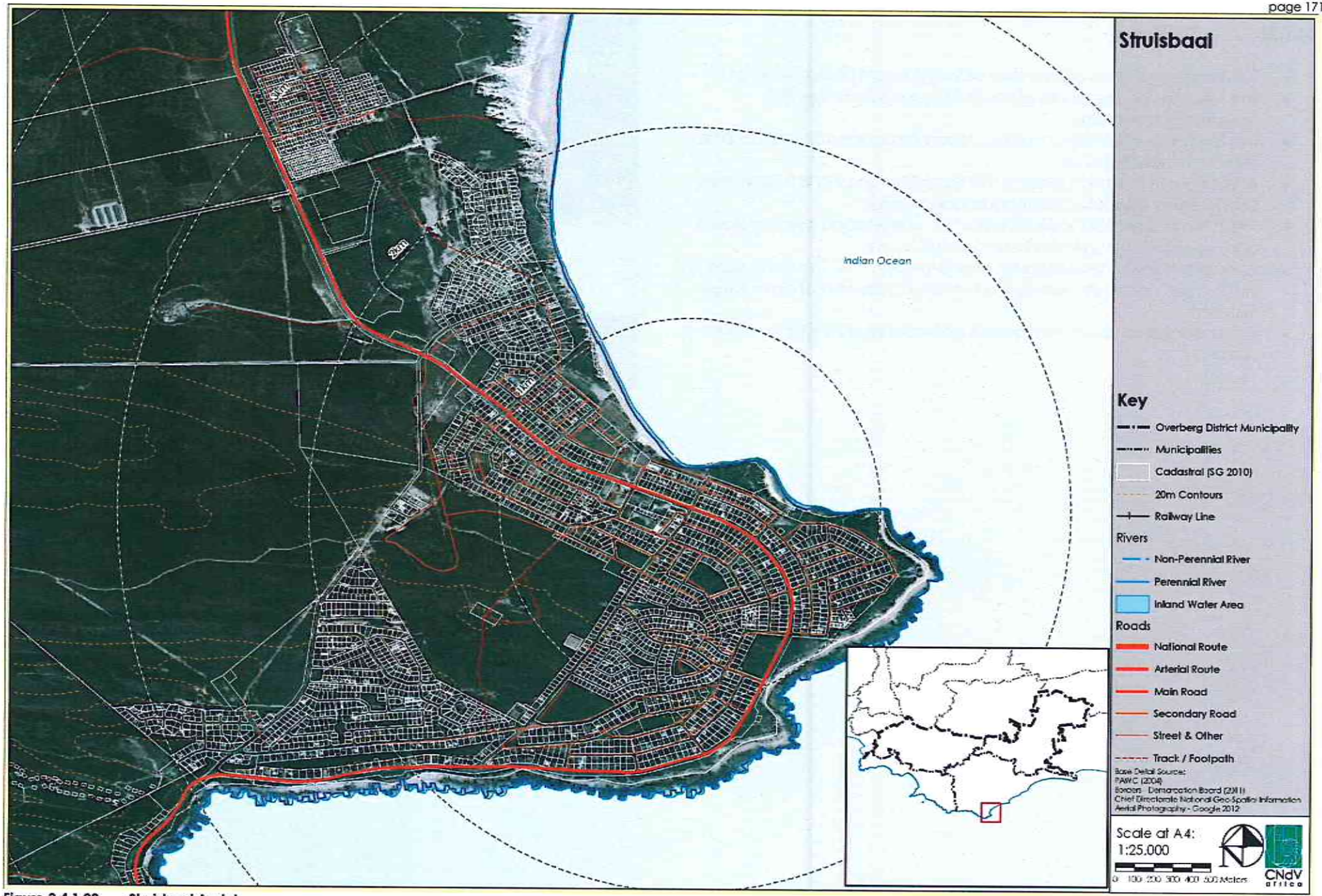



**Figure 3.4.1.20 Struisbaai Aerial**

### 3.4.1.21 *Suurbraak*

- Suurbraak is located ±25km east of Swellendam along the R324.
- The town lies on the banks of the Buffelsjagsrivier below the Langeberg Mountains.
- The town was originally a mission station established by the London Mission Society in 1812.
- Attractions in the town include the Barry Church and the Suurbraak Skrynwerkers (manufacture handmade chairs).
- The town has an "old world" character where wood burning stoves, donkey-drawn ploughs and carts are still in use.
- Parts of the town have suffered due to neglect but the old buildings in the town centre (including the two church buildings) have been restored.
- Suurbraak has a low development potential and very high social need.

**Photo 3.4.1.21a The Anglican Church**

**Photo 3.4.1.21d An old cottage in a rural setting**

**Photo 3.4.1.21b A general dealer**

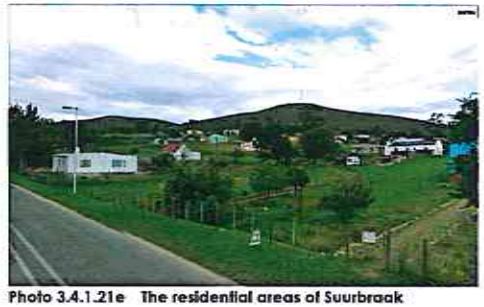


**Photo 3.4.1.21e The residential areas of Suurbraak**

**Photo 3.4.1.21c The Post Office**

**Photo 3.4.1.21f The Tourism Information Office**

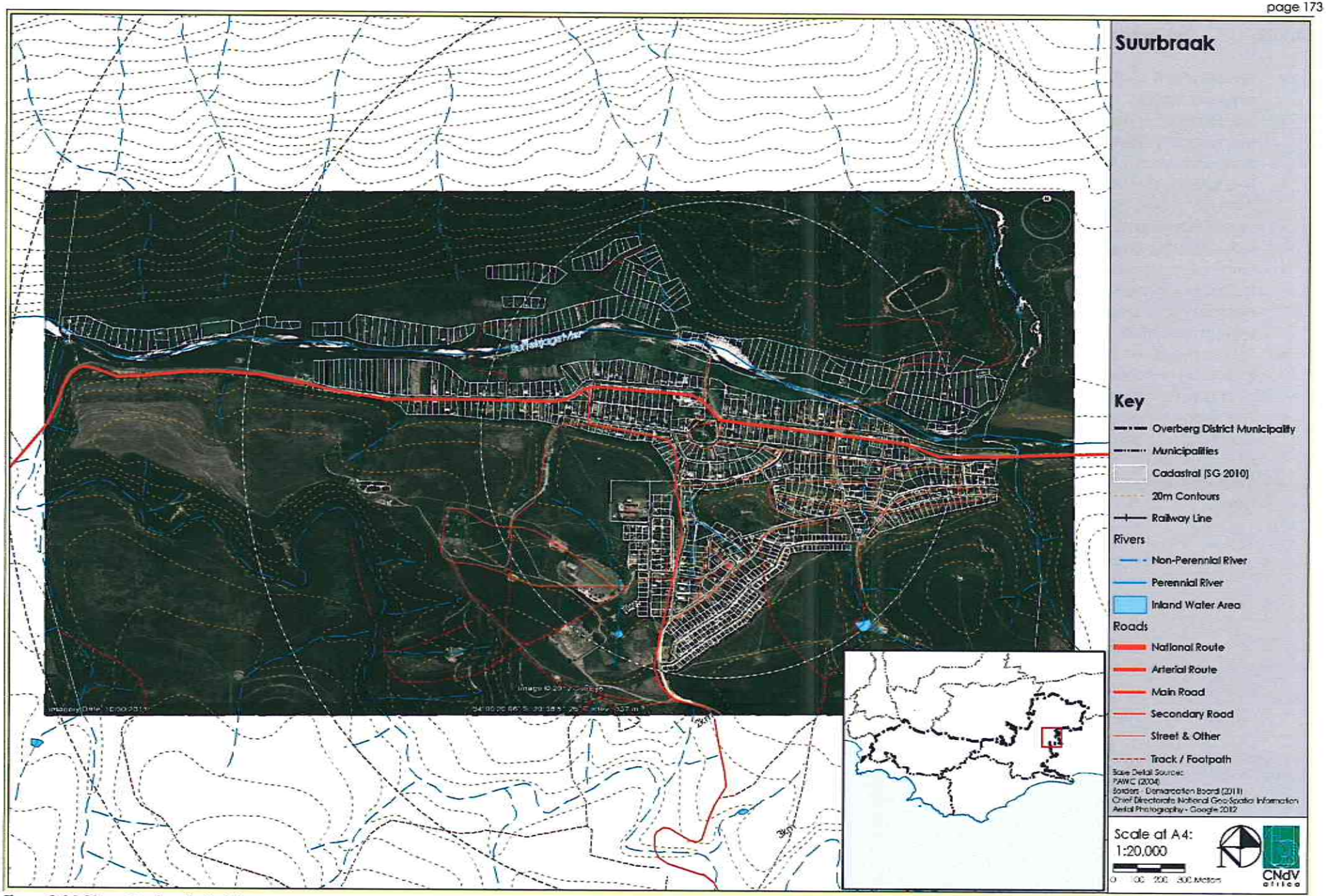



**Figure 3.4.1.21 Suurbraak Aerial**

### 3.4.1.22 *Swellendam*

- Swellendam is located ±110km east of Caledon along the N2 national road.
- Swellendam is the main administrative town in the Swellendam Municipality offering higher order services to towns such as Barrydale and Suurbraak.
- The town is the third oldest town in South Africa, founded in 1745 by the Dutch East Indian Company.
- Swellendam was named after the Governor of the Cape and his wife, Hendrik Swellengrebel and Helena Ten Damme.
- Originally, artisans and traders settled in this location to serve travellers and explorers travelling east. The settlement was then the eastern most settlement and the services and goods offered here were invaluable.
- Today the town still offers a large variety of accommodation types including a hotel, luxury guest houses, bed and breakfasts, chalets and a caravan park.
- The many historical buildings (mostly Cape Dutch) in the town contribute to the unique character of the area. Over 50 National Monuments are located in the town.
- Swellendam has a low development potential and medium social need.

**Photo 3.4.1.22a The old church**

**Photo 3.4.1.22b An old Cape Dutch House**

**Photo 3.4.1.22c A heritage building**

**Photo 3.4.1.22d The Swellendam High School**

**Photo 3.4.1.22e Retail in the town centre**

**Photo 3.4.1.22f Subsidised housing**

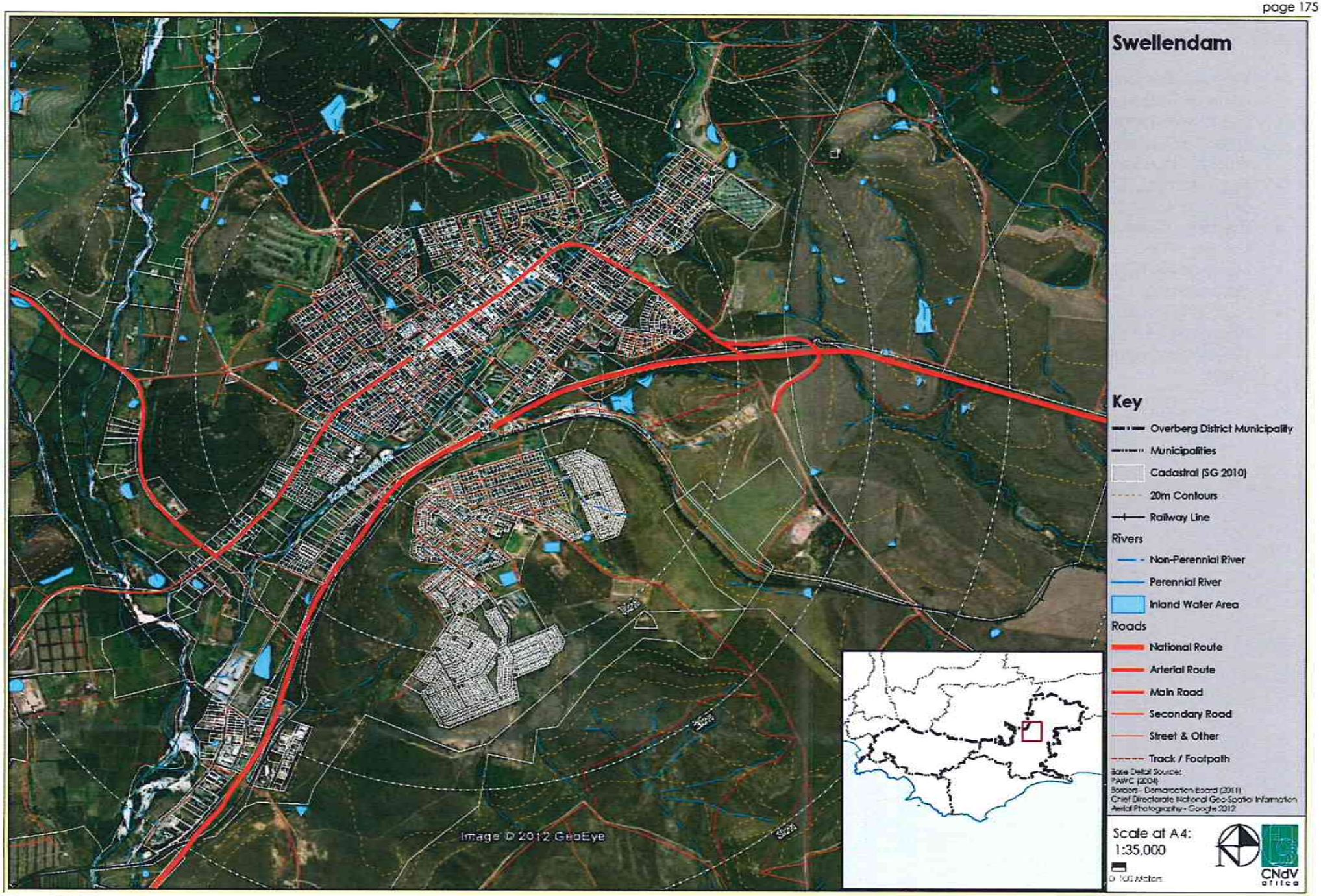



**Figure 3.4.1.22 Swellendam Aerial**

### 3.4.1.23 *Villiersdorp*

- Villiersdorp is located in the Theewaterskloof Municipality ±40km north of Grabouw in the Elands River Valley.
- The town is located next to the large Theewaterskloof Dam (7th largest in South Africa), is known as the "Pearl of the Overberg" and most famous for its fruit farms and vineyards.
- Apple farming is the main agricultural activity but other fruits such as pears, apricots and peaches are also produced.
- The town dates back to 1843 when it was established by Veldkornet P.H. De Villiers.
- Many of the residents of the town were French Huguenot descendants.
- Main attractions include the St. Augustine's Church, Upington House and Art Gallery and Bo Radyn (home of P.H. De Villiers).
- Villiersdorp has a medium development potential and high social need.

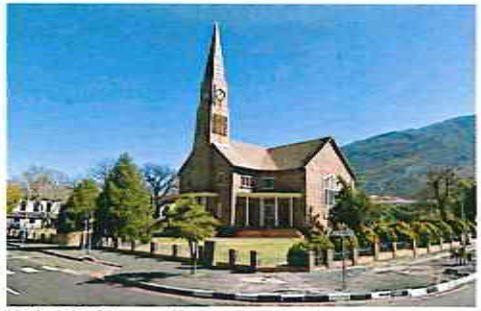


**Photo 3.4.1.23a The St Augustine Church**

**Photo 3.4.1.23d A beautiful Cape Dutch house**

**Photo 3.4.1.23b Commercial development in the town centre**

**Photo 3.4.1.23e View down the main road**

**Photo 3.4.1.23c Shopping complex at the entrance to the town**

**Photo 3.4.1.23f View of the low income area**


**Figure 3.4.1.23 Villiersdorp Aerial**

## 3.4.2 Transportation

### 3.4.2.1 *Major Road and Rail Routes*

Most of the district is served by a comprehensive network of roads. However, most of these are gravel and only the main towns are served by tar roads (Refer to Table 3.4.2.1). This pattern adds considerably to vehicle operating costs in the more remote areas.

| Municipality | Surfaced | Unsurfaced | % Unsurfaced |
|---|---|---|---|
| Cape Agulhas | 242.15 | 950.85 | 79.7% |
| Overstrand | 230.20 | 342.59 | 59.8% |
| Theewaterskloof | 287.61 | 800.14 | 73.6% |
| Swellendam | 157.79 | 816.03 | 83.8% |
| **TOTAL** | **917.75** | **2909.61** | **76%** |

**Table 3.4.2.1** **Length of Provincial Roads in the Overberg Municipality** (Source: Overberg District Integrated Transport Plan, 2010)

The N2 is a major road traffic link through the northern section of the district (approximate length of 184km). There is considerable concern regarding the toll road proposals on this route and the additional freight and passenger costs this would incur. It has been estimated that the total impact could be between R5 million and R50 million depending on the level of the toll levies.

There are two railway lines (total network of ±210km) in the district and a total of 28 railway stations. A long distance line runs from Cape Town, through Somerset West up to Bredasdorp and a second line from Cape Town to Mossel Bay which runs past Swellendam. The railway network is owned and run by Transnet. The railway lines are mainly used for the transportation of freight but a minor passenger service does run occasionally on the Swellendam line (Source: Overberg Integrated Transport Plan, 2010).

The existing railway lines are indicated on Figure 3.4.2.1.

***Implications for the municipality***

- Large sections of roads are unsurfaced and initiatives to surface more roads should be initiated.
- The toll road proposals on along the N2 should be carefully considered as this could have a severe impact on transport and the economy of the district.
- The development of transport infrastructure in the rural areas should be carefully considered due to the populations that occur in these areas.
- Rural roads that are in a bad condition should be upgraded so that they are able to contribute to tourism development.
- The very limited rail commuter system could be expanded to include more trips for commuters.

### 3.4.2.2 *Non-Motorised Transport*

No significant non-motorised transport initiatives are present in the Overberg District. The extent of non-motorised transport is limited to sidewalks within the towns of the district and two cycle paths in the Hermanus area.

The Overberg Integrated Transport Plan (2010) highlighted that proposals to encourage scholars to cycle to school should be explored. This will in turn improve commuter cycling as well as non-motorised tourism.

***Implications for the municipality***

- Because so many people travel on foot, the Municipality needs to adopt a NMT plan for the convenience and safety of their people.
- Non-motorised transport initiatives are to be implemented throughout the district, especially in the larger towns, to facilitate movement and counter congestion in towns.

### 3.4.2.3 Air Transport

No commercial airports currently exist. There are however three licensed airfields operated by the South African National Defence Force (SANDF) and the test flying training school (TFTS). There have been some plans to turn these into commercial airports but this has not been formalised. There are a number of private airfields along the R319 between Bredasdorp and Cape Agulhas. Discussions have re-emerged around the creation of a cargo airport close to Bredasdorp. These discussions are still in its infant stages.

***Implications for the municipality***

- The need for a commercial airport should be adequately researched and should a need arise for a commercial airport further efforts should be made to formalize proposals and spatial implications highlighted.

### 3.4.2.4 Harbours

The two most significant harbours in the district are located in Hermanus and Gaansbaai. No freight is transported through these harbours although Gansbaai harbour is a working harbour (fishing harbour). Hermanus harbour is primarily a tourist attraction which is used for small boat trips, whale watching and eco-marine tourism. Two smaller harbours are located in Kleinmond and Kleinbaai.

A large number of slip ways are located along the seaboard coasts of Overstrand and Cape Agulhas, along the Breë River in Swellendam and on the banks of the Theewaterskloof Dam. The slipways are used for recreational fishing and boating.

***Implications for the municipality***

- The tourism characteristic of the harbours in the district should be protected as this plays a major role in the economy and the promotion of tourism.

### 3.4.2.5 Public Transport

There is currently a very limited amount of public transport in the district. The existing mini bus-taxi service is mostly geared towards the low income groups and provided as a necessity in order to provide transport over the large distances in the district. The Overberg Integrated Transport Plan (2010) stated that the current system requires higher levels of service. The public transport system mostly rely on minibus taxi's, busses, trucks and private vehicles and is exclusively road based. A bus system is present in Grabouw.

***Implications for the municipality***

- Public transport facilities need to be improved in order to decrease the number of people that still travel on foot.

### 3.4.2.6 Transport Improvement Proposals

An assessment of the transport needs of the local municipalities within the district is reflected in table 3.4.2.6a.

The various proposed transport improvement projects and forecasted programme for the Overberg District are indicated in Table 3.4.2.6b.

The proposals include improvements to road infrastructure, road maintenance and upgrades.

| Municipality | Needs | Strategy |
|---|---|---|
| Cape Agulhas | Road improvement and maintenance. | Development and proper maintenance of the road network. |
| | Need to provide non motorised transport facilities | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region |
| | Need to provide adequate Parking Facilities. | |
| | Provision of economical, safe and affordable public Transport facilities | Promotion of public transport |
| | Management of public and tourist transport services | Planning and coordination of public transport service Overberg Tourism: Tourism Development Strategy. |
| | Provision of transport to Basic facilities like police, hospital and schools | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg |

| | | |
|---|---|---|
| | | Region. |
| Overstrand | Road improvement and maintenance. | Development and proper maintenance of the road network. |
| | Need to provide non motorised Transport facilities | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region |
| | Need to provide adequate Parking facilities | |
| | Provision of economical, safe and affordable public Transport facilities | Promotion of public transport |
| | Management of public and tourist transport services | Planning and coordination of public transport service Overberg Tourism: Tourism Development Strategy. |
| | Provision of transport to Basic facilities like police, hospital and schools | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region. |
| Swellendam | Road improvement and maintenance. | Development and proper maintenance of the road network. |
| | Need to provide non motorised Transport facilities | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region |
| | Need to provide adequate Parking facilities | |
| | Provision of economical, safe and affordable public Transport facilities | Promotion of public transport |
| | Management of public and tourist transport services | Planning and coordination of public transport service Overberg Tourism: Tourism Development Strategy. |
| | Provision of transport to Basic facilities like police, hospital and schools | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region. |
| Theewaterskloof | Road improvement and maintenance. | Development and proper maintenance of the road network. |
| | Need to provide non motorised Transport facilities | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region |
| | Need to provide adequate Parking facilities | |
| | Provision of economical, safe and affordable public Transport facilities | Promotion of public transport |
| | Management of public and tourist transport services | Planning and coordination of public transport service Overberg Tourism: Tourism Development Strategy. |
| | Provision of transport to Basic facilities like police, hospital and schools | Effective and efficient planning for and management of funding for infrastructure development in the whole of Overberg Region. |

**Table 3.4.2.6a** **Transport Needs Assessment** (Source: Overberg District Integrated Transport Plan, 2010)

| Project | Budget (R x 1000) | | | | |
|---|---|---|---|---|---|
| | 2009/10 | 2010/11 | 2011/12 | 2013/13 | 2014/15 |
| **Cape Agulhas Municipality** | | | | | |
| Maintenance and Rehabilitation of Roads | 10,976 | 18,692 | 10,205 | 5,410 | 5,390 |
| Improvement of Storm water system | 4,500 | 5,147 | 5,340 | 3,090 | 2,970 |
| **Sub Total** | **15,476** | **23,839** | **15,545** | **8,500** | **8,360** |
| **Overstrand Municipality** | | | | | |
| Planning and Management | 850 | 100 | 375 | 120 | 400 |
| Provincial roads | 1,800 | 6,500 | 14,450 | 950 | 1,000 |
| Streets, Sidewalks and Parking | 12,050 | 12,652.5 | 13,285.12 | 13,949.38 | 14,646.85 |
| Stormwater | 12,400 | 13,020 | 13,671 | 14,354.55 | 15,072.27 |
| **Sub Total** | **26,850** | **32,272.50** | **41,781.12** | **29,373.93** | **31,119.12** |
| **Overberg Municipality** | | | | | |
| Rehabilitation of Roads | 5,200 | 5,510 | 4,200 | 5,770 | 7,136 |
| Maintenance of Roads | 5,580 | 6,402 | | | |
| **Sub Total** | **10,780** | **11,912** | **4,200** | **5,770** | **7,136** |
| **Theewaterskloof Municipality** | | | | | |
| Rehabilitation of roads | 5,016 | 3,234 | 5,247 | 4,855 | 5,590 |
| **Sub Total** | **5,016** | **3,234** | **5,247** | **4,855** | **5,590** |
| **TOTAL** | **58,122** | **71,257.50** | **66,773.12** | **48,498.93** | **52,205.12** |

**Table 3.4.2.6b** **Transport Improvement Proposals** (Source: Overberg District Integrated Transport Plan, 2010)

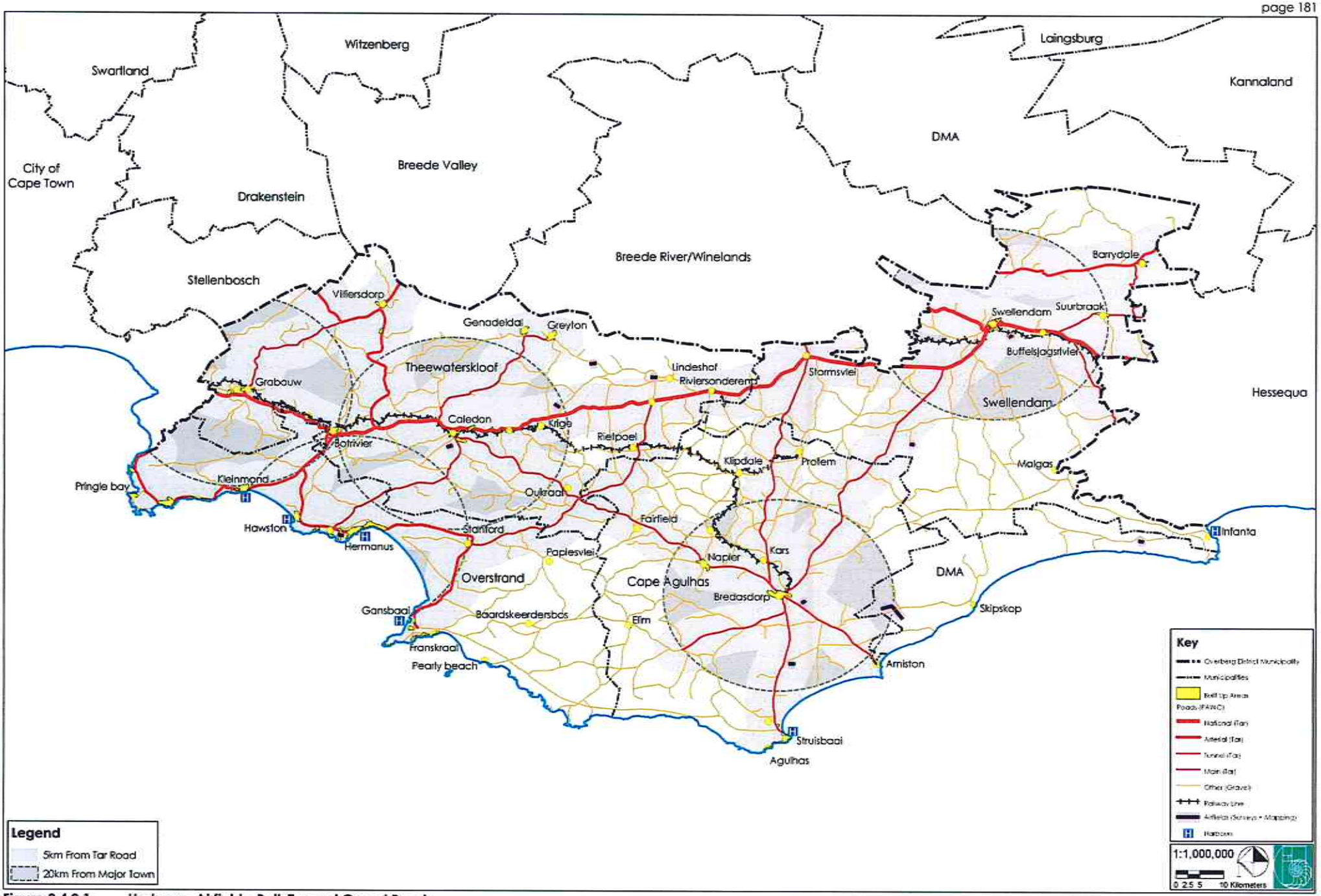



**Figure 3.4.2.1 Harbours, Airfields, Rail, Tar and Gravel Roads**

### 3.4.3 Solid Waste Management

Figure 3.4.3.1 indicates the locations of the landfill sites in the District.

