

SWARTLAND

SPATIAL DEVELOPMENT FRAMEWORK

AMENDMENT

2018/2019



SPATIAL VISION, PRINCIPLES AND DIRECTIVES

2017 – 2022

CREATED BY



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List of Acronyms	
CBA	Critical Biodiversity Areas
CML	Coastal Management Line
CPZ	Coastal Protection Zone
D	Directives
DAFF	National Department of Agricultural, Forestry and Fisheries
DEADP	Provincial Department of Environmental Affairs and Development Planning
ESA	Ecological Support Areas
FPSU	Farmer Production Support Unit
GCM RSIF	Greater Cape Metro Regional Spatial Implementation Plan
GS RSIP	Greater Saldanha Regional Spatial Implementation Plan
IDP	Integrated Development Plan
IDZ	Industrial Development Zone
ICM	Integrated Coastal Management Act, Act 24 of 2008
ITP	Integrated Transport Plan
IUDF	Integrated Urban Development Framework, 2016.
LED	Local Economic Development Plan
LUPA	Land Use Planning Act, Act 4 of
MRF	Material Recovery Facility
MSA	Municipal Systems Act, Act 32 of 2000
NARYSEC	National Rural Youth Services Corps
NDP	National Development Plan
NEMA	National Environmental Management Act, Act 107 of 1998
NNR	No Natural Remaining
ONA	Other Natural Areas
PG	Planning Guidelines
REID	Rural Enterprise and Industrial Development
RSEP	Regional Social
RSIP	Regional Spatial Implementation Plan
SALA	Subdivision of Agricultural Land Act, Act 70 of 1970
SDF	Spatial Development Framework
SEDA	Small Enterprise Development Agency
SDF	Spatial Development Framework
SPC	Spatial Planning Categories
SPLUMA	Spatial Planning and Land Use Management Act, Act
GS RSIF	Greater Saldanha Bay Regional Spatial Implementation Plan
WCBF	Western Cape Biodiversity Framework
WCDoA	Western Cape Department of Agriculture
WC DRDP	West Coast District Rural Development Plan
WCPSDF	Western Cape Provincial Spatial Development Framework
IWMP	Integrated Waste Management Plan
WWTP	Waste Water Treatment Plant
WTW	Water Treatment Work

CHAPTER 1: Purpose of the SDF, Principles and Tools

1.1 Purpose

The purpose of the Swartland Spatial Development Framework (SDF) is to set out policy guidelines and proposals to direct spatial development in the Swartland municipal area in a desirable and sustainable manner. Future growth, development and land use planning in the municipal area must be based on the vision and principles which were agreed on to address spatial challenges to create and support integrated, sustainable and liveable environments and socio-economic opportunities.

1.2 Spatial Context

The Swartland Municipality (WCO15) is located on the western boundary of the Western Cape and forms part of the West Coast District Municipality. Swartland and four other municipalities (Matsuyama, Cederberg, Saldanha and Berg River) are part of the West Coast Region under the jurisdiction of the West Coast District Municipality.

The total area of the Swartland Municipality is three thousand six hundred and ninety nine square kilometres (3699km²) which represents 12% of the West Coast region.

The Swartland municipal area stretches from the Atlantic coast in the west to Kasteelberg in the east and beyond.



Figure 1: Spatial context of the Swartland

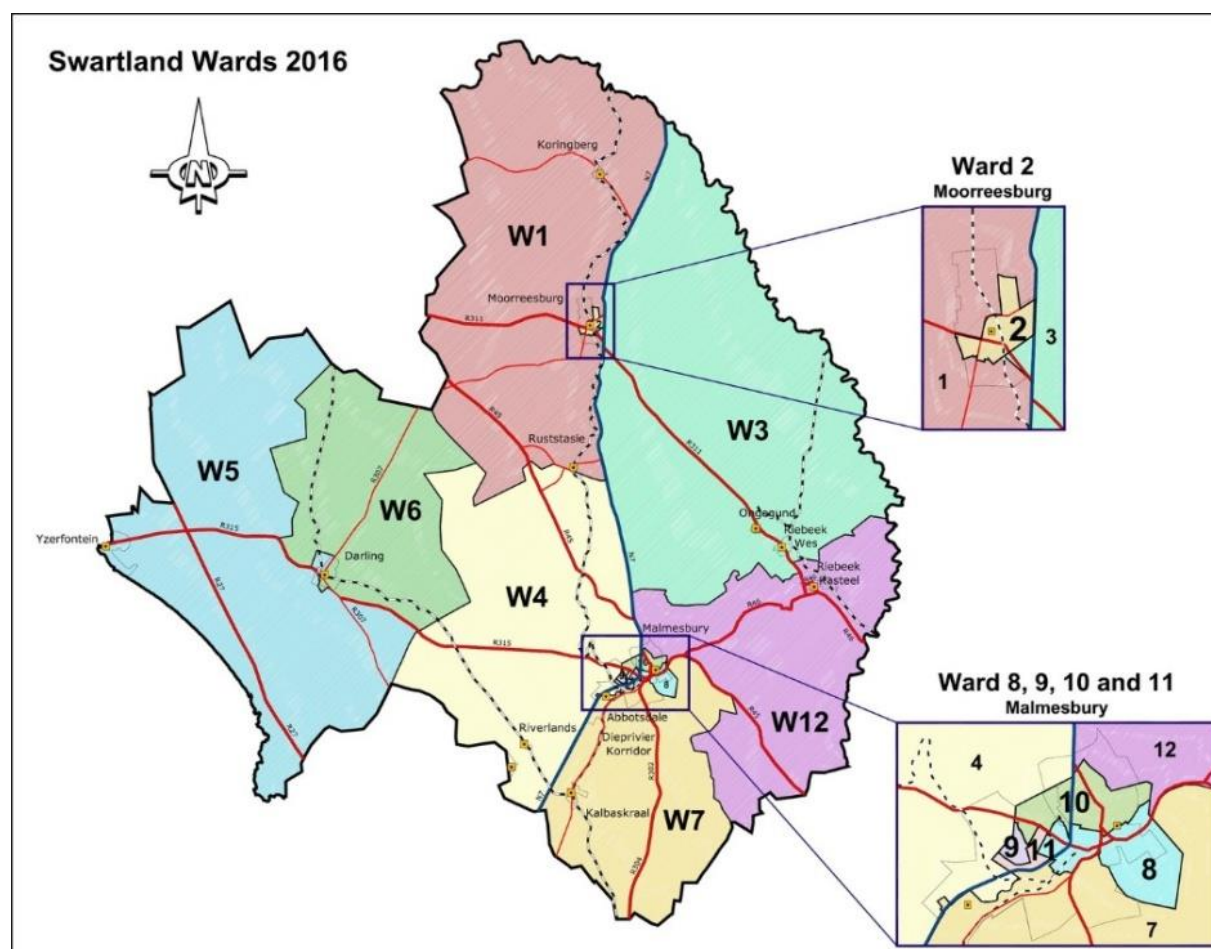


Figure 2: Map representing the new Swartland Municipal Wards

The Swartland municipal area (WCO15) is divided into 12 Wards. Some of the ward boundaries were changed by the Municipal Demarcation Board prior to the 2016 elections as illustrated above.

The wards consist of 11 urban settlements and surrounding rural areas, which contain agricultural and natural environments. The table below lists the urban settlements and rural areas within the different Wards.

Ward	Areas included
1	Kornberg, part of Moorreesburg and rural areas
2	Moorreesburg
3	Riebeek Kasteel, Riebeek West, Ongegund, Misverstand dam and rural areas
4	Chatsworth, Riverlands, Mount Royal (Malmesbury), Ruststasie and rural areas
5	Yzerfontein, Jakkalsfontein, Grotto, Ganzekraal, part of Darling, Dassen Island and rural areas
6	Darling and rural areas
7	Abbotsdale, Kalbaskraal and rural areas

8	<i>Malmesbury South</i>
9	<i>Malmesbury Wesbank</i>
10	<i>Malmesbury North (Panorama, Tafelzicht) and West (Schoonspruit)</i>
11	<i>Malmesbury West (Ilinge Lethu)</i>
12	<i>Riebeek Kasteel</i>

The Swartland Municipality is bound by the Cape Metropolitan Municipality to the south, the Drakenstein Municipality (WCO23) on the south eastern boundary, the Berg River Municipality (WCO13) along the north eastern boundary and Saldanha Municipality (WCO14) to the north.

1.3 Structure of the Report

The SDF provides the municipality with the necessary tools for the effective management of future development to ensure that development is balanced and sustainable and creates socio-economic opportunities. The report comprises the following chapters:

- Chapter 1: Background, Purpose of SDF, Principles and Tools
- Chapter 2: Issues, Spatial Visions and Goals
- Chapter 3: Spatial Planning Patterns, Structures, Principles and SDF Goals and Strategies
- Chapter 4: Land Demand and Supply
- Chapter 5: Spatial Proposals

1.4 Planning Context

The Western Cape Provincial Spatial Development Framework 2014 guides private and public investment in the different urban and rural areas of the Western Cape. The relevant provincial and regional planning legislation informing and enabling the guidance provided by the Western Cape Provincial Development Framework, is tabulated below.

National Context		
South Africa • Municipal Systems Act, Act 32 of 2000. • NEMA, Act 107 of 1998. • National Spatial Planning and Land Use Management Act, Act 16 of 2013. • Integrated Urban Development Framework, 2016. • National Development Plan, 2011.		
Provincial Context		
Western Cape • Western Cape Provincial Spatial Development Framework, 2014. • Western Cape Provincial Growth and Development Strategy, 2006.		
	Regional Context	
	West Coast District • West Coast District Spatial Development Framework, 2014. • Saldanha Bay SDF, Berg River SDF, Witzenberg SDF, Drakenstein SDF and City of Cape Town SDF. • Regional Socio-Economic Programme (RSEP), 2016. • West Coast District Integrated Transport Plan (ITP), 2013 • West Coast District Rural Development Plan (WC DRDP), 2017. • Draft Greater Cape Metropolitan Regional Implementation Framework (GCM RSIF), 2016. • Draft Saldanha Bay Regional Implementation Framework (GS RSIF) – still in process.	
Local Context		
• Swartland Integrated Development Plan, 2017-2022. • Sector Plans: ○ Human Settlement Plan, 2014. ○ Economic Development Plan, 2016. ○ Disaster Management Plan, 2015 ○ Integrated Waste Management Plan, 2017 ○ Water Services Development Plan, 2015 ○ Electricity Master Plan, 2015 • Social Development Policy & Strategy, 2013.		• Other Municipal documents: ○ Swartland Draft Heritage Survey – Urban Areas, 2009. ○ Swartland Vacant Land Audit, 2014. ○ Swartland Climate Change and Hazard Risk Areas Study, 2014. ○ Swartland Rural Heritage Survey, 2014. ○ Heritage Survey of Swartland Towns, 2008. ○ Dassen Island Nature Reserve Management Plan, 2013 - 2018. ○ Draft Coastal Management/Setback Lines for the West Coast District, June 2014.

1.5 Status of Swartland SDF, Alignment with IDP and National and Provincial Policies

Status

The latest Swartland IDP is the fourth generation review and is effective from July 2017 to June 2022. The Amended Swartland SDF (MSA Section 26(e)) is a “core component” of the Swartland IDP and has been prepared in accordance with the various sections of the MSA, SPLUMA, LUPA and Swartland by-laws as outlined below:

Act	Section	Directive
Municipal Systems Act (MSA) (Act 32 of 2000) (MSA)	Section 26 Section 35	SDF core component of IDP Status of SDF and IDP
Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)	Section 20 Section 21 Section 22	Preparation of SDF Content of SDF Status of SDF
Land Use Planning Act, Act 3 of 2014 (LUPA)	Sections 10 & 11 Sections 12 - 15	Adoption, Amendment, Consistency Procedure to adopt or amend
Swartland Municipality: Land Use Planning By-Law, July 2015	Sections 3 – 8	Compilation & Amendment

The Swartland Spatial Development Framework, with a 20 year horizon, should be seen as a dynamic document that needs to evolve in an ongoing changing social and economic environment within a specific spatial setting. In May 2015 the SDF was amended to address specific issues and related policies. This document is a further amendment of the May 2015 updated document. In accordance with Section 20(2) of SPLUMA and Section 11 of the Land Use Planning Act, Act 3 of 2014 and Section 3(1) of the Swartland Municipality: Land Use Planning By-Law, July 2015, the Swartland SDF amendment was prepared as part of the municipal IDP in accordance with the provisions of the Municipal Systems Act (MSA) (Act 32 of 2000). Section 7 of the Swartland Municipality Land Use Planning By-Law and Sections 12 and 21 of the Spatial Planning and Land Use Management Act, Act 16 of 2013 which guides the content of and procedure to follow to compile or amend an SDF. The approval or adoption of this document, the amended Swartland SDF, will be undertaken in accordance with Section 20 of Spatial Planning and Land Use Management Act and Section 10(1) of LUPA. The amended Swartland SDF once adopted is then valid for five years.



The amendment included the compilation of the Status Quo report to provide necessary background information to identify challenges for which spatial guidelines and proposals were developed in the Spatial Development Framework (SDF). The Status Quo report is a separate standalone report to the SDF and forms part of the SDF package of documents as illustrated below.

Alignment of Integrated Development Plan (IDP) and Spatial Development Framework (SDF)

The Swartland SDF will be adopted within the new Swartland IDP under the Environment Section in Strategic Goal 3 which addresses Quality and Sustainable Living Environment. The results chain and action plans from the relevant Strategic Objectives and Strategies in the SDF are incorporated under this Goal with an extract from this section of the IDP identifying strategic objectives, strategic interventions, key performance indicators and targets, and are attached in Annexure 1.

Alignment of Spatial Development Framework (SDF) and National and Provincial Policies

Besides legislation instructing the development and amendment of Spatial Development Frameworks, municipal spatial development frameworks have to be aligned with different national, provincial and local legislation, policies and strategies which provide a spatial planning agenda. The alignment of the different agendas is illustrated in the table below:

National

Provincial

Local

Political Mandate	NDP 2030	IUDF 2016	WCPSDP 2014	Swartland	
				SDF	IDP
	Political Theme & SPLUMA & LUPA Principle: Jobs & Opportunities, Spatial Justice				
• Infrastructure-led growth • EPWP expansion • LED one stop shops, prioritise job- creation, partner local business • Implement taxi & bus services • Provide a range of housing • Ownership transferred • Connect communities to internet	1. Economy & Employment 2. Infrastructure 4. Inclusive rural economy 5. Local vs SA	1. Integrated urban planning and management 2. Integrated transport and mobility 6. Inclusive economic development	R2: Safeguard inland and coastal water resources and manage the sustainable use of water R3: Safeguard the Western Cape's agricultural and mineral resources, and manage their sustainable use E2: Diversify and strengthen the rural economy E3: Revitalise and strengthen urban space economies as the engine of growth S2: Improve inter and intra-regional accessibility	O1: Sustain material, physical & social well-being O2: Grow economic prosperity and facilitate economic sector growth	SG 1: Improve quality of life for citizens SG 2: Inclusive economic growth
	Political Theme & SPLUMA & LUPA Principle: Responsive Local Government – Efficiency & Good Administration				
• Graduate recruitment appointments • Access drug addiction treatment	11. Building capable state	5. Efficient land governance and management 7. Empowered active communities 8. Effective urban governance 9. Sustainable finance	R1: Protect biodiversity and ecosystem services R4: Recycle and recover waste, deliver clean sources of energy, shift from private to public transport and adapt to and mitigate against climate change R5: Safeguard cultural and scenic assets	O3: Protect ecological and agricultural integrity O4: Protect and grow place identity and cultural integrity O5: Proximate convenient and equal access	SG 3: Quality & sustainable living environment SG 4: Caring, competent & responsive institutions, organisations and business SG 5: Sufficient, affordable & well run services.
	Political Theme & SPLUMA & LUPA Principle: Better Service Delivery – Efficiency & Spatial Sustainability				
• Maintain roads (potholes) • Access to electricity, water & sanitation • Regular maintenance of infrastructure	7. Improve education, training & innovation 8. Health care for all	2. Integrated transport and mobility 4. Integrated Urban Infrastructure 6. Inclusive economic development	E1: Use regional infrastructure investment to leverage economic growth	O3: Protect ecological and agricultural integrity O5: Proximate/ convenient and equal access	SG 3: Quality & sustainable living environment SG 5: Sufficient, affordable & well-run services.

Political Theme & SPLUMA & LUPA Principle: Stop Corruption – Good Administration					
- Effective systems: complaints processing - Staff appointed: add value - Exclude councillors from recruitment - Open tender adjudication - Open council meetings	12 Fighting Corruption	5. Efficient land governance and management 7. Empowered active communities 8. Effective urban governance 9. Sustainable finance	S1: Protect, manage and enhance sense of place, cultural and scenic landscapes	O1: Sustain material, physical and social well-being O4: Protect and grow place identity and cultural integrity O5: Proximate convenient and equal access	SG 1: Improve quality of life SG 4: Caring, competent & responsive institutions, organisations & business SG 5: Sufficient, affordable & well run services
Political Theme & SPLUMA & LUPA Principle: Meaningful redress – Spatial Justice					
- Inclusive amenities & spaces - Reliable public transport - True B-BBEE - Urban planning integrate communities & levels of income	3 Environmental resilience 6 Transform settlements 13 Nation Building	1. Integrated urban planning and management 2. Integrated transport and mobility 3. Integrated sustainable human settlements	S3: Promote compact, mixed use and integrated settlements S4: Balance and coordinate the delivery of facilities and social services S5: Promote sustainable, integrated and inclusive housing in formal and informal markets	O1: Sustain material, physical and social well being O2: Grow economic prosperity and facilitate economic sector growth O3: Protect ecological and agricultural integrity O4: Protect and grow place identity and cultural integrity	SG 1: Improve quality of life SG 2: Inclusive economic growth SG 3: Quality & sustainable living environment SG 4 Sufficient, affordable & well-run services.
Political Theme & SPLUMA & LUPA Principle: Making Communities safer – Spatial Resilience					
- Prevention units: gang & drugs - Law enforcement service: traffic & crime	9 Social protection 10 Safer Communities	7. Empowered active communities 8. Effective urban governance	S3: Promote compact, mixed use and integrated settlements S4: Balance and coordinate the delivery of facilities and social services	O1: Sustain material, physical and social well being O3: Protect ecological and agricultural integrity O4: Protect and grow place identity and cultural integrity	SG 1: Improve quality of life SG 3: Quality & sustainable living environment SG 4: Caring, competent & responsive institutions, organisations & business.

1.6 Values and Principles

1.6.1 Values

Planning shifted from separate development and modernism with its basis of functionalism to physical, social and economic integration of settlements based on human and nature centred approaches to settlement making.

A human centred approach ensures that developmental needs and activities of people living in settlements are catered for and, in particular, that opportunities for people to achieve their full potential through their own efforts are maximised. (This approach is not based on cost or technology, but is people driven).

Nature centred approach recognises that natural systems interact in highly synergistic ways, which must be respected if breakdowns in them are to be prevented. Instead of imposing development on the environment, this approach emphasises design in harmony with nature, creating synergy between man-made and ecological systems.

1.6.2 Principles

Spatial planning is directed by the Spatial Planning and Land Use Act No 16 of 2013 principles. These are:

Spatial Justice

- (i) Address spatial & development imbalances through improved access to & use of land
- (ii) SDFs to include persons and areas previously excluded & characterised by poverty & deprivation
- (iii) SDFs & LUMs to enable the redressing of access to land
- (iv) LUMS to include all areas and provide for flexibility & management
- (v) Land development to include access to secure tenure & incremental upgrading of informal areas

Spatial Sustainability

- (i) Ensure land development is within fiscal, institutional and administrative means of RSA. (Consider current & future costs to all parties - infrastructure & social services)

- (ii) Protect prime & unique agricultural (production) land
- (iii) Uphold consistency of land use measures in accordance with environmental management instruments
- (iv) Promote & stimulate effective & equitable functioning of land markets
- (v) Consider current & future costs to all parties for provision of infrastructure & social services in land developments
- (vi) Promote land development in sustainable locations & limit urban sprawl
- (vii) Result in viable communities

Efficiency

- (i) Optimise land development use of existing resources & infrastructure
- (ii) Design decision-making procedures to minimise negative financial, social, economic or environmental impacts
- (iii) Adhere to development application procedures that are efficient and streamlined and timeframes

Spatial Resilience

- (i) Ensure that flexibility in spatial plans, policies and land use management take into consideration the sustainable livelihoods most likely to suffer impacts of economic & environmental shocks.

Good Administration

- (i) Guide integrated approach to land use & development by spatial planning & LUMs as per act
- (ii) All government departments provide sector inputs during preparation & amendment of spatial development frameworks
- (iii) Timeously meet requirements of any law related to land development & use
- (iv) Prepare & amend spatial plans, policies & land use schemes involving the public (public participation)

1.6.3 Spatial Elements of Settlements and Regions

Settlements are structured spaces. Spatial structure is a concept to interpret, design and make human settlements. It facilitates the interplay between formally planned development (assigned land uses and corresponding engineering services) and spontaneous development (settlement plans which accommodate uncertainty and change). Settlement plans should provide for public environments, shared by all inhabitants, vs private realms of individual households.

The spatial elements of regions are topography (form), cultivation and landscape and man-made elements that include road networks and settlements.

The spatial elements of settlements and regions are:

Element	Settlement	Regional
Connection or Networks (circulation networks and public transport systems)	- Refers to movement of all kinds, including fixed line systems e.g. roads, light and heavy rail, underground rail, pedestrian and bicycle routes. - Activities which occur within a particular space. - Movement system is network of spaces through which people move (network of movement spaces) – allowing for the public life of a community	Movement system and network of movement spaces connection settlement Movement Infrastructure, Main Routes, Railway line and Stations, Existing Settlements
Space, built and natural	- Lies at the heart of non-programmatic approach to settlement making not just one element e.g. public open space, but is part of the whole - Characterised by diversity, different spaces on continuum of public to private, there is a structural order. - Public spaces are meeting places of people in settlements, comprising of urban rooms and seams of connectivity. There is a degree of publicness and privacy - A continuum or hierarchy of public spaces and movement systems, which attract and give order to activities, events and elements in accordance with their need for publicness or privacy. Considering roads as public spaces.	Delineated and merged landscapes which are characterised by conservation, cultivation and natural growth. Mountains and Fynbos Ecosystems, Rivers and Freshwater ecosystems, Wetlands, Formal and Informal Conservation areas, Arable land, Beaches and Dunes.

Institutions (public amenities)	• Institutions most valued by society, i.e. institutions of learning, worship, exchange, markets served as structuring elements. • Their location determined the location of other more private uses. Most important public institution today is the open or social space. Location of institutions in relation to other elements of structure is of critical importance (central places, easily accessible i.t.o movement patterns, announced by public space) • Abutting institutions give unique character and often attract informal activities.	
Utility services (engineering services)	• Refer to engineering services that are essential to functioning of settlements (water provision, sewage removal, storm water disposal, solid waste removal and electricity supply to maintain public health) • Should be provided as efficiently and cost-effectively as possible, taking due cognisance of human and nature centred approach to settlement making. • Utility services should follow structure, not lead.	Refer to bulk services that are essential to functioning of settlements e.g. solar farms

1.6.4 Structural Tools

Settlements demonstrating desirable spatial element qualities are scaled for pedestrians (neither pedestrians nor vehicles dominate); are compact (with high building densities); are integrated and composite parts reinforce each other; have a strong spatial feel with well-defined public spaces and have complex spatial structures offering choices i.t.o. intensity of interaction, privacy of living conditions, lifestyles, housing options and movement systems.

The application of four spatial measures is central to the use of space to create positive settlements: definition, scale, flexibility and intensity. Each spatial measure consists of two opposite measures or structural tools as per the table below:

Spatial Measures	Description	Structural Tools
Definition	In positive environments, public open spaces are defined by buildings and other space defining elements such as walls and landscaping. The elements create a feeling of enclosure in contrast with free standing elements in a shapeless sea of space.	Continuity and Discontinuity (Containment)
Scale	Refers to the relationship between size, distance and height. "Human Scale" is a norm for all development planning.	Externalization and Localization
Flexibility	Refers to the creation of spatial structures that accommodate unexpected change over a period of time.	Same and Different (Homogeneity and Heterogeneity)
Intensity	Refers to the creation of • high level support for economic and social goods and services • an economic climate to prosper economic activities • the conditions for sustainable public transport systems • Effective infrastructure use • Improved land use, contributing to compact urban areas, reduced transportation and energy use as well as the reduction of pollution.	Denseness and Sparsity (Openness)

The application of structural tools creates man made spatial elements e.g.

- Centres/ Nodes (Administrative, Educational, Legal and Services)
- Nodes (Collective & Specialised Economies, Services, Manufacturing, Tourist Attractions)
- Hubs (Economic, Jewellery, Petro Chemical, Logistics)
- Routes (Tourist)
- Axis (Transport)
- Corridors (Industrial Development Zones (IDZ), Nature Reserves and Conservancies)
- Zones (Tourist, Commercial, Agricultural and Irrigation, Alternative Energy)

The table below provides a description of the structural tools applied to the spatial elements and its resultant man-made elements and or qualities:

DENSENESS (REINFORCEMENT)			
Connection	Space	Public Institutions	Public Utilities
- Single corridor movement network: Different forms of transport are brought together (pedestrian, bicycle, train, taxi, bus and vehicles). - Activity Axis: Core of activity corridor/ tertiary network or Street (local network). - Activity nodes: Different forms of transport connect.	- Economic agglomeration (integration of different developments (new and old)) - Densification and Strategic densification: Reduction of erf size, alternative housing types (housing topologies), infilling, redesign, mixed development.	Systems of public spaces (facilities) which order activities	Infrastructure cluster where different utilities are managed e.g. water & sewerage.
SPARSITY (OPENNESS)			
Single mode transport networks (thresholds are too low to justify other modes) or Roads	- Movement networks (part of a system of public places). - Protection and enhancement of Heritage Resources through: - Heritage overlay zone - Conservation (biophysical) overlay zones and categories. - Coastal Management lines and zones	Multipurpose facilities where different social services are offered.	Single Infrastructure yard e.g. sewerage works.
CONTINUITY			
Connection	Space	Public Institutions	Public Utilities
Ordering structure of movement networks: <u>Settlement level:</u> network energy released through stopping, exit (not through movement); server rather than integrate space <u>Inter-settlement level:</u> Routes which do not allow stopping (i.e. freeways) serve as integrators of space	Enclosure: Achieving a sense of enclosure and definition: Buildings, either through the building itself, its walls, or planting, should contribute to defining the public space it abuts.	Integration: Integrate new parcels of development with existing development to obtain agglomeration economies. Absorb settlement output: in green spaces i.e. evaporation ponds and storm water retention systems.	Above Ground Infrastructure
DISCONTINUITY (CONTAINMENT)			
Along <u>higher-order routes</u>, create special places, such as public open space (squares) and parks On <u>lower-order routes</u> create qualities of secrecy or privacy; discourage through-traffic	Natural habitats: Ecological systems, complex, continuous, allow migration of species, productive/ conservation/ preservation space Integrate natural and rural areas into urban landscape.	Public space used to interrupt built form, to ensure convenient access, dimensions of scale Mobile services Multifunctional centres	Underground Infrastructure

EXTERNALIZATION			
Connection	Space	Public Institutions	Public Utilities
Social facilities and higher order urban activities should be located along continuous movement routes rather than within residential precincts.	Higher order facilities should reinforce private quality of residential areas and contribute to symbiotic relationship between different activities and facilities.	Higher order facilities not to be entirely dependent on the resources of a particular local community. Facilities to be widely accessible.	District or regional utilities
LOCALIZATION			
Intensive activities concentrated at most accessible points along continuous movement routes.	- Multi-purpose facilities as public spaces - Corridors as agglomeration of economic and industrial activities	Functional integration ensures availability and accessibility of a wide range of service and facilities.	Local Utilities
SAME			
Connection	Space	Public Institutions	Public Utilities
Non-motorized vs motorized	- Public and private space: - Reflect diversity in terms of sameness, areas of diversity or mixed use development and cultural homogeneity (private) and cultural diversity (public).	Minimalism: Centralize decisions at institutional level, not at site development level.	Centralize decision making involving local directives and needs
DIFFERENT			
Non-motorized vs motorized corridors: intensification of development; mix of uses; pedestrian and cyclist friendly; high quality streetscaping.	Connection between space and structure recognises that different activities, cultures, and lifestyles have their own requirements, which must be met in the settlement making process.	Mixed use: commercial, social, service, trade and residential areas of different densities and types.	Various Utility types e.g. solar farm, electrical transformers, etc.

1.6.5 Policy as structural tools

Some policies, when applied, organise space and provide structure. The policies applicable to the Swartland are the Critical Biodiversity Framework, Spatial Bioregional Planning Categories (intensity of land use – denseness and sparsity) and Coastal Management (define spaces – continuity and discontinuity):

a) Critical Biodiversity Framework

The Western Cape Critical Biodiversity Framework (WCBF) (2010) was a project by Cape Action for People and Environment and the Department of Environmental Affairs and Development Planning (CAPE/DEA&DP), with contributions from Cape Nature and SANBI. WCBF aimed at integrating all biodiversity planning products for the Western Cape into a common, user-friendly framework to give guidance in the land-use decision making process. The WCBF integrated key biodiversity information relevant to land-use such as Protected Areas, Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs) into a single layer.

It was recently replaced with the provincial Biodiversity Spatial Plan, 2017, which included CBA and ESA areas for the entire province. CBA maps for the Swartland were developed, which were used to inform the development of the Bioregional Spatial Planning Categories maps for the Swartland.

b) Bioregional Spatial Planning Categories

The Bioregional Spatial Planning Categories (SPCs), consistent with the principles of bioregional planning and UNESCO's MaB (Man and the Biosphere) Programme have their origins in the Bioregional Planning Framework for the Western Cape. Bioregions can occur across local authority areas to provide meaningful geographical areas with common interest. The implementation of the categories is to support conservation and integration of natural areas, e.g. nature reserves can be integrated with areas where natural vegetation occur such as agricultural areas and mountains.

The Bioregional Spatial Planning Categories (SPCs), as adopted and adjusted by the Department of Environmental Management and Development Planning to Spatial Planning Categories, were adopted in the Swartland SDF. All urban and rural areas within the Swartland were categorised using the following bioregional spatial planning categories.

Table 1: Categories on the CBA & ESA Maps and their recommended corresponding Spatial Planning Category

Biodiversity information critical to land use vs. Spatial Planning Categories	Protected Areas	CBA* 1	CBA 2	ESA* 1	ESA 2	ONA*	NNR*
Core 1							
Core 2							
Buffer 1							
Buffer 2							
Intensive Agriculture							
Settlement							
Industry & Existing Mining							

*(CBA – Critical Biodiversity Areas, ESA – Ecological Support Areas, ONA – Other Natural Areas, NNR – No Natural Remaining)

The table below describe the Spatial Planning Categories and recommend

Table 2: Description of Spatial Planning Categories and recommended land use activities

Category	Description	Recommended Land Use Activities
Core	Areas with high conservation value and area located within the rural landscape that has to comply with biodiversity patterns and ecological processes. These areas contain habitat areas that are irreplaceable as well as critically threatened areas in the rural landscape that include vlei, river, wetlands and marine habitats. A distinction is made between Core 1 and Core 2 areas	
Core 1	All areas with formal conservation status: - National Parks and Provincial Nature Reserves. - Mountain Catchment areas and Forest areas. - Critically endangered areas and biodiversity areas. Areas in the Swartland: ➤ Riverlands Nature Reserve; ➤ Kalbaskraal Nature Reserve; ➤ Kasteelberg Nature Reserve; ➤ Hans Gift Private Nature Reserve; ➤ Paardeberg Nature Reserve; ➤ Simons-Simons Nature Reserve; ➤ Pela Nature Reserve;	Essentially 'no go' areas from a development perspective. Accordingly they should, as far as possible, remain undisturbed by human impact. - Only non-consumptive activities are permitted, for example, passive recreation and tourism (hiking trails, bird watching) religious ceremonies, research and environmental education. - Only non-impact directly related activities such as research, outdoor recreation and environmental education should occur within Core 1 areas. Buildings directly related to the permissible activity should be confined to the minimum required to accommodate those activities that cannot be located outside the Core 1 areas. - No further extensions of Intensive Agriculture into Core 1 areas should be permitted. - No further development in Core 1 areas may be

	➤ Jakkalsfontein Private Nature Reserve; ➤ Grotto Bay Private Nature Reserve; ➤ Pierre-Jean Gerber Private Nature Reserve; ➤ Sonquas Fontein Wildlife Private Nature Reserve; ➤ Darling Renosterveld Local Nature Reserve; ➤ Darling Local Nature Reserve.	permitted except that fine scale delineation of Spatial Planning Categories in national parks, provincial nature reserves and private nature reserves should identify areas where buildings, including for accommodation and staff residence, should be located. • Land consolidation should be encouraged and subdivision prohibited.
Core 2	Critically endangered habitat areas which contain: • Ecological Corridors: linking existing Core 1 areas to form an ecological network, e.g. West Coast Corridor. • River Corridors: the main streams of all rivers and tributaries that need to be protected from urban development and agricultural cultivation by maintaining a 30 meter river corridor. Areas in the Swartland: ➤ Darling Hills including Klipberg, Kapokberg, Contreberg and Dassenberg as well as the mountainous areas stretching north-south including Swartberg, Kasteelberg, Porseleinberg and Paardeberg. ➤ Area along the proposed West Coast corridor, ➤ Riparian area along the Groenrivier; ➤ Renosterveld priority clusters which are consider critical for conserving biodiversity	Biodiversity compatible and low impact conservation land uses as per Core 1 areas, but allowing for a limited increase in the scale of development in less sensitive areas. • Where existing agricultural activities (e.g. livestock) occur in Core 1 and Core 2 areas, it needs to be subject to: ✓ Lower impact practices; ✓ Lower than standard stoking rates; ✓ Rotational grazing; ✓ Wetland & river bank protection to avoid overgrazing, trampling and destabilization; ✓ Avoid areas containing red data species; ✓ Limit “value adding” to nature based tourism; • No further extensions of intensive or extensive agriculture
Buffer	Buffer areas comprise of large intact portions and remnants of natural or near natural vegetation not defined as Critical Biodiversity Areas and Ecological Support Areas. There are two types of buffer areas.	