According to Census 2001 (Statssa, 2001) the majority of the population (78.96%) had access to refuse removal supplied by the local authority, with collections occurring once a week. A further 1.67% had intermitted collections. Only 1.06% of the population have no refuse disposal.

Industrial waste is dumped at SA Malsters in Caledon, the fruit processing plant in Theewaterskloof and at the fish processing plants in Overstrand.

A large regional waste disposal site was established in 2002 between Caledon and Hermanus.

| | REFUSE DISPOSAL Number of Households with Access to Refuse Disposal Services | | | | |
|---|---|---|---|---|---|
| | Local Authority (once a week) | Local Authority (Less often) | Communal refuse dump | Own refuse dump | No refuse disposal |
| ODM | 31 | 3 | 0 | 0 | 0 |
| Theewaterskloof | 16 698 | 792 | 917 | 4 229 | 411 |
| Overstrand | 16 419 | 117 | 303 | 1 752 | 65 |
| Cape Agulhas | 6 213 | 21 | 29 | 1 133 | 27 |
| Swellendam | 5 378 | 8 | 80 | 1 926 | 99 |
| **TOTAL (ODM)** | **44 739** | **941** | **1 329** | **9 040** | **602** |
| **%** | **78.96** | **1.67** | **2.35** | **15.96** | **1.06** |

**Table 3.4.3.1a** **Households with access to refuse removal** (Source: Overberg District Integrated Transport Plan, 2010)

An Integrated Waste Management was prepared in 2012 for the district. Figure 3.4.3.1 indicates the total waste generated for the district municipality. According to the IWP the Overberg District Municipality generated approximately 97 452 tonnes of waste per annum (i.e. 2011).

Given the increase in population and economic development, it is expected that the waste generated by the district municipality will increase from 97 512 tonnes per annum (2011) to 103 480 tonnes per annum by 2014.

| Local Municipality | Tons per Day | Tons per Month | % of Total |
|---|---|---|---|
| Overstrand | 95.01 | 2 850 | 35% |
| Theewaterskloof | 111.02 | 3 331 | 41% |
| Cape Agulhas | 39.12 | 1 178 | 15% |
| Swellendam | 25.21 | 756 | 9% |
| District Management Area | 0.35 | 11 | Less than 1% |
| **TOTAL** | **270.4** | **8 121** | |

**Table 3.4.3.1b** **Municipal waste quantities** (Source: IWMP, 2012)

The Overberg District Municipality has one regional landfill site under – Karwyderskraal Regional landfill site. All the other landfill sites fall under the jurisdiction of the local municipalities.

The Karwyderskraal Regional landfill site has been in operation since 2001, is licensed and has an estimated life of 50 years.

The following waste disposal facilities are located in local municipalities:

| Municipality | Name of disposal site | Type of disposal site | Indication of fatal flaws | Fatal flaws rating |
|---|---|---|---|---|
| Theewaterskloof | Caledon | Landfill | None | 0 |
| | Grabouw | Landfill | None | 0 |
| | Botrivier | Landfill | N/A | 0 |
| Cape Agulhas | Bredasdorp | Landfill | None | 0 |
| | Agulhas | Landfill | None | 0 |
| | Arniston | Landfill | None | 0 |
| | Napier | Landfill | None | 0 |
| | Waenhuiskrans | Landfill | N/A | 0 |
| Overstrand | Gansbaai | Landfill | N/A | 0 |
| | Stanford | Landfill | N/A | 0 |
| | Hermanus | Landfill | Yes, within 5km of a water source | 2 |
| | Kleinmond | Landfill | None | 0 |
| | Hawston | Landfill | None | 0 |
| | Betty's Bay | Landfill | None | 0 |
| | Struisbaai | Landfill | None | 0 |
| | Onrusrivier | Landfill | None | 0 |
| Swellendam | Suurbrak | Landfill | None | 0 |
| | Swellendam | Landfill | None | 0 |
| | Barrydale | Landfill | None | 0 |
| | Malgas | Landfill | None | 0 |
| | Cape Infanta | Landfill | None | 0 |

**Table 3.4.3.1c** **Local municipality landfill sites** (Source: IWMP, 2012)


**Figure 3.4.3.1 Solid Waste Disposal Sites**

The Integrated Waste Management Plan made the following recommendations:

- The construction of the new cell at Karwyderskraal to be constructed as a matter of urgency;
- Improve public education and awareness with respect to waste minimisation;
- Establish a forum for waste management with the 4 local municipalities that meet on a regular basis to discuss issues and implement plans to improve services;
- Waste sorting and minimisation be encouraged amongst the businesses in the Municipal area.

***Implications for the municipality***

- Opportunities for waste separation and recycling at the existing land fill sites should be investigated. These can also assist with low skilled job creation.
- Local municipalities are to assist the quantity of waste entering the regional landfill site by:
  - minimise waste generation;
  - reduce waste by means of recycling and decomposing;
  - store, dispose or treat waste (which cannot be recycled or decomposed) in accordance with regulatory requirements.

### 3.4.4 Water Infrastructure

Figure 3.4.4.1 shows the water infrastructure plan for the District Municipality.

The Overberg District Municipality falls within the Breede Water Management Area (one of the four water management areas in the Western Cape). The main rivers in this system are the Breede, Sonderend, Sout, Bot and Palmiet Rivers.

Table 3.4.4.1 indicates the number of households with access to potable water in the Overberg District. In Theewaterskloof and Overstrand 99% of households have access to potable water. Swellendam Municipality has the least number of households with access to potable water. In general, households have good very good access to potable water.

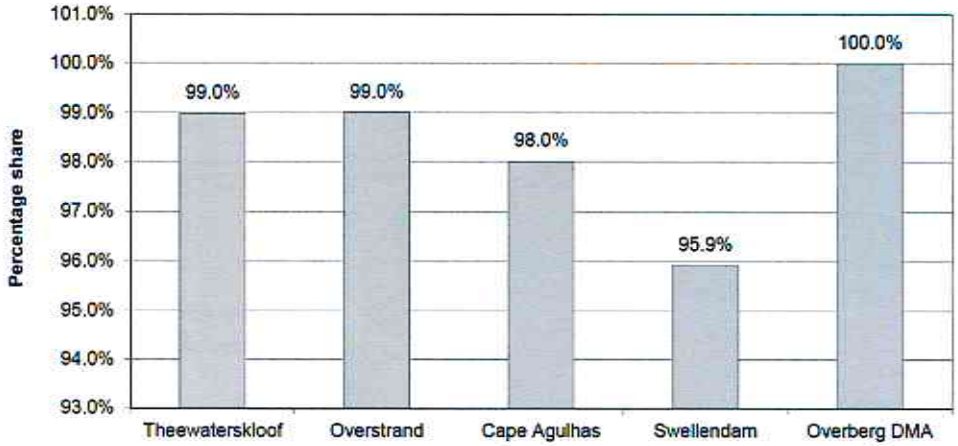



**Table 3.4.4.1** **Household accessibility to potable water in the Overberg Municipality**
(Source: Overberg District Regional Profile, 2011)

Table 3.4.4.2 indicates that the largest percentage of the population (81.28%) had access to running water from inside their dwellings (Census, 2007). 10.16% of the population had an on site tap. Together these amount to 91.44% of the population. A very small percentage of the population obtains their water from boreholes, natural sources or any other sources, i.e., less than 9%.

| Municipality | ACCESS TO WATER | | | | | |
|---|---|---|---|---|---|---|
| | Piped water inside dwelling | Piped water inside yard | Piped water from access point outside the yard | Borehole | Natural | Other |
| Theewaterskloof | 17,517 | 3,550 | 2,158 | 0 | 166 | 73 |
| Overstrand | 18,910 | 1,403 | 1,422 | 73 | 91 | 53 |
| Cape Agulhas | 6,305 | 679 | 485 | 47 | 77 | 23 |
| Swellendam | 6,034 | 456 | 186 | 30 | 154 | 101 |
| DMA03: Overberg | 50 | 16 | 0 | 0 | 0 | 0 |
| **Total (ODM)** | **48,815** | **6,104** | **4,250** | **150** | **488** | **250** |
| **% of ODM population** | **81.28%** | **10.16%** | **7.08%** | **0.25%** | **0.19%** | **0.10%** |

**Table 3.4.4.2 Access to water per local municipality** (Source: Community Survey, 2007)

A comprehensive bulk infrastructure plan, Overberg Bulk Infrastructure Master Plan, 2011, was done for the Overberg District. Below is a brief outline of the main aspects highlighted in this report for each town. Refer to Table 3.4.4.3 for a summary of the priority projects identified per local municipality.

### Cape Agulhas Municipality

- Bredasdorp
  - Main water supply from the Klein Sanddrift Dam and boreholes.
  - Three boreholes have recently been completed and an additional borehole is being installed.
  - With the new boreholes installed the water supply of about 882kl/day should be available, enough to meet the demand until 2021.

- Napier
  - Main water source are four boreholes.
  - Sufficient supply until 2025.
  - Supply problematic during the peak holiday season. Upgrading of the water treatment works being done to resolve this problem.

- Struisbaai
  - Main water supply comes from six boreholes.
  - Capacity of the system needs to be upgraded to cater for future growth.

- L'Agulhas
  - Main water source is boreholes.
  - Adequate supply is available until 2030.

- Waenhuiskrans
  - Dependent on Bredasdorp's resources.
  - During peak periods water is also sourced from a saline borehole from Bredasdorp to complement the supply.
  - Desalination plant to possibly be established here (no mention was made of timelines for this project).

### Overstrand Municipality

- Rooi Els, Pringle Bay and Betty's Bay
  - Main source of water is the Buffels River Dam.
  - Capacity of the system needs to be extended to address future needs.

- Greater Hermanus
  - Main source of water is the De Bos Dam in Onrus River.
  - Resources adequate to meet the high growth scenario until 2014 and probable scenario until 2018.
  - Alternative water resources being explored:
    - Groundwater extraction from Camphill and Volmoed Wellfield (1500Ml per annum)
    - 5Ml/day Seawater Desalination Plant in Hermanus

- Kleinmond
  - Main water supply is the Palmiet River Weir and the Dorpsfontein.
  - Sufficient supply to meet the demands up to 2030

- Buffels River
  - Yield from the Buffels Dam and Disakloof Cascades are adequate to meet the probable growth rate till 2019-2020.
  - Project "Augmentation of water resources for the Buffels River Supply area" listed in the draft capital budget of 2011/12 – 2013/14.

- Stanford
  - Stanford spring ("Die Oog") is not sufficient to address the demand for water.
  - New boreholes are in use to supply water to the town.

- Greater Gansbaai
  - Sustainable yield to be exceeded in 2018 (high growth rate) and 2023 (probable growth rate), additional source required.
  - Municipality to negotiate with owners of Kraaibosch Dam (one of the current water sources) should additional supply be required.

- Pearly Beach
  - Main supply is provided by seven fountains.
  - Sustainable yield to be exceeded in 2016 (high growth rate) and 2020 (probable growth rate), additional source required.

- Buffeljags Bay
  - Main supply is from a borehole.
  - Sufficient supply to meet the demand for the next 20 years.

- Baardskeerdersbos
  - The yield from the source (Boskloof stream and a borehole) is sufficient to meet the future needs.
  - Water source vulnerable to spells of drought.

- Viljoenshof (Wolvengat)
  - Residents have their own source of water.

**Swellendam Municipality**

- Swellendam
  - Main water source is a weir in the Klip River (Piekeniersbos).
  - The condition of the water treatment works (WTW) was rated 46% by Overberg Water (one of the lowest ratings in the area).
  - Partial refurbishment and upgrading of the facility should be undertaken.
  - Additional conservancy dam to be constructed.
  - Capacity of the system to be upgraded to address future demand.

- Barrydale
  - Obtains its main supply from the Huis River.
  - Regular pipe breaks occurring in cement pipes of the bulk supply.
  - WTW does not have sufficient capacity to address future demand.

- Buffelsjagsrivier
  - Bulk supply obtained from the Buffeljags River.
  - Bulk supply system to be extended.

- Suurbraak
  - Bulk supply system to be extended.
  - Sufficient capacity exists to address current and future water demands.
  - Raw water supply lines vulnerable because of old asbestos cement pipes.

**Theewaterskloof Municipality**

- Botriver
  - Obtains water from seven boreholes.
  - No formal WTW exists, only a lime stabilisation tank.
  - Sufficient reservoir storage capacity exists.

- Caledon/Middleton
  - Main water supply is the Overberg Water Board (Theewaterskloof Dam) and a borehole during peak periods. Water can also be extracted from the Basil Newmark Dam.
  - Pipeline between the town and Basil Newmark Dam is in poor condition.
  - Sufficient reservoir capacity and water exists to accommodate future needs.

- Grabouw
  - Main water sources are the Groenland Irrigation Board (Eikenhof Dam) and Wesselsgat Weir (Klipdrift River).
  - WTW is in good condition and sufficient capacity exists for future demand.
  - Reservoir capacity is limited and upgrading is required.
- Bereaville/Genadendal and Voorstekraal
  - Water supplied to Bereaville via a weir (perennial mountain stream).

- Peak demands, droughts and summer demands are a concern.
- Genadendal obtains water from the Baviaans River.
- Pipe breaks due to rock falls cause intermittent supply problems.
- Voorstekraal obtains its water from a weir, suffering from significantly reduced flows during summer.
- WTW in Bereaville and Voorstekraal requires upgrading.
- Additional reservoir capacity is required in Voorstekraal.

- Greyton (including Boschmanskloof)

  - Greyton's main water sources are the Wolwekloof mountain stream and Boschmanskloof Stream and Boschmanskloof obtains its water from a small weir.
  - Supply is a problem during the dry summer months.
  - Reservoir capacity is sufficient.

- Riviersonderend

  - Water is obtained from Olifantskloof weir and the Riviersonderend River.
  - Pump station requires upgrading.
  - WTW has sufficient capacity to cater for current and future demand.

- Tesselaarsdal

  - Main source of water is a non-perennial mountain stream and a single production borehole.
  - Surplus reservoir capacity is available in Tesselaarsdal.

- Villiersdorp
  - Main water sources are the Kommissiekraal River, Elandskloof Government Water Scheme and four boreholes.
  - The WTW has sufficient capacity.
  - Insufficient storage capacity exists with the current reservoirs.

***Implications for the municipality***

- There are very few residents without access to piped water.
- A range of water demand management strategies for all sectors needs to be developed.
- Some of the lower income households are unable to afford piped water despite it being generally available.
- Existing bulk water sources are to be managed and given special protection to ensure maximum yield.
- The possibility of locating seawater desalination plants in Cape Agulhas and Overstrand Municipalities should be explored and implemented should this be viable and funding should be made available.
- Alternative water sources or supply arrangements are required in areas vulnerable to dry spells during the summer months. This also being the peak holiday season in the district (coastal towns are especially affected during this time).
- Regular maintenance of infrastructure to be conducted and old infrastructure (i.e. asbestos pipes) to be replaced.
- Implementation of the identified priority projects as per the Overberg Bulk Infrastructure Master Plan (2011) to be undertaken as priority, see Table 3.4.4.3.

| PRIORITY PROJECTS: WATER INFRASTRUCTURE | | | |
|---|---|---|---|
| **Cape Agulhas Municipality** | **Overstrand Municipality** | **Swellendam Municipality** | **Theewaterskloof Municipality** |
| **Municipal Wide** | **Municipal Wide** | **Municipal Wide** | **Municipal Wide** |
| • Long term water resource study<br>• Water Demand Management incl. leaks detection, PRVs, zone meters and linking to telemetry etc. | • Upgrade bulk supply from Franskraal to Gansbaai and De Kelders reservoirs | • All Towns - Water Resource Studies & alternative sources -<br>• All Towns - Water Demand Management incl leaks detection, PRVs, zone meters and linking to telemetry, etc | • Water Resource investigation for Theewaterskloof, incl. agreements, licences & permits<br>• Theewaterskloof: Water Demand Management interventions in all towns, incl. zone meters, telemetry, pressure management, leak detection, community education, tariffs, etc. |
| **Napier** | **Greater Hermanus** | **Swellendam** | **Genadendal** |
| • Develop reservoir and bulk supply pipelines & investigate capacity of WTW pump station<br>• Develop & equip boreholes (must still be drilled) | • Water Resource Management and Implementation<br>• 1 Ml/d Seawater desalination plant (1)<br>• 5 Ml/d Seawater desalination plant (2)<br>• Resource development of Camphill & Volmoed Wellfield<br>• Upgrade & refurbishment Preekstoel WTW<br>• 4 Ml reservoir for Sandbaai and supply pipe<br>• 1.5 Ml reservoir for Onrus and supply pipe<br>• Augment supply of Coastal line - phase 1a and 1b<br>• Augment supply of Hermanus line - phase 1 and 2 | • New Bethel pipelines, Bakenskop reservoir, pump station & pipelines from<br>• Bakenskop - Planning & EIA<br>• Refurb & upgrade WTW - Planning & EIA<br>• Refurbish & upgrade WTW (Phase 1) | • Upgrade WTW |
| **Struisbaai** | **Buffels River** | **Barrydale** | **Greyton** |
| • Equip 6 boreholes + rising mains | • Resource Development | • Replacement + 2,5km water main from dams to WTW to Barrydale (RISK -old asbestos pipe) | • Upgrade WTW |
| **L'Agulhas** | **Rooi Els** | **Suurbraak** | **Villiersdorp** |
| • Develop 1 Ml reservoir in low pressure zone | • 0.5Ml reservoir | • New 1.5 Ml Mountain View reservoir (SSBW.B3)*<br>• Rising main 160 dia, 1075m to Mountain View reservoir (SSBW.B2) *<br>• New 15 l/s @ 75m Mountain View reservoir pump station (19kW) *<br>• Replacement of raw water feeder main (approx. 1km 400 dia A/C)<br>• New 1 l/s @ 20m Mountain View reservoir booster pump station (2kW) (SSBW2.2) | • 2Ml reservoir at Ham St |
| | **Pringle Bay** | | |
| | • 2.5Ml reservoir | | |

**Table 3.4.4.3 Priority water projects** (Overberg Bulk Infrastructure Master Plan, 2011)

**Figure 3.4.4.1 Water Supply Infrastructure (to follow)**

### 3.4.5 Waste Water Treatment (Sanitation)

The sewer plan for the District Municipality is indicated in Figure 3.4.5.1. The plan indicates the main distribution network and the locations of the pump stations and Waste Water Treatment Works (WWTWs).

Table 3.4.5.1 indicates the standard of sewage removal for each district municipality in the province.

| ACCESS TO TOILET FACILITIES | | | | | | |
|---|---|---|---|---|---|---|
| **Municipality** | **Flush toilet** | **Flush toilet (Septic Tank)** | **Dry Toilet** | **Pit Toilet** | **Bucket toilet system** | **None** |
| Theewaterskloof | 20,189 | 773 | 356 | 10 | 115 | 2,020 |
| Overstrand | 18,829 | 2,697 | 46 | 46 | 152 | 183 |
| Cape Agulhas | 6,967 | 264 | 24 | 0 | 46 | 315 |
| Swellendam | 6,458 | 0 | 77 | 193 | 140 | 92 |
| DMA03: Overberg | 66 | 0 | 0 | 0 | 0 | 0 |
| **Total ODM** | **52,508** | **3,734** | **502** | **249** | **453** | **2,610** |
| **% of Total ODM** | **87.43%** | **6.22%** | **0.84%** | **0.41%** | **0.75%** | **4.35%** |

**Table 3.4.5.1 Access to toilet facilities per local municipality** (Source: Community Survey, 2007).

A total of 2610 people had no access to water borne sanitation in 2007. This amounts to 4.35% of the total population of the district. In Theewaterskloof and Cape Agulhas 2020 and 315 people have no access to some form of sanitation.

The majority (87.43%) of the population of the Overberg District had access to a flush toilet linked to a waterborne sewerage system (Community Survey, 2007). Less than 13% of the population used another form of toilet or had no access to toilet facilities.

A report, Comprehensive Bulk Infrastructure Master Plan (Water and Sanitation), was prepared for the Overberg District in March 2011. Refer to Table 3.4.5.2 for a summary of the priority projects identified per local municipality. In terms of sanitation the report contained the following:

**Cape Agulhas**

- Bredasdorp
  - Waste Water Treatment Works (WWTW) experiencing capacity problems.
  - Ingress and infiltration of stormwater into the treatment works cause operational problems during long rainy periods.

- Napier
  - WWTW has sufficient capacity to meet demands until 2025.
  - Affluent from the WWTW in poor state (does not comply with DWAF standards) – may not be discharged into the local river system.
  - Affluent from the treatment works requires about 20ha to ccommodate all the affluent. Currently only 3-4ha is being irrigated by the affluent.
  - The additional affluent runs into the Klipdrift River and into a nearby farm dam. Additional land to be irrigated by the affluent should be sought urgently.

- Struisbaai
  - WWTW has insufficient capacity – upgrading commenced in July 2011.

- L'Agulhas
  - No water borne sewer system installed.
  - The threat of soil pollution necessitates the need to explore installing a waterborne system.

- Waenhuiskrans
  - Expansion to the system into the high income areas being explored.

**Overstrand Municipality**

- Kleinmond (WWTW)
  - Kleinmond serviced by sewer reticulation system and septic tanks.
  - Sufficient capacity available.

- Hawston (WWTW)
  - Hawston serviced by sewer reticulation system and septic tanks.
  - Sufficient capacity available.

**Figure 3.4.5.1 Waste Water Treatment Works (to follow)**

| PRIORITY PROJECTS: SANITATION INFRASTRUCTURE | | | |
|---|---|---|---|
| **Cape Agulhas Municipality** | **Overstrand Municipality** | **Swellendam Municipality** | **Theewaterskloof Municipality** |
| **Municipal Wide** | **Municipal Wide** | **Municipal Wide** | **Municipal Wide** |
| • Stormwater ingress reduction | • Reduction of stormwater ingress and groundwater infiltration | • All Towns - Reduction of stormwater ingress & groundwater infiltration (SMS1) | • Theewaterskloof: Reduction of stormwater ingress andgroundwater infiltration |
| **Bredasdorp** | **Greater Hermanus** | **Swellendam** | **Grabouw** |
| • Upgrade WWTW from 2.5Ml to 5Ml | • Upgrade & refurbishment of Hermanus WWTW - 12 Ml/day<br>• Upgrade Hawston WWTW - 2 Ml/day (Phase 2) | • New (Klipperivier) WWTW Phase 2a (4 Ml/d) | • Grabouw: Upgrade of WWTW (EIA phase; upgrade to 8.5Ml/day; approx. budget of R30.0 million) |
| **Napier** | **Betty's Bay** | **Barrydale** | **Greyton** |
| • Upgrade irrigation system at WWTW | • Buffels River - New bulk pumpstations & rising mains (29kW @ 110 l/s) | • WWTW (planning & EIA) (Phase 1)<br>• Expansion of WWTW | • Greyton: Sewer connection Greyton - Genadendal (incl.pumpstation and rising main) |
| **Struisbaai** | **Rooi Els** | **Suurbraak** | **Tesselaarsdal** |
| • Extensions and upgrades to existing WWTW | • Buffels River - New bulk pumpstations & rising mains (7 kW @ 20 l/s) | • Upgrading of WWTW – EIA.<br>• Upgrade WWTW<br>• New 160 dia 746m sewage pumping mains (SSBS3) & upgrade exist pumpstation (SSBS2) to 16 l/s | • WWT Package plant (Pre-implementation phase; 50 - 100 kl/d if the package plant is only for the recently constructed low cost housing area) |
| | **Pringle Bay** | | **Caledon** |
| | • Buffels River - New bulk pumpstations & rising mains (16kW @ 55 l/s) | | • Caledon: Upgrade of WWTW (Planned ultimate ADWF of 8559 kl/d) |
| | **Kleinmond** | | |
| | • Upgrading WWTW (3.8 Ml/day) | | |

**Table 3.4.5.2 Priority sanitation projects** (Overberg Bulk Infrastructure Master Plan, 2011)

- Hermanus (WWTW)
  - Services Greater Hermanus area (Vermont in the west and Voëlklip in the east).
  - Sufficient capacity available but **facility requires urgent upgrading and refurbishment.**

- Stanford (WWTW)
  - Sufficient capacity available.

- Gansbaai (WWTW)
  - Older areas of Gansbaai operate on septic tanks.
  - Sufficient capacity available.

- Pearly Beach and Buffels River
  - Operates only on septic tanks.
  - Possible installing water borne system could be explored.

**Swellendam Municipality**

- Barrydale (WWTW)
  - Works is currently overloaded.

- Suurbraak (WWTW)
  - Sludge management note adequate and requires improvement.

- Swellendam (N2 WWTW)
  - Large ingress of stormwater has great negative impact on biological functioning of the works.

The Swellendam WWTW needs to be "reconfigured". The old works near the N2 needs to be decommissioned and a new works at Klipperivier needs to be extended. In this regard an ROD has been obtained but funding is required.

Due to the lack of sewerage treatment capacity a moratorium has been placed on further growth. Several development applications have been put on hold.