Buffer 1	Contain endangered areas of biodiversity which do not justify designation as Core Areas and where limited extensive agriculture is permitted.	Conservation activities as per Core 1 and 2 areas including sustainable consumptive or non-consumptive uses. • Biodiversity compatible uses as informed by transformation thresholds, including: low density rural residential development, resort and holiday accommodation, tourist and recreation facilities, additional dwelling units, renewable energy projects. • Extensive agriculture comprising extensive game and livestock farming, subject to the following: ✓ Lower impact practices be favoured (e.g. indigenous game farming as opposed to domestic livestock farming) ✓ Lower than standard stocking rates are employed. ✓ Resting cycles ✓ Wetland & river bank protection to avoid overgrazing, trampling and destabilization ✓ Avoid areas containing red data species ✓ Strictly limited “value adding” through intensified tourism (e.g. resort or recreational facilities or consumptive uses e.g. hunting) • Extension of extensive agriculture may be accommodated if accompanied with biodiversity offsets.
Buffer 2	Vulnerable and Least threatened biodiversity areas where extensive agricultural uses are allowed.	Activities and uses directly related to the primary agricultural enterprise, including a homestead, agricultural buildings and worker accommodation. • Additional dwelling units including: ✓ units approved under the agricultural land policy equating to 1 additional non-alienable dwelling unit per 10ha to a maximum of 5 per agricultural unit ✓ Units permissible in terms of rural residential development. • Additional land uses to facilitate diversification and value-adding including: ✓ small scale holiday accommodation (farm stay, B&B, guesthouse, boutique hotel); ✓ restaurant, lifestyle retail, venue facility; ✓ farm stall & farm store; ✓ home occupation; ✓ local product processing (e.g. cheese making), and ✓ tourist and recreational facilities (e.g. hiking trail, 4x4 routes). • Limit fragmentation of farms using rezoning and consent uses to accommodate non-agricultural uses.

		• On-farm settlement of farm workers, using existing housing stock or upgraded hostels. • Buffer 2 areas within the “fringe” of urban settlements to accommodate the following uses not suited to locate within the urban edge: ✓ space extensive requirements (e.g. regional sports & recreation facilities tourist facilities) ✓ nuisance and buffer requirements (waste water treatment plants, cemeteries, solid waste disposal sites, airports, feedlots, quarries and mines, truck stops, renewable energy projects)
Intensive Agriculture	Represent existing intensive agricultural uses and possible future intensive agricultural use areas. Consist of areas with homogenous agricultural uses that include cultivated land. The intensive agricultural uses include: • Production under irrigation, • Dry land production areas, • Timber plantation.	Activities and uses directly related to the primary agricultural enterprise • Farm buildings and associated infrastructure (e.g. homestead barns, farm worker accommodation, etc.). • Additional dwelling units approved under the policy of 1 additional non alienable dwelling unit per 10ha, up to a maximum of 5 per farm. • Ancillary rural activities of appropriate scale that do not detract from farming production but diversify farm income, and add value to locally produced products: ✓ small scale rural holiday accommodation (e.g. farm stay, B&B, guesthouse, boutique hotel); ✓ restaurant, rural lifestyle retail, function venue facility, farm stall and farm store; ✓ home occupation (farm product processing); ✓ local product processing (e.g. winery, olive pressing), and ✓ Rural recreational facilities (e.g. riding school). • Large scale resorts and tourist and recreation facilities should not be accommodated within Intensive Agriculture SPC as they detract from the functionality and integrity of productive landscapes. • Intensive feed-farming should not be accommodated in Intensive Agriculture SPC due to their operational impacts (e.g. odour and traffic).
Human Settlement	Include all the large and smaller towns as well as all other forms of new human settlement. • Malmesbury/Abbotsdale • Chatsworth • Riverlands • Kalbaskraal	• Agricultural activities of excessive scale and non-agricultural activities not suited for location in the Intensive Agricultural and Buffer 1 and Buffer 2 areas to be located within settlements or their “fringe areas”. These activities include: ✓ Off-farm residential development and farm worker accommodation;

	• Darling • Yzerfontein • Riebeek Kasteel • Riebeek West • Ongegund • Ruststasie • Moorreesburg • Koringberg.	✓ Agricultural industry (e.g. wine bottling plant) and regional product processing (e.g. fruit cannery); ✓ Institutions (e.g. jail, rehabilitation centre); ✓ Agricultural colleges and schools; ✓ Large scale tourist accommodation; ✓ Service trades; ✓ Renewable energy projects; ✓ Footloose business, including farming cooperatives, agricultural requisites and filling stations. • Where possible, existing settlements should be used to accommodate non-agricultural rural development activities and facilities. This is for reasons of: ✓ Local economic development, consolidating, integrating and reinforcing settlement structure, improving service delivery, strengthening rural-urban linkages, promoting socio-economic development and increasing thresholds for service delivery and social facilities.
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(Source: Department of Environmental Affairs and Development Planning)

The SPC maps have been developed for the Swartland municipal area as well as in more detail for each of the settlements in the Swartland.

c) Coastal Management Lines

Continuous economic and population growth and climate change will prominently impact the coastline. Despite climate change increasing the abrasive nature of wave action and storm events, the onshore areas will remain host to settlements along the coast. Coastal zones direct the most desirable location of settlement, industry, harvesting of natural resources as well as recreational activities. The sensitive, vulnerable, often highly dynamic and stressed ecosystems found along the coast require specific attention in management and planning to preserve coastal resources, protect coastal quality and reduce coastal related risk.

In 2014 the Western Cape Department of Environmental Affairs and Development Planning commissioned Royal Haskoning DHW to delineate coastal set-back or management lines for the West Coast District. The 366km of coastline represents 30.68% of the coastline of the Western Cape and includes the coastal area of the Swartland, i.e. Ward 6 of the Swartland. The Swartland coastal area stretches from Grotto Bay in the south to Yzerfontein and the West Coast National Park in the north.

Coastal Management/Setback Lines

The use of coastal management/setback lines involves both qualification and risk and proactive planning of future development. Although it reverses historical decisions establishing development along the potentially at risk coastal areas, coastal management/setback lines can influence how existing development is maintained over time and how new development will be allowed to proceed.

The West Coast management/setback line differentiates between areas along the coastline with existing development rights and future development options and those areas that should be left undeveloped due to a high risk from dynamic coastal processes or as coastal public property. The following coastal features were considered along the coastal risk zone to determine the coastal management/setback line:

- *Environmental buffers* required inland to form the high water mark to maintain a functional coastal ecosystem under future sea level rise scenarios;
- *Social buffers* required along the coast. For example public beach access through and along the coastal frontage, areas which have cultural significance or heritage resources and historically sensitive locations that require specific management:

Social Buffers			
Heritage resource	Description	Location	Action/comment
Bokkerivier, Bokbaai	Historical buildings on beachfront	Bokbaai	Falls outside the Risk Zone. Not included in the CML. Retain CML on 1:100yr risk line.
Yzerfontein Middle Stone Age Site	A rich Middle Stone Age site with archaeological and palaeontological resources near Yzerfontein Harbour.	West of Yzerfontein Harbour against embankment	Will be within CML once Admiralty Reserve is included as sensitive area.

*CML - Coastal Management Line

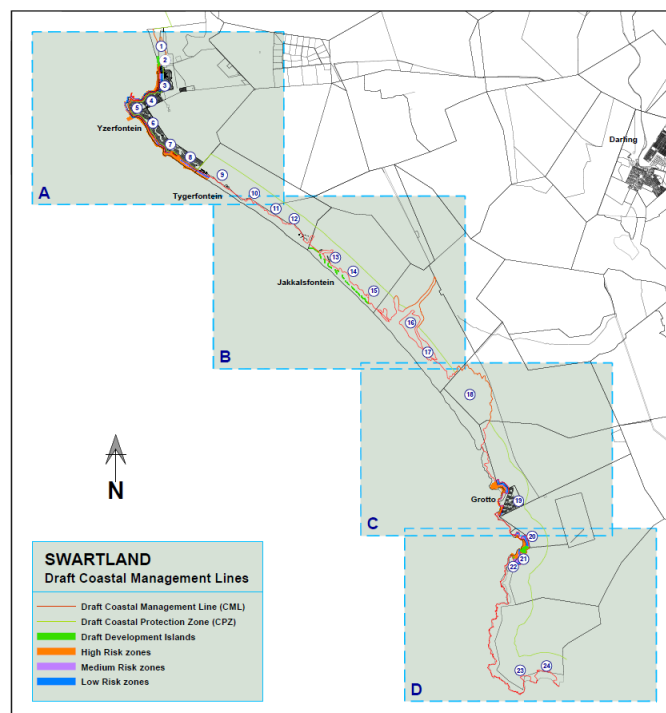
- *Economic development requirements* for the coast, for example allowance for new beach facilities that will need to be placed closer than standard development to serve the public.

The resultant zone is conceptualised as the area below the coastal management line. It includes all sensitive areas along the coast, both in terms of biophysical sensitivity and socio-economic value.

The demarcation of the actual coastal management/setback line is different for developed and undeveloped areas. In **rural areas** the coastal management/setback line follows the landward boundary of the long term risk projections. Where necessary, a separate line can be drawn around existing development and development rights within the risk zone to protect the development rights. As it is not the intention to use the coastal management/setback line to impact on existing development rights, the line is drawn seaward of properties abutting the shoreline with existing development or development rights in **urban or developed areas**.

This Concept Coastal management/setback line for the West Coast region is included in the Swartland SDF in order for the municipality to take informed decisions when considering development proposals. The maps for the coastal management/setback line consist of the following: Map 1, The Swartland coastline delineated into four sections marked A, B, C and D, and then detailed maps of a part of each section to provide the necessary detail. Detailed plans of the coastal management setback line of each of the sections in the Swartland are included in Annexure 2.

Map 1: Swartland Coastline delineated into sections for Swartland Coastal Management/Setback line



Coastal Management Overlay Zones

The use of Overlay Zones is being considered as a universal mechanism for administration of coastal management/set-back lines within the sphere of town planning regulation and management in the Western Cape. Coastal management overlay zones are collectively envisaged as the area close to the sea within which development should be managed in order to preserve coastal quality and protect property and lives. Development in these zones is possible under certain circumstances and after appropriate environmental and risk assessments have been undertaken. Restrictions in this area can be applied strictly and consistently, since it is informed by scientifically modelled coastal processes or hazard zones.

It is proposed that the overlay zones will be used within existing town planning schemes on all properties and development subject to town planning scheme regulations. Exceptions do exist, but are limited to public development that is governed by other relevant management controls such as management plans for protected areas or management and maintenance plans for harbours (e.g. government, harbours and defence force).

Three Coastal Management Overlay Zones are proposed for **urban areas** of the West Coast District:

1. *High risk zone* – 20 year horizon – 0 meter above mean sea level;
2. *Medium risk zone* – 50 year horizon – high risk line to medium risk line;
3. *Low risk zone* – 100 years – medium risk line to low risk line.

Figure 3: Examples of the application for the risk zones overlay as part of the local municipal planning scheme



It is therefore clear from the above figure that the overlay zones refer to areas designated by risk modelling as subject to short term (1:20 year), medium term (1:50 year) or long term (1:100 year) risk emanating from coastal processes such as coastal erosion, storm surges, sea level rise and storm wave run-up. In **rural areas**, the risk grading from low to high is not necessary, and hence only a default 'risk' zone is indicated as the entire area between the 0m above mean sea level and landward boundary of the low risk (long term risk) zone. This risk zone is expanded in places where littoral active zones are present, as these contribute to the risk of exposure to possible future coastal erosion.

Coastal Protection Zone

The National Environmental Management: Integrated Coastal Management Act (ICM Act 24 of 2008) makes provision for the demarcation of a zone adjacent to coastal public property that “plays a significant

role in a coastal ecosystem". The demarcation allows the area to be managed, regulated or restricted in a way that differs from non-coastal areas, 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 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 ICM Act defines a default CPZ which, consists of a continuous strip of land, starting from the high water mark and extending 100 metres inland in developed urban areas zoned as residential, commercial, or public open space, or 1 000 metres inland in areas that remain undeveloped or that are commonly referred to as rural areas. These default boundaries may only be changed through a formal process of adjustment by the relevant Provincial MEC or National Minister.

Coastal Management Controls

While progress has been made on the topic, there is still much ground that needs to be covered to ensure integration of coastal sensitivities into all applicable planning tools for consideration in future growth and development of coastal regions in the West Coast.

The ICM Act, and the general approach adopted for the Western Cape, requires Municipalities to give effect to the coastal management/set-back line(s) and risk zones by incorporating the lines in their local spatial planning and mapping. By implication, the overlay zones need to be added to the respective Town

Planning Scheme, and the different management lines included in the Spatial Development Framework.

Individual development controls need to be added to the management scheme in accordance with the level of risk and required level of control over development expansion.

The process of incorporating coastal management/set-back lines into local level zoning schemes will be facilitated by the Provincial initiative of establishing a Standard Zoning Scheme Bylaw (SZSB), which will be made available to municipalities for “adoption” as a Zoning Scheme Bylaw.

With the integration of the proposed Coastal Management lines in the Swartland SDF, the municipality initiated coastal management and protection. The coastal management lines and overlay zones have to be included in the Swartland Integrated Zoning Scheme after identification and adoption of a Coastal Overlay Zone.

1.6.6 Performance Qualities

Well-performing settlements and regions have the following qualities: Liveable Environments and Sustainable Settlements. These qualities are defined and described below:

Definition	Features and qualities
Liveable Environments <i>(Relationship between people and their settlements - present)</i> <i>A liveable settlement satisfies more than the basic needs of the communities – it refers to the extent to which the individual as well as the community’s needs for social facilities and health facilities are met. It also is closely related to the quality of life and the level of satisfaction that is experienced by the residents of towns and settlements. (Van Kamp et al, 2003)</i>	<i>Liveable environments are recognised by:</i> • <i>Economic growth – creation of economic, social, cultural and recreational opportunities; provision of mixed uses; the availability of or opportunities to create a variety of services, educational facilities, recreational and job opportunities; provision of different housing typologies and densities.</i> • <i>Accessibility – easy access to opportunities and facilities - work/education facilities/housing and recreational facilities are easily accessible and close together; prioritising the incorporation of public transport, cycling and pedestrian friendly routes within the movement network to reduce the dependency on motor vehicles.</i> • <i>Place Identity – creation of urban environments with unique place identity that reflect the natural and cultural context that become part of people’s perception of the place; accessing open space areas of high quality, scale vs. locality used to arrange elements to create a place identity (Behrens, R & Watson, V, 1996)</i>
Sustainable Settlements <i>(Relationship between settlement and environment – future)</i> <i>Well-managed entities in which economic growth and social development are in balance with the carrying capacity of the natural</i>	<i>Balancing between the three pillars of sustainability:</i> • <i>Ecological integrity (Planet) – the continued ability of the natural and built environment to provide, and continue to provide, all earthly needs.</i> • <i>Social Justice (People) - material well-being (no poverty) and provision of physical and moral well-being in which a complex society and ecology can continue to exist and improve. Rectify the spatial legacy of Apartheid.</i>

systems on which they depend for their existence and result in sustainable development, wealth creation, poverty alleviation and equity (Department of Local Government and Housing, 2005).

A sustainable settlement improves the liveability of a settlement by reducing the impact on the environment through reduced use of resources and the generation of less waste -

- *Economical Effectiveness (Prosperity) – optimising benefits through reduced costs, which include social costs.*



1.6.7 Application

The SPLUMA principles and structural and spatial tools will be applied at regional (rural) and settlement levels to generate SDF proposals (Chapter 5) to enhance the desired performance qualities.

CHAPTER 2: Spatial Vision and Goals

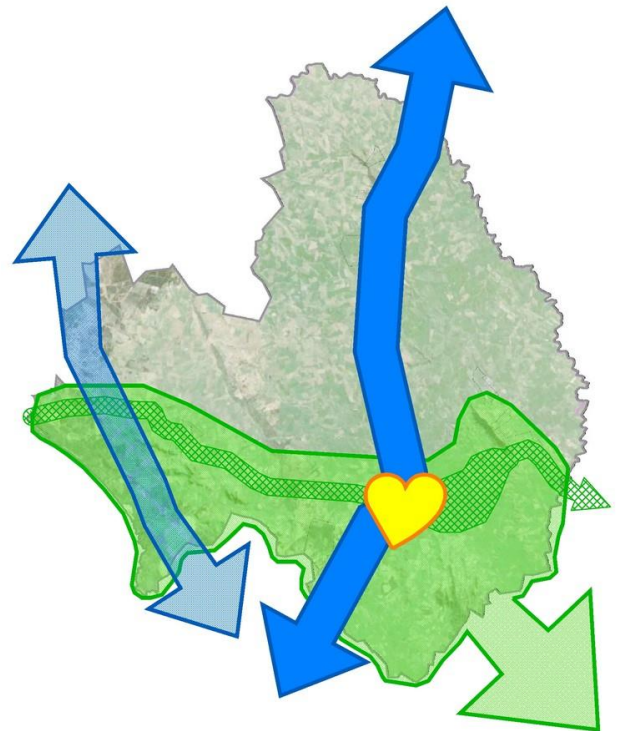
2.1 Key Strategic Issues

The following table provides a SWOT analysis of the biophysical, social and economic and built environments (as per the Status Quo report) and highlights the key strategic issues. The relevant municipal departments and ward councillors through workshops participated in the SWOT analysis.

Opportunities ▪ Access value chains IDZ in Saldanha Proximity to Cape Town ▪ Access to information ▪ Governance and regulation (SPLUMA) ▪ Education West Coast College Head Office ▪ World economy ▪ World nature conservation initiatives	Threats ▪ Economic globalization & exporting scarce resources ▪ Climate change ▪ Urbanization Population increased from 72 115 (2001) to 113 782 (2011) and 133 762 (2016) ▪ Expensive potable water ▪ Poverty
Strengths ▪ Settlements Growth towns/ Service centres (Malmesbury - regional, Moorreesburg – agricultural, Darling – agricultural & agri-tourism) Tourism nodes (Riebeeck Valley & Yzerfontein) ▪ Water Sources/ Courses Berg, Diep and Groenrivier ▪ Land Cover Mountains & Hills (Paardeberg, Porseleinberg & Kasteelberg) ▪ Diversity in agriculture Natural coastal belt (West Coast) ▪ Infrastructure Roads (N7, R27, R45, R46, R315) • Economy Highest contributors To Employment - Commercial services and agriculture To GDP- Commercial services and manufacturing	Weaknesses ▪ Maintenance of Infrastructure Maintenance and upgrading of infrastructure to provide for future development ▪ Land Demand and Shelter Housing backlog (14 607 in 2018) ▪ Low levels of income Unemployment Dependency on Municipal support ▪ School drop out Dependency on subsidies

2.2 Conceptual proposal

From the SWOT analysis the Swartland has a strong economic corridor running North South (N7), and vibrant and growing tourism corridor running East West (R45 & R315 from the Riebeek Valley to Yzerfontein) with an agricultural and natural landscape to protect, which all pivots around Malmesbury, the heart of the Swartland.



2.3 Spatial Vision and Strategy

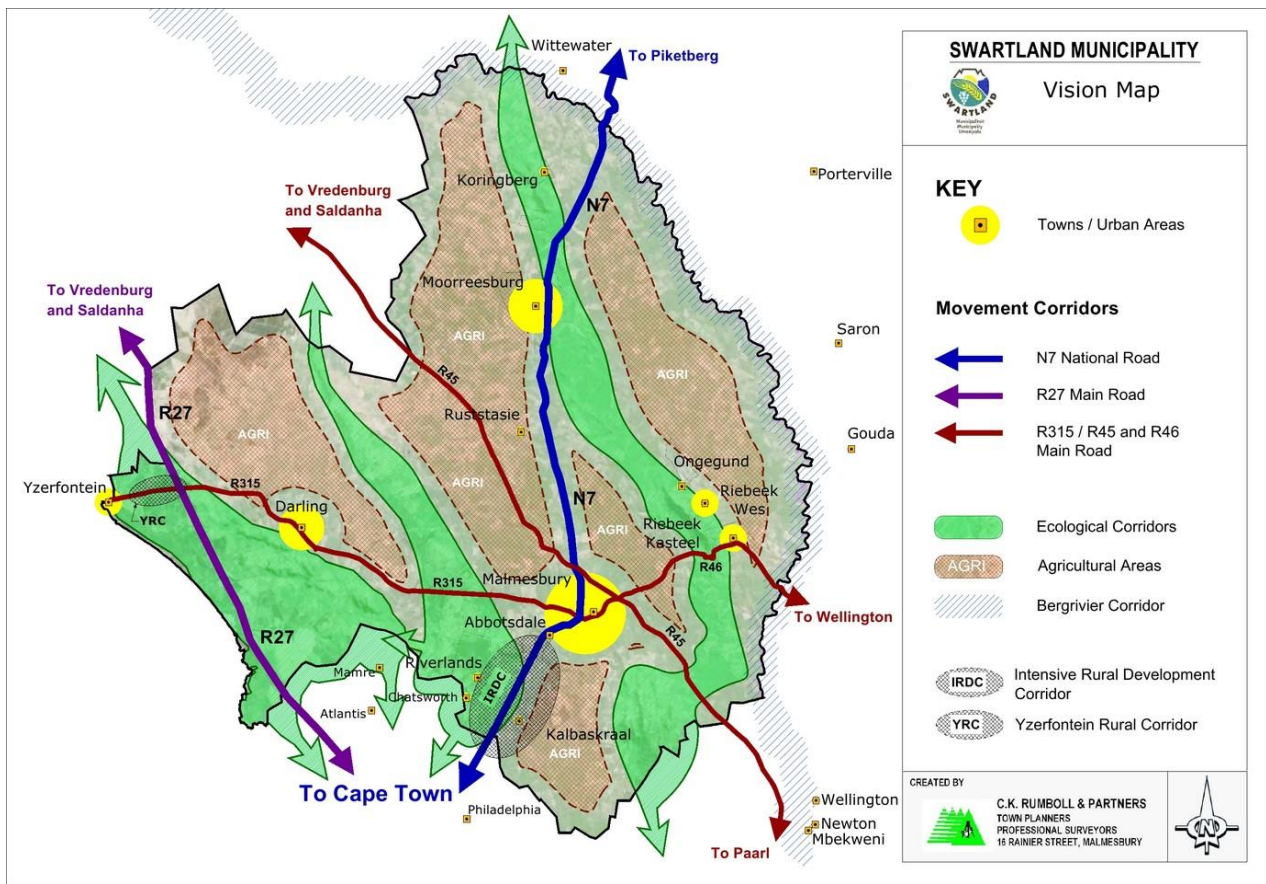
The spatial vision emerging from the SWOT analysis of the biophysical, socio-economic and built environment (Status Quo) and the conceptual proposal is:

(See Map 2: Swartland Vision Map below.)

“An economically prosperous and sustainable liveable environment for all Swartland residents.”

To attain this vision, the overall goal or mission is:

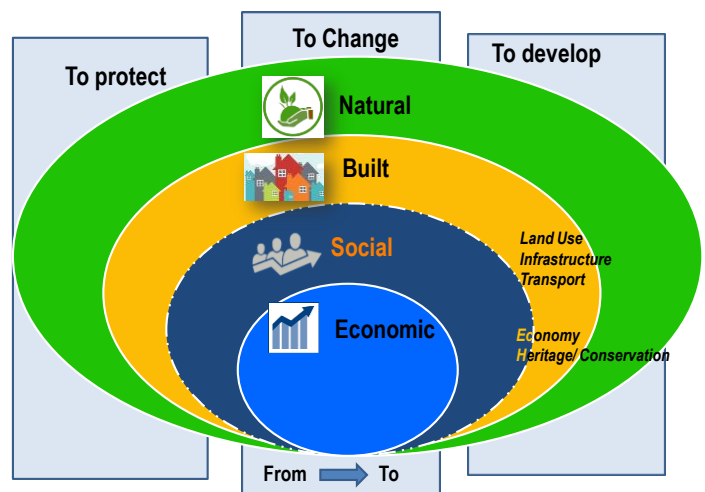
“Balance development and conservation through the strengthening and expansion of existing assets in the region”



Map 2: Swartland Vision Map

To prudently manage the above vision in the spatial realm, three strategies will be applied. The spatial realm represents the three environments: Biophysical, Socio-economic and the Built Environment. The three strategies are:

- To protect resources to ensure their use in perpetuity.
- To change from a functionalist and modernist planning approach to a human and nature centred approach.
- To grow opportunities to ensure convenient and equal access.



Balancing development and conservation by protecting resources, applying human and nature centred planning methodology and growing opportunities to ensure convenience and equal access, Swartland Municipality aims to optimise the opportunities that are provided by these assets. Five spatial objectives, described below, will assist in achieving the vision.

2.4 Spatial Objectives

- a) **Grow economic prosperity** by *creating economic, social, cultural and recreational opportunities; providing for mixed uses; making available opportunities to create a variety of services, educational facilities, recreational and job opportunities; providing different housing typologies and densities and optimising benefits through reduced costs, which include social costs (economic efficiency or prosperity).* Maximise competitive advantages and **facilitate economic sector growth (including mining, agriculture, tourism, commercial and industry).** Focus on regional exports and the creation of tourist, rural, and commercial corridors (i.e. rural development and climate change corridors). Provide sufficient bulk infrastructure. Support the movement to seek alternative energy generation methods. **[Economic Environment]**
- b) **Proximate/ Proximal convenient and equal access.** *Ensure work/education facilities/housing and recreational facilities are easily accessible and close together; prioritise the incorporation of public transport and pedestrian friendly routes within the movement network.* Provide an effective social environment through equal access to all facilities enhancing integration and sustainable settlements. Provide an effective social environment through planning, supplying and maintaining bulk infrastructure. **[Economic Environment]**
- c) **Sustain material, physical and social well-being** (Social Justice) *in which a complex society and ecology can continue to exist and improve. Rectify the spatial legacy of imbalanced planning.* Support Safe, Healthy and Sustainable Communities. Promote social development in all areas to create safe and sustainable community life. Support risk management and law enforcement to provide safe living environments. Spatially enable Sustainable Settlements. Provide integrated employment opportunities to support sustainable livelihoods. Facilitate sustainable growth of urban areas. Effectively plan bulk infrastructure. Promote social development, safe communities, and integrated facilities through the

sustainable delivery of social facilities, open spaces, recreational opportunities and housing. Provide housing and ownership. Create effective and safe living environments and support economic opportunities. Enhance rural areas by encouraging transport networks, education and access to information through the electronic media. Protect and strengthen the built environment through delineating definite urban edges **[Social Environment]**

- d) ***Protect and grow place identity and cultural integrity*** by means of urban environments that reflect the natural and cultural context that become part of people's perception of the place. Provide access to open space areas of high quality. Use scale vs. locality to arrange elements to create a place identity (Behrens, R & Watson, V, 1996). Protect and promote cultural and heritage resources (for example support cultural festivals and open days in rural areas). Protect the integrity of smaller towns. **[Built Environment]**

- e) ***Protect ecological and agricultural integrity.*** Recognise the natural assets within the Swartland and the role they play in the local ecosystem and economy of the region. Support open space corridors. Recognise and plan for the potential threat of climate change. Allow for alternative energy generation (wind/sun/water) and harvesting of wild flowers and wildlife in sustainable ways. Support agri-tourism such as resort developments in conservation areas. Capitalise on existing agricultural activities and support diversification in the agricultural sector. Promote land reform and urban agriculture to support food security. To determine conservation and development borders, overlay zones for natural areas (valleys and mountains), water catchment and sources, agriculture and heritage areas. Protect and strengthen the natural environment through the identification and protection of indigenous biodiversity and sensitive eco systems within and outside the urban areas. **[Biophysical or Natural Environment]**

The strategies to achieve each Objective are tabulated below:

SPATIAL OBJECTIVE	STRATEGIES
Objective 1: <i>Grow economic prosperity</i> [Economic Environment]	1. Protect Swartland's comparative trade advantage 6. Grow (change) economic potential & trade advantage, strengthen mobility and economic links, stimulate diversification & product development 11. Develop Swartland's competitive advantage, new markets and economic sectors (e.g. tourism)
Objective 2: <i>Proximate convenient and equal access</i> [Economic Environment]	2. Protect economic vibrancy 7. Provide (change) sustainable infrastructure and services (smart growth) 12. Provide land for residential and industrial development
Objective 3: <i>Sustain material, physical and social well-being</i> [Social Environment]	3. Protect safety and security 8. Provide (change) of social infrastructure and services (as per norm) to facilitate smart growth 13. Manage risk & disaster (man-made and natural)
Objective 4: <i>Protect and grow place identity and cultural integrity</i> [Built Environment]	4. Protect heritage resources 9. Grow cultural potential 11. Develop competitive advantage, new markets and economic sectors.
Objective 5: <i>Protect ecological and agricultural integrity</i> [Biophysical or Natural Environment]	5. Protect food & water security & formalise conservation of CBAs 10. Grow conservation potential and apply bioregional classification and coastal management 11. Develop competitive advantage, new markets and economic sectors (e.g. tourism and utilities)

CHAPTER 3: Spatial Planning Proposals: Regional and Rural

3.1 Rural Areas

The Swartland region's identity is defined by its landscapes, agriculture, inhabitants, institutions and history.

3.1.1 Swartland Landscapes and Spatial Policy Guidelines

The spatial patterns in the Swartland originate from the form of the landscape and are further shaped by man-made features. The Swartland, with its distinctive landscape, forms part of the West Coast region which is located west of the Cape Fold Mountains or the Groot Winterhoek Mountains. The West Coast region stretches from Atlantis in the south to Papendorp in the north. The Berg River is the main waterway in the region.

The identified landscapes, location and characteristic within the Swartland are described below:

Landscapes	Wilderness Landscapes: Coastal		
Location	Existing conservation based development along the West Coast, along the western boundary of the Swartland, in and around Yzerfontein, Jakkalsfontein, Rondeberg and Grotto Bay provides the opportunity for a continuous conservation zone along the West Coast. This will strengthen existing ecological systems and such a zone is proposed from the northern boundary of the Swartland next to the West Coast National Park to Grotto Bay on the southern periphery of the Swartland, and further south towards Blaauberg Reserve in the City of Cape Town Municipality. Various supporting land uses are proposed in this area including conservation, coastal and heritage tourism, resorts and recreational accommodation.		
Values	Economic opportunities (tourism), Sensitive habitat, Ecosystem services, Sense of place	Associated risks	Coastal erosion, Storm damage
Landscapes	Wilderness Landscapes: Mountains		
Location	The hill landscapes in the Swartland include two prominent areas. The area along the western side from Darling towards Riverlands in the south, known as the Darling Hills and including Kapokberg, Contreberg, Dassenberg as well as the Pella and Riverlands Nature Reserves form a continuous landscape form which includes threatened habitat areas. The second prominent area is on the eastern side and stretches from Kanonberg in the north to Paardeberg in the south, and includes Kasteelberg and Porseleinberg. These areas can be utilised for conservation and eco-tourism.		
Values	Economic opportunities (tourism), Sensitive habitat, Ecosystem services, Sense of place	Associated risks	Microclimatic influence, Steep slopes
Landscapes	Waterways and Connections		
Location	The Berg River forms the eastern boundary of the Swartland and is a very important water resource for agricultural, sport, recreational and domestic use. The river provides an important corridor for agricultural and tourism development. Development needs to be sensitive to the environment as well as sustainable.		

Values	Critical resource, Economic opportunities (tourism), Sensitive habitat, Ecosystem services, Sense of place	Associated risks	Water availability, Flooding, Pollution
Landscapes	Connection Routes and Corridors		
Location	N7 is an important national route to the north as well as being a regional transport corridor. Malmesbury and Moorreesburg are on this route, which also provides a link to the Cape Metropole. This link to the market provides support for further industrial development. The rural area between Malmesbury and Kalbaskraal located on both sides of the N7 has been identified as part of the Intensive Rural Development Corridor. This area is known for existing smallholdings including Tierfontein and Groenerivier. This corridor is supported by a good connection with the N7, quality ground water and sandy soils. The corridor supports more intensive and mixed usage which allows for the diversification of agriculture supported by residential, commercial, tourism uses and continuous open space systems along the Diep River. These proposed uses will not only support the economic viability of the area but will also allow for a product/unique handwork route along the N7 to stimulate the local tourism industry. Proposed uses should limit the potential impact on the environment, and specifically impact on the groundwater quality.		
Values		Associated risks	
Landscapes	Agricultural Landscapes		
Location	The largest area within the Swarthland is utilised for agricultural production that include the cultivation of grapes, olives, stone fruit, canola, various grains, wheat, grazing, dairy, intensive poultry, piggeries, beef and sheep. It is well known for its extensive wheat production being a winter rainfall region. The agricultural sector plays an important role in the local economy and should be developed in a sustainable and responsible way which includes allowing for diversification to ensure economic sustainability. This diversification of uses includes resorts, recreation, tourism, alternative energy sources, mining, land reform and intensive forms of agricultural production and processing as well as related support service industries for the agricultural sector.		
Values	Critical resource, Food security, Employment	Associated risks	Ecological degradation, Water pollution
Landscapes	Social Focus and community landscapes		
Location	The focus of urban related development should be in the identified urban areas. Private and public investment will improve the economic and social opportunities in these areas to allow for growth and more effective provision of services to the larger community. Support sustainable communities through: • Urban renewal and economic renewal • Development of human resources through training and support • Neighbourhood development • Planning, upgrading, maintaining and restructuring of social and engineering infrastructure • Sustainable urban management, and • Improvement and maintenance of transport and roads		

Values	Associated risks
Landscapes	Cultural historical landscapes
Location	The overriding characteristic is the broad expansive nature of the landscape, particularly to the west within which an intense pattern of agricultural subdivision has taken place and corresponding hierarchical nodal patterns of settlements. These range from regional centres to villages and farms that have developed in response to water resources, topography and movement routes. The different types of landscapes in the Swartland are explained in the Rural Heritage Survey as an Addendum to the SDF and include Fossil landscapes in Yzerfontein and surrounds, Traditional Hunting and Grazing Grounds in agricultural areas, Colonial-Indigenous trade with VOC-outposts near Yzerfontein and Darling; and finally the Berg River which was a place of increased contact and contestation during the latter half of the 17th century when it formed the old eastern boundary of the Cape settlement. Networks of Historical Routes between settlements include the R27, linking the coastal settlements, which has its origins as an old cattle route between Cape Town and Saldanha Bay, and the N7 which links the regional centres of Cape Town, Malmesbury, Moorreesburg and Piketberg which has its origins in the 19th century route to the interior. The railway lines also had a major influence in the establishment and growth of settlements with Koringberg and Kalbaskraal that have their origins as railway sidings. Agricultural production landscapes. The earliest loan farms in the region date back to the 18th century, with production patterns that left their distinctive mark on the landscape. Other historic influences in this form include slavery (layout of the farm yard and establishment of mission stations), religion (towns within the regions were established as church towns with other features within the historic towns the “tuinhuise” or “nagmaalhuise” forming a small scale residential precinct close to the church) and water (influencing settlement patterns of towns and farm homesteads).

Spatial guidelines how to treat the Swartland landscape follow, informed by spatial elements shaping Swartland’s form, their locality and development potential.

Natural Spatial Elements shaping the Swartland Form			
Spatial Elements	Locality	Development potential and restrictions	Spatial guidelines (from: <i>Ecosystems Guidelines for Environmental Assessment in the Western Cape by Fynbos Forum</i>)
Mountains (Mountain and Fynbos Ecosystems)	Paardeberg, Kasteelberg, Kanonberg, Swartberg, Dassenberg, Contreberg, Kapokberg, Klipberg, Porseleinberg, Neulfontein Hill and Koringberg are all prominent hills within the Swartland landscape.	• Expansive views • Steepness of slopes • Sensitive habitats • Potential for hiking trails and overnight accommodation • Source for resort and recreational use	• Nodal development with fire trails as part of development footprint • Lower lying fynbos needs to be connected • Prevent development that fragments ecological corridors • Mountain tops that are exposed should not be used for telecommunication masts, 4x4 routes or other intrusive infrastructure • Hiking trails should be developed and maintained in such a way as to prevent erosion

Rivers (Freshwater ecosystems)	Berg, Dwars, Modder, Diep, Groen, Salt, Brak are all prominent river systems in the Swartland.	• Flood risk along rivers • Sensitive habitat • Use of water for irrigation and recreational use • Sources for resort and recreational use	• Allow for adequate buffer areas along rivers and drainage lines • Spatially indicate existing and historical linkages between wetlands, drainage lines and rivers including groundwater information where relevant. Linkages should be maintained and recovered where possible • Continuous river corridors facilitate movement of animals and vegetation distribution across inland and coastal gradients
Wetlands (Freshwater ecosystems)	Burgerspan, Saltpan, Dwars, Pooipansfontein, Koekiepan and Radyn are relevant wetland areas.	• Restrict development around these areas • Maintain setback • Sources for resort and recreational use	• Wetland areas should be demarcated before specific planning for development commences • Demarcation should be done during the wet season • Allow for adequate buffers along rivers and drainage lines • Link smaller wetlands with open space corridors • Soft surface open space areas should be used as buffers around wetlands in development areas • Allow land uses and developments that allows for filtering function around wetlands
Formal and Informal Conservation areas	Formal: Riverlands, Kasteelberg, Paardeberg Reserve, Pella Nature Reserve. The adjoining West Coast National Park in Saldanha Municipal area on the north western periphery that impact on West Coast Biosphere Reserve. Dassen Island Nature Reserve Informal: <i>Jakkalsfontein, Tygerfontein, Rondeberg, Grotto Bay, Hans Gift and Riebeeks River.</i>	• Development to be environmentally sensitive • Development that supports natural resources.	• Spatially identify formal and informal conservation areas.
Arable Land	Approximately 85% of the municipal area represents arable land	• Conservation of agricultural resources • Support diversification in agricultural sector	• Identify the extent of cultivated area

Beaches and Dunes	West Coast beaches including Grotto Bay, Ganzekraal, Jakkalsfontein, Tygerfontein, Yzerfontein, and Dassen Island.	• Conservation of dunes and ocean life	• Development setback lines must be strictly enforced to protect developments against the following coastal processes ○ The impact of successive storms; ○ Coastal movement; ○ Global rise in sea level; ○ Fluctuation of natural coastal processes. • Development setback lines need to consider biodiversity and ecosystems • The removal and fragmentation of indigenous vegetation of dune areas must be prevented • Precautionary principles must be strictly enforced with the installation of infrastructure below the high water mark • Ban of vehicles from dunes and beaches areas
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Man-made Elements Shaping Swartland Spatial Form			
Spatial Elements	Locality	Development potential and restrictions	Spatial guidelines
Movement Infrastructure: Main Road	N7, R44, R45, R46, R304, R311, R315, R307 and the R27	• Improve mobility in region.	• Infrastructure designed and placed in areas that would have limited impact on the environment. • Infrastructure in coastal areas should consider the coastal processes to limit potential impact
Railway line and Stations	Bellville-Malmesbury-Bitterfontein railway line, the Kalbaskraal-Saldanha railway line and the Bellville-Porterville railway line	• Improve mobility • Use as an alternative means of transport for people and goods	• Infrastructure designed and placed in areas that would have limited impact on the environment • Infrastructure in coastal areas should consider the coastal processes to limit potential impact
Built Areas: Existing Settlements	Malmesbury, Abbotsdale, Moorreesburg, Darling, Yzerfontein, Koringberg, Ongegund, Riebeek West, Riebeek Kasteel, Ruststasie, Kalbaskraal, Chatsworth and Riverlands.	• Urban-related development should be concentrated in urban areas. • Improve service delivery in urban areas.	See <i>settlement proposals</i>

3.1.2 Spatial Integration with Neighbouring Municipalities

Bounded by the Cape Metropolitan Municipality (CPT) to the south, the Drakenstein Municipality (WC023) on the south east, the Bergrivier Municipality (WC013) along the north east and the Saldanha Municipality (WC014) on the north.

The Swarthland is well located in terms of the West Coast Region and the Cape Metropolitan area and its related markets with good connectivity through existing well developed transport networks that include the R27 along the West Coast, the N7 as the main route to the Northern Cape and Namibia and the R46 and R45 to the Boland and the Witzenberg regions. The waterways, conservation and agriculture creating high levels of connectivity, provide various options for economic development in the area.

- The Berg River forms the eastern boundary of the Swarthland and supports various agriculture and tourism activities along the corridor which borders the Berg River and Drakenstein Municipality;
- The Diep River runs from the Riebeek mountains, across the northern tip of the Cape Metropole into the Atlantic Ocean supports agriculture and historic transport connections.
- Agriculture is one of the main economic sectors in Swarthland and connects with most of the surrounding municipalities. The cross-boundary activities include extensive agriculture towards the north (Saldanha) and north east (Bergrivier municipality) and more intensive forms of agriculture along the south eastern areas that border Drakenstein. A higher intensity of agricultural uses, such as intensive poultry farming, occurs on the southern boundary and into the Cape Town metropolitan area with high connectivity to the markets in the metropole. This intensive rural corridor to the south is further supported by various higher density residential smallholding areas.
- The West Coast Conservation Corridor that is proposed along the West Coast runs from the West Coast National Park on the northern boundary (Saldanha Municipality) along the Swarthland coastline towards the south to the Blaauberg Conservancy in the Cape Metropolitan area. This is an important conservation corridor along the West Coast and will provide a conservation link between the three municipal areas.

The following composite spatial plan illustrates the strategic location of the Swarthland and visualizes the spatial integration and opportunities provided by the Swarthland.

Connectivity and Mobility

Connectivity relates to the movement network in and between towns and includes all transport, cycling and pedestrian routes.

Developing the N7 into a dual carriageway from the Cape metropole to Malmesbury will increase accessibility.

Other routes planned are the proposed link road between the N7 and the R45 (Hopefield/Malmesbury and Paarl) to the north of the urban area of Malmesbury as well as a proposed link road between the R302 (Durbanville/Malmesbury) and the R45. Accessibility improves social integration and enhances accessibility to commercial and tourism activities.

The movement networks in towns need to be planned in accordance with future developments. Possible alternative routes need to be spatially accommodated and existing routes need to be strengthened.

The land uses to be supported in activity corridors include the following:

- Commercial (shops, cafes);
- Service industries;
- Professional services (offices and medical practitioners);
- High density residential (apartments);
- Mixed use areas (mixed land uses refer to the horizontal (localized) and vertical (externalized) integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land);
- Community facilities where applicable; and
- Public transport stops.

Freight Routes

The locality of the Swartland as connector to Namibia in the north, the Winelands and Witzenberg districts in the east, cause various freight routes to dissect the region. These freight routes are:

- N7 as gateway to Namibia and the north. Its location provides opportunities in Malmesbury and Moorreesburg for distribution and freight related industries;
- R27 as link between Cape Town Harbour and the West Coast IDZ at Saldanha;
- R45 as link between the West Coast/ Saldanha and the N7 and the R45/R46 towards the Cape Winelands, Ceres and the N1.

Public transport

Public transport is limited to the local bus and taxi services which provide the only options for people in smaller towns to access economic opportunities in the larger centres in the Swartland. Expansion of this service, considering the provision of the My City bus service from Cape Town along the N7 to Malmesbury is under consideration. Swartland will need to take a pro-active role in identifying possible stops for this service in the Swartland along the N7 that will allow more people access to this service.

Airport

The proposed airport in the Swartland is a goal still to be achieved. The low traffic congestion and increased accessibility from the dual carriage N7 increases the potential for the establishment of an alternative location for an airport in the Swartland.

3.2 Rural Economic Sectors

3.2.1 Agriculture, Urban Agriculture and Agricultural Land Reform

In the spirit of the national government's commitment to land redistribution and reform, and although the Swartland Municipality is not directly responsible for land reform, the municipality identified, as per the Swartland SDF, potential areas for low income residential development, the location of community gardens and the settlement of small farmers in and around urban areas. As land reform promotes food security, identifying land for community gardens or crop production should consider the following guidelines:

- Availability and affordability of land
- Availability and affordability of water resources
- Topography, preferably flat
- Soil conditions, and
- Location in close proximity to the community.

To limit land use conflicts, animal husbandry should not be in close proximity to residential areas.

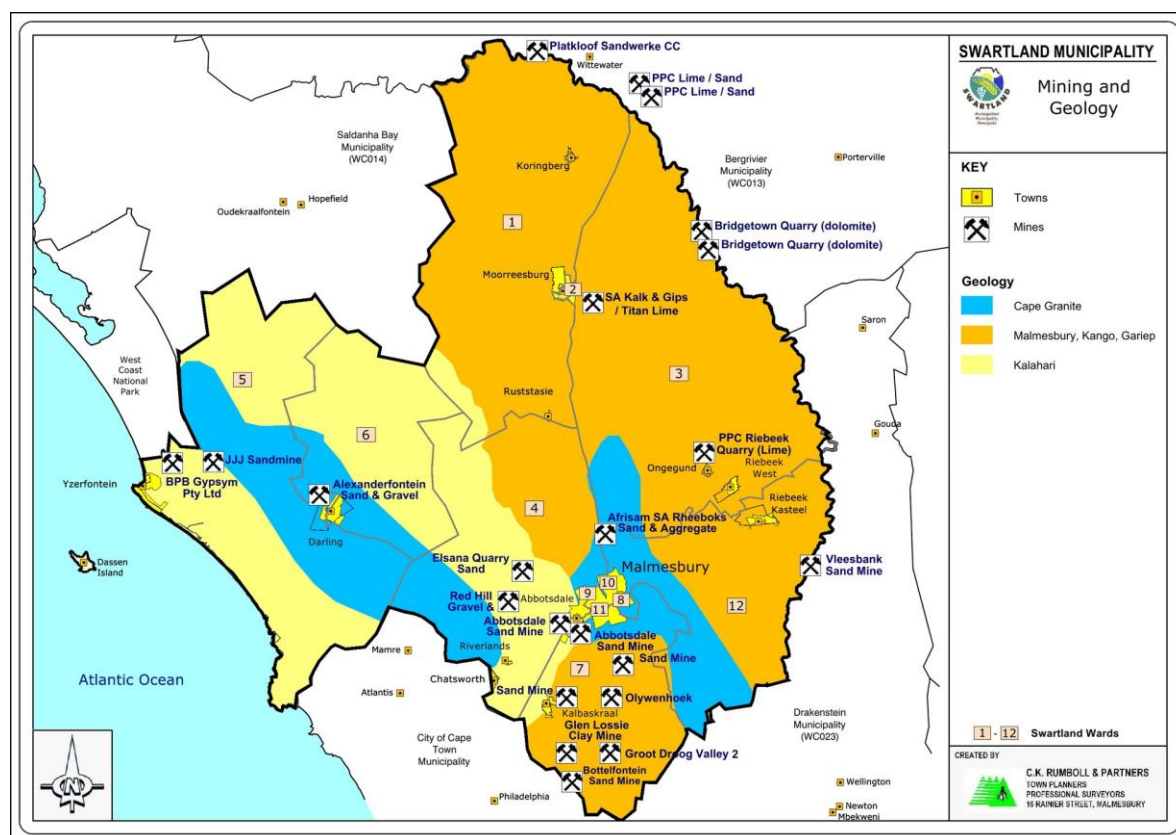
The following guidelines are important for the identification of land reform projects (The Department of Rural Development and Land Reform developed Area Based Plans in 2009 to identify areas for land reform that could be compared with areas identified by Swartland Municipality):

- Ensure land reform projects, restitution, redistribution and security of tenure are done in accordance with the spatial development framework and are needs based, flexible, economically viable and environmentally sustainable. It should also promote social justice and alleviate poverty.
- Promote opportunities aligned with the agricultural potential with a focus on commercial opportunities rather than subsistence farming.
- Correlate the extent of agricultural units with soil potential and the availability of water and the type of farming (crop or livestock production) and the intensity (livelihood or commercial farming).
- Promote training and skills development as an integral part of land reform projects, specifically in the lower rainfall areas with a lower carrying capacity.
- Ensure access to agricultural support programmes.
- Ensure access to markets.
- Ensure security of tenure and the promotion of individual and communal rights and ownership.
- Investigate possibilities for land reform in intensive irrigation areas with high soil values.
- Promote stream aqua culture along the Berg River and in farm dams.
- Identify suitable land in government ownership for gardens and small scale farming.
- Support the use of treated grey water for irrigation of communal land close to residential areas.
- Support the provision of housing for farm workers in existing urban areas close to work opportunities.
- Support the use of alternative energy on all farms, including solar, wind and biogas energy sources.
- Investigate business opportunities for the generation of wind and sun energy connected to the energy provider.
- Promote tourism projects that can promote economic reform e.g. sales of products.
- Support agricultural processing in Malmesbury, Moorreesburg, Darling and Riebeeck Valley.
- Provide land reform projects for farms where mainly extensive dry land farming practices are applied, that have high soil values as well as high input costs and are dependent on extensive mechanisation.
- Consider that production of small scale farming products is influenced by shortages in summer surface water:
 - Groundwater sources are affected by the treatment of sewage discharge in the vicinity of settlements and intensive farming there is dependent on clean underground water sources
 - Non soil based production (tunnel and hydroponics) opportunities
 - Intensive feed farming or free range poultry
 - Projects should focus on urban agriculture, local consumption and domestic food production
 - Green & alternative energy generation
- Consider regarding small or medium intensive irrigation farming the following:
 - Limited opportunities in wards with high soil costs and with irrigation water rights
 - Limited opportunities in wine industry due to existing number of cellars and over supply of wine
 - A high level of technical skills and management of those skills needed for the limited irrigation resource and the effective management of such resources on the Berg River

3.2.2 Mining in the Swartland

The current mining industry in the Swartland represents less than 1 % of the District's Gross Domestic Product per Region (GDPR). The geological structure of the Swartland region does not contain any minerals or metals of high value that can be mined economically. The main commodities that are mined in the Swartland region are Granite, Limestone, Sand, Gypsum and Salt. The economic potential of mines within the Swartland is mainly for the mining of building sand and clay, with mining to be sensitive to the environment and agricultural production.

The Construction Industry, as the fastest growing economic sector in the Western Cape, is the main consumer of sand, and the Swartland's close proximity to the Metropole contributes to the demand for sand mining operations. Council already receives high numbers of applications. To evaluate applications Council must familiarize themselves with the Mining Industry and its Norms and Standards. The evaluating process also needs to take into account the socio-economic impacts, the sustainability of the operations and environmental impacts. The quality and type of sand should also be part of the consideration guidelines, as this has a bearing on the financial viability and environmental justification of the mine.



Map 3: Locality of mines within the Swartland

There are twenty one (21) mines in the Swartland municipal area as listed in Annexure 3.

Sand Deposits in the Swartland Region

The sand deposits in the South Western Cape as was identified by Stephen Davey, a geologist of Klipberg Consulting (Pty), are as follows:

- Aeolian Sand – This is wind-blown dune sand and covers large areas in the region. Dune sand is not commercially mined in the Swartland area. Dune sand is mined in the Philippi and Macassar areas and also south of Atlantis and is suitable for plaster and mortar sand. However it is not coarse enough and does not comply with the specifications for concrete sand.
- Fluvial Sand – Fluvial sand is sand that has been washed down rivers and deposited on river banks or flood plains. Fluvial sand is present on the flood plains of much of the Berg River and also in the proximal portions of the Diep, Modder and Groen Rivers. The fluvial deposits have only been mined on a small-scale for building sand.
- Hillwash and Colluvial Sand – Hillwash and colluvial sand has been moved downslope under the influence of gravity and by surface wash. These processes occur during major storms which cause saturation of the soil followed by surface runoff. The most important sand deposits in the Swartland Municipal area are this type.

Berg River

Fluvial sand deposits occur in the Berg River and its tributaries between Kylemore and Saron. Aeolian sand that can be used as building sand occurs on the western side of the Berg River between Hermon and Saron. The Berg River deposits have been worked on a small-scale for building sand.

Yzerfontein – Darling - Mamreweg

The region contains several isolated building sand deposits which are concentrated south-southeast of Darling, northwest of Darling and along the Groenrivier and Soutrivier, northeast of Darling. Aeolian, fluvial and hill wash sands are present. It is mainly the hill wash sand that has been mined on a small scale in the Darling area. These deposits are located on the lower slopes or at the base of granite hills of the Darling pluton. The sand is used for mortar, plaster and concrete.

Malmesbury – Klipheuwel

This area has been mined since 1980 and produces the best quality concrete sand in the Western Cape. It is often referred to in the construction industry as “Malmesbury Sand”. The sand mostly comprises discontinuous tabular deposits that occur west and southwest of the Paardeberg granite pluton. The hill wash sand deposits range in thickness from 0.2m to 3.0m and have been derived from granite. The hill wash sand normally overlies ferricrete, residual clay of the Malmesbury Group or weathered granite.

Paardeberg is home to the Paardeberg Conservation area, the Simons-Simons Private Nature Reserve and various unique wineries and tourism related uses. Paardeberg’s unique natural resources and economic driver should be protected.

It is recommended that careful consideration should be given to land uses that have the potential to impact and cumulatively impact on the existing aesthetic value, tourism, boutique wine industry and intensive agricultural land uses. Mining already has a considerable footprint. A detailed Precinct Plan should be developed for Paardeberg area, in conjunction with Drakenstein Municipality and the City of Cape Town as the Paardeberg is located within all three municipalities.

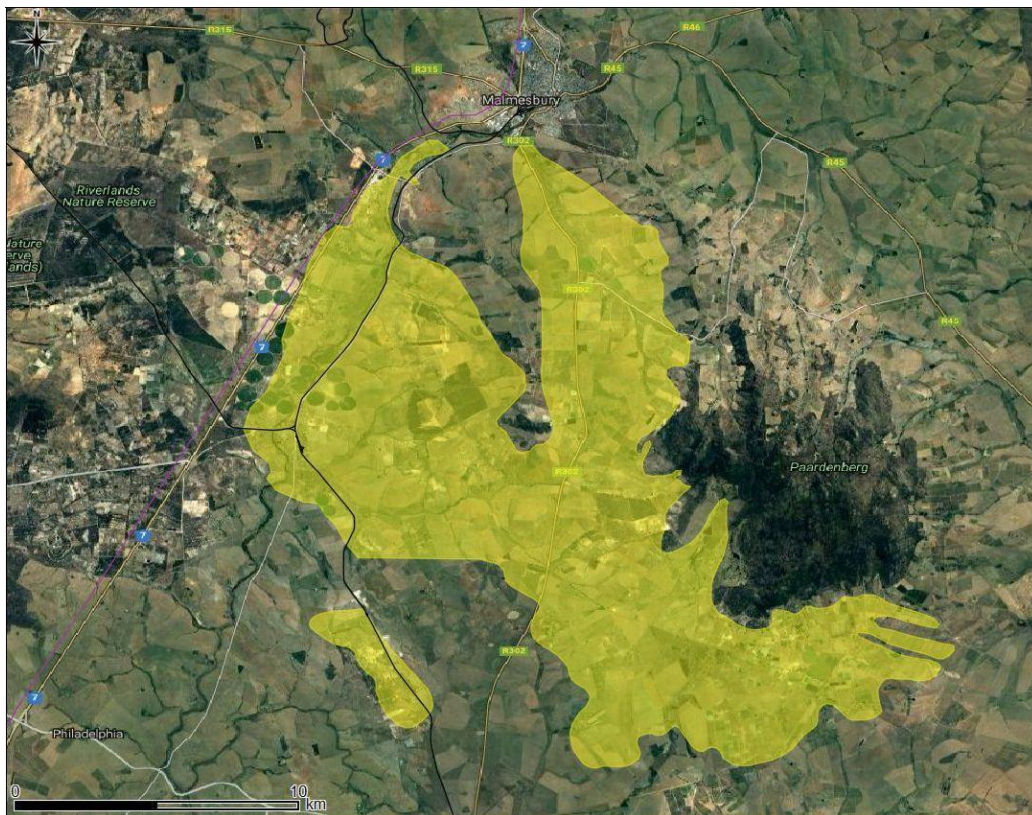


Figure 4: Map showing the location of the Malmesbury – Klipheuwel building sand deposits

(Source: Spatial data obtained from the Council for Geoscience)

3.2.3 Natural, Visual, Cultural, & Built Heritage Conservation

Natural Biodiversity

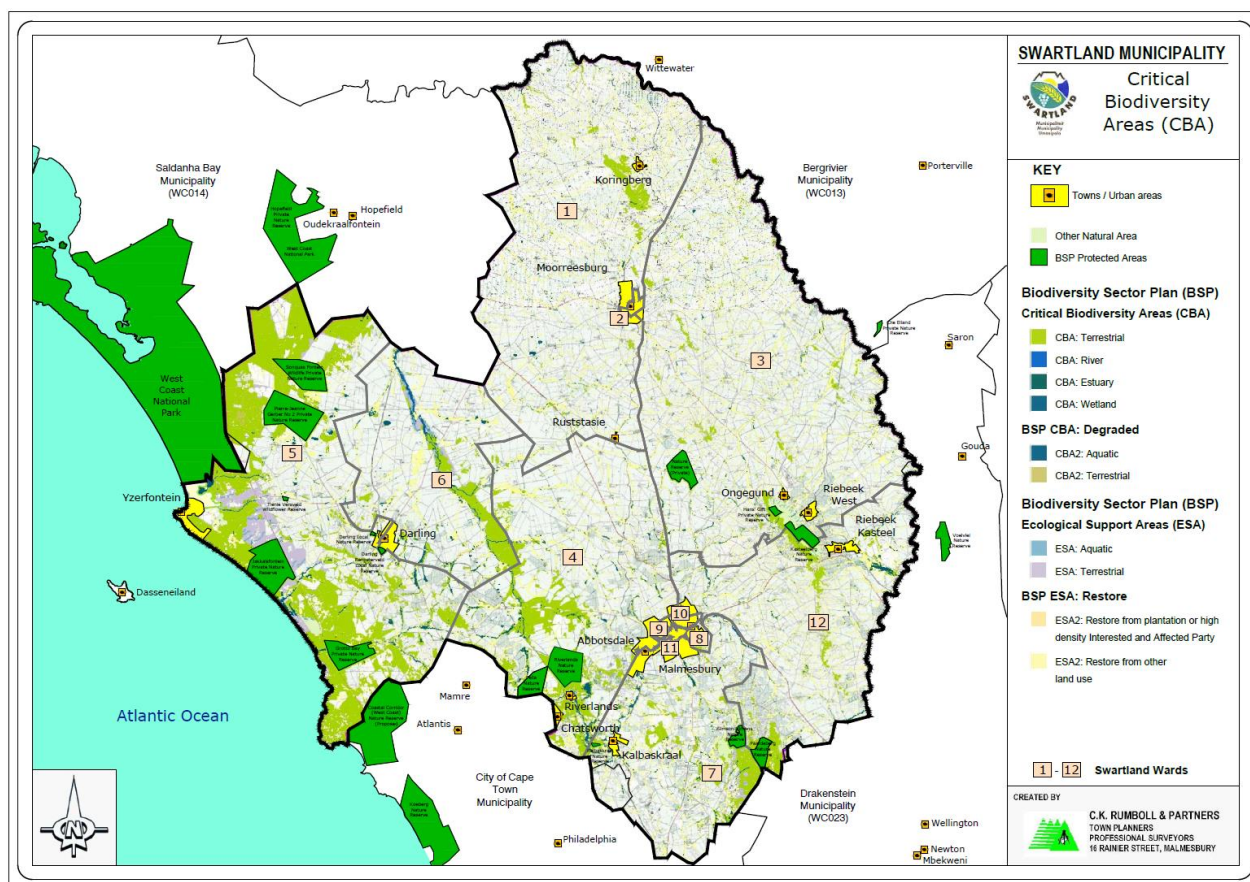
The Swartland is located within one of the richest biodiversity areas of South Africa and forms part of the Cape Floral Region and one of 34 globally identified biodiversity hotspots. The land is covered with Coastal Renosterveld (or West Coast Renosterveld), Coastal Fynbos (or Salt Plain fynbos), Mountain Fynbos, Strandveld vegetation (or Strandveld succulent Karoo Fynbos) and Dune Thicket.

The ecologically sensitive areas within and immediately around the urban areas have been identified and are included in the open space networks of each of the towns. These sensitive areas will inform future decision making regarding the urban edge. These areas were determined using fine scale planning and will need further investigation to provide more detail for more accurate decision making. Development applications which include area-sensitive vegetation habitats within urban areas, should be required to rezone such spaces to Open Space III and be included in Stewardship programmes with Cape Nature to ensure the future conservation of these areas. Not only do natural areas within urban areas add to habitat value but also to the visual landscape and aesthetical value within the urban context.

Rivers and tributaries often form the spine for a continuous open space network within towns which connects to the surrounding rural areas. In the Swartland they are the Diep River (Malmesbury and Cape Town), Berg River, No Go River (Moorreesburg) and the Groen River with all their tributaries and floodplains.

While encouraging development in the Swartland Municipality, conservation and prevention of degradation of natural habitat, classified as Critical Biodiversity Areas (CBA), remains a challenge. The broad objective is to create and maintain liveable and sustainable environments through development, while conservation worthy areas are classified as Core and Buffer areas. It is critical to enhance biodiversity and preserve natural habitats in Swartland. Connecting ecological corridors and maintaining ecological buffers will mitigate the impact of climate change. It is essential that the rural economy be broadened by adding value to agricultural products and to strengthen rural based tourism. Equally important is the development of rural livelihood skills, ensuring farming security, sustainable food supplies and fair trade.

The map below provides the proposed identified Core and Buffer areas in the Swartland as identified from the status quo report.



Map 4: Critical Biodiversity Areas Plan for Swartland

The regional identity of the Swartland is a combination of the landscape characteristics, rural heritage, the people, institutions and the local history. All these aspects contribute to the very strong rural character and ambiance of the Swartland. The facets that contribute to this unique character, including the unique town settlements, agricultural uses, and ocean interface and natural environments are of importance and need to be protected. These different assets are discussed in more detail in the Status Quo report.

Environmental Principles and Guidelines

Sustainable development underpins a strategic environmental review and is generally defined as development that satisfies the needs of the current generation without jeopardising the ability of future generation to provide for their needs. In the National Environmental Act, Act 107 of 1998 sustainable development is defined as integration of social, economic and environmental factors through planning, implementation and decision making to ensure that development can also support future generations.

One of the components that provide direction for sustainable development is environmental sustainability and therefore it is important that this component plays an important and informative role in decision making.

Environmental Sustainability is described as follows:

- Support responsible stewardship of natural resources and the natural environment, including mitigation of environmental damage.
- Minimise waste and environmental damage in the food production chain.
- Be cautious where the impacts are unknown and uncertain.
- Act within ecological constraints and preserve critical natural capital that provides for continuous income from ecosystem advantages such as biological diversity, mineral resources and clean air and water.

The sustainable goals of the biophysical environment relate to the maintenance and improvement of the integrity of the environment. It refers to the assessment and improvement of resources that support life: soil, fauna, flora, water and air. The following goals identified in the Status Quo report that support sustainability of resources:

- Preserve the topographical and natural landscapes;
- Preserve the geology and soil;
- Support and strengthen the biodiversity and conservation status of areas;
- Support and strengthen the conservation status of Red Data species and local native species;
- Preserve fresh water resources;
- Preserve groundwater quality;
- Preserve the Marine and Coastal environments;
- Ensure that the joint capacity of the biophysical environment is not exceeded.

In order to allow for effective planning of and sustainable development in the rural and natural areas within the Swartland, the Biodiversity Spatial Plan of 2017 has been included in the Swartland SDF. A specific detailed map was created for the Swartland region as well as more detailed plans for the environs around each of the towns and settlements in the Swartland. These Critical Biodiversity Areas maps were used to inform the Spatial Planning Bioregion Planning Categories Map for the Swartland Region.

Cultural & Built Heritage Resources

The conservation of cultural & heritage resources is important because it not only provides an insight into the past but also gives a sense of social and individual identity to the inhabitants of an area. These resources are

unique to each region forming an important connection to the people's history and therefore needs to be respected and protected in order to support the different cultural backgrounds in the area. These resources play an important role in support and explanation of the diverse cultures in the region and contribute to a better understanding of the cultural diversity.

The National Heritage Resources Act, Act 25 of 1999 (NHRA) supports the integration of heritage management and planning functions. According to the provisions of Sections 30 (5) and 31 of this Act, it is the responsibility of the local authority to compile a heritage inventory in its areas of jurisdiction. Heritage surveys were conducted in the urban and rural areas of the Swartland during 2009 and 2014, these surveys are included as addendums to the SDF. Both these studies include an inventory and grading of the identified heritage resources that need to be protected. It is however not only the built environment that forms part of the heritage resources, but also the landscape and other prominent natural features which form an important part of the cultural resources.

Protecting the Swartland's Sense of Place

Consideration needs to be given to - cultural landscapes, heritage areas and sites, form giving elements of scenic rural landscapes, and the relationship between the natural and cultural environment. The natural environment in the Swartland forms the basis of various activities that include tourism, conservation, recreation and agriculture. Development in the rural and natural areas need to:

1. Exploit (develop) economic opportunities in a sustainable manner;
2. Protect the sensitive natural environment and agricultural resources from inappropriate and opportunistic development;
3. Create (change to) sustainable rural livelihoods.

An environmental statement guides the strategies above and places more emphasis on rural areas which form an integral part of what the municipality wants to achieve within its entire area of jurisdiction:

The Swartland seeks to ensure sustainable development of its rural areas, conservation of its biological diversity to retain its environmental integrity, functionality of ecosystems and safeguarding of the rural heritage, cultural and visual aesthetics

Policy guidelines in support of the environmental statement and strategy and their potential impact in the Swartland can be categorized as follows:

Agriculture: Protect and Preserve agricultural resources (productive land and landscape)
Protect: • No uncultivated natural areas will be cultivated without the written consent of the Minister. • Land with a slope of more than 20% will not be cultivated without the written consent of the Minister. Change: • Cultivated land should be effectively managed to prevent water and wind erosion. • Reserve productive agricultural land for agricultural purposes. • Vegetation within a vlei, wetland, and marsh or within flood areas will not be utilised if the use intended will result in damage to or destroy the agricultural resources in the area. • Support crop cultivation as a landscape attraction promoting tourism and preserve and support the agricultural production areas and landscapes. • Support continued research into climate change on current crop production & sustainable cultivation. • Protect agriculture both extensive agricultural production and intensively irrigated areas along Berg River and other water courses. • Protect limited underground water, practice dry land cultivation instead of irrigation. • Effectively manage erosion using conservation agriculture methods, planting of perennial legumes and management of contour lines. • Maintain fire breaks around farms and adhere to coastal management lines.
Protect • Retain and conserve the rural character and agricultural landscape of the area. Change • Support different sizes of agricultural entities. (Support both creation of extensive agricultural farms and smaller farm units) • Increase the variety of agriculturally related land uses including tourism. • Subdivision of agricultural land for creation of smaller economic-production entities should be guided by current policies of the Department of Agriculture. • Distinguish between “small farm units” of 20 to 40ha, smallholdings of 5 to 10ha and rural living smallholdings; • Support cultivation and conservation e.g. Biodiversity and Wine Initiative • Support Swarthland cultivation routes (wine, grain and olive) and the development of related infrastructure, facilities and accommodation Develop • Increased production. • Settlement of new and upcoming farmers (small and commercial). • Support existing land reform projects. • Identify options for land reform on intensive irrigation areas. • Creation of community forums in the smallholding areas to discuss development issues and establish development parameters for these areas. Re-assess development parameters in Tierfontein and Groenerivier smallholding areas. • Support the development potential of the Intensive Rural Development Corridor between Malmesbury and Kalbaskraal.

- Approval of facilities such as tourist facilities and farm stalls.
- Support development of skills development facilities for agricultural workers to develop skills in tourism and niche products.
- Support nodal development in agricultural areas along prominent transport links and intersections.
- The West Coast District Rural Development Plan to support Malmesbury and surrounding area as a potential future Agricultural Farmer Production Support Unit (FPSU) for the proposed Vredendal Agri Hub.

Agri- Industries and Processing:

Protect

Change

- Promote the development of agricultural and agricultural related industries: composting, alternative energy generation, communication network facilities.
- Support development of support services to agricultural activity (e.g. repairs).
- Support development that enhances job opportunities through the development of agricultural industries.
- Support alternative transport such as rail for mining to limit impact on roads and improve economic viability of the railway network: (Cape Town Bitterfontein and Bellville West Coast lines.)

Develop

- Produce niche products on-site (value adding). Investigate new agricultural related and complimentary products and promote their production on farms e.g. aqua culture farming.
- Support development of tourism related activities e.g. farm stays, leisure accommodation, agri-processing, tastings, restaurants, farm stalls, wineries and private nature reserves
- Enhance labour intensive processing and manufacturing (for small scale agriculture)
- Brand Swarthland produce
- Support initiation of commercial activities in which farm workers are involved (e.g. farm stalls and local markets)
- Enhance opportunities to establish new markets at local, regional, provincial and national level.

Natural Environment:

Support the expansion of the statutory wilderness areas in the Swarthland region to more than 6% to support the expansion of wilderness areas in the West Coast area.