**Theewaterskloof Municipality**

- Botriver (WWTW)
  - Botriver town services by water borne system, septic tanks and conservation tanks.
  - Risk of ground water contamination exists.
  - WWTW last upgraded in 2004 and is in fair condition.

- Caledon/Middelton (WWTW)
  - Entire Caledon serviced by water borne system.
  - WWTW nearing capacity and requires upgrading to address future demand.
  - SA Malsters Company in Caledon to possible pre-treat their affluent to reduce the burden on the WWTW.

- Grabouw (WWTW)
  - Treatment works in average to poor condition.
  - Previous studies stated that no spare capacity exists. New study to be undertaken and upgrading to be done accordingly.

- Bereaville/Genadendal/Voorstekraal
  - Genadendal WWTW in poor condition and upgrading required to create additional capacity.
  - Voorstekraal and Bereaville has no formal reticulation system. Conservation tanks, septic tanks with soak-a-way drains, bucket and pit latrines are used.

- Greyton (including Boschmanskloof)
  - Greyton only partially serviced by a waterborne system.
  - Greyton WWTW in average condition and requires upgrading to create additional capacity.
  - Boschmanskloof has no reticulation system. Conservation tanks and septic tanks with soak-a-way drains are used.
  - Funding has been made available to install reticulation system in Boschmanskloof.

- Riviersonderend
  - Entire town served by water borne system.
  - Riviersonderend WWTW consists of additional capacity.

- Tesselaarsdal
  - No water borne system exists.
  - Dispersed population creates difficulties in upgrading the system to a water borne system.
  - VIP systems together with health education systems to be implemented.

- Villiersdorp
  - The WWTW is in a poor condition and upgrading is required.

The Grabouw WWTW currently discharges into the Palmiet River which is experiencing high pollution levels which also negatively affects the Kogelberg Biosphere Reserve. Upgrading of the WWTW could have an additional negative impact and a solution to this problem is sought.

***Implications for the municipality***

- Theewaterskloof Municipality have a significantly large number of households without sanitary services. Action is required to provide some form of service to these households.
- Discharge from all WWTW to comply with DWAF standards.
- Ingress and infiltration of stormwater into treatment works to be prevented.
- Pollution of vleis, rivers (especially the Palmiet River) and dams through affluent should receive high priority.
- Water borne sewer systems to be installed where viable to prevent possible soil pollution caused by bucket systems, septic tanks, conservation tanks, etc.
- Additional WWTW capacity is required in Swellendam Municipality (currently subject to a moratorium on new development) (Comprehensive Overberg District Bulk Infrastructure Master Plan, 2011). Urgent upgrading is required in this regard.

### 3.4.6 Energy

The electricity network plan for the Municipality is shown in Figure 3.4.6.1. This plan shows the locations of the existing substations and the locations of the main distribution network.

Rural Development in areas be it agricultural or tourism related, requires access to reliable energy sources. This is generally provided by Eskom and its transmission network can be seen on Figure 3.4.6.1. Electricity is particularly important in intensive agricultural areas using irrigation and possibly night harvesting.

The use of renewable resources such as solar and wind power in far flung areas obviously have an important role to play. This potential is being highlighted by the current problems with Eskom's electrical supply services.

| | ELECTRICITY Availability of Electricity per Household | | | | | |
|---|---|---|---|---|---|---|
| | Local Electricity | Gas | Paraffin | Candles | Solar | Other |
| DMA | 28 | 9 | 0 | 0 | 0 | 0 |
| Theewaterskloof | 18 532 | 52 | 1 962 | 2 421 | 10 | 64 |
| Overstrand | 15 513 | 52 | 1 166 | 1 873 | 5 | 46 |
| Cape Agulhas | 6 777 | 13 | 28 | 590 | 7 | 10 |
| Swellendam | 6 593 | 13 | 39 | 836 | 11 | 8 |
| **TOTAL (ODM)** | **47 443** | **139** | **3 195** | **5 720** | **33** | **128** |
| **%** | **83.73** | **0.25** | **5.64** | **10.10** | **0.06** | **0.23** |

**Table 3.4.6.1 Percentage of households with access to electricity** (Source: Overberg Spatial Development Framework, 2004).

Table 3.4.6.1 indicates the percentage of households that have access to electricity as per Census 2001. In 2001, 83.73% of the households in the District had access to electricity.

The White Paper on Renewable Energy (2003) has set a target of 10 000 GWh of energy to be produced from renewable energy sources (mainly biomass, wind, solar, and small-scale hydro) by 2013. Achieving the target will:

- Add approximately 1.667 MW new renewable energy capacity with a net impact on GDP as high as R1.071 billion a year;
- Create additional government revenue of R299 million;
- Stimulate additional income that will flow to low-income households by as much as R128 million, creating just over 20 000 new jobs;
- Contribute to water savings of 16.5 million kilolitres which translates into a R26.6 million saving.

Figure 3.4.6.2 below indicates the Annual Solar Radiation for South Africa. The Overberg District receives low levels of solar radiation estimated at between 1600 – 1900kWh/m² (Solargis, 2012).

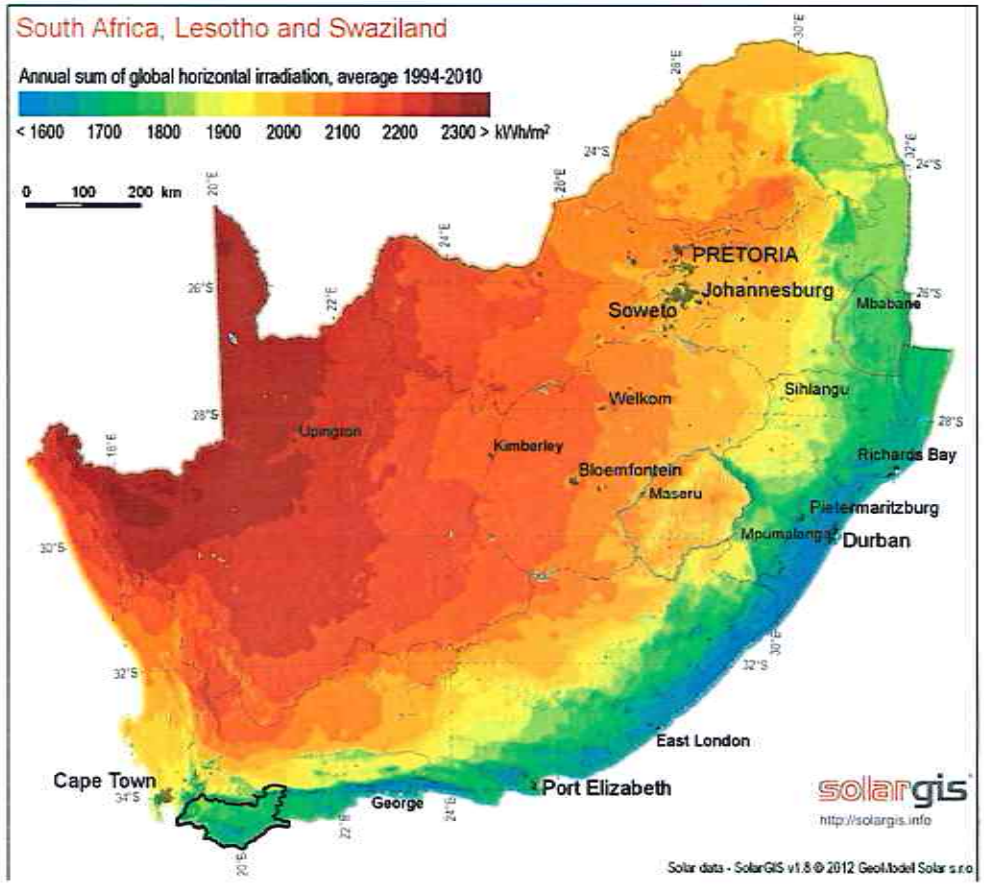



**Figure 3.4.6.2 Solar Radiation Map for South Africa** (Solargis, 2012)

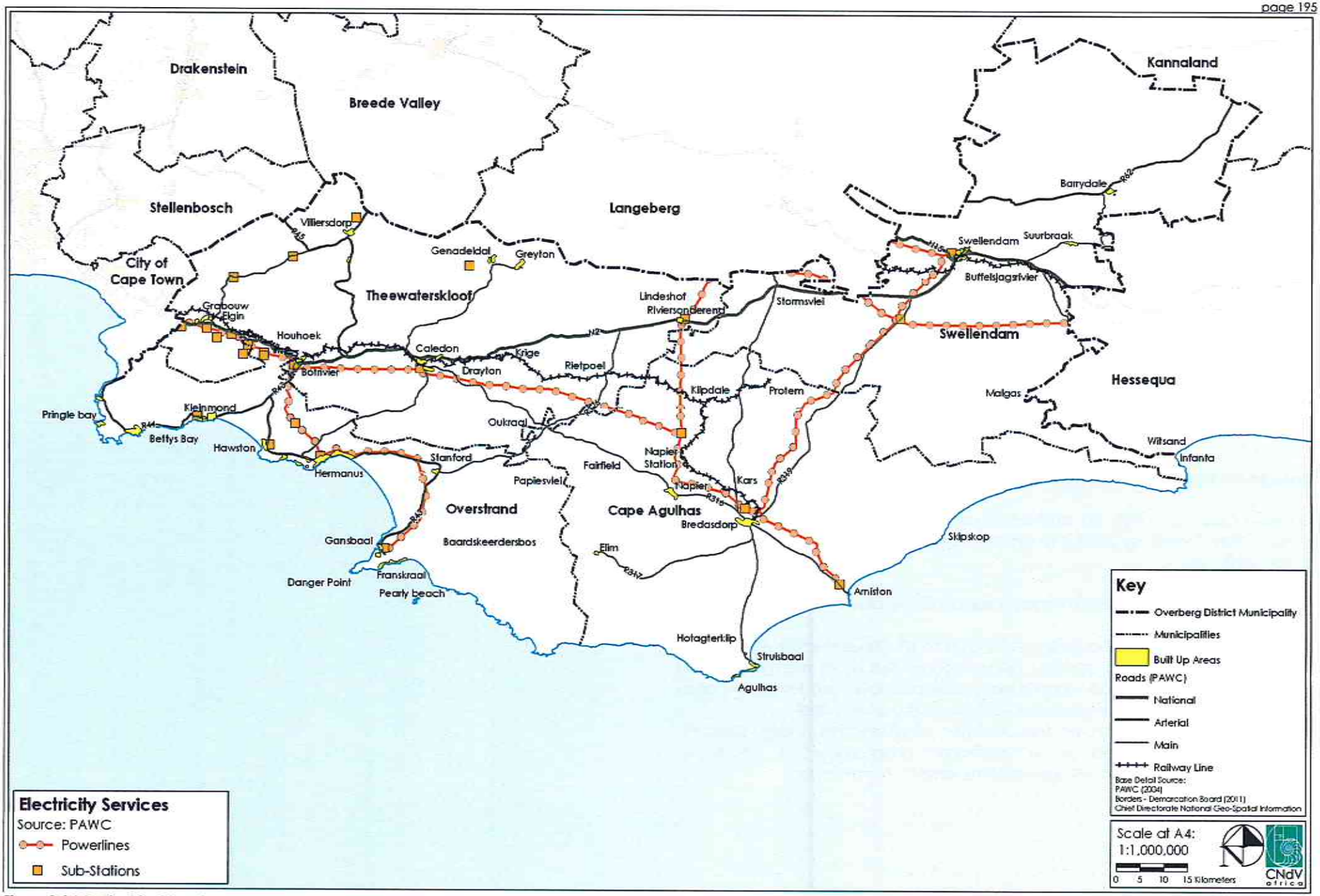



**Figure 3.4.6.1 Electrical Supply Network**

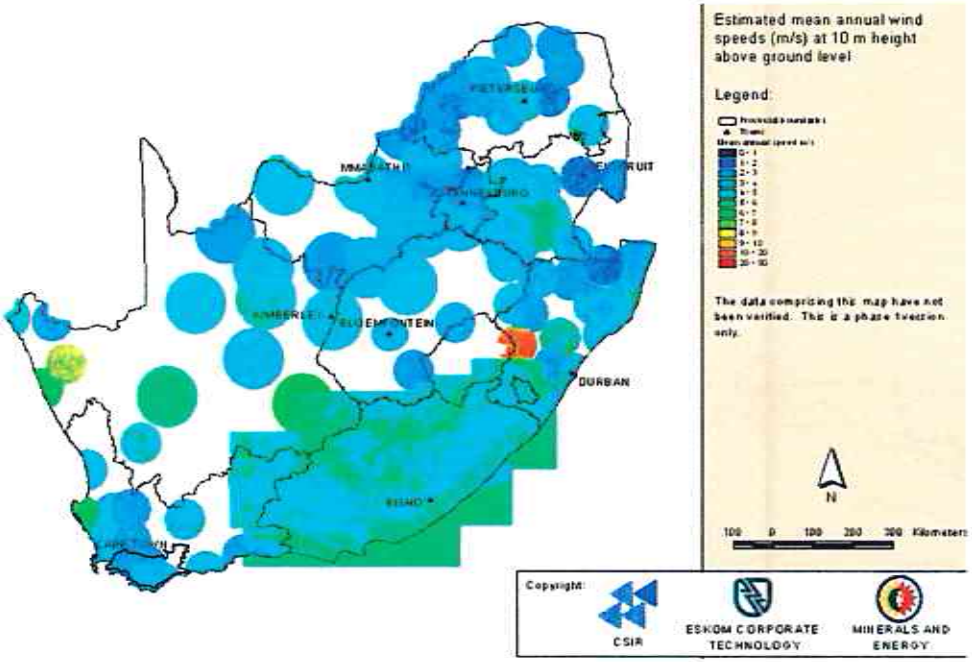



**Figure 3.4.6.3 Wind Atlas for South Africa** [Eskom, 2006]

Figure 3.4.6.3 indicates the estimated annual wind speeds for the South Africa. The Overberg District is estimated to have a mean annual wind speed of 2 – 3m/s.

The desired actions relating to energy supply in the district are:

- Electricity provision should be extended to all areas in order to reduce the dependency on candles and wood as the main energy sources (the strong reliance on wood is not sustainable over the long term and can lead to the overexploitation of trees in the area); and
- the excellent potential for the utilisation of alternative energy sources should be optimised by a sponsored programme to introduce alternative energy on a large scale to remote communities.

***Implications for the municipality***

- The potential for large scale wind and solar energy projects is relatively low given the level of solar radiation and wind speeds.
- Solar hot water cylinders and photovoltaic units should be installed in all residential properties as well as industrial and commercial buildings.
- Renewable energy should be explored as a means of addressing demand in rural/remote areas where Eskom supply is not available.

### 3.4.7 Telecommunications

The telecommunication plan for the Municipality reflects the existing pattern of infrastructure as indicated in Figure 3.4.7.1. The largest parts of the district have cellular coverage.

Information on access to Telkom laid lines is difficult to obtain.

MTN appears to have the most comprehensive coverage although experience has shown that this is patchy at ground level in some of the more remote areas. A small area in the far north east of the district is without any coverage.

The text box below shows the importance of telecommunication connectivity even in remote places.

**Free and easy**

For years I was beholden to residing and working in the city and fleeing to the West Coast to find my freedom in a small fishing village on weekends. I didn't think ADSL was available in the village, but I made some enquiries when the perfect property for a work-from-home business came up for sale.

Telkom made my dreams come true by offering me the best of both worlds. I watch the waves roll in on Yzerfontein beach (all 16 miles of it) while surfing the net and manning my e-business.

From my window I see ostriches bobbing in the field and wild francolins pottering in my garden.

Yet I'm still as close to my customers as I ever was in the city, thanks to ADSL. Telkom has enabled me to transplant my business anywhere. It's a rare commodity, the stuff dreams made of.

**EW Lewis, Yzerfontein**

(source: Telkom 365 Magazine, Issue 3, Spring 2011, pg 3)

***Implications for the municipality***

- Telkom line coverage applies to all the areas.
- Improvements in telecommunications can contribute to encouraging higher income permanent residents into the district because it reduces dependence on the larger urban settlements to facilitate higher order transactions and activities.

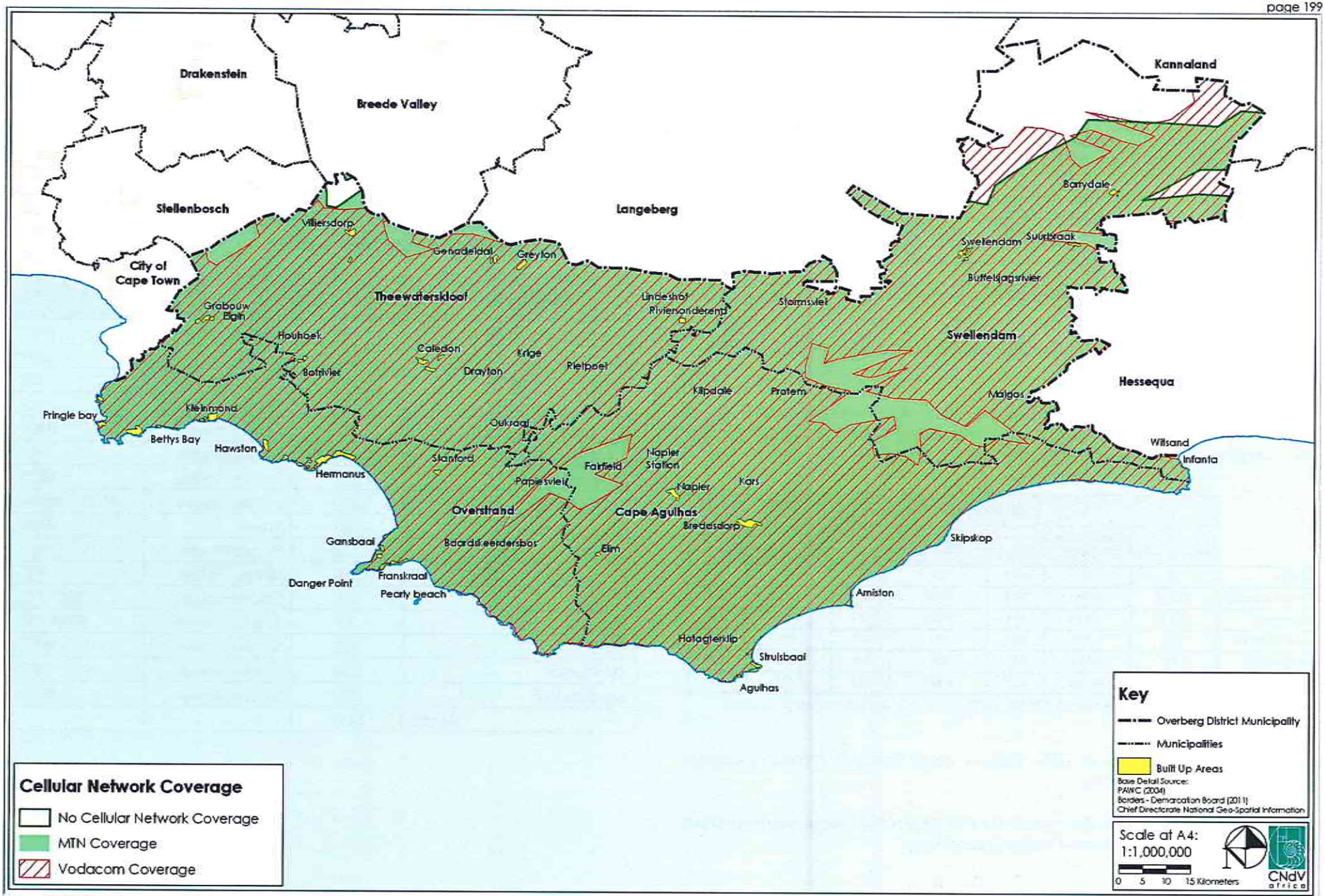



**Figure 3.4.7.1 Telecommunications**

### 3.4.8 Housing

The housing backlog in 2005 for the Overberg District Municipality is shown in Table 3.4.8.1 showing a total backlog of 20214.

| Housing Backlogs, 2005 | |
|---|---|
| **Municipal Area** | **Number of Houses** |
| Cape Agulhas | 3746[1] |
| Overstrand | 6128[2] |
| Swellendam | 1340 |
| Theewaterskloof | 9000 |
| **TOTAL** | **20214** |

**Table 3.4.8.1 Overberg housing backlogs, 2005** (Source: Overberg Draft IDP, 2007 – 2010) ([1] 2012 HSP) ([2] IDP, 2012)

There was an increase in the housing backlog from 8317 units in 2000 (IDP, 2000) to 20214 units in 2005).

The Overberg IDP (2006/7) highlighted the high housing backlogs in Overstrand and Theewaterskloof and requested that the district play a coordinating and assisting role in alleviating this problem.

| | GENERAL INFORMATION | | | | | | |
|---|---|---|---|---|---|---|---|
| | Total Households | Total Formal Dwellings[2] | % | Total Informal Dwellings[3] | % | Total Traditional Dwellings[4] | % |
| DMA | 44 | 37 | 84.1 | 0 | 0 | 0 | 0 |
| Theewaterskloof | 23 050 | 17 931 | 77.8 | 4 302 | 18.7 | 812 | 3.5 |
| Overstrand | 18 655 | 15 624 | 83.8 | 2 736 | 14.7 | 291 | 1.6 |
| Cape Agulhas | 7 421 | 6 778 | 93.3 | 471 | 6.3 | 175 | 2.4 |
| Swellendam | 7 491 | 6 623 | 88.4 | 516 | 6.9 | 352 | 4.7 |
| **TOTAL (ODM)** | **56 661** | **46 993** | **82.9** | **8 025** | **14.2** | **1 630** | **2.9** |

**Table 3.4.8.2 Housing in the Overberg District, 2001** (Source: Overberg District Spatial Development Framework, 2004)

Of the total households in 2001 (56661) those living in formal dwellings amounted to 46993 (82.9%).

The following proposals were made by the respective local municipalities in order to reduce their current housing backlogs:

- **Swellendam Municipality:**

The following projects have been identified for implementation during the 2012/2013 financial year for the Swellendam Municipality:

- Railton (UISP): 150 sites;
- White City (IRDP): 8 units
- Railton Smarty Town (IRDP) 50 sites.
- **Total:** **200 sites and 8 units.**

- **Cape Agulhas Municipality (2012 – 2017):**

| Project Title | No of Sites | Housing Typologies | Project Type/ Category |
|---|---|---|---|
| Bredasdorp Area A (184) | 184 | Single House | IRDP |
| Bredasdorp (355) | 355 | Single House | UISP |
| Bredasdorp (355) | 355 | Single House | UISP |
| Struisbaai North (116) | 116 | Single House | IRDP |
| Arniston Kamp Street (80) | 80 | Single House | IRDP |
| Struisbaai North | 116 | Single House | UISP |
| Bredasdorp | 300 | Single House | IRDP |
| Bredasdorp | 300 | Single House | IRDP/Top Str |
| Bredasdorp | 169 | Erven | UISP |
| Napier | 130 | Single House | UISP |
| Napier | 250 | Single House | PLS |
| Protem | 53 | Single House | IRDP / ISI |
| Klipdale | 39 | Single House | IRDP / ISI |
| Arniston | 200 | Single House | IRDP |
| Struisbaai | 250 | Single House | IRDP |
| Bredasdorp | 300 | Single House | IRDP |
| **Total:** | **3197** | | |

(Source: HSP (Draft), 2012

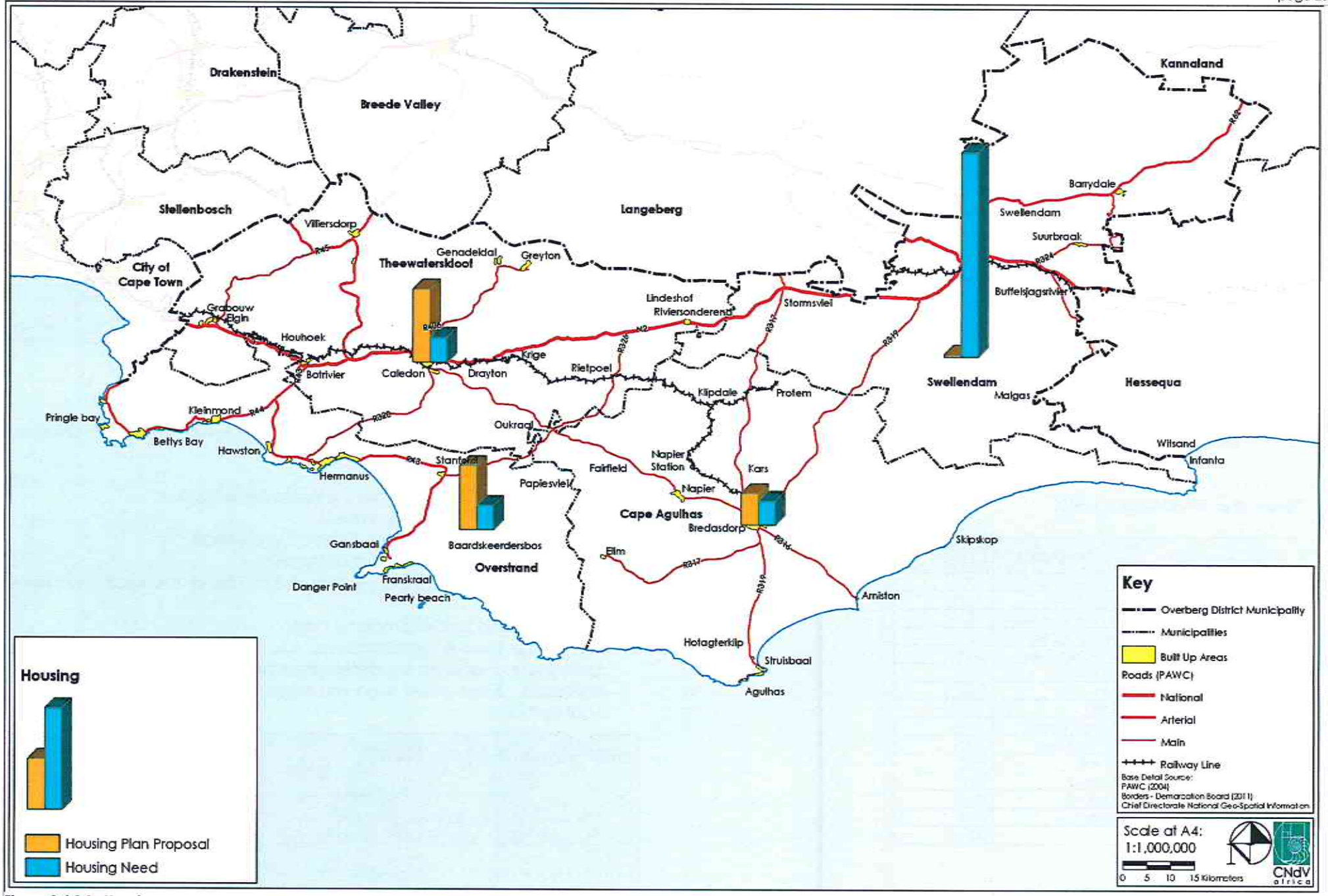



**Figure 3.4.8.1 Housing**

- **Overstrand Municipality (2011 – 2016):**

| Housing Programme | Subsidy units | GAP units |
|---|---|---|
| Kleinmond | 416 | - |
| Betty's Bay | 13 | - |
| Stanford | 464 | 250 |
| Hawston 1 | 548 | 315 |
| Hawston 2 | 500 | 200 |
| Gans Bay (Erf 210) | - | 203 |
| Gans Bay 1 | 170 | 50 |
| Gans Bay 2 | 537 | - |
| Kleinmond | 437 | - |
| Hermanus | 1159 | - |
| Masakhne | 860 | - |
| Beverly Hills | 110 | - |
| Pearly Beach | 211 | - |
| **Sub - total** | **5425** | **1018** |
| **Total** | **6443** | |

(Source: Housing Strategy, 2011)

- **Theewaterskloof Municipality:**

| Project Location | Description | Potential # of units |
|---|---|---|
| Grabouw | Waterworks | 280 |
| Caledon | Uitzight ext. | 1500 |
| | Parkalnds Hotel | 30 |
| | Santa hostels | 35 |
| | Side Saviva ext. | 600 |
| Botrivier | Driehoek | 226 |
| Greyton | Rem. Erf 1 | 340 |
| Villiersdorp | Site 3 | 30 |
| | Destiny Farms | 3100 |
| Riviersonderend | Northern ext. | 200 |
| | Erf 459 | 300 |
| Genadendal | Farm 39 | 273 |
| Berea | Farm 39 | 175 |
| Voorstekraal | Farm 39 | 175 |
| **Total** | | **7264** |

(Source: Theewaterskloof, HSP 2012)

***Implications for the municipality***

- Appropriate land should be identified for housing in each of the municipalities.
- Overstrand and Theewaterskloof have a high housing backlog which needs to be alleviated.
- If the housing programmes noted are implemented by each of the municipalities:
  - the Cape Agulhas housing backlog would be reduced to 549 units;
  - the Swellendam backlog would be reduced to 1132 units;
  - Overstrand would have an oversupply of 315 units;
  - The Theewaterskloof housing backlog would be reduced by 1936 units.

### 3.4.9 Land Ownership

Figure 3.4.9.1 shows the pattern of the land ownership in the Overberg Municipality.

The ownership plan for the district indicates the following:

- 23% of the land is privately owned;
- 2% of the land is owned by a Closed Corporation;
- 16% of the land is owned by a company;
- 33% of the land is owned by a Trust (i.e. 75% of the land is in private ownership);
- 13% of the land by Government; and
- 12% of the land is undetermined, i.e. the ownerships of these land parcels are unable to be determined because the properties are not registered. More often than not these properties are owned by the local authority.

***Implications for the municipality***

- The government (municipality and rural development) needs to acquire strategically located land for development and land reform purposes to address the housing need.

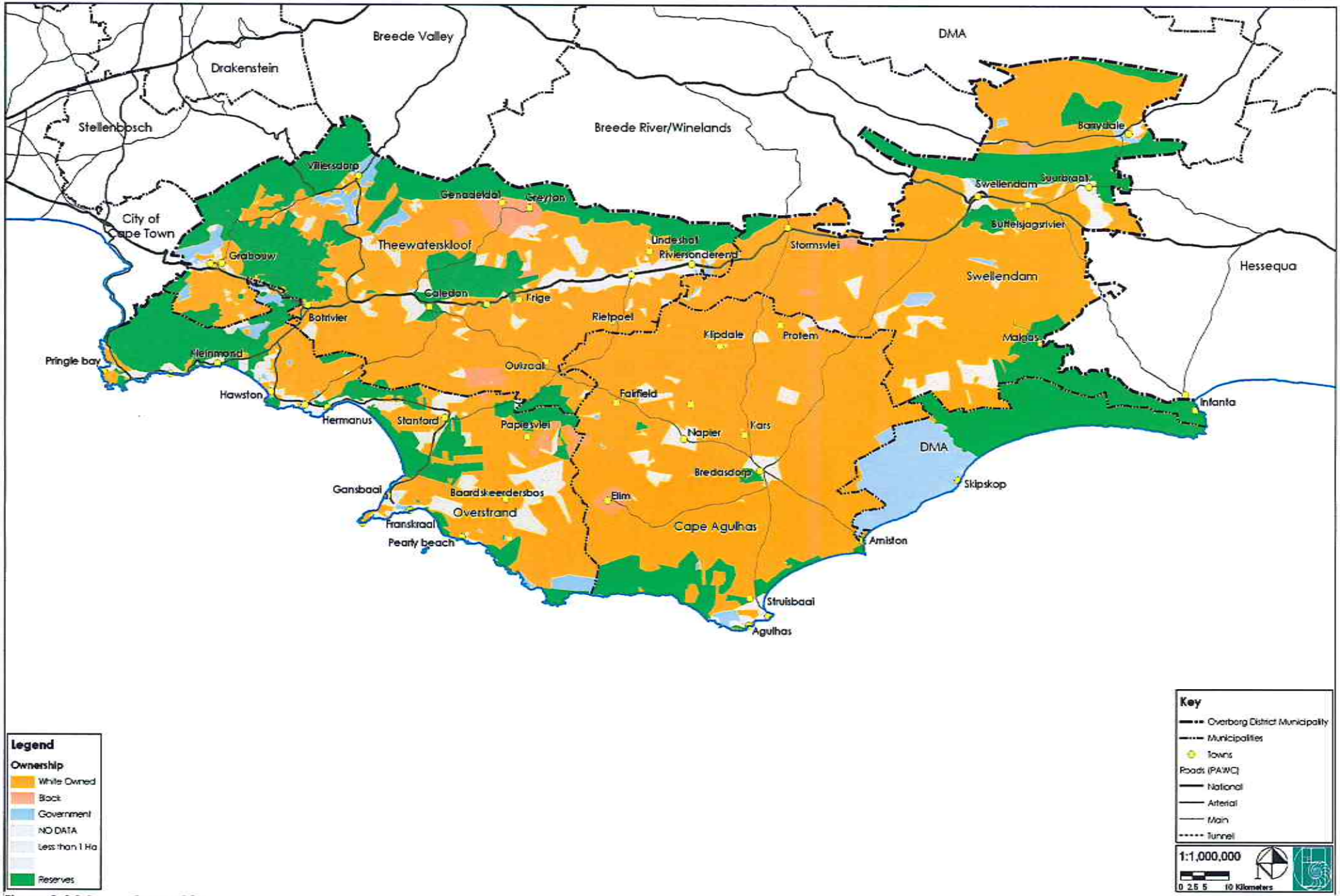



**Figure 3.4.9.1 Ownership**

### 3.4.10 Tourism and Heritage

See Section 3.3.7.

# 4. CONSULTATION PROCESS

## 4.1 INTRODUCTION

### 4.1.1 PURPOSE OF THIS REPORT

The Guidelines for the Formulation of SDF's (January 2011) have been applied in the process of drafting a District Spatial Development Framework for the Overberg District, situated in the Western Cape Province of South Africa. The guidelines prescribe 7 phases, of which 2 phases involve public participation. The purpose of this report is to serve as record of the public participation phases undertaken during the District SDF process.

### 4.1.2 GUIDELINES FOR THE FORMULATION OF SDF's (January 2011)

These guidelines comply with the Municipal Systems Act (MSA) (Act 32 of 2000), the National Environmental Management Act (NEMA) (Act 67 of 1998) and the principles of the Development Facilitation Act (DFA) (Act 67 of 1995). The following section briefly describes where public participation fits in this process.

### 4.1.3 PUBLIC PARTICIPATION PHASES

The SDF guidelines (referred to in 4.1.2, above) stipulate a total of seven phases of which public engagement (or public participation) forms part of in order to:

- Identify strategic issues,
- Create awareness of the process;
- Stimulate future thinking; and
- Provide valuable information for analysing the status quo.

The guidelines make provision for two public participation phases, Phase 2 and 5 (refer to Figure 4.1.3).

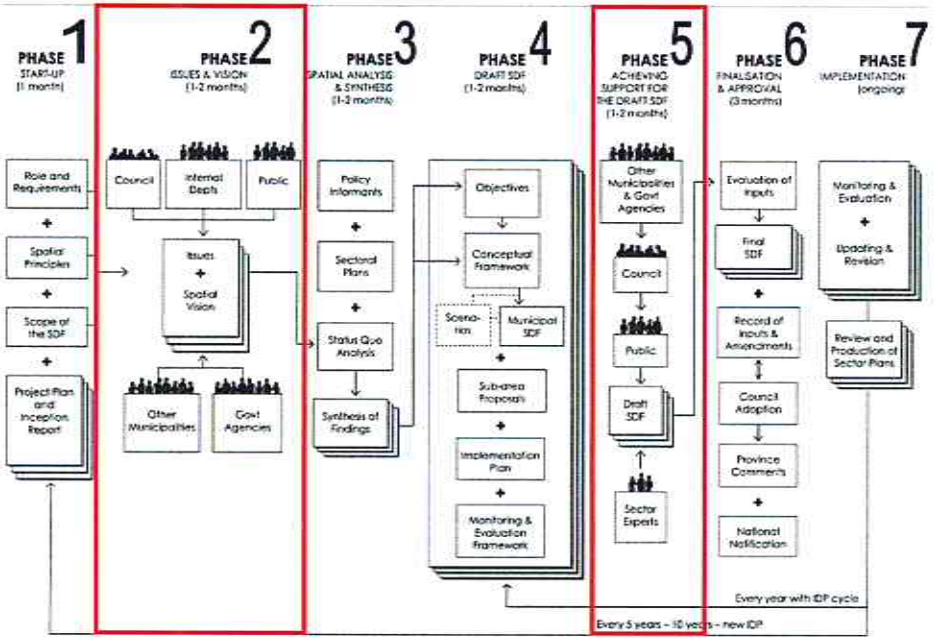



**Figure 4.1.3 Public participation phases**

***Phase 2*** involves consultation with Council (local or district), internal departments, the public, other municipalities/districts and government agencies. The main purpose of this phase is to gain an understanding of the current issues within the municipality/district and to formulate a spatial vision or desired future scenario for the study area.

***Phase 5*** again involves public consultation. The purpose is to achieve support for the draft SDF by consulting with municipalities/districts, government agencies, local councils, the public and various sector experts. Inputs from this phase will be evaluated and incorporated into the draft SDF in order to produce a final SDF which would then be presented for Council adoption.

## 4.2 PUBLIC PARTICIPATION: PHASE 2 REPORT BACK

### 4.2.1 PUBLIC PARTICIPATION PROCESS PLANNING

The initial phase of the consultation process involved the confirmation of suitable dates for conducting the various consultative meetings.

Suitable dates were discussed with the Overberg District Municipality and the following dates and venues were confirmed and meetings held:

| Date | Venue | Time |
|---|---|---|
| 14 March 2012 | Bredasdorp, Presentation to IDP Rep Forum. | 11:00 |
| 24 April 2012 | Caledon, Presentation to Technical Stakeholders | 10:00 |

**Table 4.2.1.1 Consultations held**

The meeting of the 14th of March resolved that more time be devoted to the SDF and, given the fact that not all the technical role players were present, that a separate session be convened on the 24th of April with the technical roleplayers.

The discussions at the above meetings were specifically directed towards issues and problems currently being experienced within the Overberg District as a whole. Discussions were also had around formulating a future spatial vision for the district.

The methodology followed at each meeting/workshop involved the following agenda items which were presented by CNdV africa:

1. Welcome and Introduction
2. Background to Spatial Development Frameworks (SDF's)
3. Discussion 1: Questions and Problems
4. Small Group Break Away and Report Back Session
5. Discussion 2: Vision for your Municipality/ District Municipality.
6. Small Group Break Away and Report Back Session.
7. Summary and Way Forward.

### 4.2.2 NEEDS, ISSUES AND PROBLEMS

The following needs, issues and problems were raised at the workshops: (refer to Table 4.2.2.1).

| ISSUES/PROBLEMS | |
|---|---|
| 1. | Ensure that the work is represented at usable scales. |
| 2. | The SDF should assist with principle in places where local Municipalities do not have SDF's or budgets. |
| 3. | SDF should link with Provincial Objectives. |
| 4. | Ensure that updated information is used in the documents:<br>• NBI – River conservation status;<br>• CBA's; |
| 5. | Refer to seasonal occupancy rates in towns. |
| 6. | Indicate work on migrations routes for fauna in conceptual proposals. |
| 7. | Make proposals for income generation aspects for local municipalities. |
| 8. | Make proposals for areas suitable for and refer to initiatives renewable energy projects:<br>• Solar;<br>• Bio;<br>• Wind; and<br>• Wave energy generation. |
| 9. | Highlight BNG projects (Kleinmond) with renewable generation components. |
| 10. | Refer to proposals for new demarcation boundaries |
| 11. | Discuss marine aspects |
| 12. | Discuss change in agricultural produce and its impact on the economy and employment. |
| 13. | Incorporate an economic study. |

**Table 4.2.2.1 Needs, Issues and Problems**

### 4.2.3 VISION

Table 4.2.3.1 lists those elements which were regarded as unique to the district and which need to be collectively strengthened to formulate a vision for the district.

| VISION | |
|---|---|
| 1. | Estuaries: 3 of the 10 most important estuaries in South Africa are located in the ODM. |
| 2. | ODM is at the heart of the Cape Floristic Kingdom. |
| 3. | The Kogelberg Biosphere Reserve is located in the ODM. |
| 4. | A variety of species of birds and insects can be found here. |
| 5. | The Marine Big Five are located here. |
| 6. | Fine places for mountain biking. |
| 7. | Important components of the landscape:<br>• Agriculture;<br>• Biodiversity |
| 8. | Overstrand – well adapted climate change municipality. |
| 9. | Growing wine industry. |

**Table 4.2.3.1 Aspects to be included in the Vision for the District Municipality**

# 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

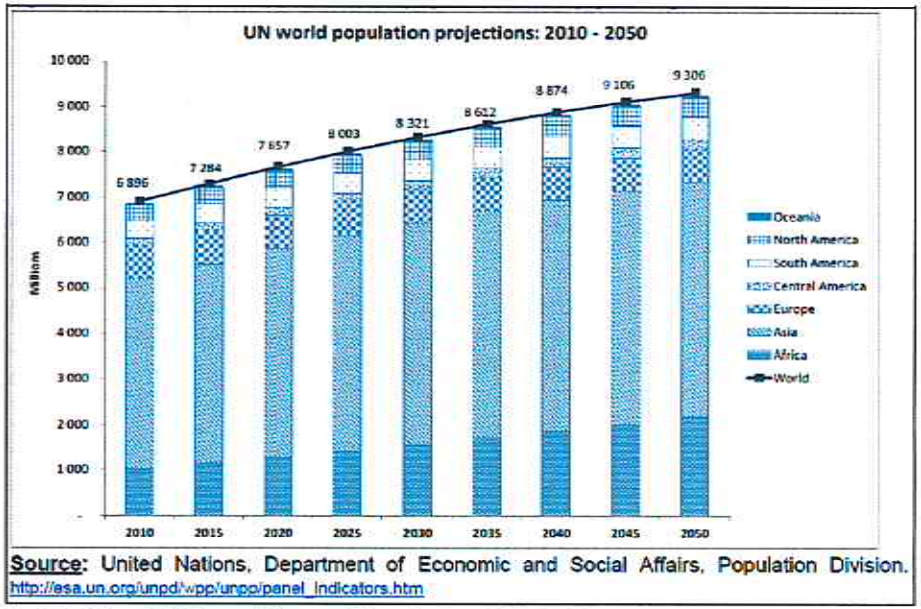
The National Planning Commission (NPC) identified the following key driving forces that should be considered in forward planning:

- **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;

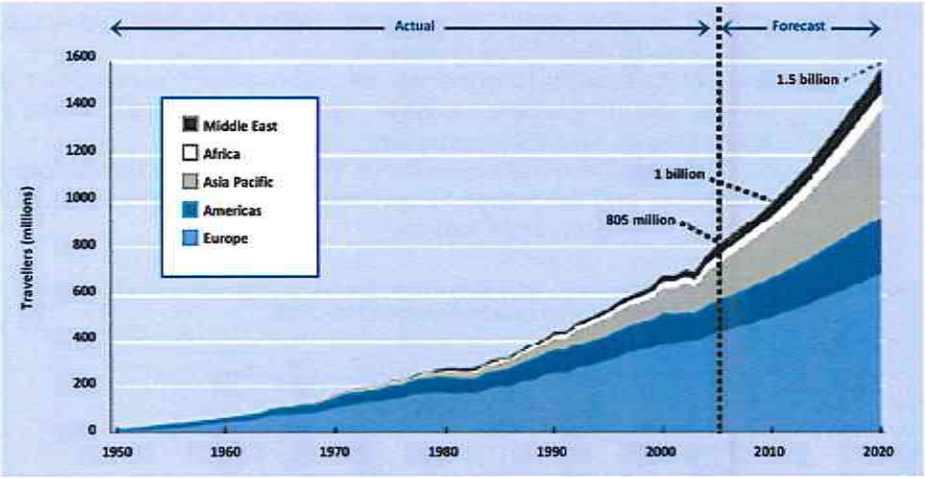



Source: United Nations, Department of Economic and Social Affairs, Population Division. http://esa.un.org/unpd/wpp/unpp/panel_indicators.htm

**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.

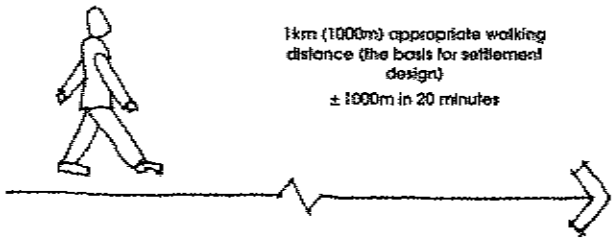



**Figure 5.1.4.1 Appropriate Walking Distance**

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.

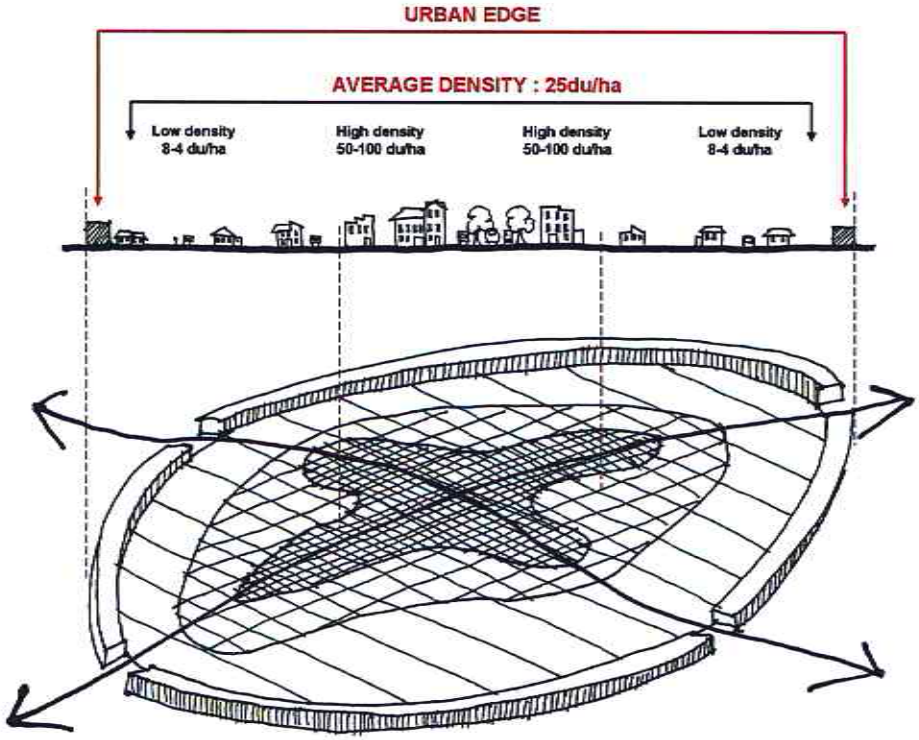
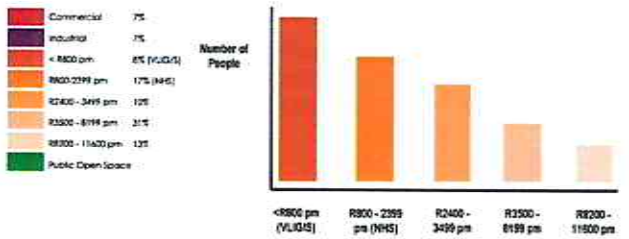



**Figure 5.1.4.2 Appropriate Density Patterns**

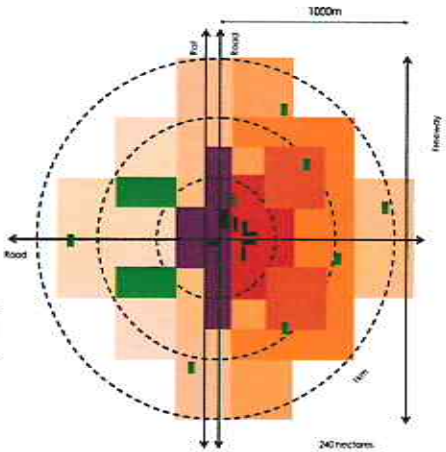
### 5.1.4.8 Socio Economic Integration

- 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*



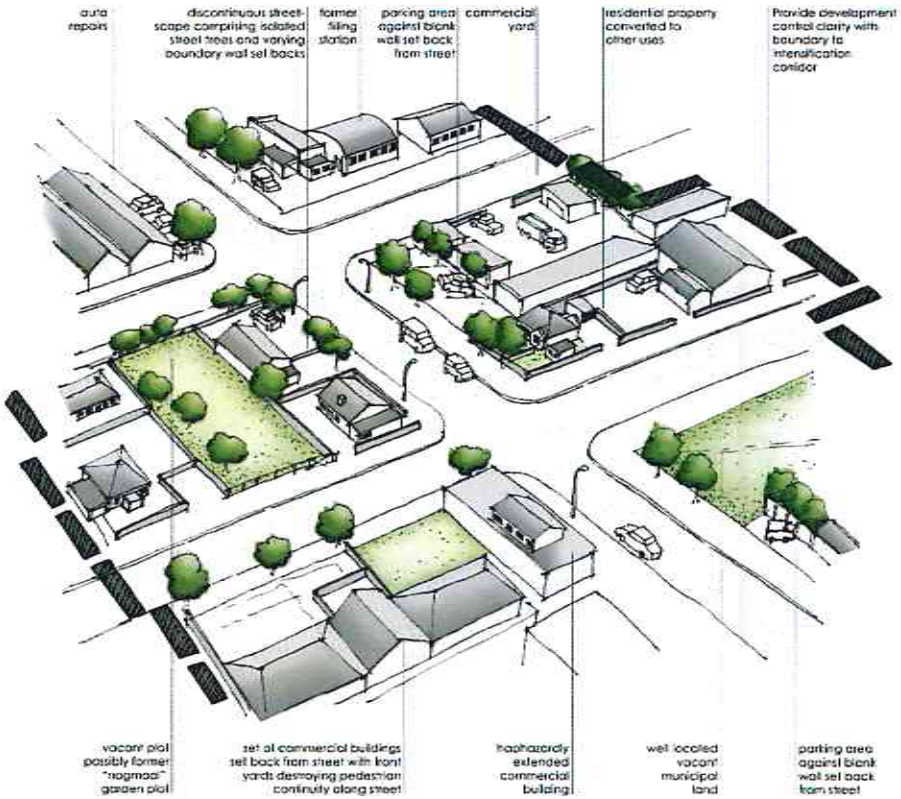




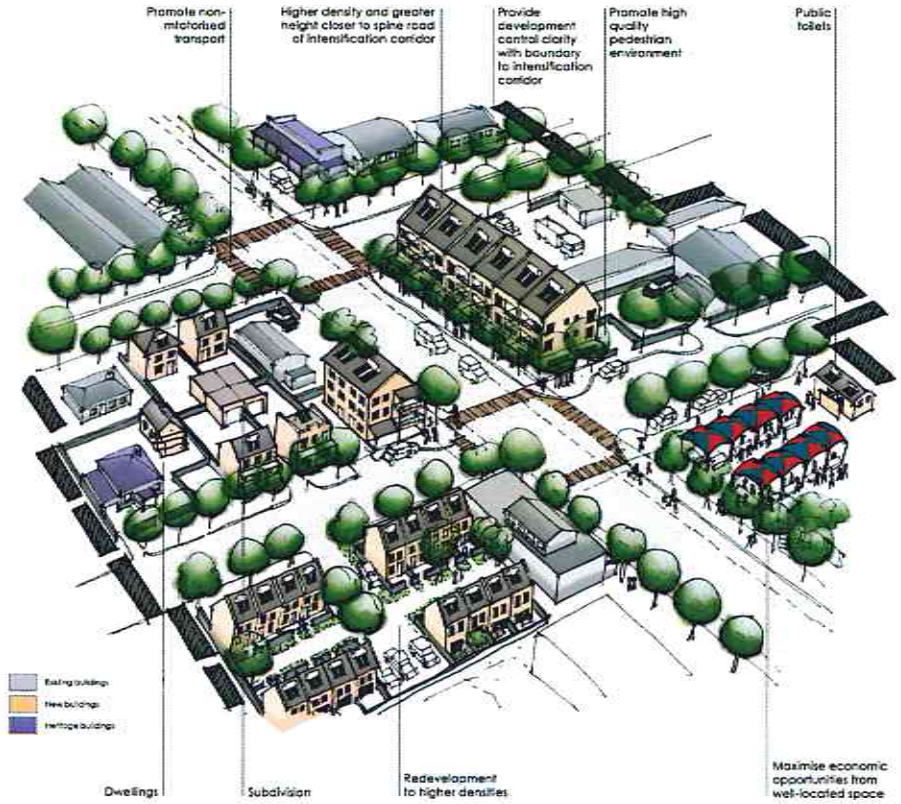

- Locate activities (residential, transport, work, recreation, etc.) so that at least 50% of them are in walking distance
- Sensitively locate the income groups within the 1km radius : e.g. very low not right next to the very high income
- Locate most frequented activities in the most central / accessible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

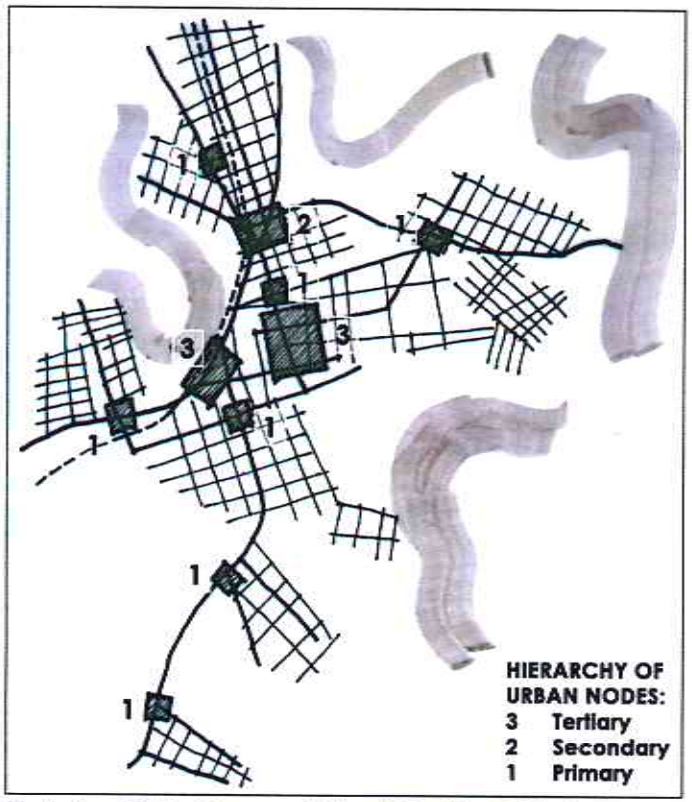



**Before Development**

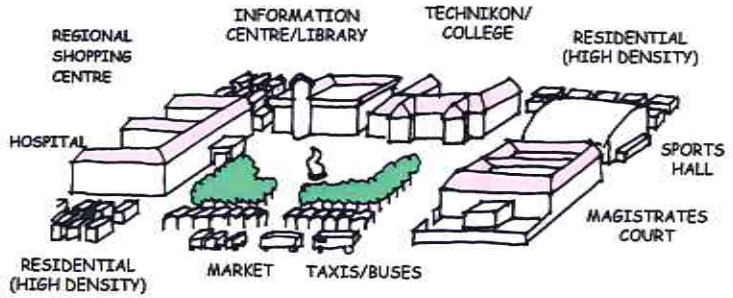



**After Development**

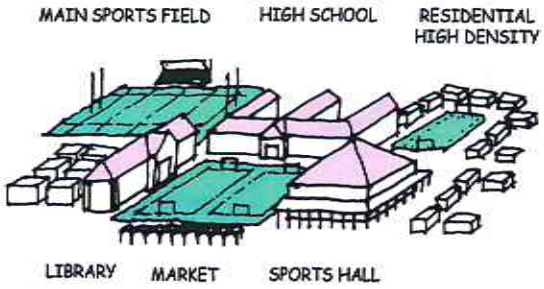
### 5.1.4.10 Sub-Centre Nodes



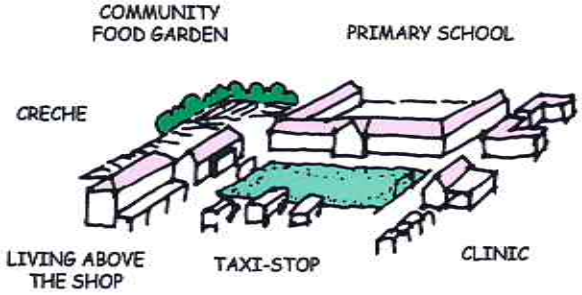

**Clustering Civic, Commercial and Residential Activities**




**Tertiary Cluster of Facilities**




**Secondary Cluster of Facilities**




**Primary Cluster of Facilities**

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.