Protect

- The disturbance of ecosystems should be avoided, minimized or restored.
- Any activities being mining, planning or business that have an impact on the environment need to comply with regulations of the National Environmental Management Act.
- Encourage water harvesting and promote water storage tanks.
- Allow no development in flood line.
- Maintain environmental setback lines.
- Create open space network along rivers.
- Classify all Renosterveld as Core 1 & 2 areas

Change

- Establish buffer areas surrounding wilderness areas and core conservation areas.
- Identify open spaces and land for conservation purposes to protect the diversity of native vegetation.
- Oversee the generation of bioregional planning.
- Listed threatened ecosystems that are classified as Critically Biodiversity Areas (CBA's) included in the SDF.
- Create a register for all the national, provincial and local conservation areas.
- Manage conservation areas in accordance with national norms and standards.
- Integrate ecological processes with the needs of the communities to ensure the sustainable use of resources in and around the coastal areas (bioregional planning). Sustainable development of coastal areas based on bioregional planning principles.
- Combine tourism and conservation
- Promote alternative and more effective use of conservation areas to allow opportunities for alternative income generation on the farms.
- Promote use of rivers, mountains and other natural features to enhance tourism
- Building awareness in supporting the Wild Flower Show and the Orchid Show annually
- Continuously clear alien vegetation
- Limit internal fences to create a natural corridor.

Develop

- Link the natural environment in the Swartland Municipal area to the larger network of reserves and conservation areas in the larger region. The western side of the municipal area already forms part of the West Coast Biosphere Reserve (WCBR). Riverlands Nature Reserve south of Malmesbury forms the eastern core of the WCBR with links through corridors to the West Coast National Park.
- Extend Wild Flower Reserves and nature reserves
- Support development of recreational opportunities: Hiking, mountain bike trails around and along adjoining hills and mountains, bird watching, horse riding, 4 x 4 trails and clay pigeon shooting, whale watching
- Develop interface guidelines (use of colours, landscaping, lighting, massing and form) to manage open space & river frontage and route.
- Determine a development line along foot of mountain (conservation & landscape)

Mining :

Determine all mineral and geological resources. Rehabilitation of existing mining areas and the management of mining activities to limit ecological and aesthetic damage. Support sustainable mining and determine the potential cumulative impacts associated with mining activities in the Swartland.

Protect

- Protect sensitive environments (visual, agricultural resources, natural, cultural) from the potential impact of mining

Change

- Develop guidelines for the assessment of sand mining applications in the Swartland to limit impact on other resources.
- Alignment of mining activities with spatial planning, land use and environmental norms: Ensure the protection of landscape features and natural and agricultural environment during exploitation and rehabilitation
- Control rehabilitation of mines and ensure continued rehabilitation of mining operations during and

after operations

- Limit potential impact of mine dumps (sand mine heaps) on rural landscape feature. Store overburden on acquired farm next to mine.
- Require compliance to sustainable environmental norms (minimizing economic, environmental and social impacts) in the consideration of mining applications in the Swartland.

Water:

In terms of adapting to climate change, water systems will need to be more robust and new / alternative sources of supply may need to be found. Increased skills will be required of water managers and long-term water projections are required to allow for adequate water resources. The Swartland Water Services Development Plan recommends that a conservative approach be followed regarding the management of water sources.

Change

- Provide for current and future basic human water needs.
- Provide equal access to water.
- Promote the effective and sustainable use of water in the interests of the general public.
- Facilitate social and economic development through access to water.
- Preserve aquatic and associated ecosystems and their biological diversity.
- Reduce and prevent pollution and the degradation of water resources.
- Effectively manage floods and droughts.
- Create new irrigation schemes for sustainable water use.
- Monitor irrigation from rivers and use of underground water sources
- Monitor ground water quality and capacity.
- Prohibit the overexploitation of underground water resources.

The Swartland Water Services Development Plan has proposed that the following approach be adopted to mitigate and adapt to the impacts of climate change:

- All resources, especially surface water resources, need to be re-evaluated, especially where demand is close to the safe, one in twenty year yields. It is therefore important to establish assurance of supply levels of all water sources.
- Increase assurance of supply of the water resources by ensuring that there is at least 10% additional capacity (headroom), when considering the maximum 24 hour demand at the highest demand month of the year.
- Do not undertake new developments unless a proper investigation of the implication on water sources and sustainability in the long term has been undertaken.
- Vigorously implement Water Demand Management measures, especially in terms of the following:
 - increased water efficiency
 - frequent monitoring of the water supply system, from the sources to the consumers; and
 - regular and adequate system maintenance and repairs.
- Diversify water resources, e.g. surface water, groundwater, wastewater re-use and sea water desalination.

Develop

Water for Recreation: Proactively stimulate the local economy through the preservation of the rural character around dams and water resources.

- Ensure the primary and operational requirements of dams and other water resources (e.g. water quality, safety and flood control).

- The development in and around dams and other water features can be evaluated, considered and implemented through the development of a water resources zoning plan as reference.
- Prevent the unsustainable, uncontrolled and unsafe use of state water resources.
- Strengthen the natural and cultural environment around dams and water resources through development of tourism, sport and recreation facilities, which will also provide opportunities for the creation of job opportunities.
- Effective and fair management of State dam basins, water resources and catchment areas. Take social, economic and environmental impact into consideration. Include all land located within the catchment areas of a dam or water resource to effectively manage the health of the system.

Heritage:

Municipalities are responsible for the grading of the heritage resources within their municipal areas to ensure the effective management and preservation. Grading to be overseen by the Provincial Heritage Authority. The local authority can, under the Heritage Act, become a heritage authority in the local areas for some of the approved grading. The grading of heritage resources is done in three categories: Grade I - heritage resources in the national interest, Grade II – heritage resources in provincial and regional interest, and Grade III – other heritage resources.

Change:

The local authority can:

- Declare special heritage planning areas
- Protect heritage resources
- Can issue a no-development instruction

The inventory of heritage resources in an area under the management of the municipality must be submitted to the relevant provincial heritage authority as part of the SDF process.

Heritage areas should be identified and preserved as part of the review of the zoning scheme, review of the spatial development framework or an initiative by the Provincial Heritage Authority.

Support the preservation of historic buildings and structure, as well as archaeological resources on state and private land

- Include significant heritage farms into potential heritage tourism route.
- Include all archaeological studies done in Swarthland as part of a Heritage data base.

Utilities

Protect:

- Sensitively locate and mitigate bulk infrastructure supply traversing the rural landscape – pylon and high voltage overhead electricity lines, bulk water pipelines, communication infrastructure such as fibre optic cables and cell phone towers and the main road networks
- Design and align services to ensure the visual landscape qualities in the Swarthland are protected.

Change:

- Generate and use of alternative/renewable energy as per energy zones identified. Including generation and use on small & large farms.
- Support infrastructure development on farms (Reservoirs, Waste Water Treatment Plants,

Electricity network and Landfill sites.)

- Require small sewerage treatment plants for high density farms and rural settlements.
- Encourage alternative electricity generation on farms - Regularly remove refuse from larger high density farms.
- Maintain adequate electricity reticulation.
- Encourage availability of water trucks on farms during harvest(preventing fires)
- Consider landscape features and the role they play when locating and developing bulk infrastructure. Design and align services to ensure the visual landscape qualities in the Swartland are protected

Develop

- Generation of biogas on intensive feed farms.
- Develop design guidelines for bulk and supportive infrastructure to protect landscape qualities
- Develop and use alternative/renewable energy resources in the identified zones: Zone A, medium to high wind speeds, ideal for wind turbines. Zone B, high wind-speed zone and C, northern section, high irradiation zone: photovoltaic plants photovoltaic plants; Ward 5: home to Darling Wind Farm (four wind turbines). Ward 6: home to solar panels.

Transport Networks

Change

Rail

- Use rail as alternative transport (freight – agriculture and mining) and introduce passenger rail (commuters & tourists) from Paarl to Porterville and from Belville to West Coast and to Bitterfontein. (inter municipal route)
- Renew/ upgrade existing station buildings as well as grain storage facilities along the line
- Support private operators to provide alternative transport between Swartland Towns and neighbouring municipalities to support increased economic links & mobility of people.

Road

- Functionally (easy access) integrate rural urban areas.
- Maintain of road network to support industrial activities.
- Consider alternative transport methods such as the railway line to support the agriculture industry

Develop

Road

- Support development of limited nodes and associated infrastructure (farm stalls, petroports) along transport corridors that is sensitive to the agricultural landscape (R315)(R45 /46)(N7) (Infrastructure & facilities must blend into environment)
- Develop guidelines ensuring supportive infrastructure blends in with environment/landscape and it is not intrusive
- Promote reliable public transport service along N7, R315
- Support inter (to other) and intra (rural- urban; ward – ward) municipal accessibility
- Unlock tourism and trade potential
- Establish a link between Swartland and neighbouring municipalities and regions.

Tourism
Protect • Capitalise on mild Mediterranean climate: October – April: Hot dry summers (30°C) May – August: Mild wet winters (20°C) • Support festivals to build the agricultural brand. • Promote unique tourism & information boards & signage Change • Enhance landscape features including heritage elements, old farms, homestead and tree lanes as well as natural features with changing seasons that are reflected in the colours and structure of the landscapes. • Develop infrastructure, facilities and accommodation that support the tourism routes. • Support tourism accommodation, leisure accommodation and resort development along tourism routes, on farms and along waterways and water sources e.g. Berg River. • Support development of commercial infrastructure on farms along routes, including farm stalls and agri-processing, to support transport network and tourism routes • Incorporate heritage resources as part of festivities • Strengthen value chain and support tourism development on farms: • Capitalise on recreation and sports events as commercial opportunities e.g. Berg River marathon and create of opportunities for canoeing, fishing and water sports • Strengthen tourism routes between Swartland and neighbouring municipalities • Support tourism as an additional source of income Develop • Support and market tourism routes across municipal boundaries • Delineate zones and routes related to agriculture and tourism & support farm stays and tourism accommodation to these zones and routes. • Development of guidelines for Berg River resorts. • Encourage Film industry uses
Rural Settlements:
• Support farm owners to develop agri-villages for their workers. These erven will become worker owned. The agri-villages can either be on farms or on municipal land in townships. Funding is available for either. Enrol farmworkers on housing waiting list. • Promote urban agriculture: Make land available in urban areas for community gardens. • Harvest storm water to cultivate community gardens. • Develop design and development parameters to protect settlement patterns and visual landscape: Conserve historical town centres often determined by the location of drinking water or a church and grid layout pattern

3.3 Tourism

The growth of tourism is slowing and needs to be supported and expanded through the adoption of a Swartland tourism development strategy as envisaged in the Swartland SDF.

The strategy should look to

- Co-ordinate and link rural, urban and agri-tourism opportunities
- Continue effective management and maintenance of existing tourist attractions and investigate new tourism opportunities
- Invest in and develop tourism infrastructure (roads and existing services) based on environmental impact assessment considerations
- Provide opportunities where the local community, especially unemployed and disadvantaged people can get access to economic opportunities (arts and crafts, local guides, local food)
- Conserve the pristine coastline and provide formal public access to limit the impact on the environment
- Strengthen and expand tourism routes, festivals (e.g. Rocking the Daisies) and events (e.g. Berg River Canoe Marathon)
- Support agri-tourism opportunities on farms especially in the hills along the Diep and Berg Rivers
- Support and develop socio-economic resources such as wildflowers, unique natural vegetation and existing parks, historical and cultural heritage, landscapes and coastline
- Map farms offering tourism opportunities and link them as part of wider tourism routes.

3.4 Regional Proposals

Regional proposals according to the five objectives follow below as well as Strategy Maps:

- a) Objective 1: *Grow economic prosperity* and facilitate economic sector growth (including mining, agriculture, tourism, commercial and industry) [Economic Environment]
- b) Objective 2: *Proximate convenient and equal access* [Economic Environment]
- a) Objective 3: *Sustain material, physical and social wellbeing* [Social Environment]
- c) Objective 4: *Protect and grow place identity and cultural integrity*. [Built Environment]
- d) Objective 5: *Protect ecological and agricultural integrity* [Biophysical or Natural Environment]

Objective 1: Grow economic prosperity

Themes/ Foci: Mobility & economic links

To Protect:

Renew existing transport infrastructure according to agricultural landscape conservation guidelines.

To change:

- Support railway service as alternative in the agricultural and tourism industries

To Develop:

In rural and urban areas with economic potential, develop opportunities and promote growth in the following:

Strengthen transport corridors and modes of transport (airport – ward 7) at regional and district levels supported by the associated infrastructure (i.e. service stations, distribution centres)

- transport nodes (south of Malmesbury, R45 – close to R46 junction, start of R46 – Hermon, N7 – Moorreesburg, Koringberg, R45 – N7 crossing, R45)
- development nodes (R27 – R315 crossing, R27 - Vygevelei, R45 – N7 crossing)
- agri-tourism routes: R307 (Darling to Mamre), R315 (Darling to R27 crossing), R46 (Hermon to R45 crossing), DR 1111 (Ou Kaapse (weg) Meander) to enhance the benefits of the municipal area as a connector between the Cape Metropole, the West Coast (R27, 45 & 46) and towards the Northern Cape (N7).

Strengthen Regional roads – that provide links between main towns as well as with surrounding areas such as West Coast Region, Berg River region, Boland Region and Cape Metropole – support the development of transport nodes along these routes and improve mobility between rural and urban areas: Dual carriage way: N7; Freight Routes: N7, R7, R45 and R46.

Strengthen access to economic links – maintenance and upgrading of existing road network, municipality to engage proactive manner with provincial road department to ensure adequate links are established: R45/46/N7 link, R45/N7/R311 link, R45/R311 link, N7/R44 link, R311/R44 link, R46/R44 link, R302/R45 link, proposed airport, Upgrading of R315 and R 307

N7	Optimise links to markets (Cape Town & Windhoek): Dual carriage way between Cape Town and Malmesbury increased accessibility & reduce travel time Support N7 as regional links improving mobility and connections with markets in the Cape Town Metropole. Develop nodes at N7 intersections and where SANRAL criteria allow nodes. - Nodes that blend in with surrounding agricultural landscape - Nodes focus on tourism and agricultural development and support services Optimally utilise internal alternative road network providing new access points to the N7 as a result of the upgrade to the N7. Upgrade of Malmesbury (N7) Hopefield Road (R45) intersection Public Transport on N7: Determine the viability of a reliable public transport service along the N7 between Malmesbury and Greater Chatsworth as well as between the Greater Chatsworth areas, Atlantis and Cape Town to increase the mobility of the local community. Determine the viability of a reliable public transport service along the N7 between Malmesbury
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	and Greater Chatsworth as well as between the Greater Chatsworth areas and Atlantis and Cape Town. Increase the mobility of the local community.
R311	Strengthen regional links with West Coast, Hopefield (R311 and R45), Riebeek Valley (R311) and adjoining municipalities including Berg River, Drakenstein and Cape Metropole (to increase mobility in the area) Strengthen the link between N7 & R45
R311	Strengthen link between N7 & R45 Strengthen link with West Coast, Hopefield (R311 and R45), Moorreesburg (R311) and adjoining municipalities including Berg River, Drakenstein and the Cape Metropole
R45	Strengthen link between Drakenstein and West Coast across Swartland and intensify link between Malmesbury and Vredenburg/Saldanha via Hopefield. Maintain road network, although in good condition
R45 & 46	Strengthen link to Drakenstein, Witzenberg and West Coast Complete link road north of Malmesbury: R45 with N7 and R45 to Hopefield/Saldanha IDZ; link to Drakenstein and Ceres (R45 & 46). Maintenance of road network
R27	Link Cape Town in the south to Saldanha IDZ in the north west across Swartland (increased accessibility & reduced travel time): Optimise links to markets (Cape Town & Windhoek) Promote node development at intersection with R315. Link to West Coast National Park and Blaauwberg Nature Reserve
R315	Strengthen R315 & N7 as regional links improving mobility and connections with markets in the Cape Town Metropole: ensure Darling, Mamre and Atlantis benefit. Strengthen link between West Coast (R27) and Malmesbury via Darling is also part of the main tourism route in the Swartland between the Riebeek Valley and the West Coast (Yzerfontein). Continue maintenance of road network
	Develop pedestrian/bicycle route along the R315 from the intersection with the R27 to Yzerfontein
R315 & R307	Strengthen R307 link from Darling to Mamre and gravel road to Moorreesburg.
R304	Strengthen Link between Malmesbury and northern suburbs, Durbanville, Stellenbosch and N1. Maintain road network Strengthen R304 & N7, as a regional link, improve mobility and connections with markets in the Cape Metropole. Develop transport nodes along R304 and N7
R311	Strengthen as regional link with Ward 3 through Riebeek Valley to R45 (West Coast) across N7 at Moorreesburg.
R1111	Capitalise on upgraded Old Cape Road from Malmesbury to Philadelphia via Kalbaskraal, known as the Divisional Road 1111: Develop the Swartland Meander as a scenic route within the agricultural landscape.
Transport Nodes	Safeguard the intersection between the R27 and the R315 by making it more visible. A tourism node could provide visible supporting services.
Railway	Support private operators to provide alternative transport between Malmesbury & Moorreesburg Implement and strengthen special train trips: - between Moorreesburg & Koringberg (Grain and Canola fields, rolling hills and railway line to Bitterfontein) - from Cape Town to Darling and Hopefield during the flower season.

Themes/ Foci: Areas with economic potential, alternative and intensive uses (agriculture), sustainable mining, urban & rural based tourism

To Protect: • Protect and conserve the agricultural landscape through development guidelines. • Prevent mining and forestry where these activities are counterproductive, and in particular sand mining (Ward 4, 6 and 7). • Support the development of heritage facilities as tourism destinations: Mission Station Cultural Route : Darling – Mamre	To Develop: In rural and urban areas with economic potential, develop opportunities and promote growth in the following: • Regional and local agricultural service centres (Malmesbury – wards 8, 9, 10, 11, Moorreesburg – ward 1, 2, 3, Darling – ward 5, 6 and Riebeek Kasteel & West – ward 3) such as • Yzerfontein rural corridor, intensive rural development corridor south of Malmesbury along N7 including agricultural industries. • Aqua & marine culture and eco-tourism at Yzerfontein. • Agri & eco-tourism at Koringberg, Riebeek West, Diep River corridor/ meander, Riverlands, Chatsworth, Darling, Kalbaskraal and Riebeek Kasteel) • Strengthening and support of the agri-tourism industry (improve accommodation facilities on farms, development of niche products, develop hiking and mountain bike trails, support agricultural festivals in the region, develop new tourism routes (Wheat route - Koringberg – Moorreesburg – Malmesbury – Direction Durbanville [N7], [R302], [R304] & Moorreesburg to direction Hopefield [R311] & Malmesbury to Hopefield [R45]) (Wine route – Malmesbury – Moorreesburg to direction Piketberg [N7] – to Porterville – Gouda – Hermon [R44] – to Riebeek Valley & Malmesbury [R46] – to Darling [R315] & direction Durbanville [R302 & 304]) (Swartland Meander route: Yzerfontein – Darling – Malmesbury – Riebeek Kasteel – Hermon [R315 & R46] & Malmesbury – Philadelphia [DR1111] & Darling to Mamre [R307]). (Agricultural Landscape Route: Riebeek to direction Porterville & Moorreesburg to Koringberg), support farm stalls, involve more people in the tourism industry) • Grow Swartland as part of the bigger West Coast region: Birdlife – Dassen Island; Wildflowers – Darling, • Support economic incentives to stimulate growth. • Support alternative uses of farms. Re-orient the existing agricultural model to allow for the creation of smaller agricultural units in rural areas.
To change: • Grow and diversify agricultural sector (Area 18 – Atlantis hills - wine, Diep and Groen River – vegetables & fodder, Paardeberg – wine, Rooidraai – wine, Riebeek berg & valley – wine & deciduous fruit, Broodkraal – table grapes) by means of product development and new market development (Current products and current markets i.e. labelling, niche products, bio fuel, develop agricultural service industries, strengthening supply chains, job creation); • Grow and diversify agricultural sector by means of diversification (Area 15 & 16, 17 and Conservation area) (New products and new markets i.e. tourism and Mediterranean climate, alternative energy, utilise unique landscape features for film industry). • Ensure rehabilitation of mines	<u>Public Utilities:</u> • Promote communication corridors and zones and promote access to information & technology • Develop communication network facilities/ data centres/ telecommunication towers in rural areas and on farms • Support the provision of improved communication networks to rural areas and farms – to give people living and working on the farms easy access to internet services and access to information

not previously rehabilitated. • Develop conservation areas as tourism destinations: Conservation Route (R27); Flower Route: Darling – Hopefield; Conservation & Heritage area: Paardeberg & Kasteelberg Conservation Area	(information services) and more job opportunities • Promote and determine alternative energy development zones. • Identify all mineral and geological sources with mining potential and determine which of these sources are suitable based on the extent of environmental degrading it will cause and the ability to prohibit such degrading. • Assign land use parameters to suitable resources and support the land use changes required for excavating natural resources, applying sustainability norms, mitigate existing impacts, effective rehabilitation and alternative transportation to dispatch product. • Strengthen communication network – improve access to information in rural areas and support development of information centres on farms • Support the development of water resources for sport and recreation: Sports & recreational tourism: Berg River & Diep River. • Strengthen existing tourism facilities & infrastructure in urban area • Support infrastructure that will support the local tourism industry • Develop unique tourism information boards for the towns
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Objective 2: Proximate (Close) convenient and equal access	
Themes/ Foci: Smart growth, adequate development areas for public and private residential development, adequate social infrastructure	
Facilitate smart growth of Swartland towns	
To protect Protect the unique sense of place and character of each urban area in future developments.	To develop - Ensure that infrastructure planning and development supports the smart and effective growth in urban areas. - Promote urban renewal through the development of effective smaller business nodes and upgrade of facilities in previously disadvantaged areas. - Consider the impact of proposed road and infrastructure links on the urban form and future development potential of areas. - Support restructuring of the towns through support of provision of integrated social and economic services in all communities.
To change - Support the development of mixed uses along activity streets to support better integration and linkages between areas. - Support the land use management principles included in SPLUMA and LUPA for planning of more integrated and effective urban areas. - Support social and physical integration of previously segregated areas through the provision of linkages and development of social facilities and economic opportunities in strategic locations between these areas.	
Provide adequate development areas for public and private residential development.	
To change - Support the provision of future subsidised housing developments only in towns with a high potential to support sustainable communities i.e. Malmesbury, Moorreesburg, Riebeek Valley and Darling – but not limited to. - Support new housing models and typologies to promote densification and secure land tenure to accommodate a variety of income groups and densities. - Support the provision of housing and security of land tenure for farm workers in urban settlements through existing subsidized housing projects.	To develop - Identify future residential growth areas to accommodate future demand and growth. - Identification and development of Restructuring Zones for Social Housing in all Swartland towns. - Provision of adequate land in sustainable areas for private and public residential development. - Address spatial justice – provide access to affordable land and housing for all.
To protect The built and natural environments in towns	

Provide adequate social infrastructure

To Develop:

- Identify sites/areas for future social infrastructure.
- Support the development of early childhood education facilities within the residential neighbourhoods identify strategic sites to allow for the provision of consolidated and centralised social and sport infrastructure in highly accessible nodes (e.g. Sport complexes combine together in areas where community facilities such as the Thusong centres are provided, for better efficiency).
- Enhance public areas through urban design and landscaping features.
- Support safe living environments in poorer communities through planning and provision of infrastructure.

To change:

- Upgrade public areas within previously disadvantaged areas to support sustainable and safe communities through providing safe pedestrian routes, adequate street lighting & public parks.
- Provide public and social facilities in accordance with development parameters
- Support utilisation of urban design and landscaping features to enhance the public areas
- Investigate the expansion of tertiary education facilities in the Swartland
- Provide adequate social infrastructure for services in previously disadvantaged communities.
- Develop social services to develop human potential: supporting mobile services to be provided in rural areas, including mobile clinics, early childhood education facilities, mobile libraries, firefighting, ambulance service, busses and taxis, law enforcement.
- Develop social supporting services (crèches, sport facilities, community halls) on larger high density farms
- Maintain farm schools to ensure easy access to education.
- Support improved mobility in rural areas.
- Support access for farm workers to all levels of adult education facilities.
- Identify and provide identification of safe/all-weather bus/taxi stops along main transport network to serve the rural community.
- Enhance mobile services to rural communities

Objective 3: Sustain material, physical and social well being

Foci/ Theme: Disaster, risk, infrastructure

Provide sustainable infrastructure

To protect

- **Water** – Plan for, provide and maintain adequate water resources, water storage capacity and networks
- **Sanitation** – Maintain and expand bulk infrastructure

To change

- **Waste** – Investigate transfer stations along major routes and at large farming operations; Investigate recycling of domestic and garden waste
- Address potential impacts of climate change.

To Develop

- **Electricity** – Plan for future urban expansion. Generate alternative energy: Darling Yzerfontein – wind zone; Malmesbury Moorreesburg – wind zone and north south solar zone (Kalbaskraal to Koringberg)
- Maintain and expand transport infrastructure
- Provide for adequate bulk infrastructure
- Plan areas to prevent the impact from identified man-made and natural risks.

Manage and reduce natural and man-made disaster risks.

To Develop:

- Identify sites/areas for future social infrastructure
- Support development of early childhood education facilities within residential neighbourhoods
- Identify strategic sites for consolidated and centralised social and sport infrastructure in highly accessible nodes (e.g. Thusong)

To change:

- Upgrade public areas within previously disadvantaged areas (pedestrian routes, street lighting, parks)
- Support utilisation of urban design and landscaping features to enhance public areas
- Investigate the expansion of tertiary education facilities in the Swartland

Objective 4: Protect and grow place identity and cultural integrity

Protect and develop Cultural and Heritage significant features

To Protect:

- Protect the agricultural landscape when developing transport corridors. Develop design guidelines
- Protect and promote the agricultural landscape by growing appropriate crops according to the seasons, promoting independence from mainstream crops and livestock production through smaller farm units, alternative land uses promoting conservation of natural and endangered vegetation and alternative income for farmers i.e. resorts and agri-tourism
- Protect critical biodiversity. Develop appropriate guidelines
- Protect unique character of towns
- Natural areas within towns.
- Protect critical Biodiversity Areas, ecological corridors and ecosystems.
- Protect unique natural and manmade landscape features and structures.
- Protect scenic routes and vistas.
- Protect heritage features and landscapes.

To change:

- Limit water erosion through protective preparation methods and the planting of perennial crops
- Address loss of, and impact on cultural & heritage resources and improve information about assets
- Improve roadside signage and buildings in sensitive landscapes
- Promote the landscape features of the Swartland as part of the tourism attraction
- Utilise heritage resources as assets that need protection and can be utilised as a tourism attraction.

To Develop:

- Develop unique gateways/entry point features to towns
- Identify Heritage precincts on farms and in towns to ensure appropriate development
- Develop support infrastructure and spaces for festivals, events and celebrations
- Support the development of integrated towns
- Limit the impact of development and urban growth on significant landscape features
- Identify scenic routes and develop special management guidelines.
- Develop a heritage route(s):

Grain Route	Establish a grain route around and between Koringberg, Moorreesburg, Riebeek Valley, Malmesbury and Darling and surrounding rural areas. Include farms, silos, mills, museums (particularly Moorreesburg Museums, one of three grain production museums), and industries that tell the story of grain production in the Swartland. Restore historical Moorreesburg grain mill. Include lime kilns at Yzerfontein and springs (water) at Koringberg (spring on Brakfontein, used by Khoisan leader, "Harry die Strandloper), in and around Malmesbury (De Bron, spring in Lewis Store and Schoonspruit), in Abbotsdale (still being use for doing washing) and Yzerfontein, Extend grain route across and between municipal boundaries (Drakenstein, Berggrivier & City of Cape Town). Promote different modes of movement including a tourist train route between Paarl (Drakenstein) and Porterville (Berggrivier) via Riebeek Valley (across municipal boundaries)
Wine & olive route	Promote Koringberg, Riebeek Valley, Paardeberg and Malmesbury and Darling as tourist destinations representing classic and Garagiste wineries: Promote Biodiversity and Wine Initiative supported by well-known cellars like Grootte Post, Cloof Wine Estate, Darling Cellars and Alexanderfontein, Allesverloren, Pulpit Rock, Mullineux & Leeu Family Wines, Riebeek Cellars and Kloovenburg and cellars in the Paardeberg. Support and strengthen Riebeek Valley-Yzerfontein, West Coast route along the R 45 and R315, as main tourist route in Swartland (east west direction) as it links to the R27 and the Swartland Meander (Old Cape Road), (north south direction). Protect the natural Swartland wine landscape with Kasteelberg, Koringberg, Darling Hills, Boland mountains and Berg River meandering on the western boarder and Paardeberg (as ecotone where three biomes meet) as backdrop to wineries. Establish intensive rural development corridor as a tourist destination with the Swartland Meander (from Malmesbury to Philadelphia on Old Cape Route) as the main tourist route in the corridor.
Outdoor Sport & Recreation Route	Development of a Swartland Outdoor Sport and Recreation route: Encourage outdoor activities (recreational opportunities (hiking and mountain biking, bird watching, wild flower, horse trails and fishing and water sport (e.g. canoeing on Berg River)) and create hiking trails, mountain bike trails on farms, public and private nature reserves: in and around Paardeberg, in Paardeberg Reserve linked to Proseleinberg (Ward 12), Kasteelberg and Tontelberg (Ward 3)), Greater Chatsworth and Riverlands Nature Reserve and Greater Chatsworth area, linked to Pella Reserve.
Religious route (6)	Develop a religious route including church towns and mission stations: Malmesbury (c1743) (oldest church town in Swartland), Moorreesburg (c1898), Darling (c1853), Abbotsdale (c1856), Riebeek West (c1858), Riebeek Kasteel (c1863), (the church museum is in Riebeek Kasteel), Kalbaskraal (c1898) and Koringberg (c1923), Greater Chatsworth's and Darlings connection to Mamre Mission Station (R315 and 307 link)(across boarder) and across municipal boarder to Goedverwacht and Wittewater.
Spring flower & Wild flower route	Strengthen Spring and Wild flower route and include public and private nature reserves and surrounding natural areas: Tienie Versveld Wild Flower Reserve, Darling Renosterveld Reserve and Groenekloof Reserve, Paardeberg. Extend Wild Flower and Nature Reserves and Wild Flower route between Darling and

	Yzerfontein. Develop scenic route from Malmesbury via the R304 to Philadelphia (Swartland Meander). Include the Riverlands Nature Reserve and surrounding natural areas. Develop the Darling Wildflower Society Centre and Herbarium and educational facility on the Groenekloof Reserve. Harvest wild flowers as activity forming part of spring flower route attraction
Swartland Meander	Develop a Swartland Meander along the Old Cape Road as the eastern edge of the Intensive Rural Development Corridor. Allow for more tourism related facilities to develop around these routes (accommodation, recreation facilities, agri-processing and selling of products venues, etc.) Promote and strengthen as a prominent agri-processing related tourism destination in the Swartland.

Objective 5: *Protect ecological and agricultural integrity*

Support food security

To Protect:

- Protect agricultural landscapes.
- Protect water resources and quality.
- Promote food security.
- Conserve and protect agricultural resources:
 - Ensure no cultivation of virgin land takes place without the written consent of the Minister of Agriculture
 - Ensure no land with a slope of more than 20% will be cultivated without written consent of the Minister of Agriculture
 - Ensure cultivated land is effectively protected against water and wind erosion
 - Ensure the vegetation in a marsh or water sponge or within a floodplain will not be used should its use cause harm to agricultural resources
 - Ensure productive agricultural land is kept for agricultural purposes

To change:

- Ensure that locally produced agricultural products (in mass or small scale) receive preference
- Promote innovative land reform models
- Foster innovative food production and diversification
- Revitalise the rural economy to address poverty and improve access to local economy

To Develop:

- Identify areas with low, medium and high potential agricultural soil close to urban development.
- Promote agricultural units of different sizes (small agricultural units (20-50 ha), small holdings (5-20 ha) and extensive residential holdings (<5ha)).
- Strengthen associations to promote community participation in local development issues and to determine land use-/ zoning guidelines.
- Establish an Intensive Rural Corridor along the N7 south of Malmesbury and along the R315 from R27 crossing towards Yzerfontein.
- Identify potential areas within urban areas to be utilised for community gardens in Darling, Koringberg, Moorreesburg, Abbotsdale, Chatsworth, Riebeek Kasteel and Riebeek West.
- Re-orientate existing agricultural model to allow for the creation of smaller agricultural units in rural areas.

Align development with bio-regional land use initiatives. Ensure sustainability

Protect water resources and water catchment areas

To Protect:

- Protect and maintain water sources especially boreholes and rivers against sewerage
- Maintaining water catchment areas by especially removing alien vegetation
- Protect aquatic and associated ecosystem and biological diversity: the Berg, Diep and Groen Rivers to be classified as water zones
- Utilise the Hydrological report from the Status Quo of the SDF to inform decisions regarding development of above ground activities in particular along the coast (Grootwater) and at Elandsfontein.

To Develop:

- Address the lack of water (Western Cape population reached 3.5 million in 1986, the saturation point for water sources) through protecting water sources, maintaining water catchment areas, and maintaining water source quality and groundwater
- Save water through water harvesting, effective sustainable and beneficial use of water, building storage dams for winter water, reuse water and storm

To change:

- Ensure current basic water needs and future needs of communities in the Swartland are met
- Plan for the potential impact of climate change – Investigate alternative water resources to alleviate water shortages during droughts

water (industrial use, irrigation of golf courses, vineyards, and in community gardens), promote the use of water tanks at people's homes and monitoring irrigation schemes

- Allow for alternative energy generation (wind/sun/water), harvesting of wild flowers and wildlife in sustainable way and uses to support agri-tourism such as resort developments in conservation areas, etc.

Protection the natural environment in the Swartland.