Library bus

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.

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

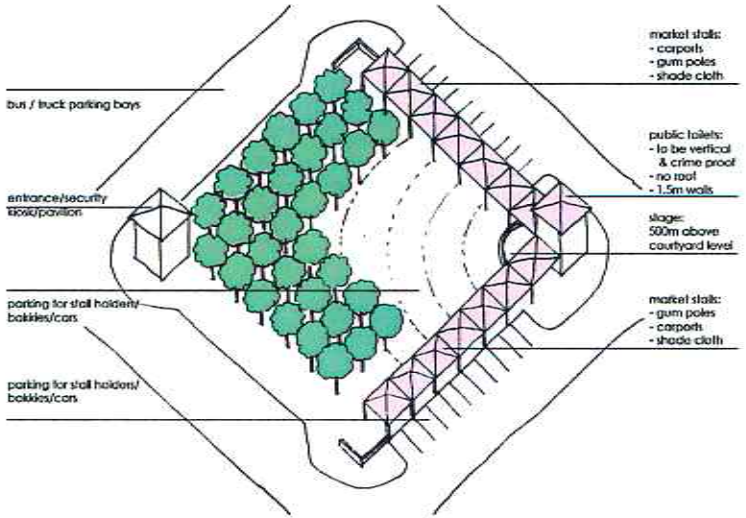
Home Affairs bus

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.

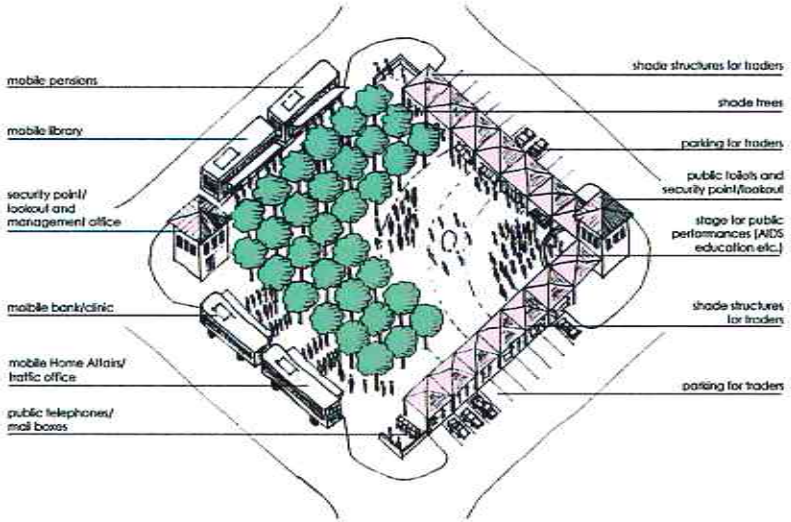
Mobile clinic

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, Protem 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 Neighbourbood 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).

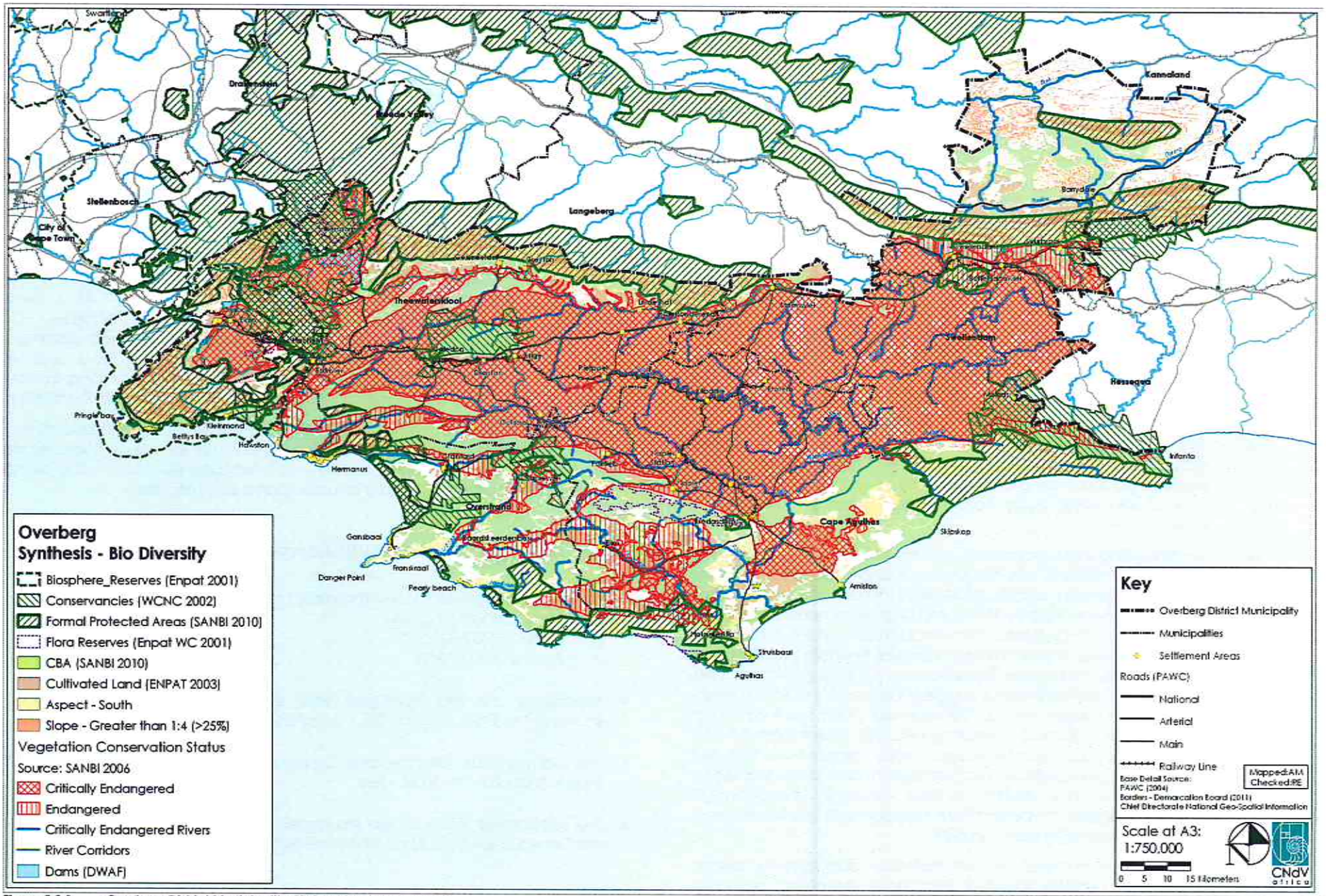



**Figure 5.2.1** **Overberg District Municipality: Natural Systems Synthesis**

## 5.2.2 SOCIO ECONOMIC AND BUILT ENVIRONMENT SYNTHESIS

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

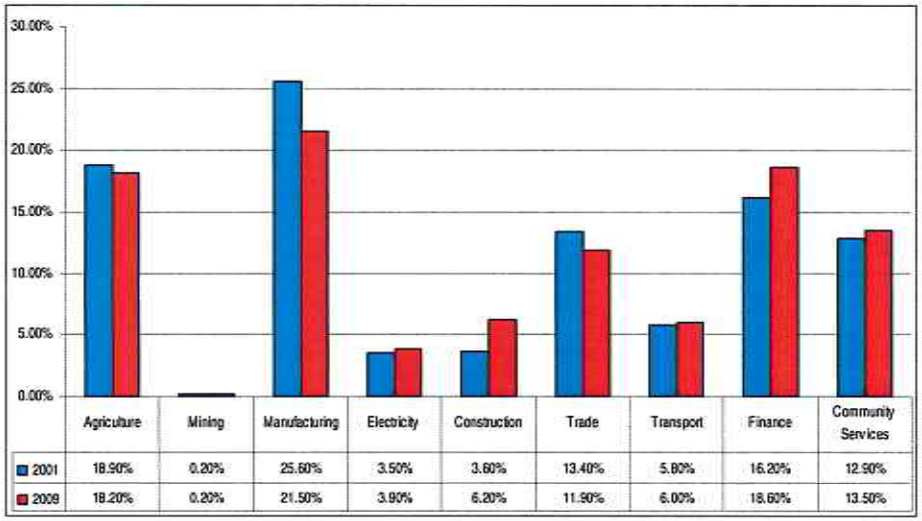
- There are a wide range of socio-economic conditions in the Overberg whose patterns echo those of the bio-physical. This is because the most productive and species rich land with high bio-mass and rainfall also offers the most livelihood opportunities. This close alignment between the social and bio-physical 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 18th and 19th 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

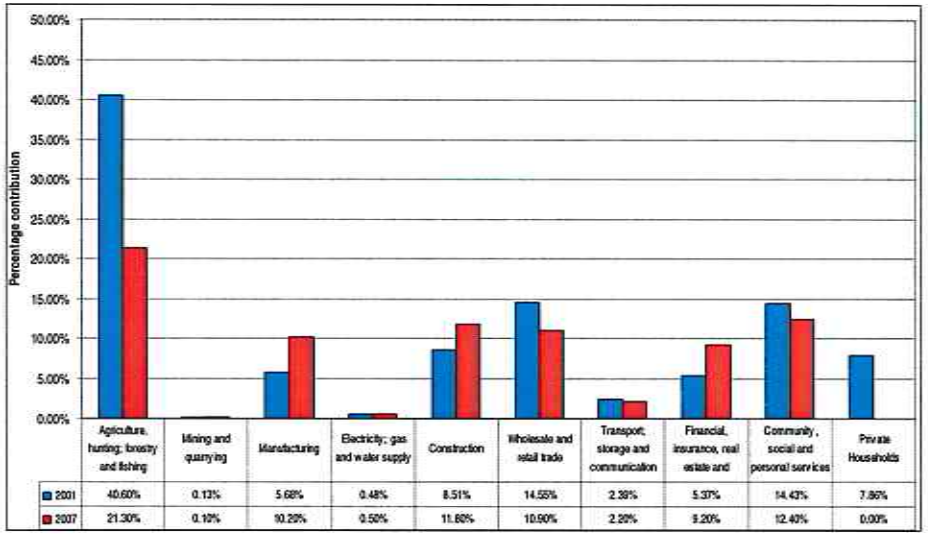
- The main GVA contributors in the district for 2009 were:
  - Manufacturing (21.5%);
  - Finance (18.6%); and,
  - Agriculture (18.2%).
- Agriculture and Manufacturing have shown declines in its percentage shares of the GVA over the 2001 and 2009 period;
- The Construction, Finance and Community Services 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**




| | Agriculture | Mining | Manufacturing | Electricity | Construction | Trade | Transport | Finance | Community Services |
|---|---|---|---|---|---|---|---|---|---|
| 2001 | 18.90% | 0.20% | 25.60% | 3.50% | 3.60% | 13.40% | 5.80% | 16.20% | 12.90% |
| 2009 | 18.20% | 0.20% | 21.50% | 3.90% | 6.20% | 11.90% | 6.00% | 18.60% | 13.50% |

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




| | Agriculture, hunting, forestry and fishing | Mining and quarrying | Manufacturing | Electricity; gas and water supply | Construction | Wholesale and retail trade | Transport; storage and communication | Financial, insurance, real estate and | Community, social and personal services | Private Households |
|---|---|---|---|---|---|---|---|---|---|---|
| 2001 | 40.60% | 0.13% | 5.68% | 0.48% | 8.51% | 14.55% | 2.38% | 5.37% | 14.43% | 7.86% |
| 2007 | 21.30% | 0.10% | 10.20% | 0.50% | 11.80% | 10.90% | 2.20% | 9.20% | 12.40% | 0.00% |

**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.**

### 5.2.4 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.

### 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;

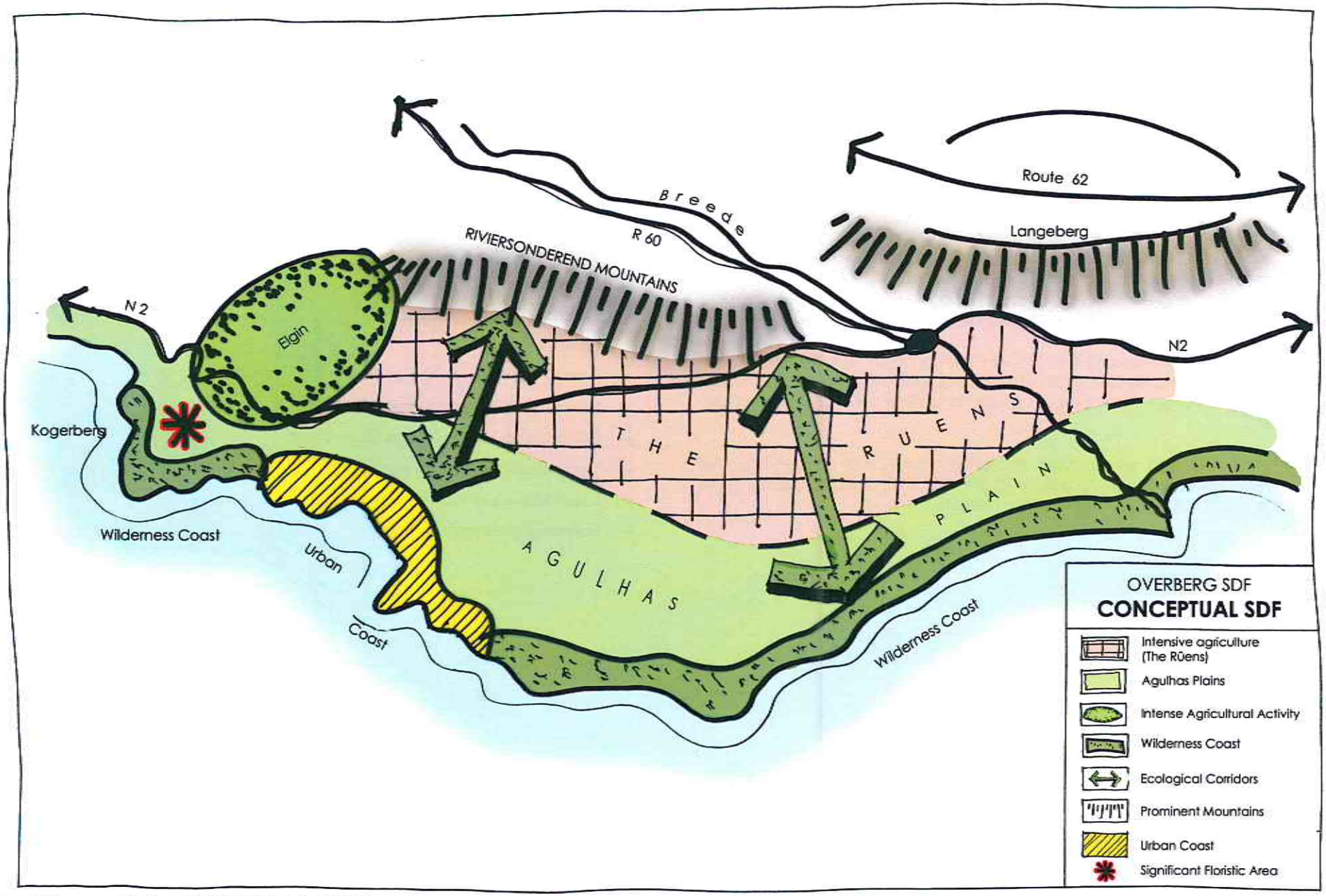



**Figure 5.2.3** **Overberg District Draft Municipal SDF: Concept**

- 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.

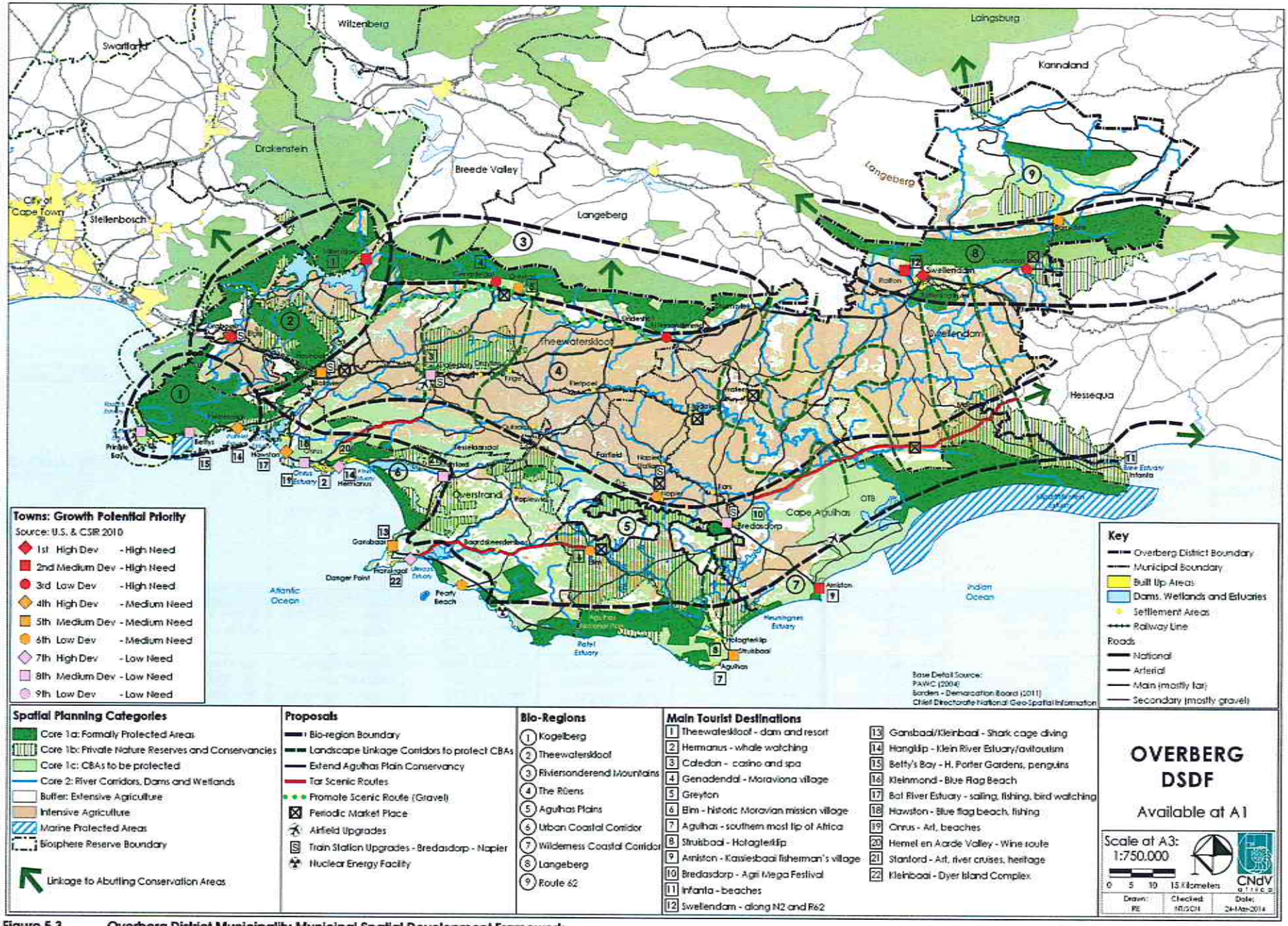



**Figure 5.3** **Overberg District Municipality Municipal Spatial Development Framework**

## 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 |
| **SOCIAL** | | | | | | | | | |
| **Settlement and Population distribution** | Rooi Els<br>Pringle Bay<br>Bettys Bay | Villiersdorp<br>Elgin-Grabouw<br>(± 22 000)<br>Rural pop:<br>(± 40 000) | Helderstroom prison<br>Genadendal village<br>(± 5000)<br>Greyton<br>(± 2000)<br>Riversonderend | Botrivier<br>Caledon<br>(± 12 000)<br>Napier<br>Stormsvlei | Elim<br>Bredasdorp<br>Malgas<br>Urban: (± 22 000)<br>Rural : (± 6 000) | Urban: (± 48 000)<br>Stanford<br>Kleinmond<br>Hawston<br>Hermanus<br>Gansbaai<br>Pearly Beach<br>Rural pop:<br>(± 7000) | Struisbaai<br>Agulhas<br>Arniston<br>Infanta | Swellendam<br>(± 13 000)<br>Buffelsjagrivier<br>Suurbraak<br>(± 2000)<br><br>Rural pop:<br>(± 10 000) | Barrydale |
| **ECONOMY** | | | | | | | | | |
| **Agriculture** | (Mostly protected areas with limited urban development) | Irrigated:<br>35 000 has<br><br>30 000 jobs | (Mostly protected areas with limited urban development) | Dry land:<br>300 000 ha<br><br>2 000 jobs | Dry land:<br>40 000 ha<br><br>1 000 jobs | Main urban concentration with strong tertiary economic sectors<br>- Wholesale and Retail<br>- Financial Services<br>- Government Services, Tourism and Accommodation | (Mostly protected areas with limited urban development) | Dry land:<br>100 000 ha<br><br>6 000 jobs | (Mostly protected areas with limited urban development) |
| **BIOPHYSICAL** | | | | | | | | | |
| **Renewable [1] energy potential** | 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 |
| **Hydrology and Biodiversity** | 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 |
| **Landscape character** | 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 |

*1 Although not renewable, a nuclear power station is proposed at Bantamsklip in the Urban Coastal Corridor.*

**Table 5.3.1 Bio-regions and characteristics**

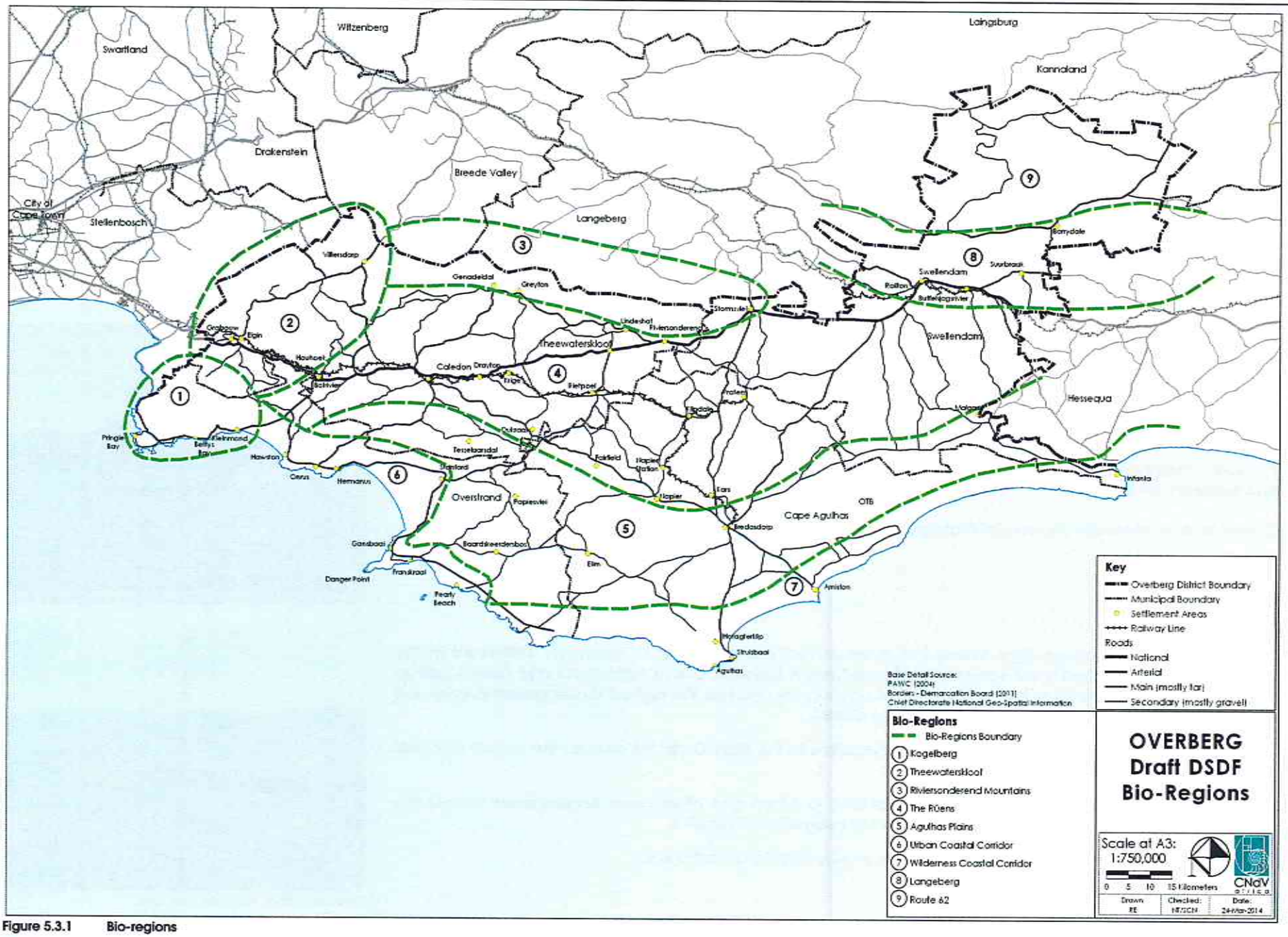



**Figure 5.3.1** **Bio-regions**

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.**

### *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 2nd 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.**

**Kogelberg Biosphere Reserve looking west over the Bot River estuary**

**View of Kogelberg towards Rooi-els (www.wikimedia.org)**

**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 Protem 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).

### *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.

Urban development on coast at Agulhas

Coastal corridor: wine farming

Stanford viewed from the R43

**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 at the proposed new staff village on the Malgas to Bredasdrop Road where threshold are too low to support large scale full time activities, see section 5.1.4.11.

**CIP11** The sewage from the Standford 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 promoted as a scenic route with 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.

Elim row houses along one of the main streets

Hermanus: upgraded Market Square with traders

Hermanus: shopping street requiring NMT facilities

**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.

Core 1a: conservation areas in the Agulhas National Park

### *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.

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

### *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 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 3rdlargest 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 5.3.2aare 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.

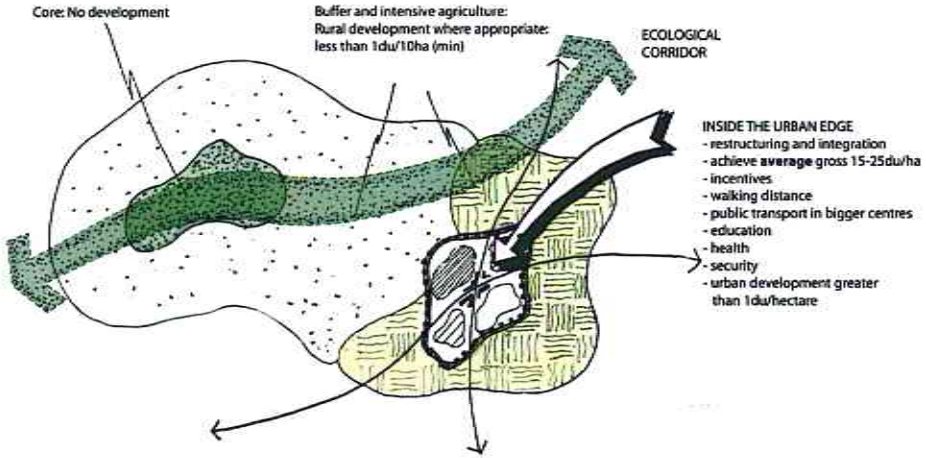



**Figure 5.3.2a** **Bio-regional Planning Zones (Spatial Planning Categories (SPCs)**

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.<br><br>Further continuous corridors between the mountain and the sea should be promoted.<br><br>The municipality should engage with the conservation authorities to ensure that economic growth and employment opportunities from these areas are maximized. | | Municipality<br>SANParks<br>CapeNature<br>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.<br><br>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<br>Dept of Nature Conservation<br>Dept of Tourism<br>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,<br>DWAF, Dept of Agriculture,<br>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<br>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.<br><br>Investigate methods to bring the agricultural land currently lying fallow back into production if possible. | | Municipality<br>Dept of Agric<br>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.<br><br>NOTE: Urban Edges should be delineated in Local Spatial Development Frameworks. | | Municipality<br>Dept of Agric |

**Table 5.3.2** **Spatial Planning Categories**

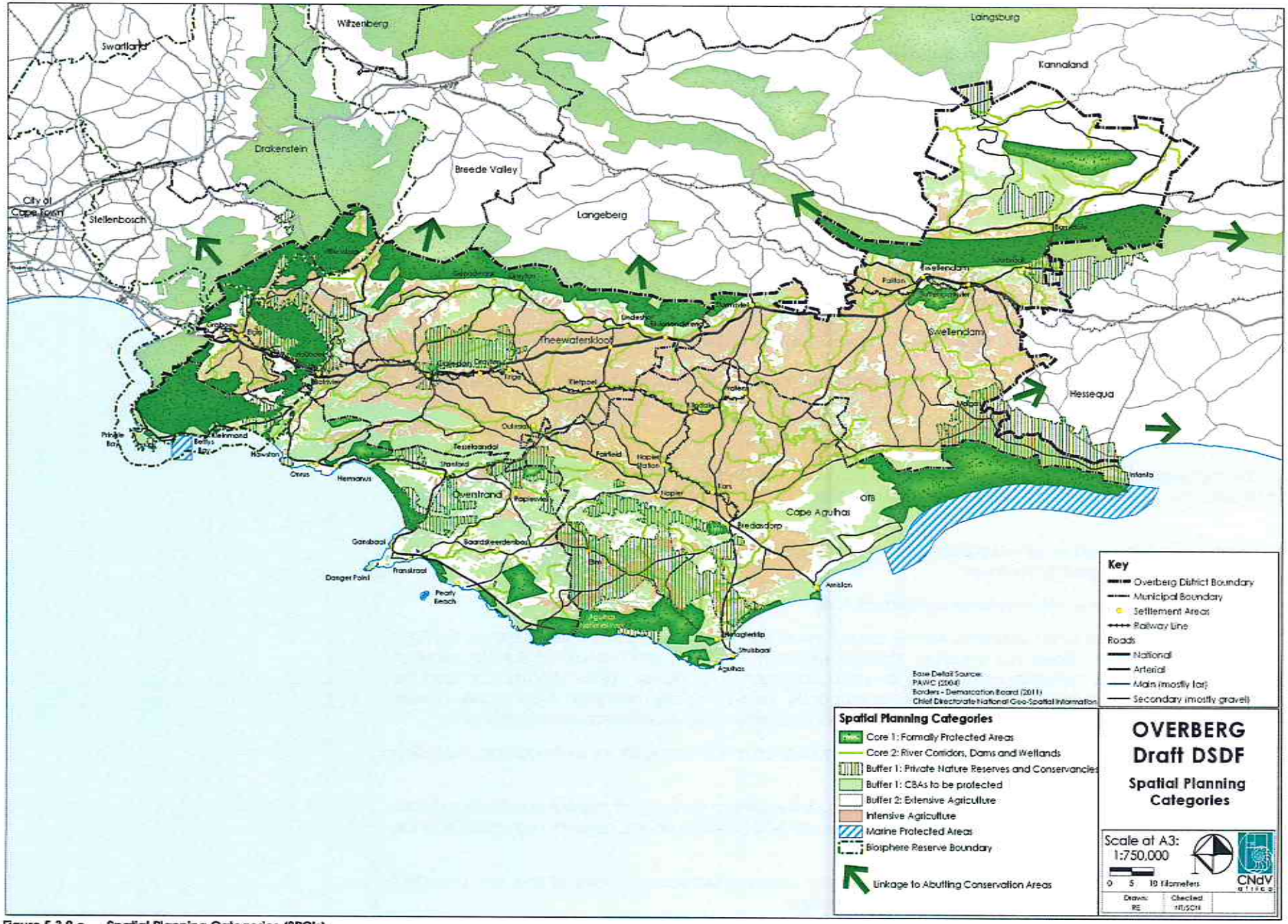



**Figure 5.3.2.c Spatial Planning Categories (SPC's)**

### 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 effectively 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.

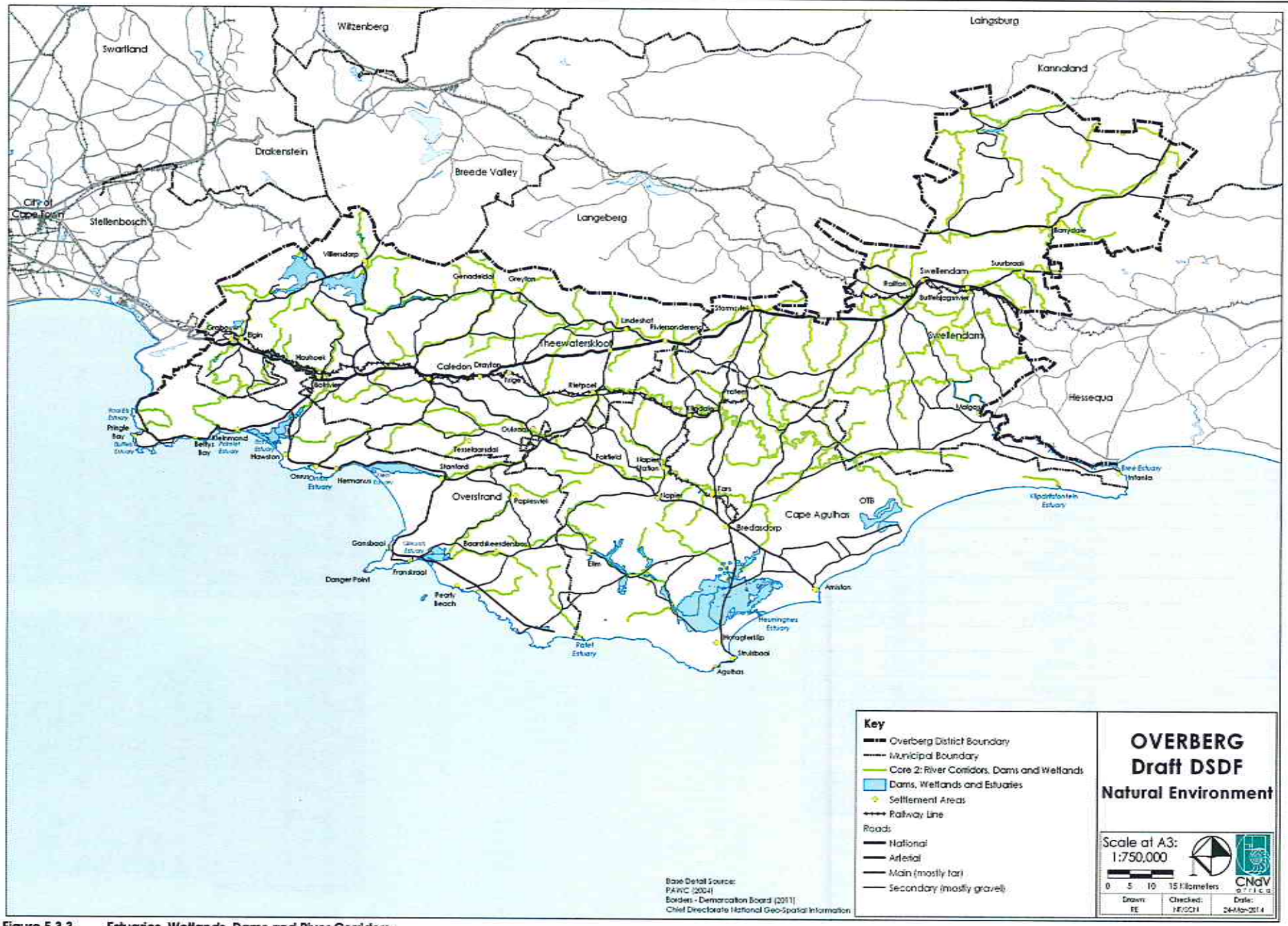



**Figure 5.3.3** **Estuaries, Wetlands, Dams and River Corridors**

## 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)**

**Struisbaai (www.africa4u.co.za)**

**Protem: grain silo hamlet**

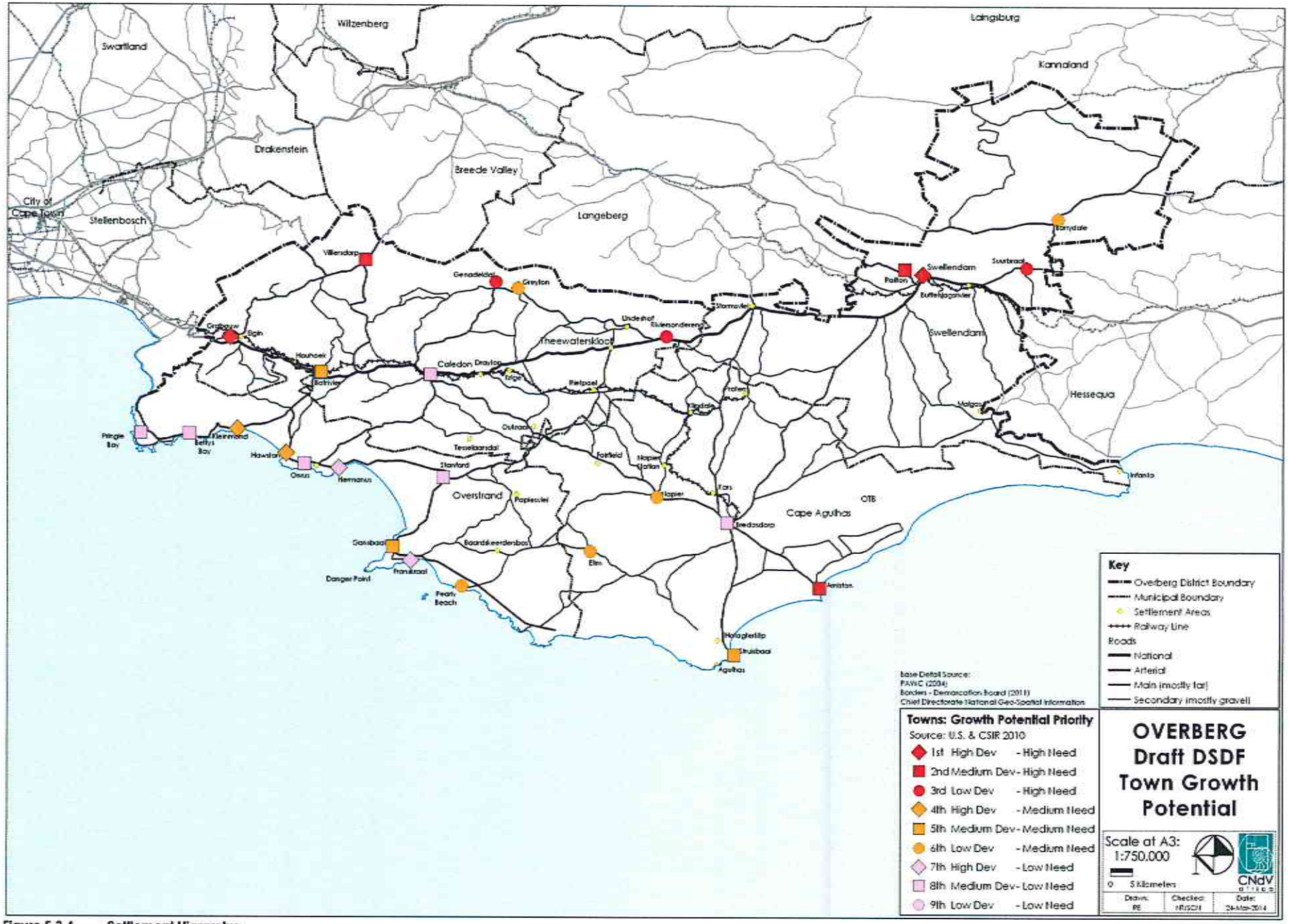



**Figure 5.3.4** **Settlement Hierarchy**

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

1st High Growth Potential – High Social Need;
2nd High Growth Potential – Medium Social Need;
3rd High Growth Potential – Low Social Need;
4th Medium Growth Potential – High Social Need;
5th Medium Growth Potential – Medium Social Need;
6th Medium Growth Potential – Low Social Need;
7th Low Growth Potential – High Social Need;
8th Low Growth Potential – Medium Social Need; and
9th 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. Swellendamhistoric 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)

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).

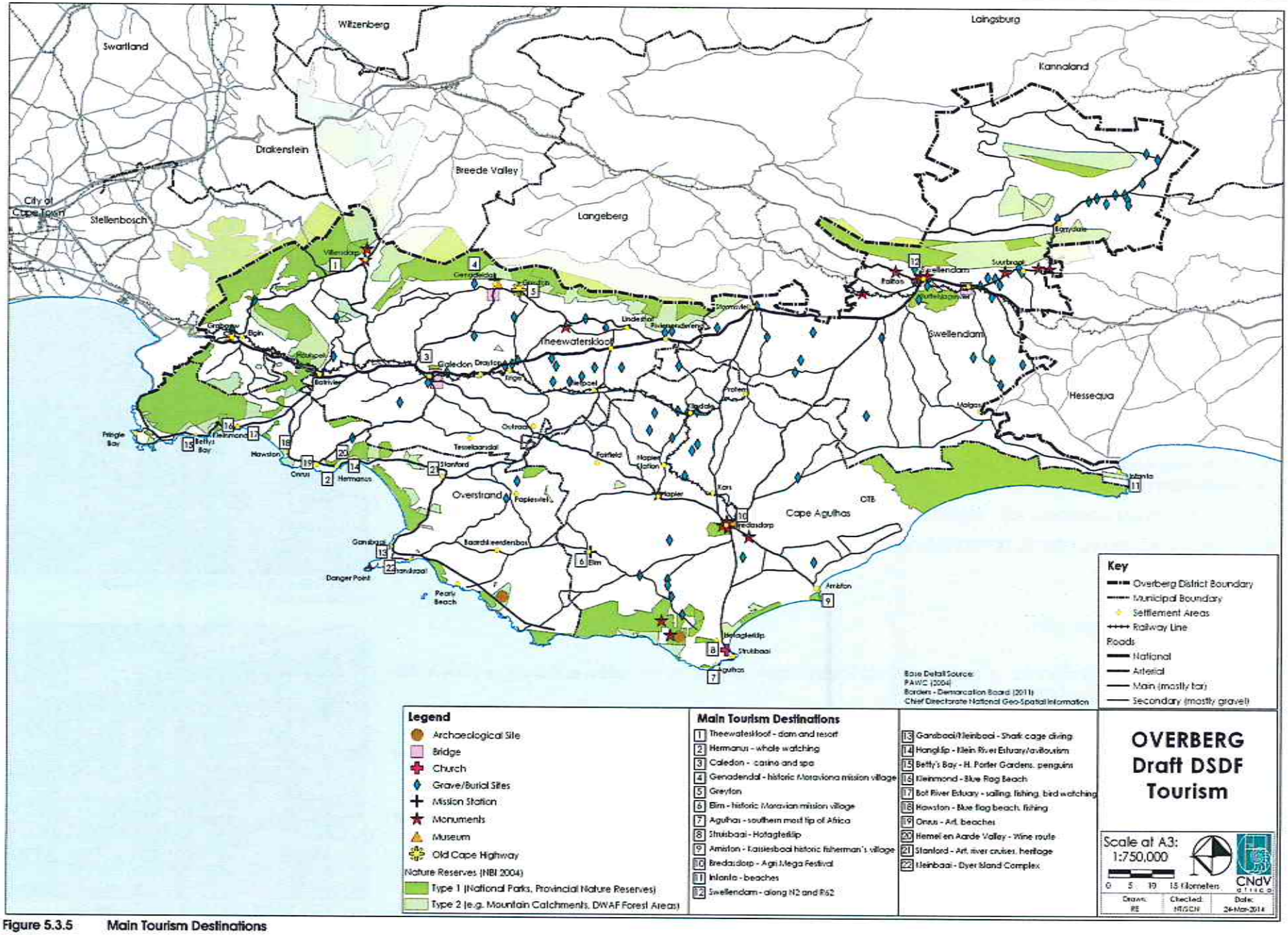



**Figure 5.3.5** **Main Tourism Destinations**

### 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:
   - Protem;
   - 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)**

**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)**


**Agri Dwala, Napier farming activities (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.

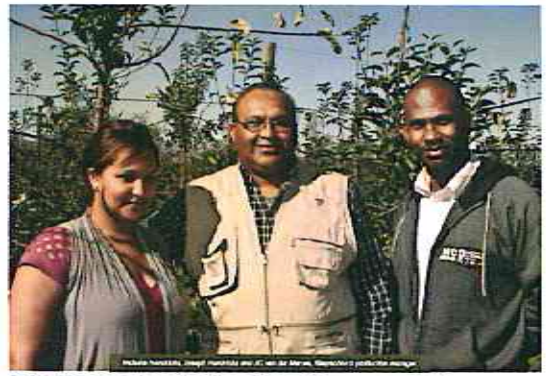
9. Roll-out for an action plan for land reform.

   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)

**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.

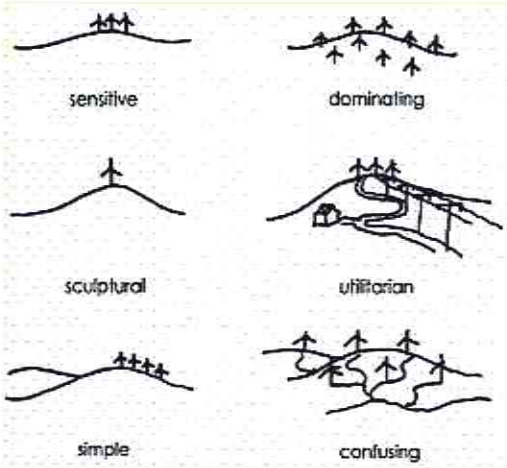
- **Slope**
  - Wind Potential – slopes up to a certain gradient orientated towards prevailing wind directions tend to augment average wind speed
  - Visibility – wind farms on slopes have increased visibility
  - Road layout and design – slopes to be considered in road layout to reduce erosion potential 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.