To Protect:

- Protect natural assets and resources including; biodiversity, topography, soils and water resources, geology, hydrology
- Develop in accordance with the identified bio regional planning categories e.g. Core Areas (Dassen, Contre, Kapok, Bonte, Klip, Katkop, Paarde, Porselein, Kasteel, Konon, Tontel, Neulfontein se Berg, Goudmyn se Berg, Oshoekkop, Byeneskop, Wolfkop, Swart and Koring mountains), Buffer Areas (Koring-Paardeberg corridor and Dassen-Klipberg Corridor), Intensive Agricultural (Riebeek Valley, Broodkraal) area and urban development.
- Officially categorise Kasteelberg, Swartberg, Koringberg "koppie", Wolfkop, Byeneskop and Oshoekkop, Darling Hills, including Klipberg, Katkop, Kapokberg and Contreberg and all Public and Private Nature Reserve as Core 1 and 2 areas.
- Protect critical Biodiversity Areas, ecological corridors and natural habitats.
- Promote Kasteelberg Conservancy and West Coast Conservation Corridor enhancing land management

To change:

- Consider CBA areas in development applications
- Enhance Nature Reserves: Pela, Riverlands, Paardeberg, Kasteelberg, Jean-Pierre, Hans Gift, Riebeeks River and Tienie Versfeld Nature Reserves.
- Provide for ecological links to support connectivity between habitat areas.
- Recognise the potential threat of climate change.
- Establish landscape and Buffer area or climate change corridor from Koringberg & Swartberg hills (Ward 1) across Tontel, Kanonberg & Swartberg (Ward 3 & 4) including Kasteelberg, Porseleinberg & Paardeberg (Wards 12 & 7) and Darling Hills (Ward 6) that links with

To Develop:

- Support the development of Open Space Networks and Conservation Corridors in urban and rural areas to protect natural habitat areas: Conservation Corridors: Dassen, Contre, Kapok, Bonte, Klip, Katkop, Paarde, Porselein, Kasteel, Konon, Tontel, Neulfontein se Berg, Goudmyn se Berg, Oshoekkop, Byeneskop, Wolfkop, Swart and Koring berge.
- Support development of capacity for environmental awareness and education
- Develop an Environmental Management Plan for the Swartland
- Implement stewardship programmes in conservation areas.
- Effect management and conservation of catchment areas, clearing of alien vegetation, wetland and river management.
- Develop eco-tourism opportunities and increase awareness.
- Ensure risk and disaster management plans.
- Conservation of natural, cultivated & built Swartland landscape.
- Establish buffer conservation area along mountain corridors to ensure effective conservation and management of natural vegetation remnants
- Support landscape features including heritage elements, old farmsteads and tree lanes.

Dassenberg and the West Coast Conservation Corridor, West Coast Nature Reserve in the north and Blaauberg Reserve (Cape Town Metropole) to the south

- Address potential treats to the natural environment.

CHAPTER 4: Spatial Planning Proposals: Settlements Overall and Land Demand and Supply

The Western Cape Growth Potential Study (2014) determined the growth potential and socio-economic needs of settlements in the Western Cape outside of the Cape Town metropolitan area. The study identifies the growth potential of the Swarthland municipal area as High (63) in relation to the Western Cape, as is the case for other adjacent municipalities to the Cape metropole. At a settlement level Darling, Koringberg, and Yzerfontein have a Medium growth potential with Moorreesburg, Riebeek Kasteel and Riebeek West having a High potential and Malmesbury a Very High potential.

The spatial demarcation of urban edges, settlement patterns and the identification of agricultural and conservation areas serves to protect spaces whilst unlocking opportunities. Different land uses can either harmonise or be conflicting. Hence the Western Cape Provincial Spatial Development Framework (2014) policies that promote smart growth in towns to ensure sustainable liveable settlements, which inform the proposal to follow:

- **Policy S1:** *Protect, manage and enhance the province's sense of place, heritage and cultural landscapes* by promoting smart growth ensuring the efficient use of land by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements.
- **Policy S3:** *Ensure compact, balanced & strategically aligned activities & land use* by prioritising rural development investment which will acknowledge the important economic underpinning of agriculture, fishing, mining and tourism.

A summary of proposals for the Swarthland settlements follow in the matrix below according to the qualities of good performing settlements. These qualities arise from the application of structural tools and spatial planning principles.

Towns	Malmesbury, Moorreesburg	Riebeek Kasteel, Riebeek West, Darling	Chatsworth Riverlands	Koringberg, Kalbaskraal	Yzerfontein
Settlement Status	Service Centre	Rural Towns	Rural Settlements	Rural Villages	Coastal Resort
Economic Base	Agri services & processing	Residential, agri-services, tourism	Residential	Residential	Residential
Opportunity generation	Support agri-processing	Agri & eco-tourism, cultivation & processing of “niche products”	Rural residential, eco-tourism, conservation (cultural & natural)	Rural residential; Urban agriculture with irrigation. Agri & eco-tourism, cultivation & processing of “niche products”.	Promote aqua marine cultivation & coastal tourism
Convenient & equal access	Density Norm: 13 Du/ha	Density Norm: 8 Du/ha	Density Norm: 10 Du/ha	Density Norm: 4 Du/ha	Density Norm: 9 Du/ha
Resource Frugal	Minimum Erf Sizes: 400m ² – 700m ² , 500m ² , 260m ²	Minimum Erf Sizes: 500m ² , 1000m ² , 2000m ² ; 500m ²	Minimum Erf Sizes: 400m ² ; 500m ²	Minimum Erf Sizes: 400m ² – 1000m ² , 500m ²	Minimum Erf Sizes: 500m ²
	Subsidized, Rental & GAP housing	Subsidized & GAP housing	Subsidized & GAP housing	Subsidized & GAP housing	Holiday Housing
Institution frugal	Functional & Social Integration: Social & commercial services along activity streets: Wesbank, Ilinge Lethu, Abbotsdale, Develop between Malmesbury & Abbotsdale incl. community sports facilities Reinforced commercial uses in Rosenhof, Safe pedestrian & cycle route along Main Road Centrally located community node between Moorreesburg & Rosenhof	Functional & Social Integration: Better located social & commercial services in northern (Darling) precinct/ new housing projects/ (Riebeek Wes) projects/ Esterhof (Kasteel); Development reinforced along route & pedestrian walkway between Esterhof & Kasteel A central community sports facility in Wes	Functional Integration: Create a central node with social infrastructure and transport route between Riverlands and Chatsworth	Functional Integration: Improve social infrastructure in central location	Functional Integration: Social infrastructure for retired community

Choice: variety & diversity	Functional Integration Mixed uses along Bokomo/Darling Way to integrate Malmesbury and Wesbank & along link road between Rosenhof & Moorreesburg	Mixed used along activity streets and link roads: Darling, Riebeek Kasteel & West	Mixed use along transport route between Riverlands and Chatsworth		Mixed & alternative uses along activity streets
Quality of place/ Timeless	Grid layout in the historic core adjacent to the Diep River	Grid layout	Grid layout	Grid layout	Linear layout following coast line
Aesthetically appealing (Sensory qualities)	Social Integration: Open space network along Diep & Platteklip Rivers	Social Integration: Central plain between north & south Darling		Social Integration: Diep River open space system extended to Kalbaskraal	Social Integration Open space system linking coastline & natural vegetation
Resilience: withstand stress, survive, adapt, bounce back	Sufficient electrical and civil services to accommodate interruption	Sufficient electrical and civil services to accommodate interruption			

Settlement Status and Economic Basis

Urban and indirectly rural development is dictated by settlement status and economic basis. The 2006 assessment of towns in the West Coast (van der Merwe 2006) assigned a settlement status and economic basis to each town. This was used to generate overall development proposals (opportunity generation).

Densification

Densification ensures optimal use of land and efficient use of infrastructure and services. Densification is strongly promoted in all towns in terms of the strategy of the town and the character of the neighbourhood.

The Provincial Spatial Planning Theme *Developing Integrated and Sustainable Settlements* in the Western Cape Provincial Spatial Development Framework of 2014, relates specifically to the development of sustainable settlements. One of the Provincial Spatial Policies under this theme namely **Policy S5: Ensure Sustainable, Integrated and Inclusive housing planning and implementation** specifically promotes increased densities of settlements and dwelling units in new housing projects. The policy further promotes a *wider range of housing opportunities with regards to diversity of tenure, size, density, height and quality* to allow for the upward mobility of households.

Heritage resources should be taken into account so that they are not destroyed. (Western Cape Provincial Spatial Development Framework: *Settlement Restructuring: An Explanatory Manual*, March 2009: p 6)

To protect the unique character of towns, densification targets are set for each town, mindful of transport infrastructure, biodiversity, heritage resources, open spaces, flood lines and services capacity.

The proposed densification targets as identified for each of the towns (2012) are as follows (See also settlement proposals per town: residential and accompanying maps)

Table 3: Proposed densification targets for Swarthland towns

Towns	2016 du/ha	Average Density Targets du/ha		
		2017	2022	2027
Malmesbury	10.8	12.4	14.9	17.9
Abbotsdale	6.8	7.5	7.9	8.3
Moorreesburg	5.2	6.0	6.9	7.9
Darling	6.8	7.5	7.8	8.2
Yzerfontein	8.3	9.1	10.5	12.0
Riebeeck Kasteel	8.2	8.5	8.5	8.5
Riebeeck West	7.4	8.1	8.3	8.4

Koringberg	4.9	5.3	5.4	5.5
Kalbaskraal	3.0	3.4	3.9	4.5
Chatsworth	8.8	10.3	11.1	12.0

Table 4: Minimum Single Residential Zone 1 erf sizes were endorsed by the Swartland Council in November 2013

Swartland Towns	Minimum Single Residential Zone 1 erf size	Swartland Towns	Minimum Single Residential Zone 1 erf size
Malmesbury Neighbourhoods		Other towns	
Amandelrug	400m ²	Abbotsdale	500m ²
Bergsig (A1 on plan*)	500m ²	Chatsworth	400m ²
Bergsig	400m ²	Riverlands	500m ²
De Molen	400m ²	Kalbaskraal	400m ²
Garden Village	500m ²	Kalbaskraal (B1 on plan*)	1000m ²
Newclair	500m ²	Koringberg	500m ²
Panorama	700m ²	Moorreesburg	500m ²
Sunnyside (A2 on plan*)	500m ²	Moorreesburg (C1 on plan*)	1900m ²
Sunnyside	260m ²	Moorreesburg transition zone (C2 on plan*)	600m ²
Wesbank	260m ²	Riebeek Kasteel	500m ²
Wesbank (A2 on plan*)	500m ²	Riebeek Kasteel (D1 on plan*)	2000m ²
Wingerd	500m ²	Riebeek Kasteel (D2 on plan*)	1000m ²
Tafelzicht	No further subdivisions	Riebeek West	500m ²
		Darling	500m ²
		Yzerfontein	500m ²
		Ongesund	500m ²
		Only new expansion areas to have minimum erf size of 500m ² with existing town with minimum erf size of 1000m ² in accordance with Ongesund Home Owners Association Constitution	

*There are land use proposal and social amenities maps per town indicating where the minimum erf sizes can be implemented, found under settlement proposals per town.

Restructuring and Integration

The restructuring and integration of towns in the Western Cape is supported by the Western Cape Provincial Spatial Development Framework of 2013 under the theme *Developing Integrated and Sustainable Settlements*. The specific spatial policies that relate to the restructuring of towns are:

- **Policy S1:** *Protect, manage and enhance the provinces sense of place, heritage and cultural landscapes* by promoting smart growth ensuring the efficient use of land by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements

- **Policy S3:** *Ensure compact, balanced and strategically aligned activities & land uses to target existing economic assets as levers to regenerate and revitalise settlements. The policy further supports functional integration and mixed uses as key components for achieving improved levels of settlement liveability and counter the spatial patterns created by apartheid. The identification of Integration Zones should be prioritised in urban settlements.*
- **Policy S5:** *Ensure sustainable, integrated and inclusive housing planning and implementation and that housing delivery be aligned with Integration Zones and Social Housing Restructuring Zones.*

The “Built Environment Support Programme”, a combined initiative by the Western Cape’s Department of Human Settlement and Department of Environmental Affairs and Development Planning and several WCPSDF policies (as listed in Annexure 4) supports convenient and equal access.

Restructuring of towns can be achieved through functional integration:

Implement the “within walking distance” principle (walking distance norm: 20 minutes/1 kilometre) for at least 50% of all social amenities or facilities. In older established areas, integration of infrastructure can be achieved through the rezoning of residential erven within these communities. The same applies for the provision of secondary business nodes in subsidized precincts.

If infrastructure and services are present, densification and reinforcement (mixed use) should be supported.

In the Swartland towns much functional integration has already happened. Most communities are located within 20 minute walking distance from commercial and social infrastructure.

Restructuring of towns can be achieved through socio economic integration:

Position social services and infrastructure centrally for sharing by various communities, for example - sports fields, market squares, open space networks such as rivers and natural areas including social spaces like picnic areas.

Provide a variety of housing types, especially around the centre of town and if required, upgrade or replace infrastructure.

Encourage different income (social gradient) and property values between adjacent areas.

The following functional and social integration is proposed:

		Integration			
Wards		Functional Integration	Social Integration	Provision of bigger variety of housing types	Spatial Integration
Wards 8 to 11	Malmesbury/Abbotsdale	More social and commercial services in Wesbank, Ilinge Lethu and Abbotsdale along activity streets within walking distance.	An integrated and active open space network along Diep & Platteklip rivers. Integrated community sport facilities.	Different housing typologies and densities in brown field developments.	Mixed uses along Bokomo/ Darling Way to integrate Malmesbury and Wesbank. Develop between Malmesbury and Abbotsdale.
Wards 1 & 2	Moorreesburg	A safe pedestrian and cycling route along Main road. Commercial uses in Rosenhof reinforced.	A centrally located community node between Moorreesburg and Rosenhof.	Different typologies and densities in brown field developments.	Integrated development along link road between Rosenhof and central Moorreesburg.
Ward 6	Darling	Smaller and better placed social and commercial services in northern section of Darling.	A central community plain along connecting route between northern and southern parts of Darling.	Different housing typologies and densities in brown field developments.	Mixed uses along activity streets. Infill development on vacant land in town.
Ward 12	Riebeek Kasteel	A commercial and social node in Esterhof. Promote formal pedestrian walkways between Esterhof and Riebeek Kasteel.	Development reinforced along connecting route between Esterhof and Riebeek Kasteel.	Different housing typologies and densities in brown field developments. Infill higher density development along connecting route.	Mixed use along link road between Esterhof and central part of Riebeek Kasteel.
Ward 3	Riebeek West	Provision of additional social and community services in new housing project area.	A community sports complex to serve bigger community.	Different housing typologies and densities.	Infill development in areas to support a more effective urban form. Mixed use development along main pedestrian and activity routes.
Ward 3	Ongegend	Limited social services	More efficient use of sports facilities	Different housing typologies and densities.	Infill development on vacant land to support a more effective urban form.
Ward 5	Yzerfontein	Social infrastructure specifically for large retired community.	Integrated community open space system. Link coastline with continued pedestrian walkway.	Different housing typologies and densities.	Mixed and alternative uses along activity roads enhancing tourism and scenic potential.
Ward 4	Riverlands	Central community node, social infrastructure and transport route between Riverlands and Chatsworth.	Central community node between towns where different social activities including sport, recreation and education are provided.	Different housing typologies and densities.	Central community node along the transport route between Riverlands and Chatsworth.
Ward 4	Chatsworth	Central community node, social infrastructure and transport route between Riverlands and Chatsworth.		Different housing typologies and densities.	Central community node and Mixed use along the transport route between Riverlands and Chatsworth.
Ward 7	Kalbaskraal	Improved social	Public areas along Diep	Support subdivisions of	

		infrastructure in central location accessible to community.	River to be integrated into an open space system.	larger erven to increase densities.
Ward 1	Ruststasie	Minimal provision of social infrastructure for surrounding farming community.		

Social and functional integration is achieved mainly through development along main activity routes which include mixed use (a combination of commercial, residential and low impact service industries).

Of note is the land requirement according to the standards for the provision of social amenities:

- 1 crèche / 5 000 persons – 0.08ha
- 1 primary school/ 3 000 – 4 000 persons of 1 000 dwellings – 2.8ha
- 1 secondary school/ 6 000 – 10 000 persons of 2 500 dwellings – 2.6ha
- 1 library/ 10 000 persons of 2 500 dwellings – 0.1ha
- 1 church / 1 000 persons – 0.015 – 0.3ha
- 1 mobile clinic / 5 000 persons of 1 250 dwellings
- 1 community hall/ 10 000 persons/ 2 500 dwellings – 0.2ha
- 1 police station/ 25 000 persons/ 6 250 dwellings – 0.1ha

4.1 Housing

The Western Cape Provincial Spatial Development Framework of 2014 under the Theme *Developing Integrated and Sustainable Settlements* promotes the smart growth and developments of towns and ensures the sustainable, integrated and inclusive planning and implementation of housing with the specific spatial policies that relate to the housing development and delivery:

- **Policy S3:** *Ensure compact, balanced and strategically aligned activities & land uses to target existing economic assets as levers to regenerate and revitalise settlements. The policy further supports functional integration and mixed uses as key components for achieving improved levels of settlement liveability and counter the spatial patterns created by apartheid. The identification of Integration Zones should be prioritised in urban settlements.*
- **Policy S5:** *Ensure sustainable, integrated and inclusive housing planning and implementation that proposes that housing delivery should be aligned with the identification of Integration Zones and Social Housing Restructuring Zones and that all future housing delivery projects are founded on principles of sustainability and based on integrated development planning. The policy also promotes the provision of a wider range of housing opportunities with regards to diversity of tenure, size,*

density, height and quality to allow households to progress as their economic circumstances change over time.

According to Statistic South Africa's community survey, 2016, the Swarthland population increased by 17.5% from 113 762 residents in 2011 to 133 762 residents in 2016, an average annual growth of 3.3%.

The largest demand is for subsidized housing (existing total backlog 15 652 – with the biggest demand in Malmesbury with a backlog of 12 416) as well as more affordable GAP and social housing (1 873) with a lower demand for holiday housing opportunities in the coastal town of Yzerfontein as well as Darling and the towns in the Riebeek Valley which are popular destinations for weekend homes (medium and higher income housing for retirees and holiday homes).

The current housing backlog as per the Swarthland waiting lists for 2016 and 2018 is as follows:

WARD	TOWN	Subsidised housing backlog 2018	Backlog for Affordable/GAP/Social and Flats (2016)
Wards 8-11	Malmesbury (Saamstaan)	3 495	Affordable/GAP – 616
	Ilinge Lethu	3 128	Wesbank Flats – 292
Ward 4	Abbotsdale	903	271 Flats – 46
Wards 1 & 2	Moorreesburg	1 397	-
Ward 6	Darling	2 054	622
Ward 12	Riebeek Kasteel	1170	-
Ward 3	Riebeek West	762	-
Ward 4	Chatsworth	671	26
Ward 4	Riverlands	230	-
Ward 7	Kalbaskraal	533	-
Ward 1	Koringberg	191	-
Ward 5	Yzerfontein	8	-
Other		65	
Sub-Total		14 607	1 873

Table 4: Households on the Swarthland housing waiting list

Bulk Infrastructure

The Western Cape Provincial Spatial Development Framework of 2014 promotes under the Theme *Sustainable use of Provincial Assets* the effective management and use of water as an important natural resource.

- **Policy R2:** *Safeguard inland and coastal water resource, and manage the sustainable use of water.*

This suggests the adoption of an overarching approach to water demand management to maximise efficiencies, optimise storage capacity and ground water extraction and the exploration of desalination in the absence of alternatives. This relates directly to the provision of adequate bulk

water infrastructure in the Swarthland to adequately plan for impact of future droughts and climate change conditions.

The availability of bulk infrastructure and services provides an important contribution to the economy and future development in these towns. Although it is generally adequate, limited further upgrading and development is required to keep pace with new development.

4.2 Land Demand and Supply Projections

SPLUMA requires that the future demand/need for housing and related social and infrastructure services be considered and addressed as part of the SDF to allow for effective and sustainable planning of areas. The spatial proposals for each urban area have considered the demand for land within the short term (5 years) and long term (15-20 year) timeframes.

4.2.1 Population Growth Projections

In order to respond to the demands by a wide spectrum of income groups, the needs and projected demands were established using the demographic information from the 2016 Community Census data as incorporated in the Status Quo report.

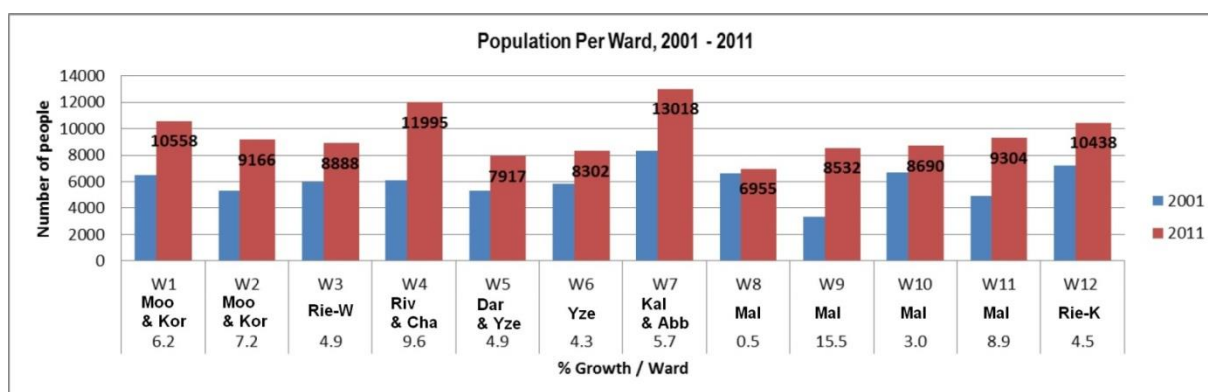
A total number of 29 324 households were living in the municipal area in 2011 (Census 2011). Out of the total population of 113 762 people, 81 504 (72%) live in urban areas while 32 258 (28%) reside in the rural areas. According to the 2016 Community Census the Swarthland population increased from 113 782 in 2011 to 133 762 in 2016, which represents an average annual growth rate of 3.3% in the past five years.

The community profile of the Swarthland is tabulated below:

Table 5: Swarthland Municipality: Community Profile: Population and Households (Source: StatsSA, 2001, 2011 and 2016)

		2001	2011	2016
Population	Total Population	72 115	113 782	133 762
	Population Growth Rate	1.99%	4.56%	3.3%
	15-64 years of age	47 577 (66%)	87 631 (70%)	92 469 (69.13%)
Household	Number of Households	17 403	29 324	39 139
	Average Household Size	3.9	3.9	-
	Female Headed Households	4 316 (25%)	8 384 (29%)	11 890 (30.38%)
	Housing Owned / Paying off	9 815 (56%)	15 337 (52%)	22 045 (56.32%)
	Formal Dwellings	16 254 (93%)	26 068 (91%)	34 648 (88.53%)

The growth rate was 4.56% over the ten year period 2001 to 2011 (StatsSA, 2011). Applying the same growth rate for the next 20 years, the population would increase to 277 529 by 2031(nearly two and half times the current population).



Graph 1: Population per Swarthland Wards (Source: StatsSA, 2001, 2007 & 2011)

4.2.2 Land Demand

To determine the existing demand for housing, the growth rate as well as existing municipal waiting lists need to be considered.

Town	Housing Backlog: Subsidized	Housing Backlog: Affordable/ GAP & Flats
Abbotsdale	903	271 (Flats) 46
Chatsworth	671	26
Darling	2054	622
Koringberg	191	-
Kalbaskraal	533	-
Malmesbury (Saamstaan)	3 495	(Affordable / GAP) 616
Ilinge Lethu	3 128	(Wesbank Flats) 292
Moorreesburg	1 397	-
Riebeek Kasteel	1 170	-
Riebeek Wes	762	-
Riverlands	230	-
Yzerfontein	8	-
Other	65	
Sub-Totals	14 607	1 873

As part of the Built Environment Support Program, a Vacant Land Audit was compiled in 2014 for the urban areas of the Swartland to determine the development potential of vacant land within the Swartland towns.

Land for future growth is under-provided for at 352.7ha. This calculation should be confirmed once the Human Settlement Strategy has been confirmed and the number of erven to be developed has been established.

Land required for future settlement development is tabulated below:

Table 6: Additional land required in Swartland urban areas

WARDS	1 & 2	3	4	5 & 6	7	8 – 11	12	Total
Land Required for:	Moorreesburg	Riebeeck West	Riverlands & Chatsworth	Darling & Yzerfontein	Kalbaskraal & Abbotsdale	Malmesbury	Riebeeck Kasteel	
Subsidized Housing	140.1	46.5	37	131	76.4	360.2	41	832.2
Affordable Housing	156.5	39.8	29	117.3	55.5	256.6	30.6	685.3
Private housing	138.7	35.3	20.4	103.6	20.8	270.5	100	689.3
Total Land Required 5 years	35.2	19.8	17.7	57.7	37.5	130.3	23.1	<u>321.3</u>
Total Land Required 20 years	423.3	121.6	79.3	351.9	152.7	757	171.6	<u>2 206.8</u>
Land as per SDF	127.9	75.8	31.7	389.4	59.7	1 110.1	59.5	<u>1 854.1</u>
Shortfall	307.4	45.8	54.7	(37.5)	93	(222.8)	112.1	352.7
* All areas given in hectare (ha)								
* Koringberg (Ward 1 and 2) not included in Vacant Land Audit								

4.2.3 Land Supply

A vacant land audit was completed for the Swartland towns during 2014 as part of the Built Environment Support Program (BESP) initiated by the Department of Environmental Affairs and Development Planning. The vacant land audit identified all vacant or derelict land within the urban edge of the different Swartland towns and acts as an instrument for easy land identification for future development and growth. The audit is also seen as an instrument aimed at stimulating economic growth, social upliftment and integration in the Swartland towns. The audit is closely aligned to the Human Settlement Plan of the Swartland 2012-2017,

and has as its objective the identification of suitable land for all different categories of housing, commercial and industrial developments. The audit forms part of the Addendums to the Swartland SDF and is an important reference tool for strategic planning and developers. The vacant and/or developable land in each town was identified and analysed according to the agreed criteria, which include:

- Property description, Size, Ownership, Title deed number
- Zoning, Land Use, Occupancy
- Spatial Development Framework compliance
- Constraints (servitudes, restrictive title conditions, topography, environmental, accessibility and serviceability)
- Developable size and Development Proposals

The total area of the vacant land within the urban areas has been incorporated as part of the land supply of the Swartland Towns for their calculations for determining adequate land availability for accommodating future growth.

4.3 Urban Edges

Acknowledging the spatial importance afforded to urban edges to guide and control orderly development of the built environment, the existing edges as approved in the Swartland Spatial Development Framework of 2012 were revised according to the growth potential and requirements of each town. These proposed urban edges for the 2017-2021 Swartland Spatial Development Framework provide the demarcated urban areas for the next five (5) year to twenty (20) years. Urban development for the next five (5) years should therefore be contained within these demarcated areas.

In order to support spatial sustainability in accordance with the planning principles as advocated in SPLUMA and LUPA, a compact urban form is supported. For the proposed urban edges of the towns in the Swartland, consideration was given to the protection of high value agricultural land and compact urban form, as well as provision of opportunities for spatial integration (Malmesbury and Abbotsdale) while providing for additional land to address the future urban growth.

The revision of the urban edges was conducted within the framework of national, provincial and relevant Swartland municipal guidelines. The revision took into account the economic and social development as well as the environmental sustainability of the Swartland region.

CHAPTER 5: Spatial Planning Proposals: Settlements and Rural Areas

The SPLUMA principles and structural and spatial tools were applied at regional (rural ward) and settlement levels for making proposals for the enhancement of settlements and regions and to create Liveable Environments and Sustainable Settlements.

For each settlement the structural elements of *Connectivity*, *Utilities*, *Social Infrastructure* and *Space* forms the framework categories for proposals. These proposals are then followed by land use zone proposals outlining the development potential in zones. The delineation of zones are aligned with the development proposals for the category *Space* for each settlement.

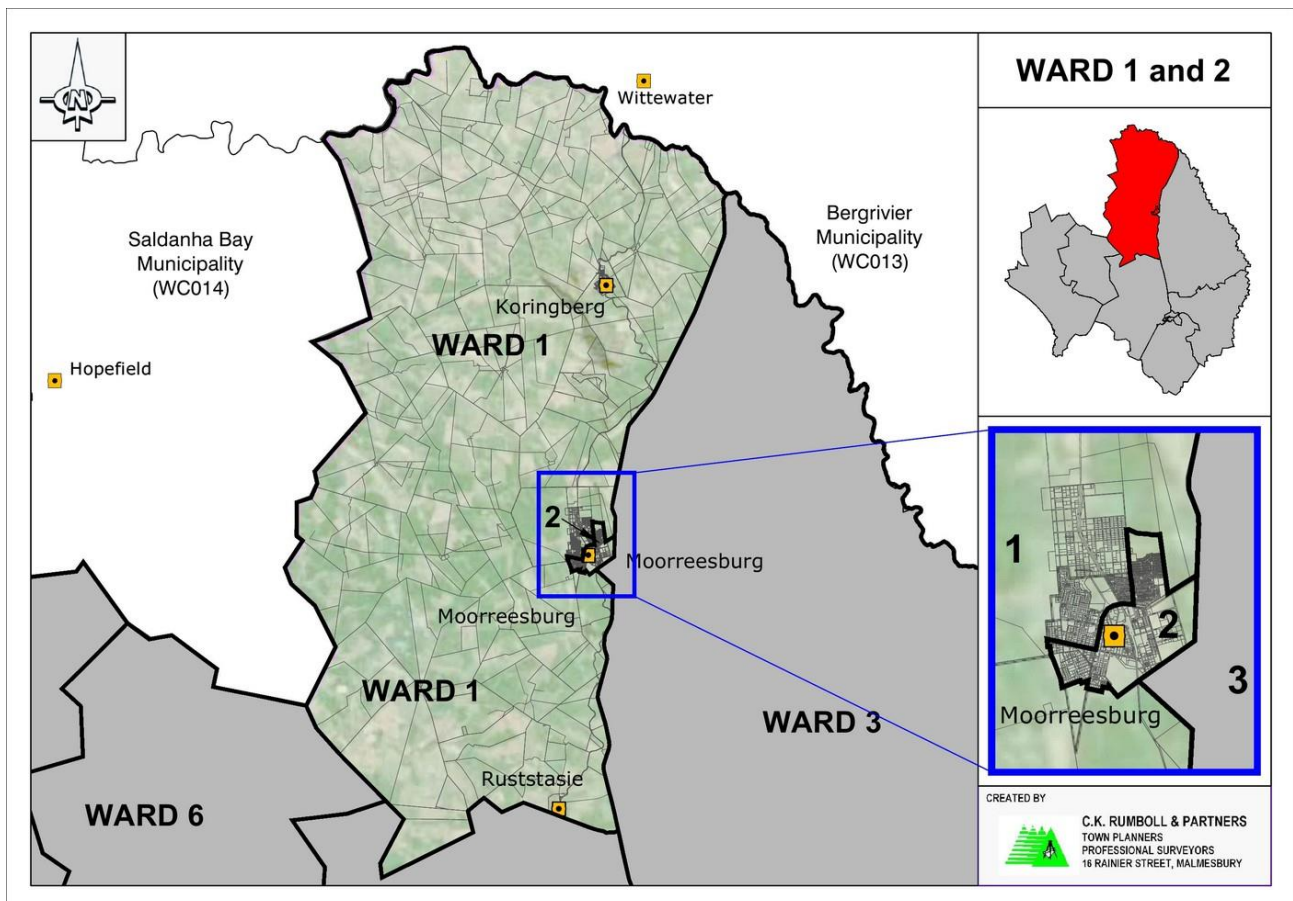
For each ward the structural elements *Connectivity*, *Utilities*, *Social Infrastructure* and *Space* again forms the framework categories for proposals. These proposals are further informed by the different landscapes:

- Wilderness Landscape: Mountains, Rivers, Coastlines and Dunes
- Agricultural Production Landscape
- Social Foci and Community Landscape
- Cultural and Historical Landscapes and Historical Routes
- Traditional hunting and grazing area
- Colonial inland trading and contact areas
- Religious Landscapes
- Water Landscapes
- Landscape of Conflict
- Landscapes of relocation and separation (apartheid)
- Landscapes of attraction
- Historical town/settlement landscapes
- Landscape of Connection

For convenience and when required proposals were listed for Agriculture and Tourism as broad categories representing the different landscapes.

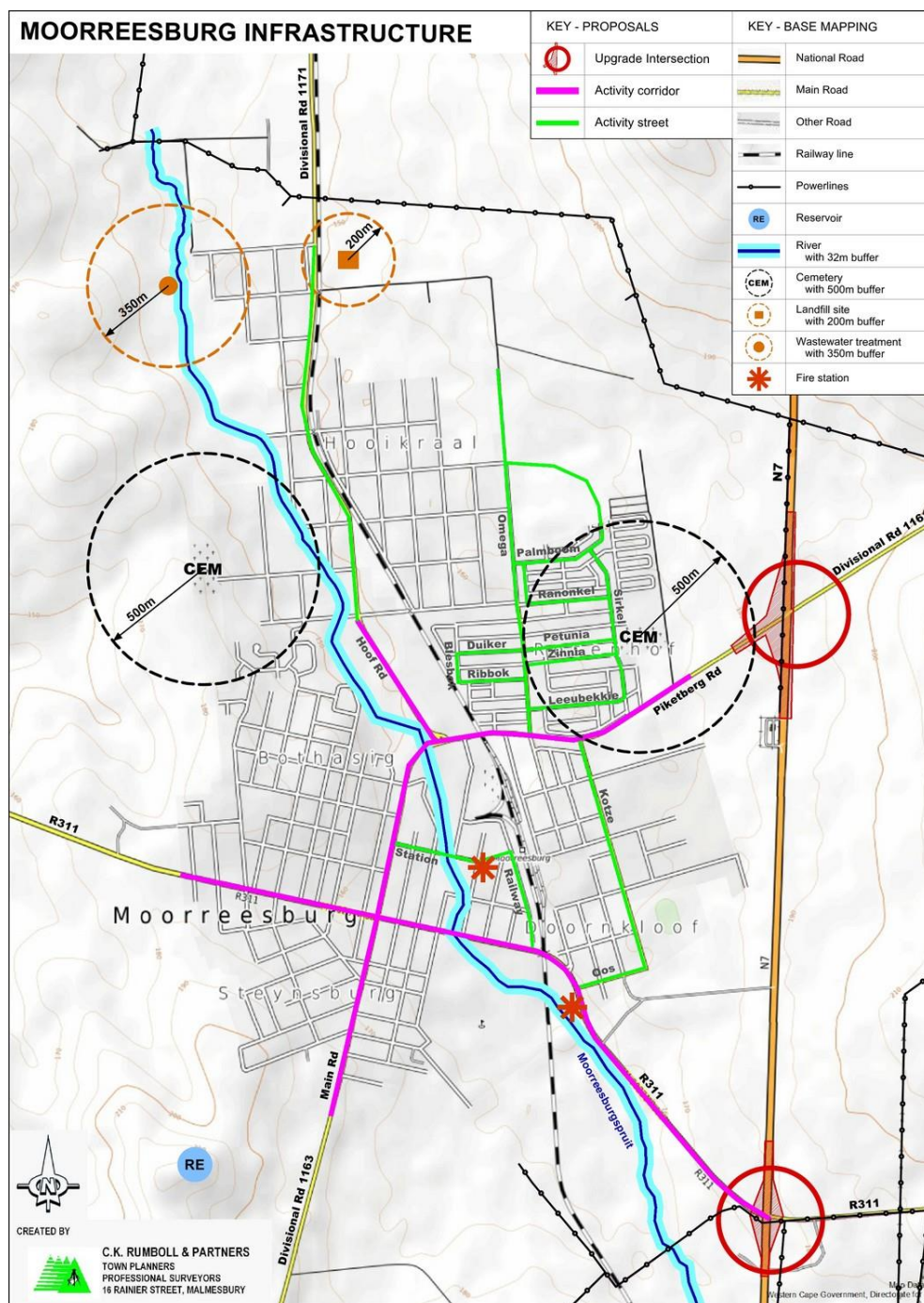
5.1 Wards 1 and 2: Moorreesburg, Koringberg and Rural Areas

Wards 1 and 2 are in the most northern part of the Swartland and include the settlements of Koringberg (Ward 1), Moorreesburg (Ward 1, 2 & 3) and Ruststasie (Ward 1). The rural areas consists of extensive crop farming. The urban area of Moorreesburg is divided between Wards 1, 2 and 3.



5.1.1 Moorreesburg

Moorreesburg is located approximately 100 kilometres north of the Cape Metropole along the N7 route and 70 kilometres to the east of the West Coast towns of Langebaan and Saldanha. The town is centrally located in the northern part of the Swartland and is an important agricultural service centre to the extensive surrounding agricultural production area.

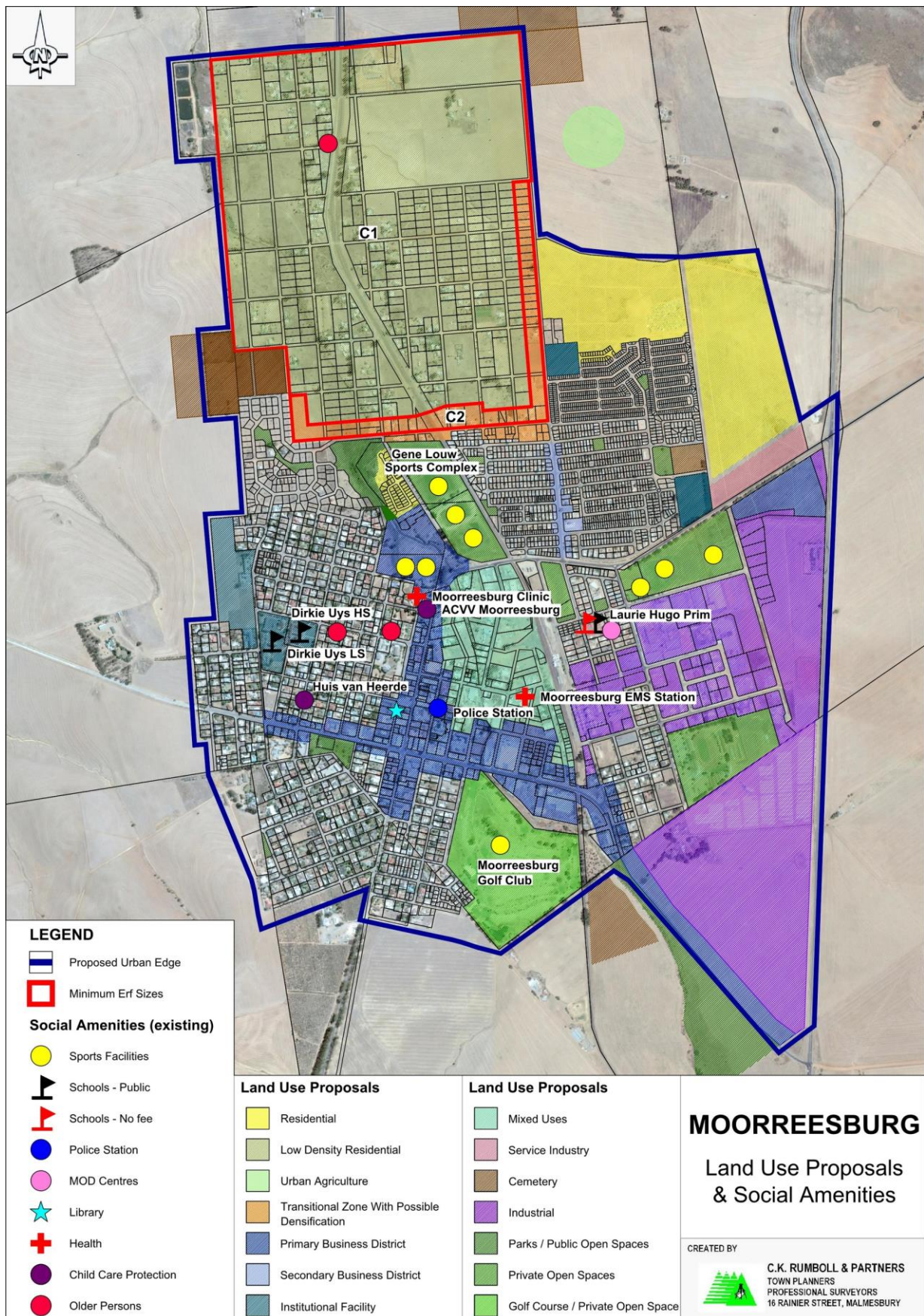


Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Main Roads:</u> N7, main movement network Unhindered access to Cape Town Locality along regional & national corridor	Upgrade southern and northern entry points (increased safety of these intersections)	Develop Petroport at northern entry intersection. Develop industrial activity nodes to optimally use frontage towards N7 (Name streets of industrial area along N7)
<u>Roads:</u> R311 connector to Riebeeck Valley Dirt roads north to Koringberg R307 south towards Darling	Upgrade road network between Moorreesburg and Darling (R307)	Connectivity to West Coast (±70km)
<u>Activity Corridors & Streets:</u> Main & Long Street	Strengthen Main & Long Streets' intersection Develop commercial activities along roads parallel to and along Main and Long Streets.	
<u>Rail:</u> Operational railway connection	Enhance rail as an alternative transport network between Cape Town and Bitterfontein	Improve mobility: Investigate passenger coach between station and Rosenberg
<u>Pedestrian/ Cycle routes:</u>	Build safe pedestrian walkways & bicycle routes between Rosenhof residential areas, along Main street to CBD (2 - 3 km) Improve disabled access	Develop pedestrian walkways and bicycle routes along the No Go River (part of Open Space Network)

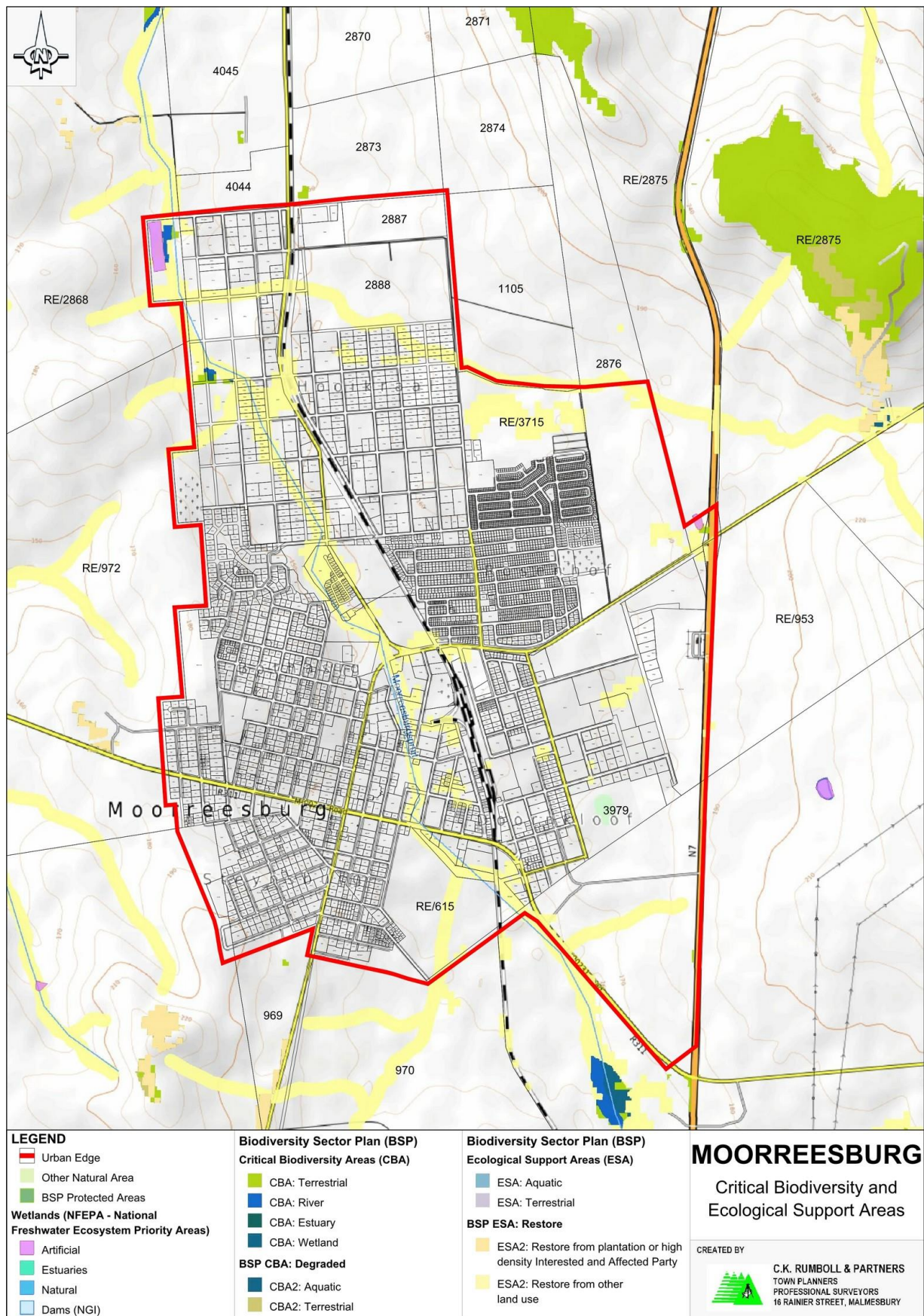
Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES						
Protect		Change		Develop		
<u>Future Demand:</u>		Provide adequate land for future bulk infrastructure expansion: reservoirs, overhead power lines, future roads and a water pipeline		Ensure adequate capacity of bulk infrastructure to support industrial expansion		
<u>Water:</u>		Extend water provision to all properties		Upgrade water reticulation		
Adequate water storage capacity: Byeneskop Reservoir (750kl capacity) stores water from Misverstand Scheme. Three reservoirs (9000kl capacity) store water from Withoogte Scheme (managed by WCDM)		Manage adequate capacity for future demand as per "Water Services Development Plan":		infrastructure system and increase provision of stopcocks		
		2017	2022	2027	2032	Upgrade water pump stations and install an additional pump
		960,140	1044,634	1138,685	1243,485	Address potential impacts of climate change
		Reduce bulk water demand: 870 120kl per annum				
<u>Waste Water:</u>		Manage & address unknown bulk pipeline carrying capacity		Provide formal treatment plant capacity for current & limited future demands		
Adequate waste water treatment capacity:		Upgrade treatment plant components		Change septic to flush sewer in Hooikraal		
Manage WWT plant capacity						
Septic sewer in Hooikraal (±50 households)						
<u>Bulk Electricity and Reticulation:</u>		Manage adequate street lightning		Upgrade obsolete electrical infrastru		
Adequate bulk electrical capacity: Manage allocation for planned developments						
<u>Roads and Storm water:</u>		Maintain gravel roads		Upgrade storm water system in Long and Royal Street		
12 km of gravel roads, mostly in Hooikraal						
<u>Waste:</u>		Maintain building material and garden waste site		Establish a composting plant in either Moorreesburg or Malmesbury		
Transfer stations (weekly) for domestic waste removal and transport to Highlands		Manage transfer stations				
<u>Safety and Risk Management Services:</u>		Implement river maintenance and upgrade programme		Address potential impacts of climate change.		
Maintain WCDM Disaster Management unit including Fire Station		Promote & support sustainable use of resources – e.g. water harvesting, alternative energy				
Maintain Police Station						



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage & Tourism:</u> Church town character, established by Dutch Reformed Church in 2nd half of 19th century, proclaimed as town in 1898 and received municipal status in 1909 Traditional grid pattern (urban structure) along two main access streets (Long & Main) Has a unique agricultural character as “Bread Basket” of Western Cape	Support tourism related uses in the town to diversify the economy and create more opportunities Improve information about heritage assets Improve roadside signage and buildings in sensitive landscapes Address loss of, and impact on cultural & heritage resources Control alterations and demolitions of buildings older than 60 years Conserve graded buildings, areas and features.	Utilise Moorreesburg’s central location (i.t.o West Coast Region). Promote landscape features of the Swarthland as part of the tourism attraction Utilize heritage assets as tourism attractions Acknowledge heritage resources’ significance and need for protection Revitalise station and mill as core nodes (agricultural character)
<u>Residential:</u> Urban Structure consists of: Lower density areas in southern and western precincts Central Business District (CBD) Higher density in north east in Rosenhof (subsidized housing) Very low density, rural, Hooikraal, on northern periphery Eclectic built form & distinctive style of church & administrative buildings	Develop higher density residential developments (flats) within and around CBD (“cupcake” principle) In principle maintain minimum erf sizes of 1900m², but allow for minimum erf size of 600m² in transition zone between Hooikraal and higher density residential areas Promote mixed use, including residential in CBD Provide different housing types to accommodate a wider market and support densification	Renew CBD Government residential developments, supported by Human Settlement programmes, will be supported. Provide subsidized housing & affordable land Register farm workers on housing waiting list Promote residential development on <u>Erf 3715</u> including uses such as businesses and social facilities (school, crèche and church). Provide land for future residential expansion on <u>Erf 2876</u> to the east of Moorreesburg along the N7. Allow limited GAP housing extension east of Rosenhof Increase density for next 20 years (which ends in 2028) from the current 5.2 units per hectare to 7 units per hectare in Moorreesburg. Provide 400.2ha land to accommodate residential growth for the next 20 years in Moorreesburg. Vacant Land Audit identified 56.4ha available for future growth in Moorreesburg
<u>Commercial & Industrial:</u> CBD at intersection of two main access roads & along several secondary roads leading off main roads Small secondary business node, in south western part of Rosenhof Main industrial area, east of railway line with access towards N7 Moorreesburg is a significant agricultural service centre supporting agricultural services and other unrelated light industries Home of Administrative seat of West Coast District Municipality	Diversify agricultural sector Establish affordable & integrated commercial properties in Rosenhof. (Secondary CBD). Support establishment of house shops along activity streets and home occupation in residential areas Support mixed uses in CBD including residential opportunities. Explore medium development potential “Growth Potential Study (2007)” attributes it to: Connectivity (N7 and railway) Accessibility & proximity to Cape Town & West Coast Infrastructure (primary education)	Support a development node at intersections between access road and N7 Expand commercial areas along southern access road to Moorreesburg off the N7 Support agri-processing industries to allow value added products close to the source Allow agricultural related industries Develop a composting facility Provide more industrial erven with easy access to N7 Improve access (ownership) to industrial areas



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS

Protect	Change	Develop
<u>Social Infrastructure & Services:</u> Adequate social services and infrastructure to create safe living environments Protect good infrastructure: sport facilities & well-known secondary education facility	Locate community facilities (library, sport grounds and museum) in a central area between CBD & Rosenhof Align provision of social infrastructure to norm to enhance safety Promote Administrative seat of West Coast District Municipality Promote multi-functional use and provide effective and functional recreational areas (e.g. children's play parks, day camping and picnic facilities) close to sport facilities and along No Go River Allow for adequate expansion of cemeteries	Promote & support adequate primary health & education facilities: crèches, secondary/tertiary facilities (agricultural skills focus) Promote the development of a Higher Technical School on Erf 3712. Expand & integrate sports facilities between Rosenhof & Moorreesburg CBD. Provide a community sports field in northern extension of Rosenhof. Provide a new cemetery for Moorreesburg. The proposed areas are located southwest and northeast of the town.

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL

Protect	Change	Develop
<u>Natural and Conservation:</u> Scenic routes and vistas Landscape of hills covered with wheat fields and scattered renosterveld Settlement located on plain, at foot of Neulfontein koppie <u>Waterways:</u> No Go River, running north south through centre of town, joins Berg River near Misverstand Dam Moorreesburg stream, north of town, manipulated by agricultural activities <u>Vegetation:</u> Malmesbury Shale covered with Renosterveld and Coastal Fynbos	Prepare for potential threat of climate change on natural environment and production potential Improve visual character of higher density residential, and in particular subsidised housing developments, though planting of trees along streets & developing functional open space areas Support interactive development along open spaces where developments face the open space networks	Create and protect open space areas inside and adjacent to urban (allow for movement between habitat areas along No Go River, natural areas in and around Hooikraal area, and Neulfontein koppie; Maintain setback lines along river systems (limit potential impacts and improve safety) Develop hiking trails, mountain bike trails and alternative uses for events facilities and venues Green main activity routes
<u>Public & Private Open Space:</u>	Provide street furniture & landscape central town Beautify main town access points Develop market areas in Sentrum Street & link to town square at Town Hall Sport complex between Rosenhof and Moorreesburg CBD	Link open spaces e.g. main town square in front of Town Hall & small public area at bus stop in Main Road next to Rosenhof residential area Improve intersection between Long and Main Street as public place

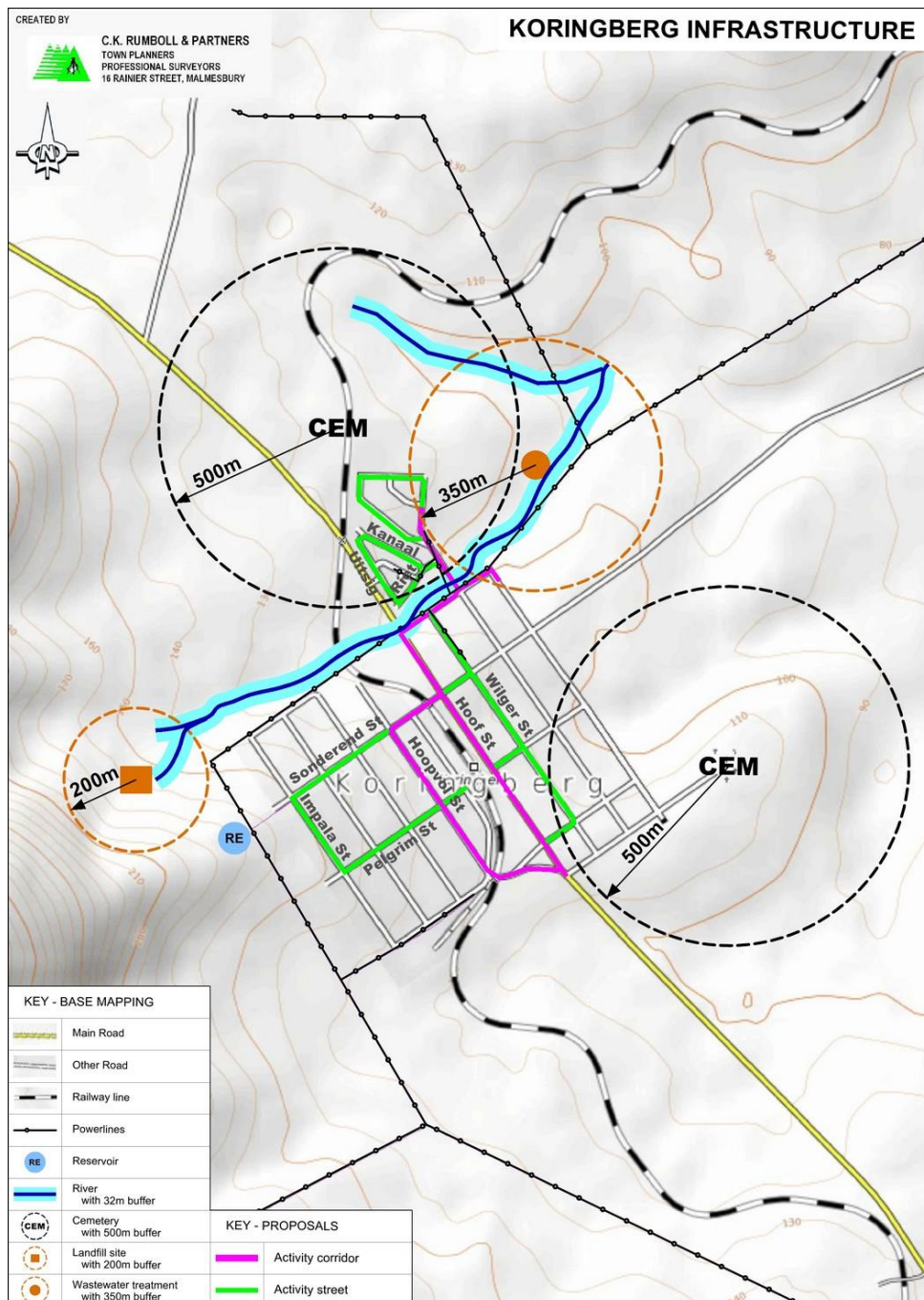
LAND USE ZONE PROPOSALS FOR MOORREESBURG

Refer to the land use zone map for Moorreesburg: The urban area of Moorreesburg is divided into seven (7) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

MOORREESBURG LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is a low density rural residential area known as "Hooikraal" with a required minimum erf size of 1 900m ² . Density on southern and eastern boundary of Hooikraal in transitional zone. Rehabilitation of a waste transfer station as composting and recycling plant. Allow for the establishment of service industries. Allow for expansion of the cemetery.	X			X	X			X	X	X	X	X	X	X
B	Zone B is a high density residential area with relevant supporting uses and infrastructure. Support the expansion of business and other related mixed uses within the business nodes.	X	X	X ₁	X	X	X ₂	X ₂	X	X	X	X	X	X	
C	Zone C is the industrial node with the opportunity for expansion. The zone includes two commercial/transport growth nodes at the intersection of access roads with the N7.						X	X	X				X	X ₃	X ₇
D	Zone D consists of mixed use including residential, industrial and business functions.	X	X	X	X			X ₂	X	X		X	X	X	X ₂
E	Zone E is the Central Business District including the community node and sport fields. Strengthen the area as the business core of the town. Allow for various mixed uses in the area between CBD and railway line which include residential, commercial and light industries	X	X	X	X	X	X ₂	X ₂	X	X	X	X	X	X ₄	X
F	Zone F is mainly a residential area with supportive social services and business functions along the activity axis.	X	X	X ₁	X	X	X ₁	X ₁	X	X	X	X	X	X	
G	Zone G is a low density residential area with the golf course as a supportive sports facility. Allow for expansion of the golf course in the southern direction. The area mainly provides opportunities for infill mixed density residential uses and other supporting social facilities.	X	X	X ₁	X	X	X ₁	X ₁	X	X	X	X	X	X ₅	
(1) Along activity streets (2) At existing nodes (3) Caravan parks on show grounds (4) Sport facilities (5) Tourism Facilities (7) Only Service trade & light industries		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure													

5.1.2 Koringberg

Settled amongst rolling hills in an extensive agriculturally productive area, Koringberg is the most northerly located urban settlement in the Swartland. Access is off the N7 via Divisional road 1173, which also links to Hopefield. The town is characterized by gravel streets and large single residential erven utilised for urban agriculture, with keeping of animals and olive orchards, features which add to the uniqueness of the town.

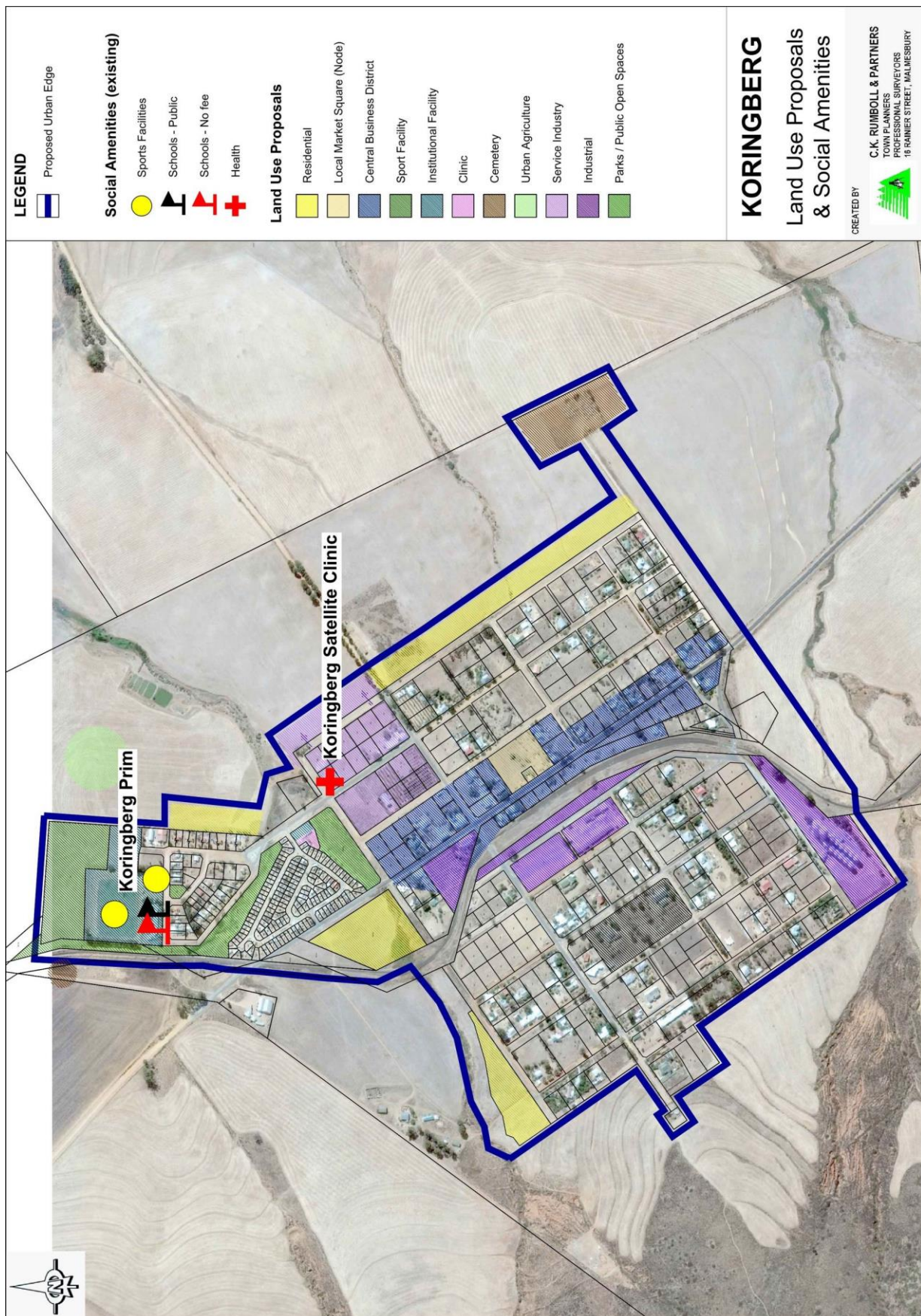


Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
Roads: Divisional Road 1173 approximately 8km off the N7: Main access route, Main Road and main activity route. Serves surrounding farms Other link roads: to Moorreesburg	Divisional Road 1173 and other: Maintain gravel roads to keep rural character, improve mobility of local community to access economic opportunities in neighbouring towns).	Provide supporting infrastructure to improve mobility of community and tourists. Upgrade approximately 7 km gravel.
Activity Corridors & Streets: Main Road runs along railway line through town. Commercial uses located along this route. Sterling Street, west of railway line, part of activity corridor. Wilge Street, an activity street runs north east and parallel to and connected to Main Street by connectors. Rautenville: Uitsig and Leeubekkie Street have limited commercial opportunities (i.e. house shops)	Support mixed uses along main road between CBD and Rautenville (social & economic integration). Upgrade Main, Sterling, Wilge Streets and connection street to Rautenville Maintain taxi rank in Rautenville	Maintain taxi rank at Rautenville entrance Upgrade Leeubekkie and Uitsig Streets.
Rail: Cape Town to Bitterfontein railway line	Enhance passenger use between Koringberg and Moorreesburg	Enhance tourism use of rail between Koringberg and Moorreesburg
Pedestrian / cycle routes:	Develop hiking trails and mountain bike routes in the surrounding natural areas including Koringberg and Swartberg.	Build safe pedestrian walkway between residential area of Rautenville and CBD. Surface, shade and lighten adequately.

Objective 2: Proximate convenient and equal access

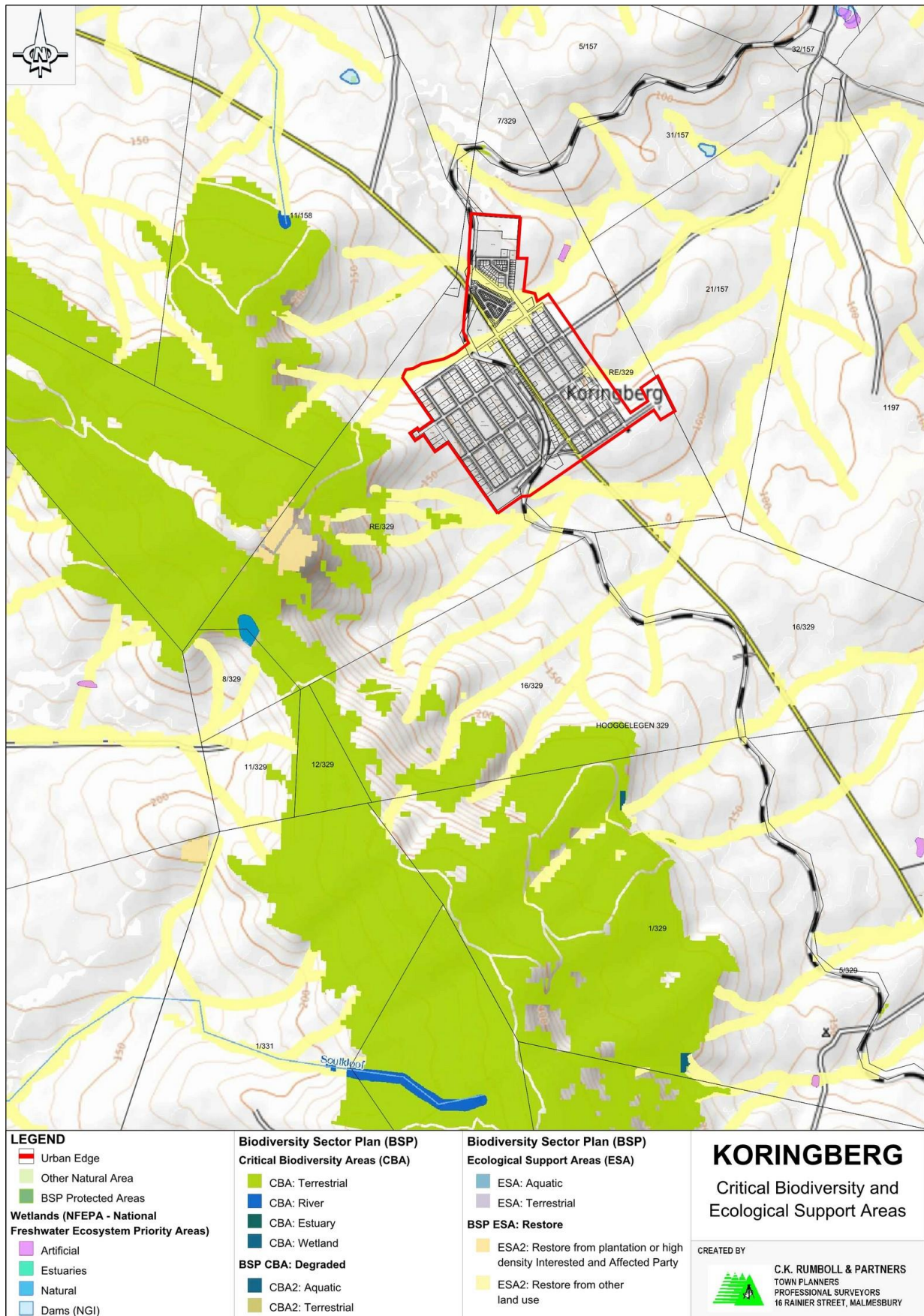
PUBLIC UTILITIES												
Protect		Change		Develop								
<u>Future Demand:</u>		Identify areas earmarked for expansion of bulk infrastructure and limit impact on Swartland landscape.		Ensure bulk infrastructure planning is in line with SDF growth proposals								
<u>Water:</u> Koringberg is served by the Misverstand Scheme: Reservoir has a capacity of 200kl. Future extensions will take place next to the existing reservoirs.		Extend Water provision to all properties. Manage adequate capacity for future demand as per “ <i>Water Services Development Plan</i> ”: <table><tr><th>2017</th><th>2022</th><th>2027</th><th>2032</th></tr><tr><td>57 681</td><td>62 611</td><td>68 010</td><td>73 923</td></tr></table>		2017	2022	2027	2032	57 681	62 611	68 010	73 923	Build an additional 250 kl reservoir. Harvest rainwater in tanks on residential erven,
2017	2022	2027	2032									
57 681	62 611	68 010	73 923									
<u>Sewerage and Sanitation:</u> Subsidised housing is connected to a reticulated sanitation system with sewerage dams (upgraded in 2001), and located north east of town. Remainder of town is served with on-site septic tanks, which could contaminate ground water.		Expand flush sewer system to include the rest of the town. Flush sewer system limited to Rautenville. Increase capacity of suction tank truck service which currently cannot accommodate future expansion. Expand oxidation dam system with insufficient capacity for current and future demand. Upgrade or provide a new sewerage system.		Urgently upgrade of oxidation dam system to provide for current and future demand. Increase suction truck service capacity. Expansion of existing service can be accommodated on the existing site.								
<u>Electricity:</u> Eskom provides electricity & reticulation		Increase inadequate street lighting.		Develop alternative energy sources.								
<u>Waste:</u> Domestic waste is removed weekly & transported to Highland landfill, Malmesbury Has a building material and garden waste dump site.												
<u>Safety and Risk Management Services:</u>		Support sustainable & effective use of natural resources through alternative methods i.e. alternative energy, water wise developments										



Objective 1: Grow economic prosperity and facilitate economic sector growth and

Objective 4: Protect and grow place identity and cultural integrity

SPACE, BUILT		
Protect	Change	Develop
Heritage & Tourism:		
Church town character. Town established by Dutch Reform church in 1923 on the farm Brakfontein, which changed to Koringberg The spring on Brakfontein, was used by the Khoisan leader, "Harry die Strandloper" Residential centre within an extensive agricultural area, home to farm workers, city dwellers on weekends, artists and artisans Urban structure is a traditional grid pattern Large plots shaped by extensive agricultural landscape	Develop architectural guidelines to maintain and enhance town character Identify and preserve streets & buildings with unique historical character Improve visual quality of the town and beautify and develop open space network. Control alterations and demolition of heritage buildings Conserve graded buildings, areas, streets and features Recognise development potential is very low	Promote Koringberg and surrounding rural area as a tourism attraction. (Bread basket of the Western Cape) Establish high quality tourist accommodation by allowing holiday accommodation and housing Protect Heritage streets by promulgating an overlay zone and compile guidelines for future development. Focus investment on social services & tourism Accommodate growth by internal subdivision of larger erven in line with character of town.
Residential:		
Urban structure of residential areas, with lower density residential areas in southern part adjoining CBD, with strong rural character Compact town with a small CBD along Main Road and a primary school located in higher density subsidised residential area of Rautenville Built form of existing dwellings provides a historic wheat farm and railway character Minimum erf size of 500m ² Expansion in Koringberg is limited along the foothills of Koringberg "kopie".	Strategically densify providing medium density housing types (group and town houses and second dwellings) Support compact form of Koringberg with medium and higher density development along higher order roads with main road as activity corridor Integrate new residential developments and locate in close proximity to job opportunities and social infrastructure Support different types of housing subject to directives of immediate surrounding area.	Develop in accordance with available infrastructure and services. Plan for expansion of bulk infrastructure to support future residential growth. Enrol farm workers on waiting lists. Allow farm owners opportunities in town to provide farm worker housing. Increase density for next 20 years (which ends in 2028) from the current 4.9 units per hectare to 5.5 units per hectare in Koringberg. Increase density of 4.9 units per hectare to change to 5.5 du/ha through internal subdivision and intensification of uses. Provide 35.2ha land to accommodate residential growth for the next 20 years in Koringberg. Provide an opportunity for future residential expansion on RE/329.
Industrial/ Commercial:		
CBD location along entry road (Main Road). Industrial areas: west of railway line along Sterling Street and another on the south western periphery around the Silos Service industries and small scale agri-processing found on the north eastern periphery of town close to Rautenville Industrial development opportunities limited to agri-processing, grain storage and agri-tourism	Expand commercial areas and develop along Rautenville access route Allow commercial and mixed use in CBD, along Main Road and other activity routes. Support house shops/home occupation in residential areas along activity streets. Support integrated development and mixed use activities in neighbourhoods Promote light industrial development opportunities e.g. wineries, breweries, etc.	