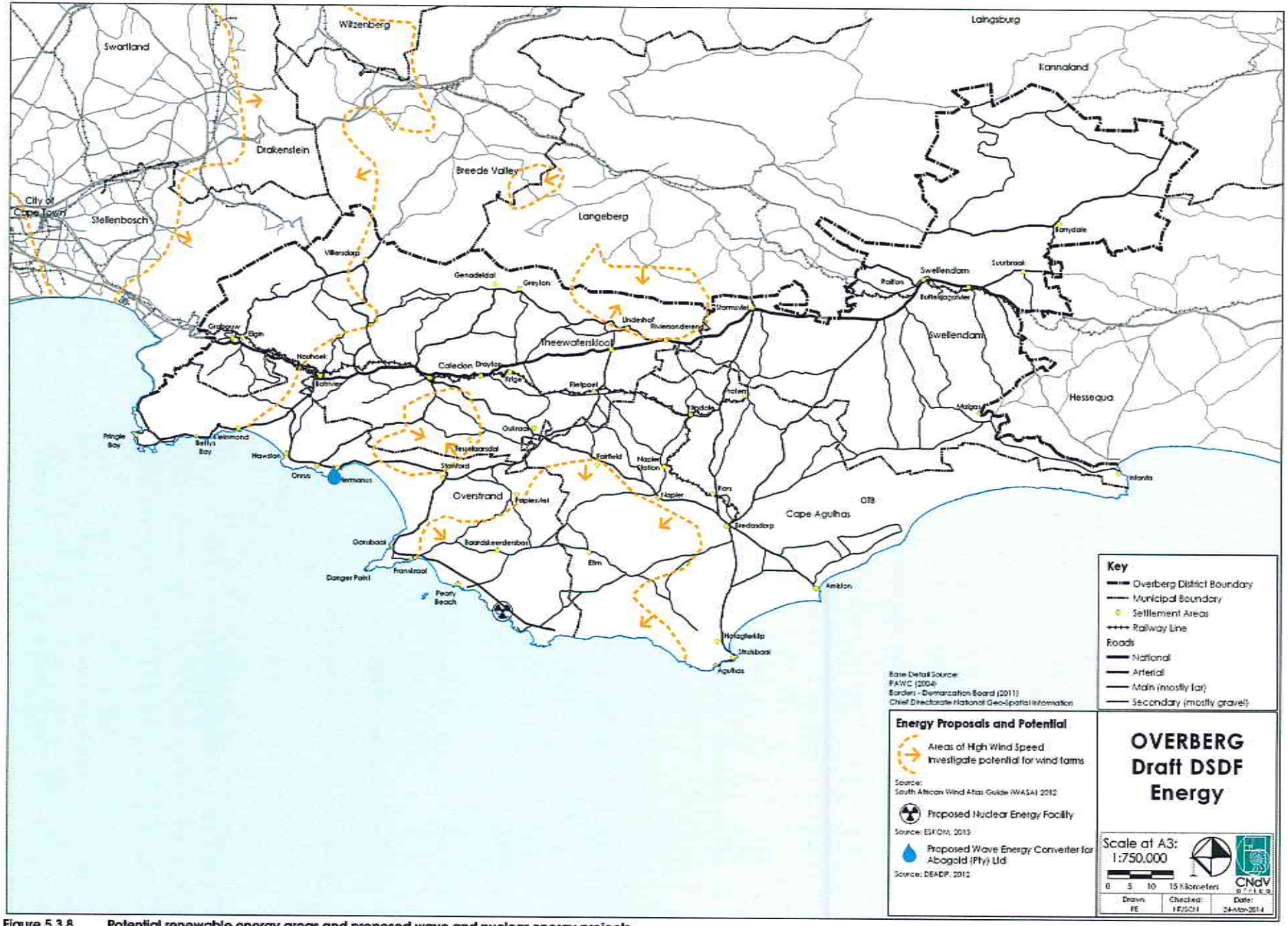



**Figure 5.3.8** **Potential renewable energy areas and proposed wave and nuclear energy projects**

## 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.

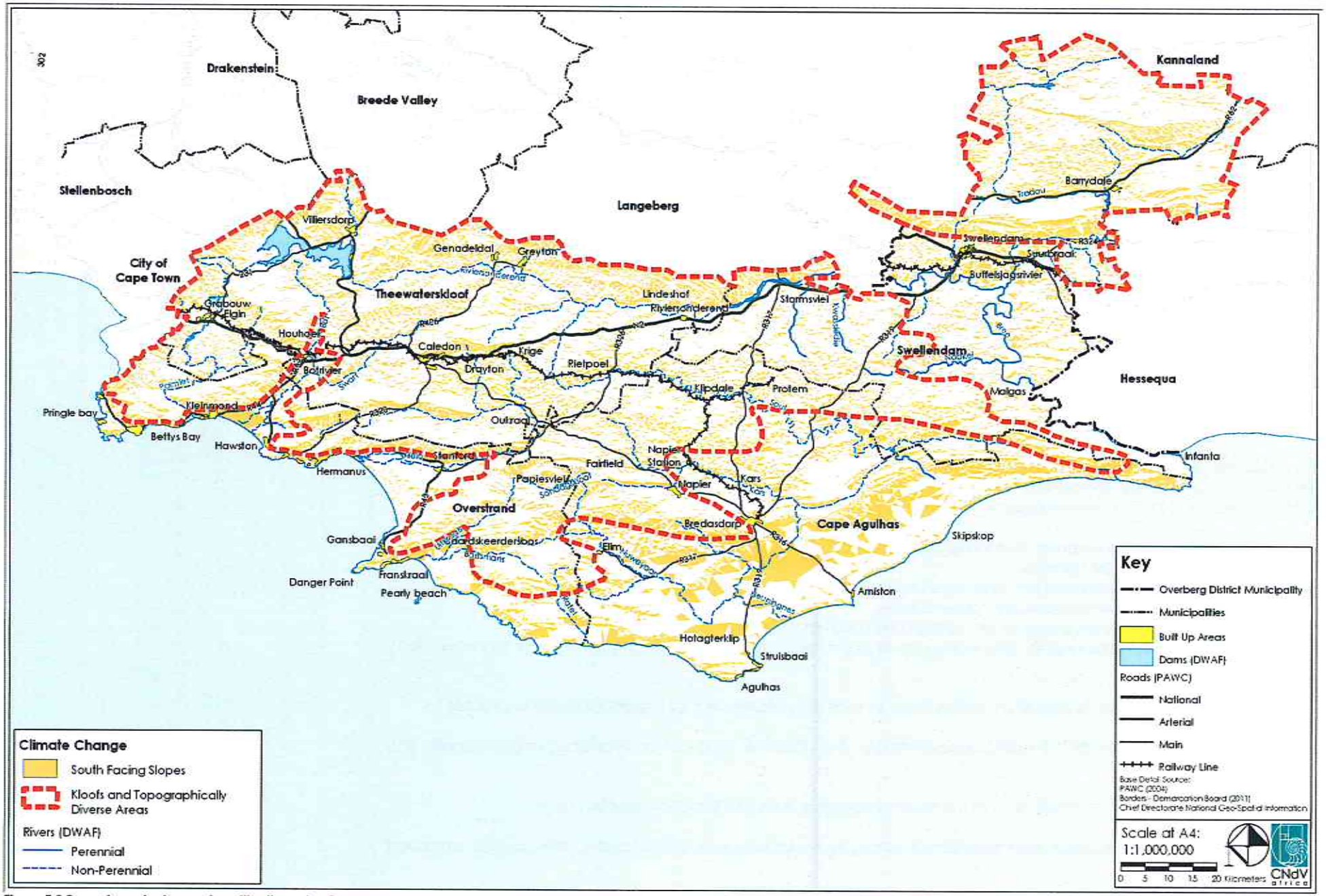



**Figure 5.3.9** **Important areas for mitigating rate of climate change**

### 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.

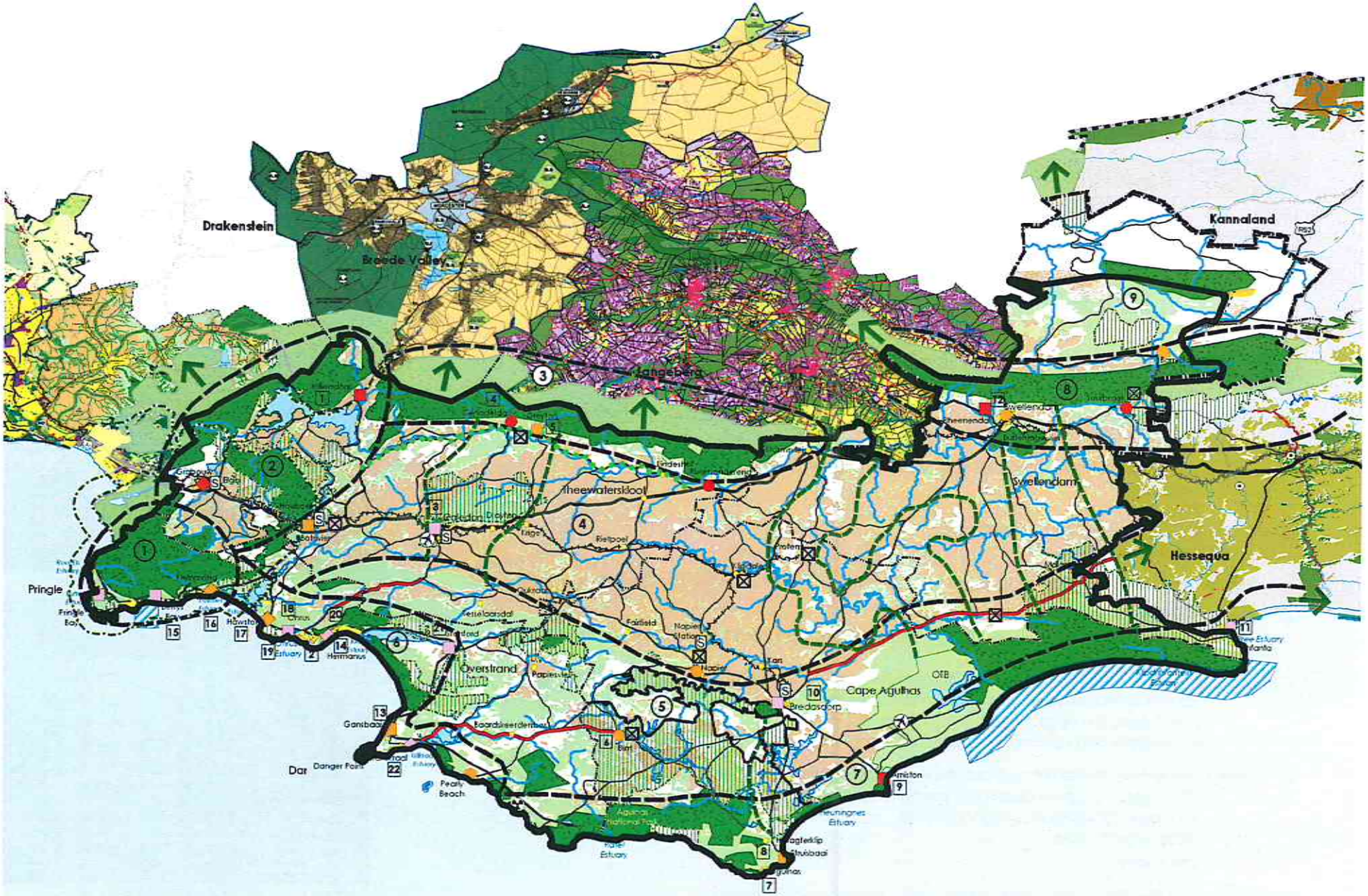



**Figure 5.3.12 Overberg District Draft Municipal SDF: Vertical alignment**

## 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*

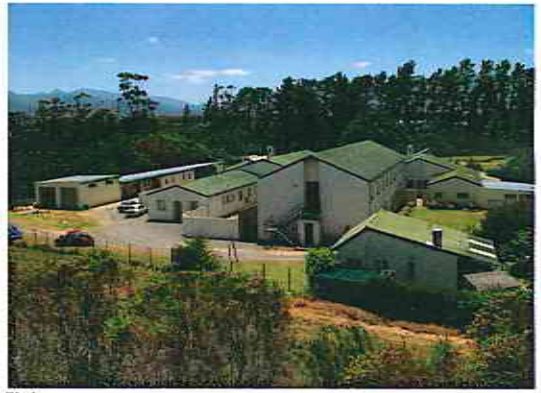
- Update the settlement hierarchy as follows, see Table 5.3.4:

| 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, Genedendal 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)**



**Elgin**

**Grabouw (www.blog.krugerwildlifesafaris.com)**

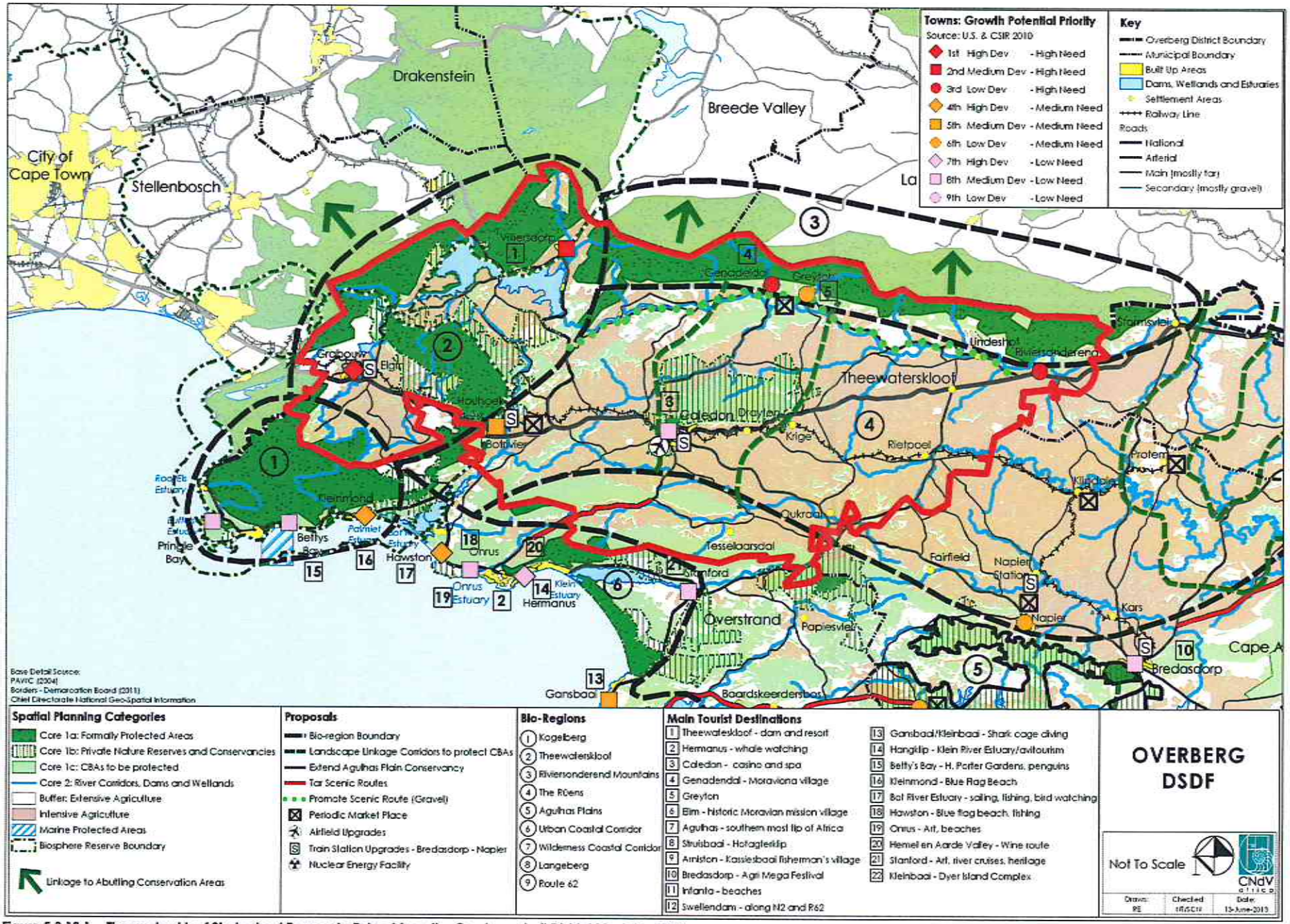



**Figure 5.3.13.1 Theewaterskloof Strategies / Proposals: Extract from the Overberg draft District Municipal SDF**

#### *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. Grabour 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 : Protem, 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)**


**Napier**

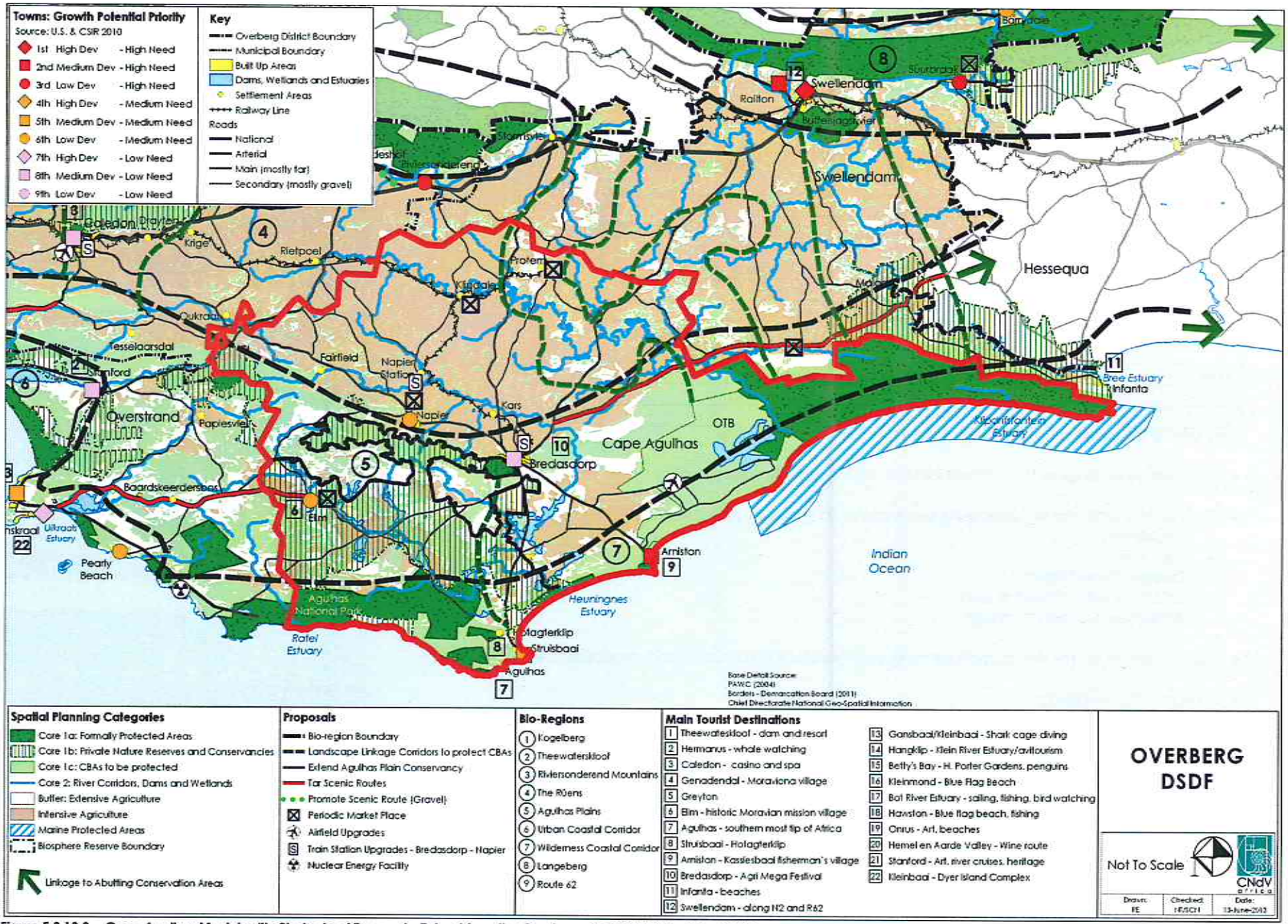



**Figure 5.3.13.3 Cape Agulhas Municipality Strategies / Proposals: Extract from the Overberg draft District Municipal SDF**

### *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)**

**Gansbaai**

**Kleinmond (www.en.wikipedia.org)**

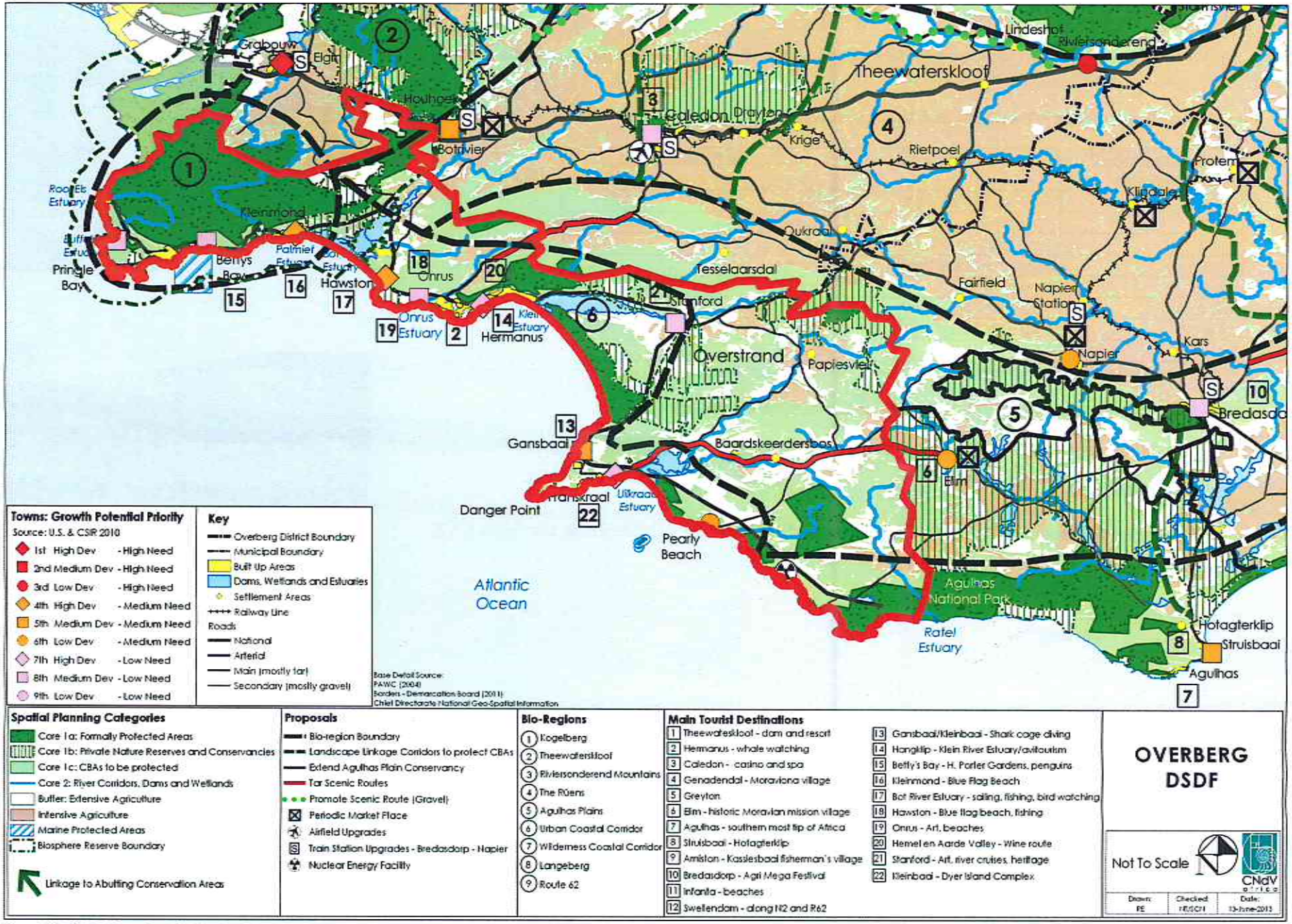



**Figure 5.3..13.4 Overstrand Strategies / Proposals: Extract from the Overberg draft District Municipal SDF**

### 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**

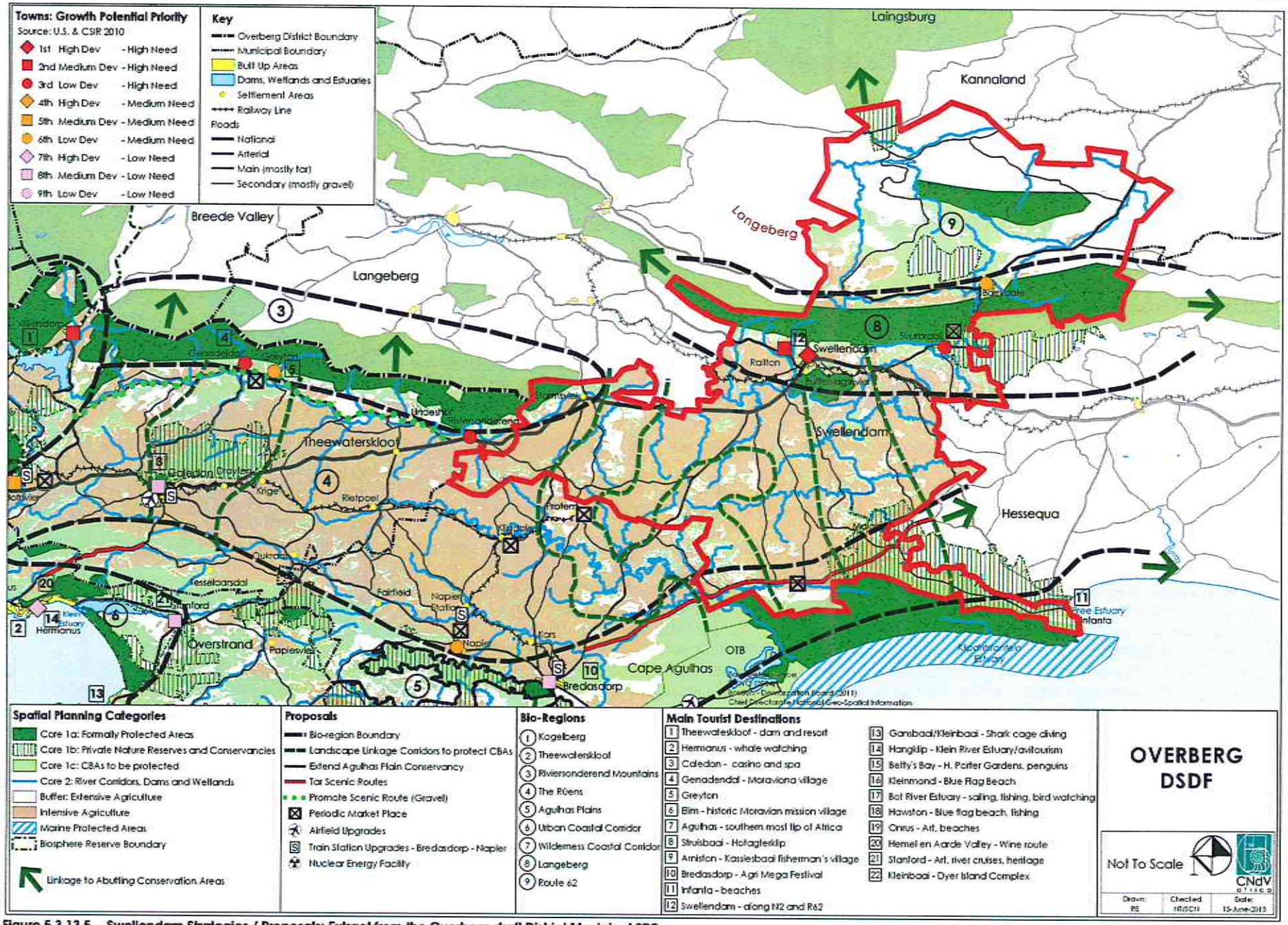



**Figure 5.3.13.5 Swellendam Strategies / Proposals: Extract from the Overberg draft District Municipal SDF**

## 5.3.14 HUMAN SETTLEMENTS

The district municipality is relatively highly urbanized with83% 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

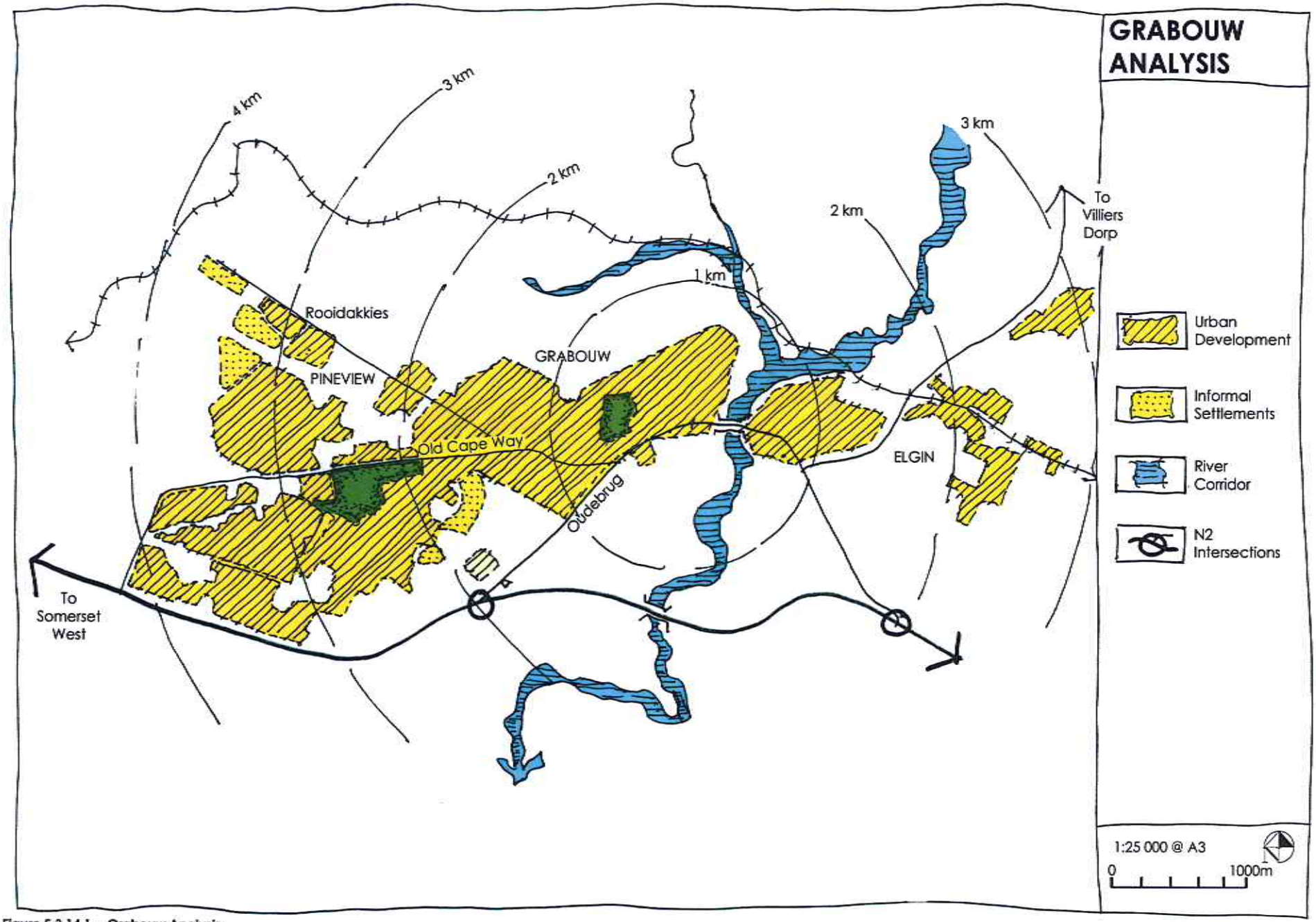



**Figure 5.3.14.1 Grabouw Analysis**

### 5.3.14.2 THEEWATERSKLOOF LOCAL MUNICIPALITY: Bereavile, 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;
- Boschkloof 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 18th 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)**