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
Provide skills development in agri-tourism industry to amplify economic opportunities	Develop facilities for early childhood development and education. Allow expanded use of school sport grounds by community. Facilitate expansion of the private cemetery.	Develop Erf 499 as satellite library and early childhood development facility. Support crèches within residential areas. Develop community gardens in Rautenville using purified water from Waste Water Treatment Works.

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Natural conservation:</u> Landscape of undulating hills and settlement Located at foothills of highest "koppie", Koringberg <u>Waterways:</u> The small stream in north western section needs protection <u>Vegetation:</u> Some intact natural vegetation surrounds the town Clusters of Blue Gum trees characterize the town	Maintain and conserve the stream on northern periphery of town. Create and develop conservation corridors and open space networks linking natural and urban areas, the river area on northern periphery within Koringberg and Koringberg "koppie" Integrate open space network and pedestrian walkways along main activity routes between CBD and Rautenville Obtain stewardship agreements with Cape Nature for conservation worthy areas of open space system.	Develop and market hiking and mountain bike trails in natural areas in and around urban areas. Plant trees along routes to create between open spaces. Develop open space areas in Rautenville and plant trees and provide street furniture. Maintain the relevant setback lines along the river to limit potential impact on environment and safety of areas.
<u>Public & Private Open Spaces</u> Entry to town is a definite entry point. Space areas include: central square in town, play park and sports ground in Rautenville, showground, cemetery (private, church owned), river corridor along the northern boundary. The cemetery has sufficient capacity with no need for expansion.	Enhance entry to town	Upgrade central market square. Upgrade other public areas

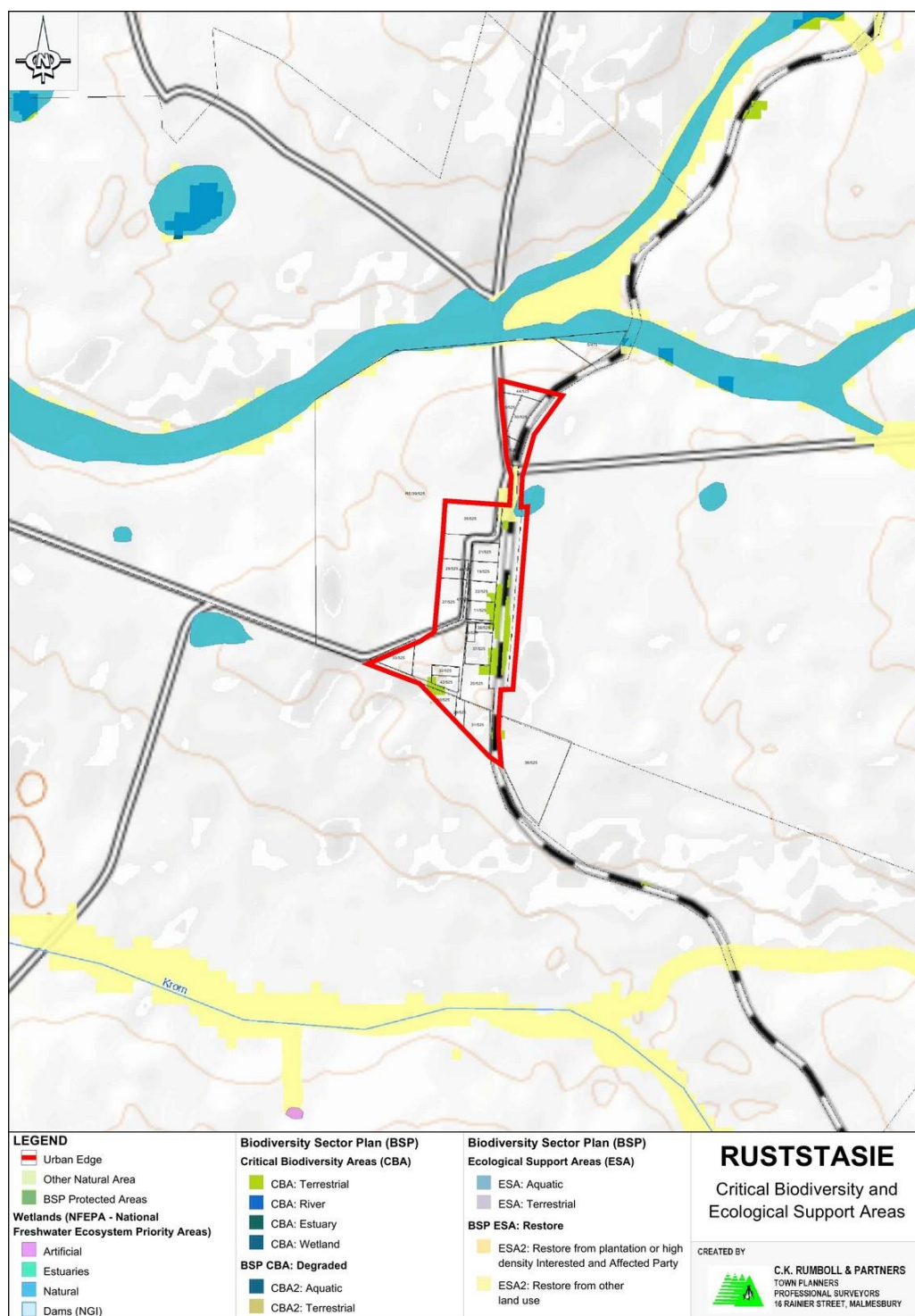
LAND USE ZONE PROPOSALS FOR KORINGBERG

Koringberg has been divided into five (5) zones (areas with common characteristics) with the relevant development potential relating to specific land uses for every zone.

KORINGBERG LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is a high density residential area known as "Rautenville" with supportive social services and limited opportunities for infill development at the northern entrance to Koringberg. Allows for limited commercial opportunities. Accommodate GAP housing along the eastern boundary and subsidised housing in the south-west corner.	X	X	X ₃	X	X		X ₁	X	X	X	X	X	X	
B	Zone B is the Central Business District that also includes limited industrial and residential functions. Expansion of industrial uses like service industries are proposed on the north-eastern periphery.	X	X	X ₁	X	X	X ₂	X	X	X	X	X	X	X	X ₇
C	Zone C is a low density residential area on the eastern boundary of the town. Limited expansion opportunities for residential development. Includes the private church cemetery where expansion is proposed.	X	X		X	X			X	X	X	X	X	X	
D	Zone D is a low density residential area at the foothills of the Koringberg.	X	X	X ₁	X			X ₁	X	X		X	X	X	
E	Zone E provides opportunities for further residential development on the western and north-western boundary. Extension should be sensitive to the existing surrounding area.	X	X		X				X	X	X	X	X		
(1) Along activity streets (1.1) Flats along activity street (2) At existing nodes (3) Flats along activity streets (7) Only Service trade & industries		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.1.3 Ruststasie

Ruststasie is located approximately 16 kilometres to the south of Moorreesburg, almost halfway between Moorreesburg and Malmesbury to the west of the N7. Access to the town is via a gravel link road off the N7 that links the N7 with the R45 to Hopefield.



Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> Access via a minor road off the N7 that also serves as a link road between the N7 and the R45 across the surrounding farms.	Maintain gravel roads to keep rural character, improve mobility of local community to access economic opportunities in neighbouring towns.	Support the development along central activity street
<u>Rail:</u> Cape Town to Bitterfontein railway line	Maintain and encourage the use of the railway line for the transport of agricultural products.	Enhance agricultural use of railway line

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
<u>Water:</u> Water to Ruststasie is provided directly from the Voëlvlei Dam via the West Coast District Municipal pipeline system.	Extend Water provision to all future subdivisions for densification.	Support harvesting of rain water.
<u>Sewerage and Sanitation:</u> Dwellings make use of onsite sewerage systems	Future subdivisions of properties will be required to make use of a contained systems that will need to be pumped and disposed of at the sewerage treatment plant.	Contained systems will need to be pumped and disposed of at the sewerage treatment plant
<u>Electricity:</u> Eskom provides electricity & reticulation		Support the development of alternative energy sources.
<u>Waste:</u> Domestic waste is removed weekly & transported to Highland landfill, Malmesbury.		
<u>Safety and Risk Management Services:</u>	Support sustainable & effective use of natural resources through alternative methods i.e. alternative energy, water wise developments	



Objective 1: Grow economic prosperity and facilitate economic sector growth and

Objective 4: Protect and grow place identity and cultural integrity

SPACE, BUILT		
Protect	Change	Develop
<u>Tourism</u> Protect existing community hall and tourist facility.	Improve visual quality of the town and beautify to support rural character.	Support small scale tourist opportunities.
<u>Residential:</u> Protect rural residential characteristics of the town	Support infill residential development through subdivision of larger erven.	Subdivision to take surrounding area and possible impacts into consideration
<u>Industrial/ Commercial</u> Limited commercial opportunities exist.	Support commercial development for local needs and to support local needs	Support commercial development along activity street.

Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
Support the important role that the Primary School plays in the education of children for the surrounding farm workers	Develop facilities for early childhood development.	

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Natural conservation</u> Surrounding landscape of undulating hills <u>Vegetation:</u> Inside town clusters of Blue Gum trees characterize the town. <u>Public & Private Open Spaces:</u> The central area is characterised by the clustering of blue gum trees The grain silos are a dominant feature in the surrounding rural landscape, but due to their relationship with agricultural functions they blend into the agricultural landscape		Internal development to consider the existing surrounding character and rural landscape.

5.1.4 Rural areas of Ward 1 and 2

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

Space	Agriculture	Tourism
Industrial	Support agricultural industries e.g. bag silos, and composting facilities.	
Commercial	Develop a node at the entry point of Moorreesburg	
	Strengthen value chain, particularly in Koringberg	Encourage film industry uses
	Support development of extensive agricultural units due to limited access to water (sustaining increased input cost of crop farming) except along Berg River.	Promote festivals building agricultural brand i.e. Bread Festival or Bazaar in Koringberg, "Ploegdag" & an annual Swartland Agricultural Show
Residential	Development of subsidized housing in Koringberg and Moorreesburg	
Tourism	Develop design and development parameters for settlements to ensure the protection of the visual landscape (Koringberg "koppies" as the backdrop)	Promote heritage resources e.g. Hooggelegen (c1709) first and oldest farm in the Swartland
		Support resorts & holiday accommodation along Berg river.
Waterways	Create open space network along No Go River through Moorreesburg and along the stream in Koringberg	Support development of accommodation & support services along Berg river for Berg River Canoe Marathon
	Support aqua culture	

Objective 2: Proximate convenient and equal access [Economic Environment]

	Agriculture	Tourism
N7	Optimise links to markets (Cape Town & Windhoek): Dual carriage way between Cape Town and Malmesbury increased accessibility & reduce travel time Develop nodes at N7 intersections and where SANRAL criteria allow nodes. - Nodes that blend in with surrounding agricultural landscape - Nodes focus on tourism and agricultural development and support services	
R311	Strengthen the links with West Coast, Hopefield (R311 and R45), Riebeek Valley (R311) and	

	adjoining municipalities including Berg River, Drakenstein and Cape Metropole. Strengthen the link between N7 & R45	
Railway	Support private operators providing alternative transport between Malmesbury & Moorreesburg	Implement special train trips between Moorreesburg & Koringberg (Grain and Canola fields, rolling hills and railway line to Bitterfontein)

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

No specific proposals for wards 1 and 2 to support this objective.

Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

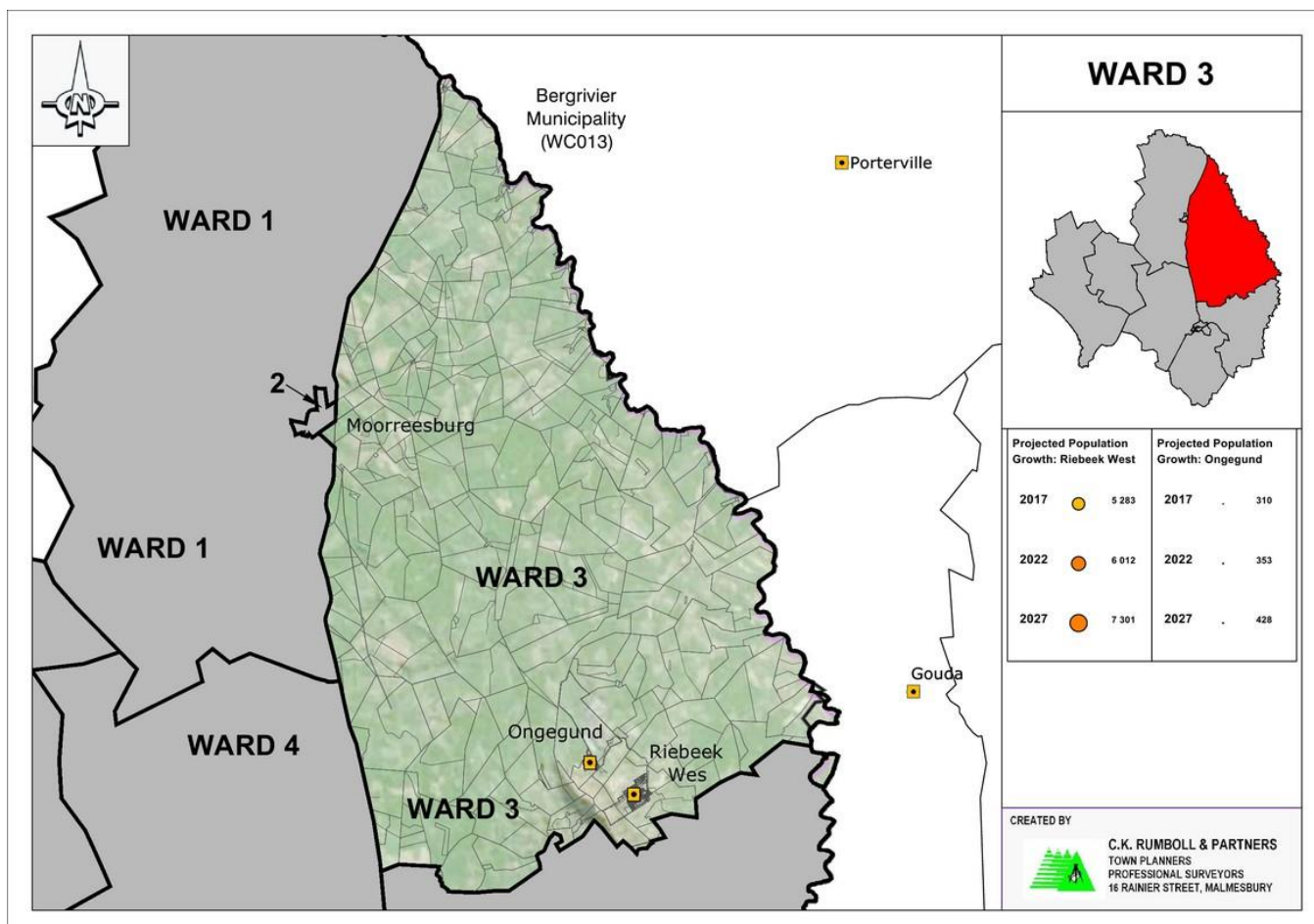
Administrative	Develop Moorreesburg as regional & Agricultural service centre Support Koringberg and Ruststasie as rural settlements
Heritage tourism route	Develop a tourism rail route along N7 between Kalbaskraal and Koringberg (start/end at station buildings & include rail experience) Develop the doll museum in Koringberg as a destination Protect all and promote some of the 80 rural sites surveyed in Swartland Rural Heritage Survey 2014 in Ward 1: Grade 3 A (high local significance) – 1: Grade 3 B (some local significance) – 53: Grade 3C (limited local significance) – 22: No grading (no heritage resource) – 4

Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

Waterways	Create open space network along No Go River through Moorreesburg and along the stream in Koringberg
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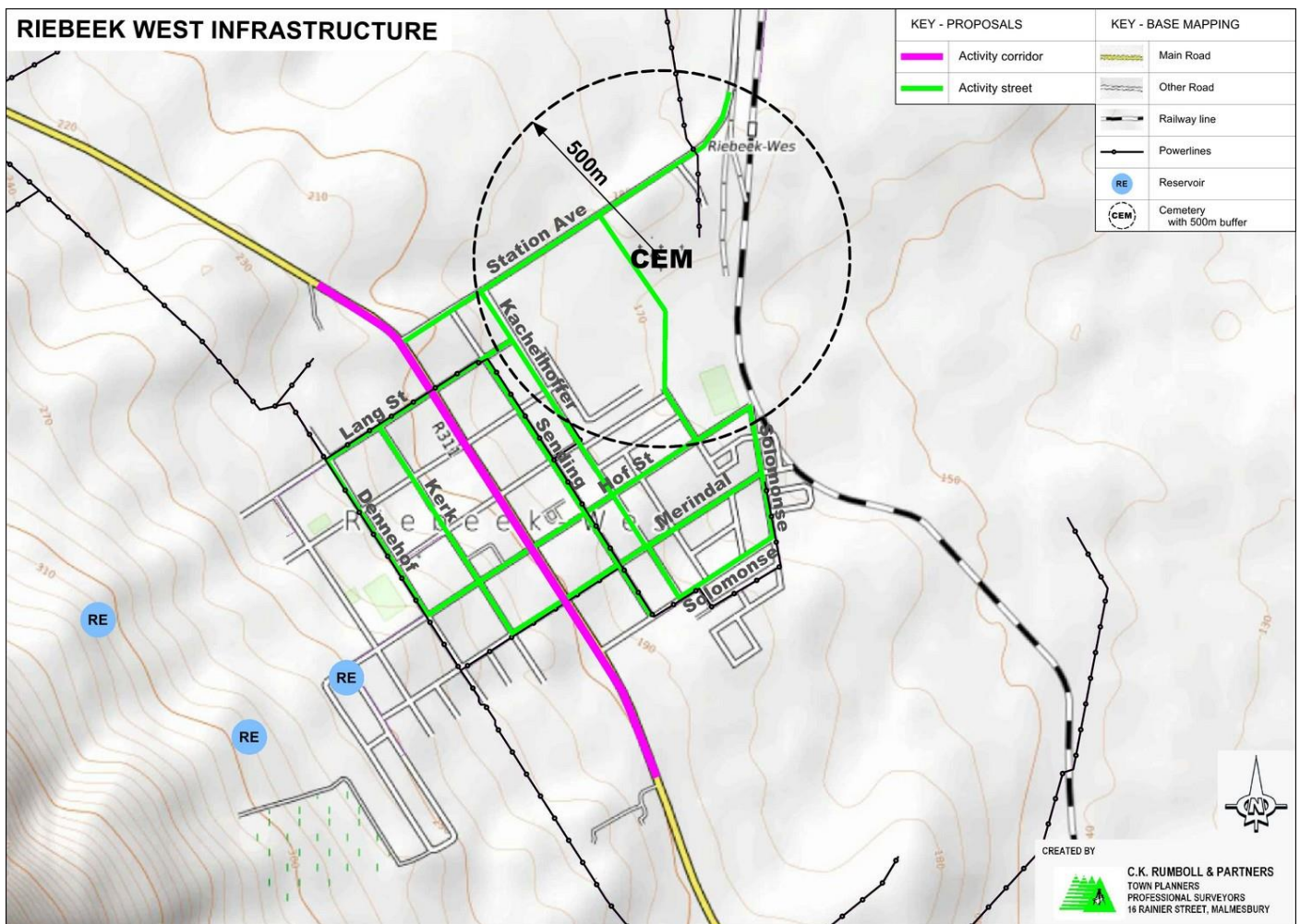
5.2 Ward 3: Riebeek West, Ongegund, Misverstand Dam and Rural Areas

Ward 3 forms the north eastern part of the Swarthland next to the Berg River. This area contains extensive agricultural areas and includes the urban areas of Riebeek West and Ongegund in the Riebeek Valley, located along the foothills of the Kasteelberg.



5.2.1 Riebeek West

Riebeek West is located in the east of the Swarthland District, approximately 6 kilometres north of Riebeek Kasteel, in the Riebeek Valley. The town is close to the slopes of the Kasteelberg, surrounded by intensively cultivated agricultural activities including some of the oldest wineries in South Africa, namely Groenrivier, Allesverloren and Brandwag. Access to Riebeek West is from the R311, the main traffic route in the Riebeek Valley that connects with the N7 at Moorreesburg, and the R45 between Malmesbury and Hermon.

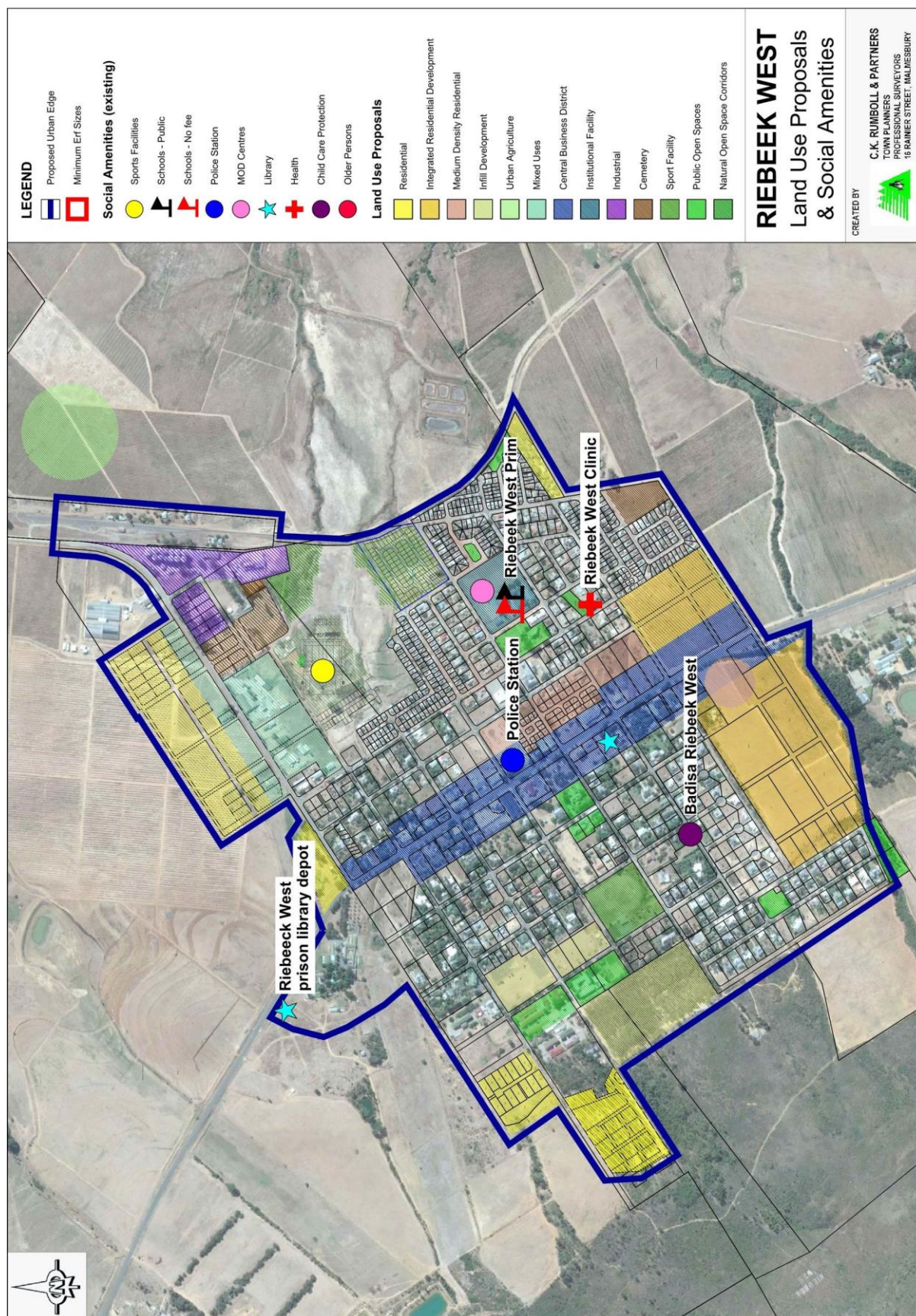


Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> Voortrekker Street or R311 (Road 227) Gravel roads connecting to farms	Improved safety along Voortrekker Street: Reduce road width, raise pedestrian crossing, create island, provide street furniture and parking - avoiding large parking lots Enhance appearance of town entrances through tree planting, street furniture and pedestrian walkways	Upgrade, beautify (landscape) & maintain Voortrekker as main activity corridor Support mixed use developments along Voortrekker Street and activity streets as movement network to capitalise on the N7 connection south of Moorreesburg and R45 (Malmesbury to Hermon)
<u>Activity Streets & Corridors:</u> High accessibility of Merindal, Hof, Van Riebeeck, Smuts and Station Streets	Beautify activity streets in town Increase safety Promote mixed use Concentrate development of higher order uses along activity streets Facilitate development opportunities for local entrepreneurs	Develop guidelines for commercial facades, advertising signs and information signs along Voortrekker Street to align and enhance local character and historical setting Provide adequate parking for new developments Introduce speed calming e.g. raised pedestrian crossings around intersections Provide disabled parking
<u>Railway line:</u>		Develop alternative transport network for bulk materials e.g. PPC cement or grain
<u>Pedestrian and Bicycle routes:</u>	Improve accessibility of sidewalks, road crossings and pedestrian walkways for disabled Provide an environment that supports recreational/sport events along R311 to enhance tourism (marathon, bicycle race)	Develop integrated pedestrian and bicycle routes along the Kasteelberg interface (part of Open Space Network) Develop hiking trails on Kasteelberg in the conservation area Develop a cycle route along the R311 between Riebeeck Kasteel, Riebeeck West and Ongegund Develop a safe and functional pedestrian walkway along Voortrekker Road and along main activity routes to adjoining neighbourhoods

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES				
Protect		Change		Develop
<u>Future Demand:</u>		Provide land for future provision of bulk infrastructure (reservoirs, overhead power lines, water pipeline) Align bulk infrastructure planning & SDF growth proposals		Align location of infrastructure with landscape qualities (minimize impact)
<u>Water:</u> Voëlvele Scheme supplies Riebeeck West with water which is stored in four (4) reservoirs with a total capacity of 1750 kl. Kasteelberg reservoirs also supplies Ongegund		Extend Water provision to all properties Manage adequate capacity for future demand as per “ <i>Water Services Development Plan</i> ”. Total bulk water demand: kl per annum:		Fix/replace reservoirs which are leaking Identify additional reservoirs needs
		2017	2022	2027
		179,917	189,347	199,338
				2032
				209,924
<u>Waste Water:</u> Limited flush sewer system		Encourage replacement of septic tanks Ensure combined Waste Water Treatment Works for Riebeeck Valley supports future growth potential		
<u>Electricity:</u> Eskom supplies the area		Provide adequate street lighting		Upgrade obsolete electrical infrastructure
<u>Storm water:</u>		Upgrade 12 km gravel roads (keep gravel)		Upgrade storm water system
<u>Waste:</u> Landfill has been closed and rehabilitated Waste is collected weekly		Continue delivery of domestic waste to Highlands’s landfill, Malmesbury		
<u>Safety & Risk Management Services:</u> No satellite fire or police stations		Support natural resources use e.g. alternative energy, water wise developments, harvesting rainwater Investigate provision of a satellite fire station		



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

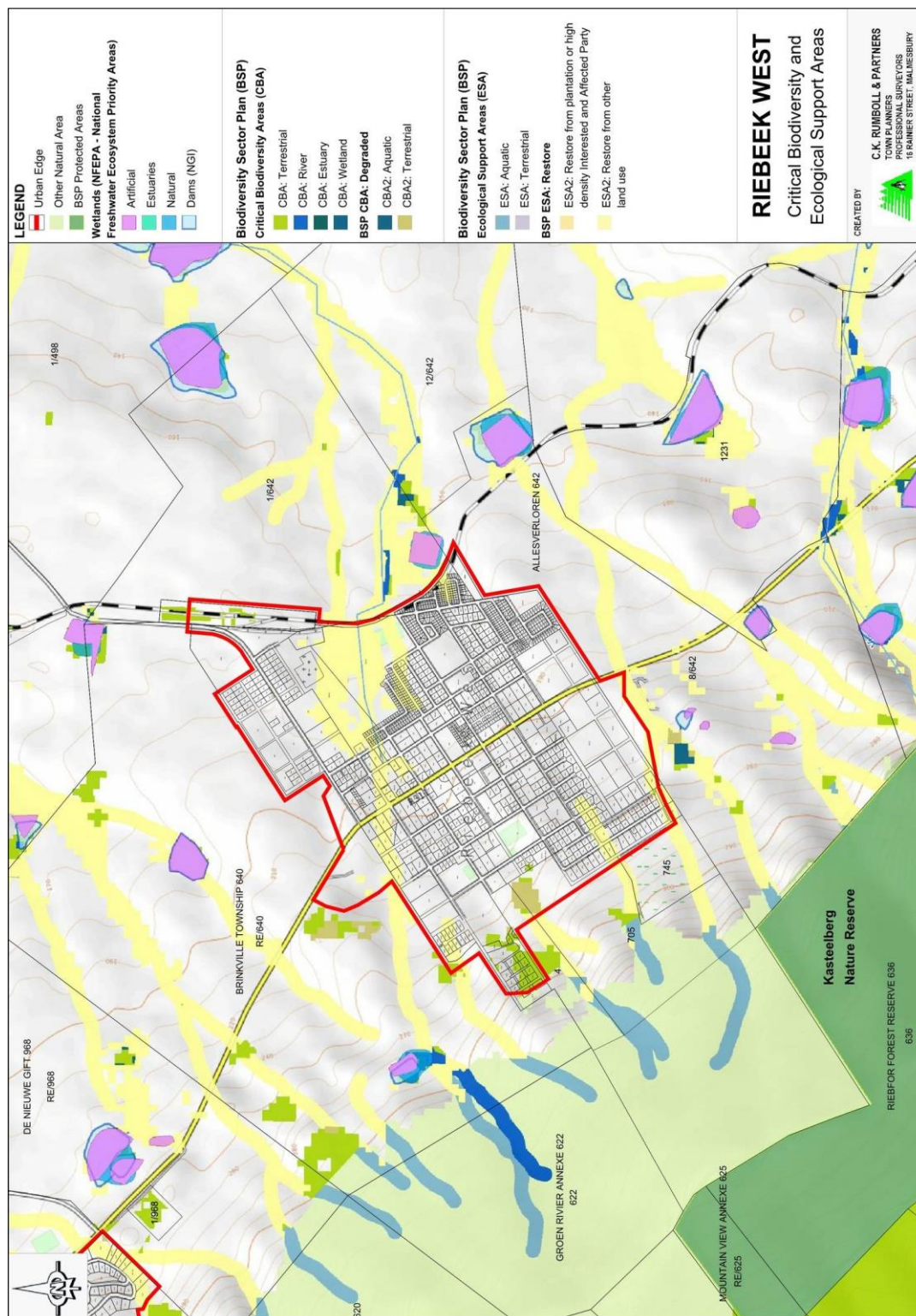
SPACE, BUILT		
Protect	Change	Develop
<u>Heritage & Tourism:</u> Riebeek Valley was discovered in 1661 during a European expedition to search for gold. The extension of the railway line from Wellington to Porterville in 1929, with stations in Riebeek Kasteel and Riebeek West, made the valley more accessible for farmers and for people who travel between the valley and Cape Town	Develop a tourism strategy for Riebeek Valley Renew tourism infrastructure e.g. local tourism information office and tourism signs Provide skills development in agri-tourism Beautify entry points and CBD, plant trees Control the demolition and alteration of heritage buildings Ensure new developments are sympathetic to heritage buildings and the local character is protected Enhance tourism facilities & venues and include Groenrivier and Allesverloren in urban edge	Support agri-tourism based development Support accommodation facilities for tourist in rural and urban areas. Develop educational hiking trails in natural surrounds that include Kasteelberg. Market these features Include Groenrivier Farm's function venue into the urban edge to support future development and expansion of this facility Identify streets with unique historical character and with existing heritage buildings as Heritage streets Apply overlay zones to these areas and compile guidelines for future development
<u>Residential:</u> Compact urban form with limited opportunity to expand, hence densification. Riebeek West lies on eastern slopes of Kasteelberg and railway line running parallel to mountain. Riebeek West has four identified residential nodes: Low density residential area at foot of Kasteelberg Medium and high density residential uses in historic residential area surrounding the older CBD Lower density rural residential area in north-west High density residential area in east (subsidized housing)	Encourage infill development and renewal in CBD and along the activity axis Promote rural character in future development opportunities in CBD area & other areas Include farmworkers on housing waiting list Provide adequate land for different residential topologies Integrate new residential developments and locate in close proximity to job opportunities Provide housing for retirees in Riebeek Valley Provide sufficient bulk services capacity Support densification through subdivision, infill development, renewal and restructuring in accordance with zone proposals	Provide 101.8ha developable land over next 20 years, as per the Swartland Human Settlement Plan. Vacant Land Audit identified 35.9ha for future growth in 17.6 Riebeek Wes. Increase density for next 20 years (which ends in 2028) from the current 7.4 units per hectare to 8.5 units per hectare in Riebeek Wes. Provide for future integrated subsidised housing in Riebeek West. Government residential developments, supported by Human Settlement programmes, will be supported. Utilise areas as identified in Vacant land Audit for future development Allow for minimum subdivision size of single residential erven of 500m² Investigate the provision of GAP housing. Provide a variety of housing topologies. Promote residential development in Zone H (development constraints: privately owned and steep slope) Promote the development of <u>Erf 106</u> (site of demolished school building) for residential opportunities, owned by Department of Public Works. Promote residential development on RE/23 (development constraints: privately owned and valuable agricultural land) Support the relocation of the sport grounds to the old landfill site in order to facilitate the development of the sport grounds for residential opportunities or vice versa.
<u>Commercial:</u> Business node located at intersection of Hof and Van Riebeek Streets Municipal offices, church, park and surrounding businesses function as public node in western precinct	Support development of house shops along activity streets Support Home Occupation in residential areas Create integrated commercial areas in previously disadvantaged neighbourhoods	Develop CBD around Voortrekker Street (R311) Develop secondary business node in new subsidized housing project area Make available affordable commercial properties in subsidized housing area

Industrial:

Industrial node is adjacent to station (north-eastern precinct)

Support the expansion of the industrial area
Consider smaller scale agri-processing industries to allow value adding of products close to source

Provide adequate services and infrastructure for the industrial area
Redevelop show grounds and area north of Stasie Street for industrial, commercial and tourism related uses
Upgrade and maintain Stasie Road as an access road to the industrial area



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
<u>Social Infrastructure & Services:</u>	Create social infrastructure in previously disadvantaged communities. Facilitate adequate primary health facilities Facilitate education facilities (e.g. primary, secondary and tertiary facilities including agricultural skills) Promote and develop tourism. Support establishment of crèches and other education facilities in residential areas Identify areas for location of these services and liaise with relevant authorities for provision of the services.	Landscape CBD and provide street furniture and adequate waste bins Finalise expansion to cemetery Provide a multi-functional community facility. Upgrade and improve public open spaces. Provide play park equipment in earmarked open spaces. Provide an integrated sports/community facility at Greenfields development (new housing project).