**Genadendal: Well defined and landscaped town square**

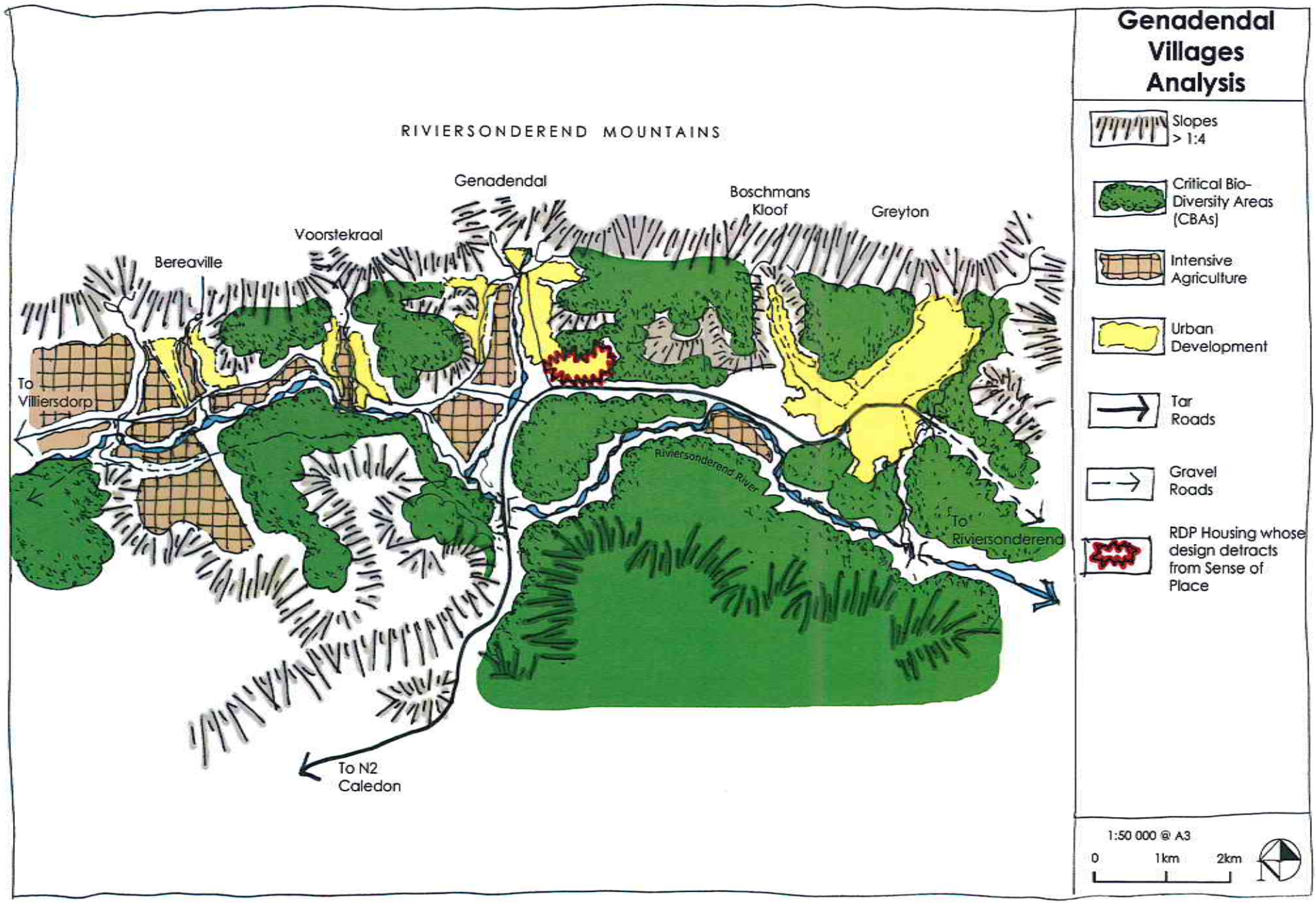



**Figure 5.3.14.2 Bereaville, Voorstekraal, Genadendal, Boschmanskloof and Greyton : Analysis**

### 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**

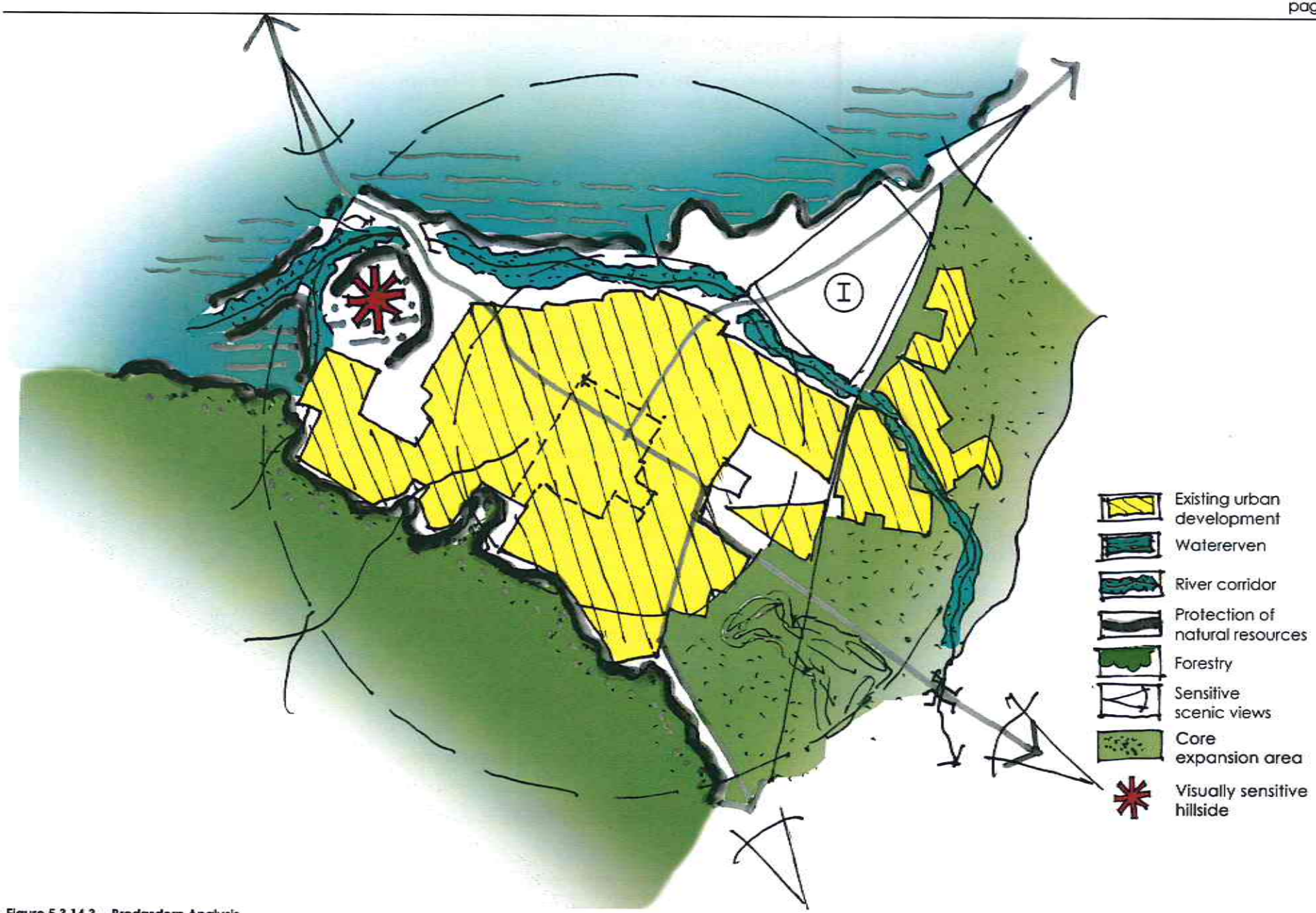



**Figure 5.3.14.3 Bredasdorp Analysis**

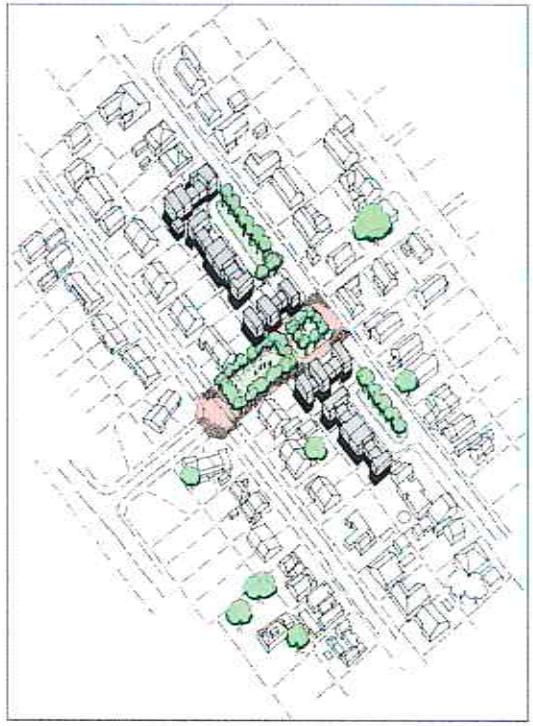
### *5.3.14.4 SWELLENDAM LOCAL MUNICIPALITY: SWELLENDAM (Population: Approx. 12 500)*

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 with in 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**

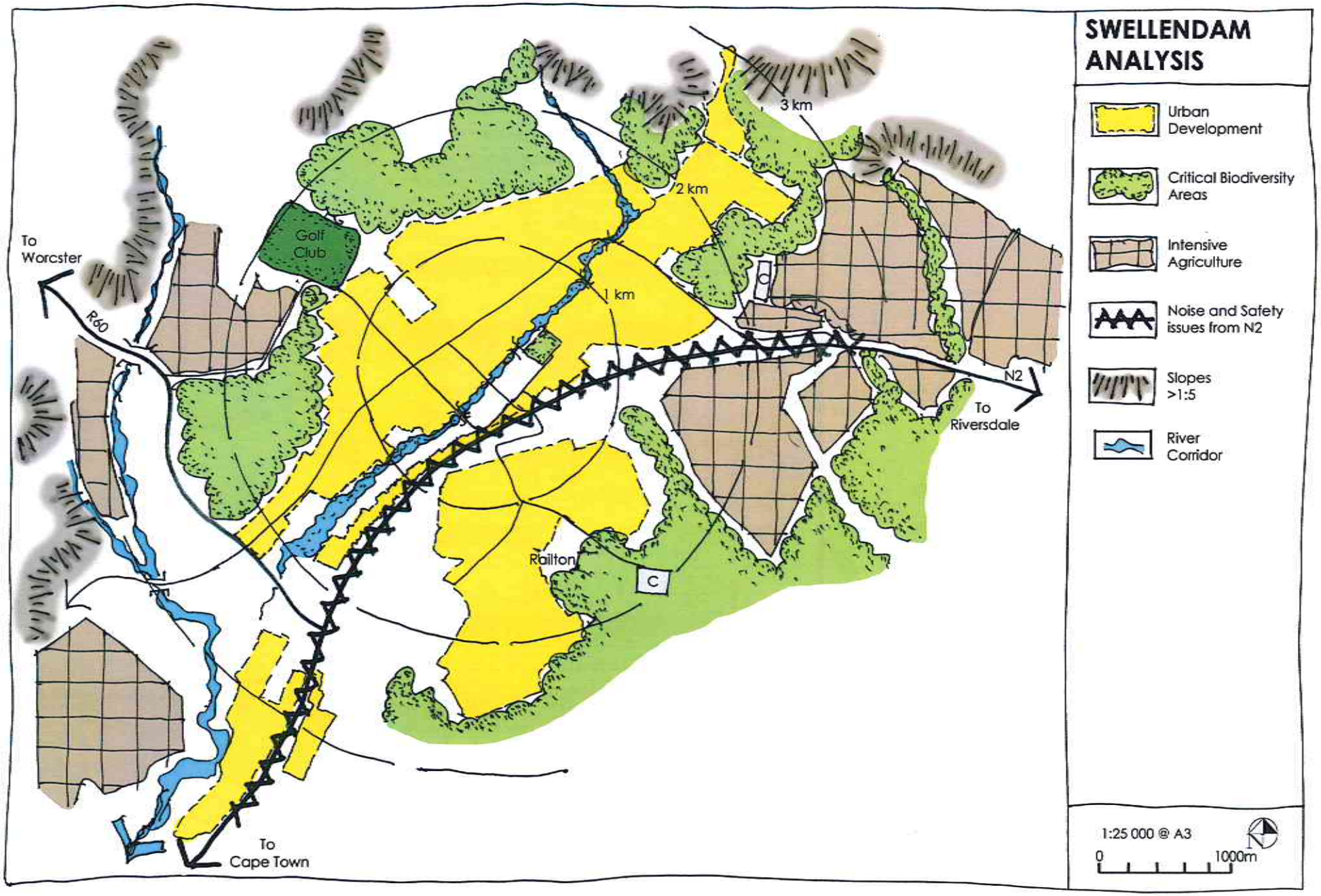



**Figure 5.3.14.4 Swellendam Analysis**

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

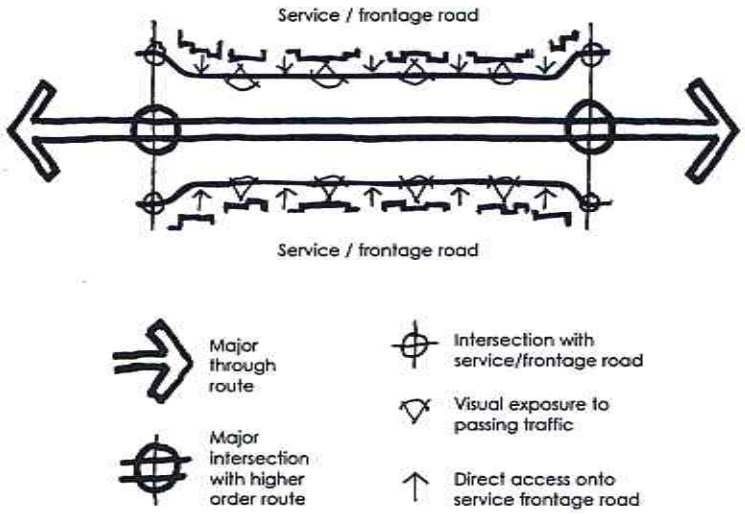



**Figure 5.3.14.5 Example of road cross-section to provide business accessibility along major through route**

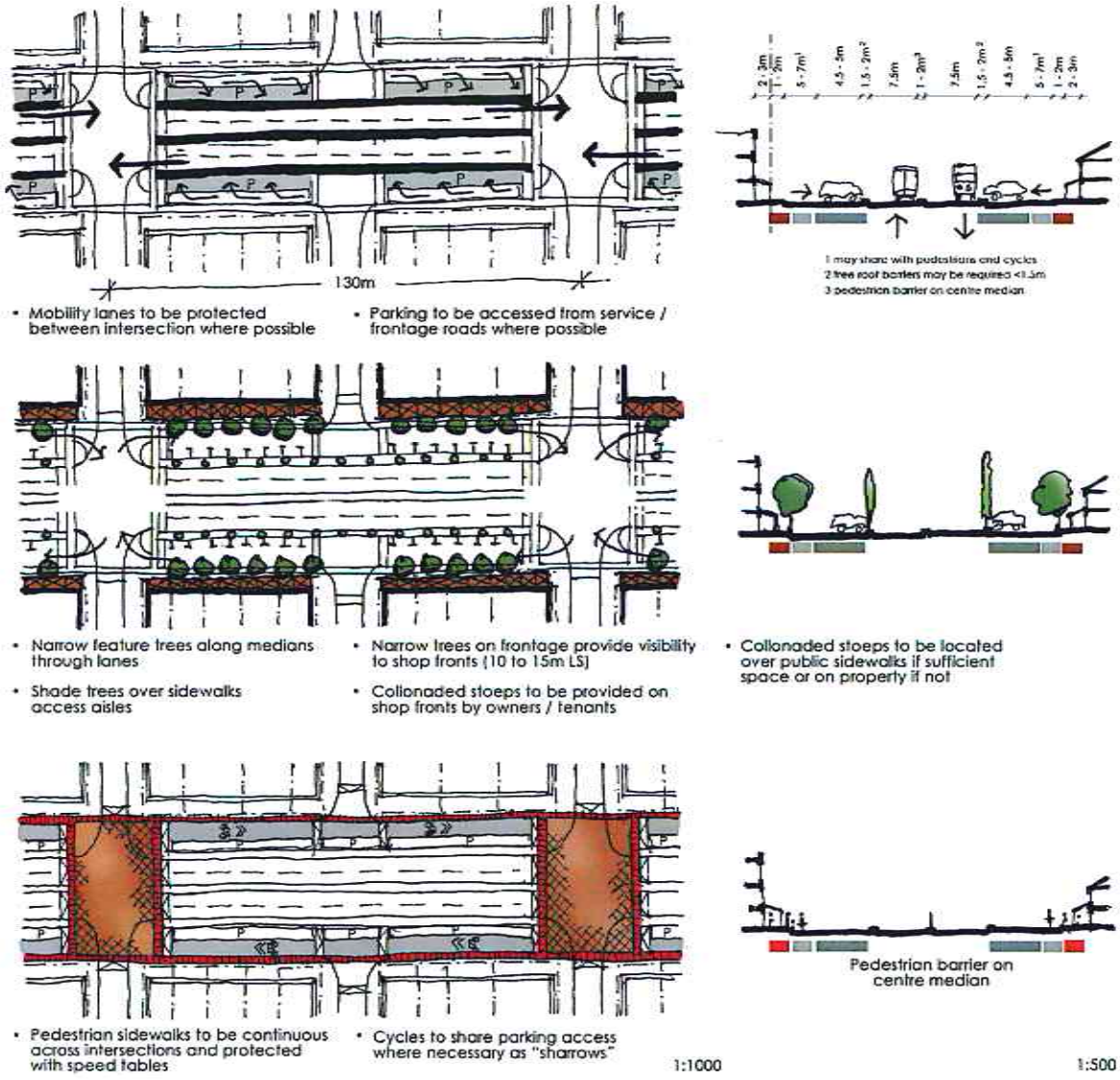



**Figure 5.3.14.6 General principles for the development of major through routes**

# 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) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 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 | Total |
| 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.

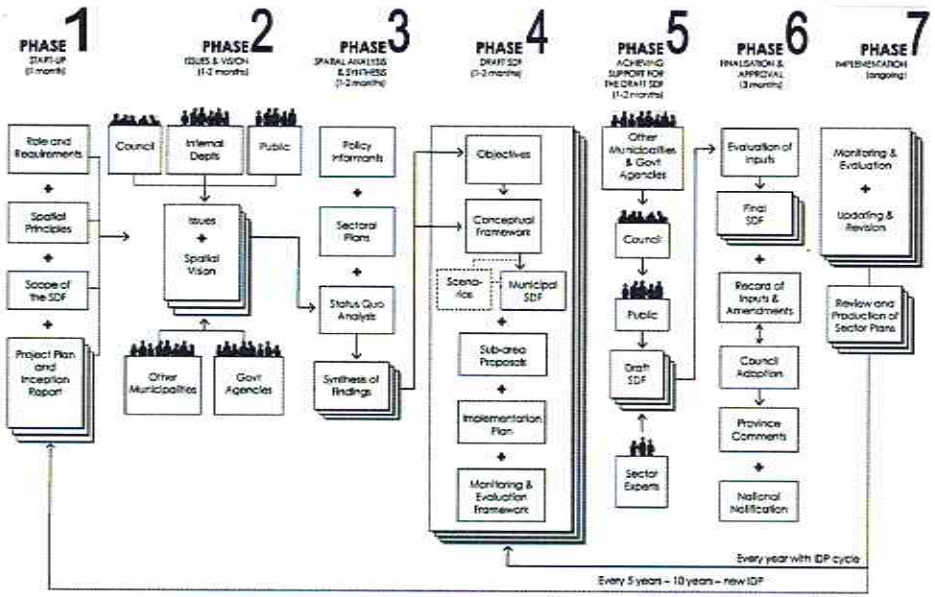



**Figure 7.1** **Phases in the process of completing and SDF** (source: CNdV, 2010)

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.

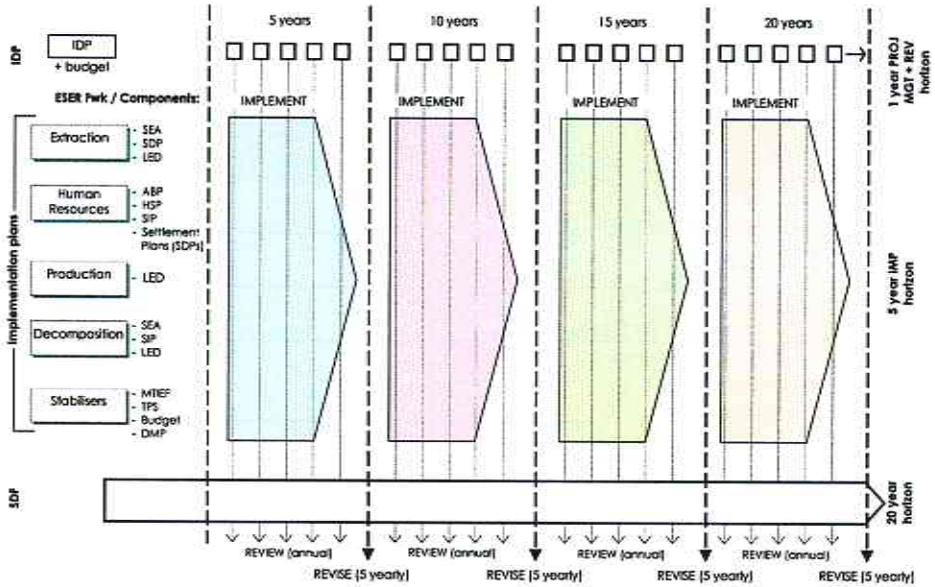



**Figure 7.2** **Proposed Relationship between IDPs, Implementation Plans, including HSPs and SDFs** (source: CNdV, 2010)

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 | 8... | 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**

# REFERENCES


- ***A fine scale conservation plan for Cape Lowlands Renosterveld***, 2003
- Botsoc & CISA, 2008
- **City of Cape Town Spatial Development Framework** (source: City of Cape Town, undated)
- CNdV africa, 2010. ***National Guidelines for the Formulation of Spatial Development Frameworks***
- CNdV africa, 2012. ***Cape Agulhas Spatial Development Framework Review (Draft)***
- Community Survey, 2007
- **Critical Biodiversity Areas of the Overberg District Municipality: Conservation Planning Report, 2010)**
- CSIR, 2006.
- DEA&DP, 2005. ***Guidelines for Resort Developments in the Western Cape***
- DEA&DP, 2010. ***Development of a Methodology for Defining and Adopting Coastal Development Setback Lines Vol. 1.*** Provincial Government Western Cape
- Dennis Moss Partnership, 2004. ***Overberg SDF***
- Department of Rural Development and Land Reform (DRDLR), 2010. ***Proposed Draft National SDF***
- ***Development Frameworks***
- Eden District SDF, September 2009. ***Natural Resources Framework, Eden District***
- Kelly C, 2008. ***Value Chain in Agriculture Service Industry***
- Kilimakore Synergetics, 2010. ***A Study on the Revitalisation of Rural Towns in South Africa***
- MCA, 2002. Hierarchy of Settlements
- MCA, 2003. ***Cape Winelands Spatial Development Framework***
- Melanie Cleary & Karena du Plessis, 2005. ***The Overberg – Inland from the Tip of Africa***. Struik Publishers
- Midgeley et al, A Status Quo, Vulnerability and Adaptation Assessment of the Physical and Socio-economic Effects of Climate change in the Western Cape, PGWC, June 2005
- ***National Spatial Development Perspective***
- OABS, 2008
- ***Overberg District Integrated Development Plan (2012/2016)***
- ***Overberg District Municipality: Integrated Transport Plan, 2010***
- Provincial Government Western Cape, 2009. ***Western Cape Provincial Spatial Development Framework (WC-PSDF)***
- Provincial Government: Western Cape Department of Public Works and Transport, 2006. ***Strategic Infrastructure Plan (SIP)***
- Provincial Government: Western Cape Department of Transport and Public Works, 2011. ***The Provincial Land Transport Framework***
- ***Provincial Growth and Development Strategy (PGDS),*** October 2006
- Provincial Treasury, 2012.
- ***Rural Land Use Planning and Management Guidelines, 2009***
- SA Weather. ***Climate Data 2012***
- ***Settlement Restructuring: An Explanatory Manual 2009***
- Statistics SA Census, 2001
- The Department of Trade and Industry (DTI), 2006. ***Draft Regional Industrial Development Strategy.***
- Urban Dynamics, 2006. ***Overstrand Spatial Development Framework***
- Urban Dynamics, 2008. ***Swellendam Spatial Development Framework***
- Urban Dynamics, 2010. ***Theewaterskloof Spatial Development Framework***