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature & Conservation:</u> West of the Riebeek Valley, lies the Kasteelberg with its distinctive spatial and physical elements Kasteelberg is surrounded by high potential agricultural soil and boasts high rainfall patterns Several river/ streams cross through Riebeek West	Determine a development (including agricultural activities) line along the slopes of Kasteelberg. Identify conservation areas within urban area. Identify a heritage route. Formalise use of natural/open space areas for recreation. Develop hiking trails, mountain bike trails and alternative uses and facilities for these events. Design interactive development interfaces along open space network	Develop a conservation management plan to preserve the Kasteelberg landscape Manage conservation of Kasteelberg as part of the open space corridor. Formalise stewardship programme with Cape Nature to conserve Kasteelberg and surrounding natural area. Develop an open space network in Ongegund. Plant trees along main activity routes
<u>Public & Private Open Space:</u> Riebeek West functions as a Service Centre for agriculture, the largest economic sector contributor. It has a rural character, scenic environment and a rich cultural heritage (tourism). Retired and people seeking country lifestyle live in the valley and commute to work in Cape Town.	Develop guidelines to control architectural style, scale and height of built structures Develop guidelines to control information and advertising signage Develop & strengthen public areas to support pedestrian movement and economic activity Develop combined Open Space Network and recreational areas.	Develop multi-functional sports ground in western precinct (integration). Create an open space network through town. Upgrade the central square in front of the Town Hall and allow multi-functional use. Preserve character and place identity.

LAND USE ZONE PROPOSALS FOR RIEBEEK WEST

Riebeeck West has been divided into nine (9) zones (areas with common characteristics) with the relevant development potential relating to specific land uses for every zone.

RIEBEEK WEST LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A, located on the northern periphery, is earmarked for mixed use including light and service industries, commercial and tourism related uses. Also allows for low and medium density residential uses.	X	X		X			X	X	X	X	X	X	X	X
B	Zone B has a light industrial character. Allows for mixed uses including light and service industries, commercial and tourism related uses.							X	X					X	X
C	Zone C is a residential area, earmarked for integrated infill development and the provision of an integrated sport facility.		X	X	X	X		X ₂	X	X	X	X	X	X	
D	Zone D primarily a residential area including social, institutional and limited commercial uses.	X	X	X	X	X			X	X	X	X	X	X	
E	Zone E has a residential character with opportunities for infill development.	X	X	X ₁	X	X			X	X	X	X	X		
F	Zone F with mixed density residential uses.	X	X	X	X				X	X	X	X			
G	Zone G located along the main activity corridor through the town where commercial and mixed use occur.	X	X	X	X	X	X	X	X	X	X	X	X		
H	Zone H has a low density residential character with supporting social infrastructure and opportunities for infill development including higher density residential uses.	X	X	X ₁	X	X			X	X	X	X	X	X	
I	Zone I is an area of proposed integrated development.	X	X	X ₁	X	X	X	X	X	X	X	X	X		
J	Expansion of urban edge to allow inclusion of tourism node allows for supportive services to tourism node including residential and commercial uses.	X	X		X	X			X	X	X	X		X	
(1) Flats along activity streets (2) At existing nodes		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.2.2 Ongegend

Ongegend is located approximately 5 kilometres north of Riebeek West on the foothills of the Kasteelberg. Ongegend was home to the employees of the PPC cement mine and factory when the cement factory was established in 1950 on Farm Ongegend no 508. In 2001 Pretoria Portland Cement Company (PPC) sold the houses to residents and handed over town management to Swarthland Municipality and a Homeowners Association. The unique location of the town in the Riebeek Valley with its scenic and rural environment increases the attractiveness of the town.

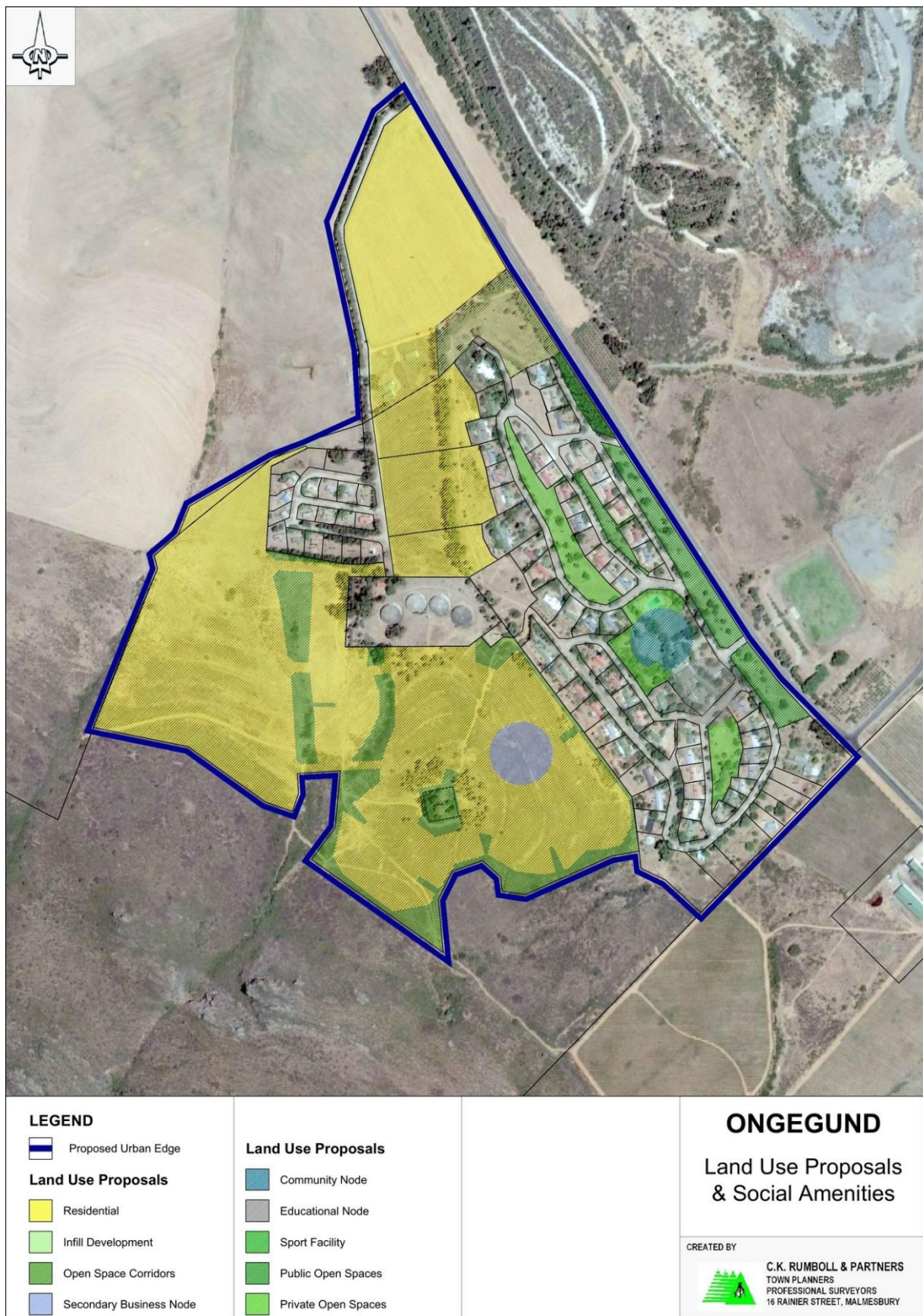


Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
Roads: MR227 (R311) is the main traffic route in the Riebeek Valley which links to the N7 just south of Moorreesburg and to the R45 route between Malmesbury and Hermon. MR227 provides access at two entrance points. A third entrance isolates the north-western residential precinct from the rest of town.		
	Revise access points off MR227/R311 to provide for future expansion along the Kasteelberg foothills. Do infill development on areas that access points open up.	Upgrade R311 (MR227) on eastern periphery of town.
Activity Streets & Corridors:	Expand activity streets from the northern access point off the R311.	Support mixed use including commercial opportunities along the activity route.
Pedestrian and Bicycle Routes:	Surface, shade and light up pedestrian walkways. Extend open space network through town and into surrounding natural areas on Kasteelberg. Support recreational/sport events along the R311	Develop pedestrian walkway within town linking with Kasteelberg hiking trail. Develop combined pedestrian and cycle routes along the Kasteelberg interface as part of the Open Space Network. Develop a cycle route along the R 311 between Riebeek Kasteel, Riebeek West and Ongegund. Develop Kasteelberg hiking trails in the reserve.

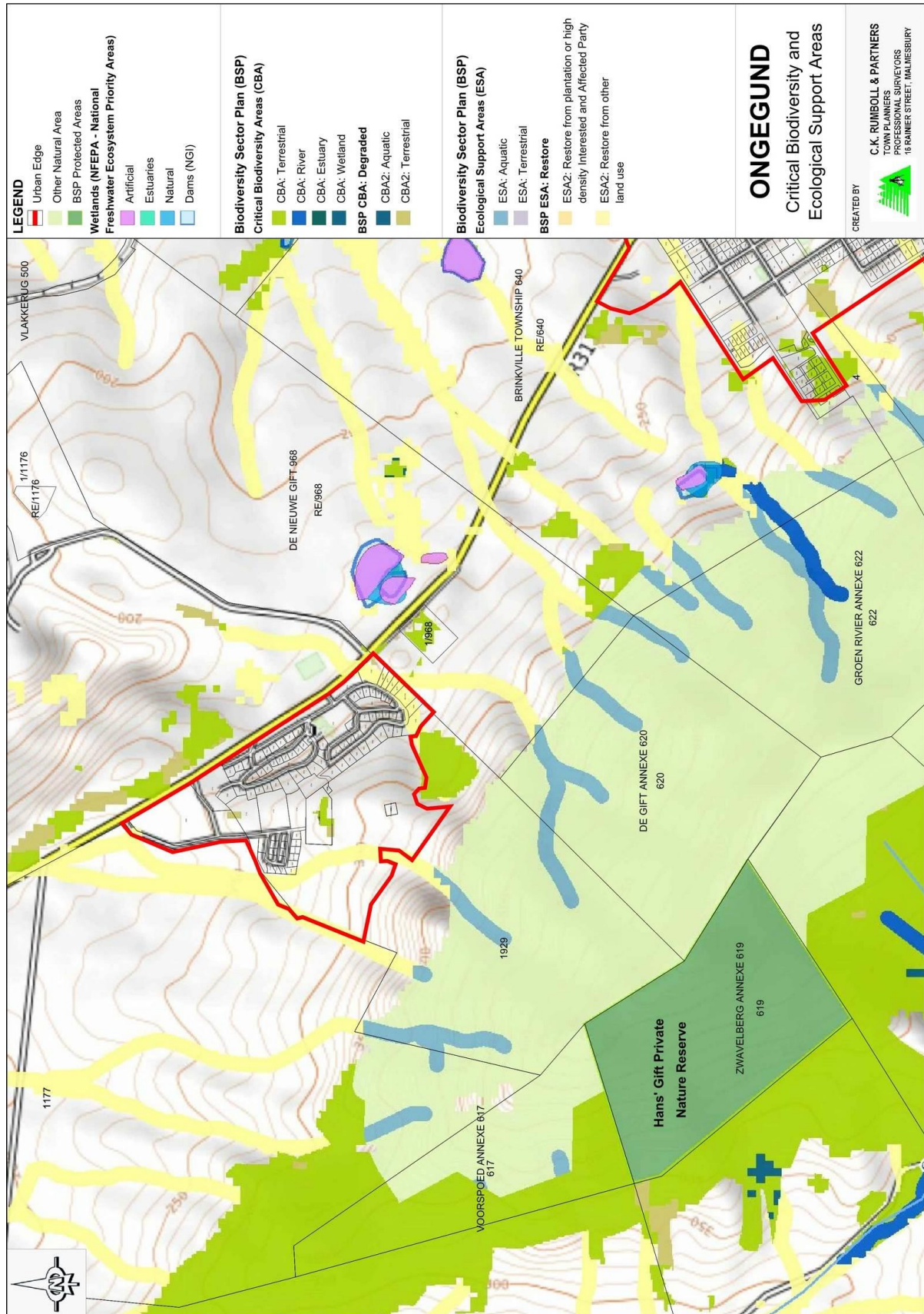
Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
Future Demand:	Align bulk infrastructure planning and SDF growth proposals. Align location of infrastructure with landscape qualities (minimize impact)	Provide land for provision of future bulk infrastructure (reservoirs, overhead power lines, future roads and water pipeline).
Water: Water is supplied by Voëlvlei Scheme & is stored in four (4) reservoirs with a 1750kl capacity at Kasteelberg.		
	Extend Water provision to all properties. Repair / replace leaking reservoirs in Riebeek West.	Provide additional reservoirs for storage capacity.
Waste Water: Combined WWT works for Riebeek Valley has sufficient capacity		
	Replace domestic septic tanks. Phase out sewerage suction trucks.	
Electricity: Eskom supplies electricity. 0.35 MVA (2013) is provided for whilst real demand is 0.28 MVA.		
	Replace obsolete electrical infrastructure (Responsibility of Eskom).	Provide additional street lightning Upgrade electrical connection to private properties
Storm water: Internal streets are paved and are in good condition		
	Formalise storm water system (ditches and open channels to be piped).	
Safety & Risk Management:		
	Riebeek Valley (which includes Ongegund) requires both a fire and police station.	Support use of natural resources e.g. alternative energy, water wise developments and harvesting of rainwater.



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT		
Protect	Change	Develop
<u>Residential:</u> 	Expand Ongegund through integrated development, residential mainly, with open space corridors Ensure enrolment of farm workers on housing waiting list. Densify Ongegund through subdivision and infill development as per zone proposals. Develop in accordance with infrastructure capacity.	Provide 19.8ha land to accommodate residential growth for the next 20 years in Ongegund. Vacant Land audit identified 39.5ha available for future growth in Ongegund. Develop 40 hectares of vacant land at Ongegund as the only large portion of land within the fertile Riebeek Valley. Provide different housing typologies. Provide housing for retirees in Riebeek Valley.
<u>Commercial:</u> Economic base is Residential and Mining Development potential which is categorized by <i>Growth Potential of Towns in Western Cape Study (2004)</i> as low. Pulpit Rock Winery and Restaurant are located on southern outskirts. Commercial and social services are provided in Riebeek West. PPC mine and factory, located northeast of Ongegund on farm no 1222 and 1224, plan to expand to increase cement production.	Limit commercial development to neighbourhood level. Encourage Home Occupation in residential areas. Allow mixed use in Zone C to promote different residential density and commercial uses. Expand and support agri-tourism.	Develop agricultural industries and service industries within Zone B.



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
Social infrastructure and job opportunities are within walking distance of residents. Ongegend depends on Riebeek West, Riebeek Kasteel and other nearby centres for economic and other social services and infrastructure.	Use social facilities such as community hall, tennis courts, bowling greens and a swimming pool at the town's clubhouse and the open space public place at the entrance for various festive occasions.	

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature and Conservation:</u> Landscape characterized by large formalised open space areas within the urban area, old farmlands to the north and natural fynbos along the Kasteelberg. Kasteelberg has prominent landscape features.	Enhance recreational uses in the natural areas in and around the settlement. Design interactive development interfaces along and further develop an open space network Link proposed greenfields development with open space network	Plant trees along main activity routes to link to open space network. Compile an effective conservation management plan Determine a development (including agriculture) line along slopes of Kasteelberg
<u>Public & Private Open Spaces:</u> Urban structure has a low overall density with single row houses served by roads. Infill opportunities are limited by the capacity of underground services and storm water runoff (southern side of town).	Enhance public open space at town entrance. Establish links between Riebeek Valley and the central sport facility.	Extend sports facility (Rugby Academy) to include an education component.

LAND USE ZONE PROPOSALS FOR ONGEGUND

Ongegund have been divided into four (4) zones (areas with common characteristics) with the relevant development potential relating to specific land uses for every zone.

ONGEGUND LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A forms the core of the town with mostly a low density residential character. There are also supporting recreational/sport functions. The expansion of education and commercial related uses is limited	X	X		X	X		X ₁	X	X	X	X		X	
B	Zone B vacant land is proposed for residential use and both mixed commercial and residential uses along the activity street.	X	X		X	X		X ₁	X	X	X	X	X	X	
C	Zone B vacant land is proposed for residential use and both mixed commercial and residential uses along the activity street.	X	X	X ₁	X	X		X ₁	X	X	X	X	X	X	
D	Zone D is earmarked mainly for residential expansion with supporting social and limited commercial uses.	X	X	X ₁	X	X			X	X	X	X	X	X	
(1) Along activity streets		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.2.3 Misverstand Dam

The Misverstand dam and resort, located on the Berg River and the north western boundary of Swartland and Ward 3, offers unique recreational and water sport opportunities. They include: day camping/picnic facilities, tent and caravan camping areas, holiday units for rent, a resort shop and restaurant, for boats - a launch pad and berthing places next to jetties. The Resort is home to: Resort I units and a camping area for short term holiday accommodation; Leisure Accommodation (Resort II) for longer term holiday housing and 25 units in private ownership; while the Open Space II area along the river front, is used for recreation and day camping. The Leisure Accommodation (previously Resort II) homes, located to the east, are under management of a Home Owners Association.

Misverstand Dam, as a tourism facility fulfils a regional role for visitors from Cape Town and surrounding municipalities. No future expansion of this resort is proposed as part of this plan.

5.2.4 Rural Areas of Ward 3

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

Support	Agriculture	Tourism
Industrial	Support packaging and processing on farms within the highly intensive production area in the Riebeek Valley (vineyards, stone fruits, olives and vegetables)	
	Support mining of <i>Limestone</i> . This limestone reef stretches from De Hoek outside of Piketberg to Riebeek West. - Mined by Portland Cement Company (PPC) outside of Ongegund. - Bridgetown - east of Moorreesburg, currently not operational	
	Store overburden on acquired farm.	
Commercial		Encourage film industry uses
	Support development of extensive agricultural units due to limited access to water (sustaining increased input cost of	Support festivals to build the agricultural brand e.g. annual Olive Festival and Shiraz Festival in the Riebeek Valley

	crop farming) except along Berg River.	
Residential	Develop future integrated subsidized housing in Riebeeck West.	Promote heritage resources e.g. Hooggelegen (c1709) first and oldest farm in the Swartland
Waterways		Promote recreation and support facilities at Misverstand Dam (water-ski resort) e.g. water sports and fishing

Objective 2: Proximate convenient and equal access [Economic Environment]

	Agriculture	Tourism
N7	Support link between the Nuwekloof road (R44), linking Ceres/Karoo with West Coast & Moorreesburg Optimise links to markets (Cape Town & Windhoek): Dual carriage way between Cape Town and Malmesbury increases accessibility & reduces travel time to the area	
R311	Strengthen the R311 as a regional link to increase mobility in the area. Support proposed link between N45, N7 and R311 and R311 and R44. Strengthen link with West Coast, Hopefield (R311 and R45), Moorreesburg (R311) and adjoining municipalities including Berg River, Drakenstein and the Cape Metropole	
Railway	Support private operators to provide alternative transport between Malmesbury & Moorreesburg	Implement special train trips between Moorreesburg & Koringberg (Grain and Canola fields, rolling hills and railway line to Bitterfontein)

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

There are no specific proposals for ward 3 to support this objective.

Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

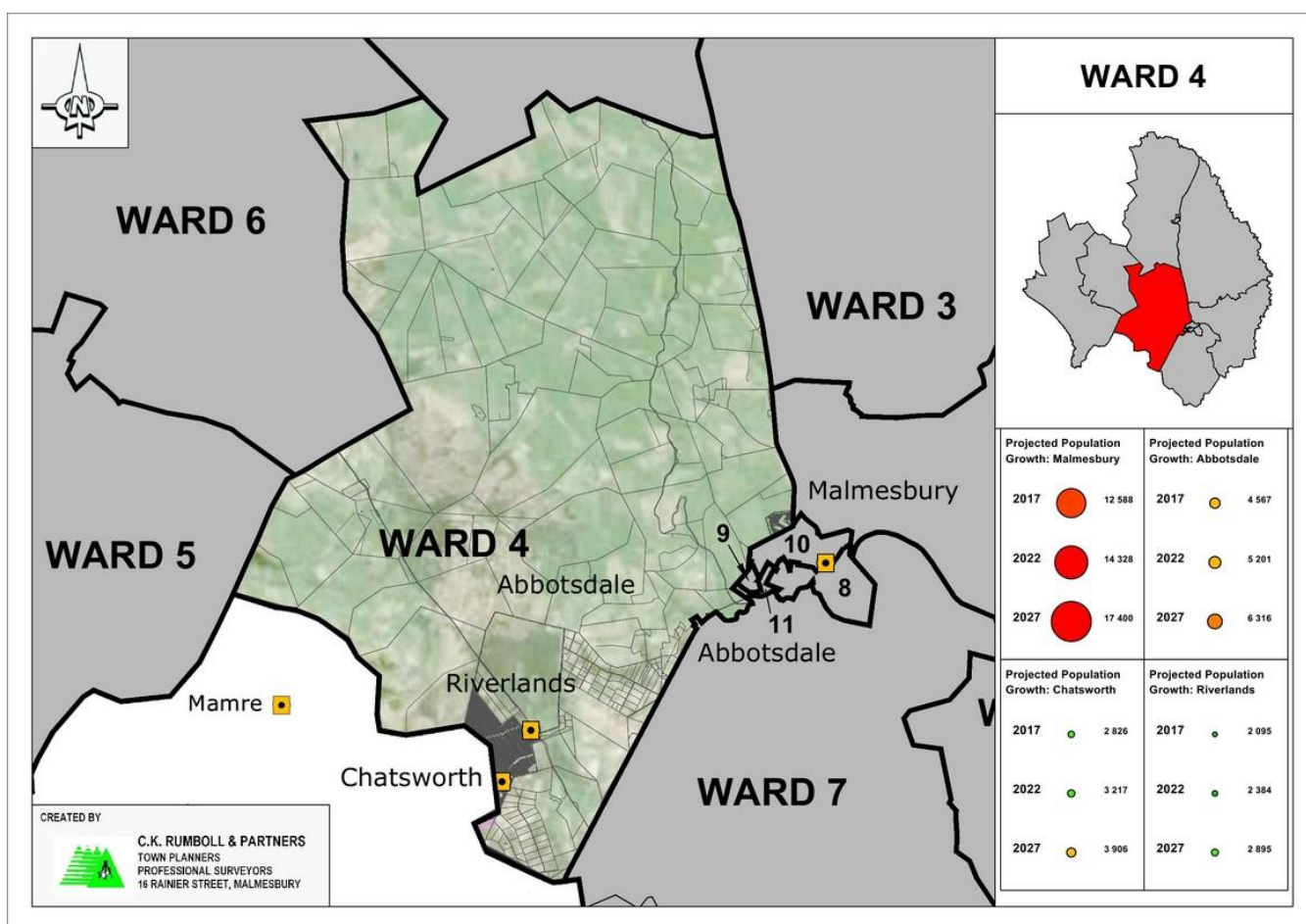
Administrative	Support Riebeeck West as a local agricultural service centre Develop Ongegund as a residential settlement.
Heritage tourism route	Include significant heritage farms and properties into potential heritage tourism route: PPC mine where the birthplace of Jan Smuts is located; Allesverloren as the family farm of D. F. Malan The doll museum in Koringberg as a tourist destination Protect all and promote some of the 101 rural sites surveyed in Swartland Rural Heritage Survey 2014 in Ward 3: Grade 2 PHS (Provincial Heritage Site) – 2, Grade 3 A (high local significance) – 3: Grade 3 B (some local significance) – 63: Grade 3C (limited local significance) – 30: No grading (no heritage resource) – 4

Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

Biodiversity	Categorise Kasteelberg, Swartberg, Koringberg “koppie”, Wolfkop, Byeneskop and Oshoekkop with the surrounding area which are identified as Core 1 and 2 areas	Create recreational opportunities: Hiking, mountain bike trails around Kasteelberg and along the adjoining hills and mountains like Koringberg Swartberg, Wolfkop, Byeneskop and Oshoekkop & bird watching, horse riding, 4 x 4 trails and clay pigeon shooting
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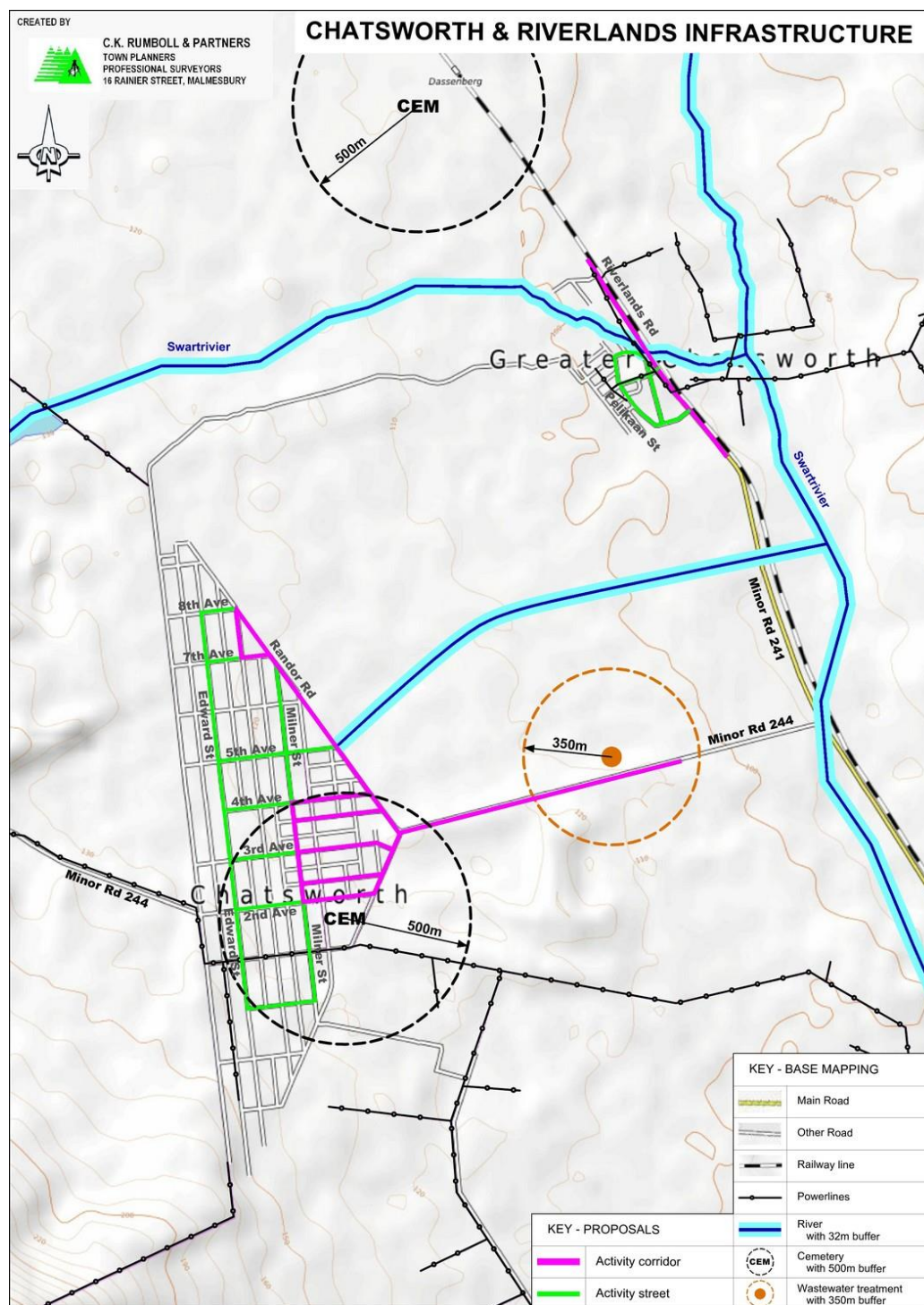
5.3 Ward 4: Riverlands, Chatsworth and Rural Areas

Ward 4, the south western ward (south of Malmesbury and west of N7), is home to the rural settlements of Riverlands and Chatsworth, small holding areas and large farms which are intensively cultivated. The ward is historically poor, has a lack of infrastructure and limited economic opportunities. Hence an Intensive Rural Development Corridor, should enhance economic growth, stretching along the N7, one half of which is located in Ward 4 and the other in Ward 7. Opportunities for intended possible development include: intensive cultivation, agri-processing, rural living, small and large scale agri-production and small scale agri processing.



5.3.1 Riverlands

Riverlands is 14 kilometres south of Malmesbury along the western side of the N7 in the area known as Greater Chatsworth. Access from the N7 national road to Riverlands is obtained via connection road no 241.



Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> Road 241, (connecting N7 and Mamre and access road), known as Riverland Drive provides direct access to school, bus stop, and commercial services.	Upgrade Riverlands Drive as the main activity route and through route to the Riverlands Reserve.	Municipality to take pro-active role in liaising with Provincial and National roads departments to give insight into the upgrading or surrounding road networks.
<u>Activity streets:</u> Arend, Pelican, and Kelkiewyn Street (south).	Develop mixed uses along Riverland Drive activity corridor and along internal activity streets. Beautify main activity corridor and entrance to Riverlands. Introduce speed calming measures along Riverlands Drive. Develop higher order uses along identified activity streets to support integration and spatial justice. Provide adequate public transport facilities to increase mobility. Provide railway transport as alternative public transport system for the Greater Chatsworth area Develop multi- use and safe pedestrian walkways in town and between Riverlands and Chatsworth. Ensure accessibility of sidewalks, road crossings a pedestrian walkways for the disabled.	Beautify Riverlands Drive (plant trees) Enhance town entrances as focal points and plant trees, provide street furniture and develop pedestrian walkways. Introduce speed calming to increase safety along Riverlands Drive (i.e. raised pedestrian crossings and intersection). Develop taxi rank/bus stop in front of the school to increase mobility. <u>Pedestrian and cycle routes</u> Provide disabled friendly, accessible, surfaced, shaded and adequately lit and safe pedestrian walkways and cycle paths.

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
<u>Water:</u> Twenty percent (20%) of households in Riverlands share communal water points. Voëlvelei Scheme provides water via pipelines through Malmesbury and Kalbaskraal to Riverlands and Chatsworth. There are three (3) boreholes at Riverlands which supply the 2400kl. Reservoir.	Provide a basic level of service in the short-to medium term and upgrade services in the long term.	Share infrastructure between Riverlands and Chatsworth Provide water to all properties.
<u>Waste Water:</u> Flush sewerage network limited to subsidized housing development whilst the rest of town uses septic tanks. Riverlands and Chatsworth's WWT plant consists of an oxidation dam approximately 2km away from Riverlands, in the direction of Chatsworth.	Upgrade and expand the Waste Water Treatment Works (2017) to service houses not connected to the flush sewer system. Servicing the septic tanks is a challenge. Upgrade the oxidation dam.	
<u>Electricity:</u> Eskom supplies electricity in Riverlands. Street lighting is considered inadequate.	Improve inadequate street lighting.	
<u>Storm water:</u> Internal roads and the storm water system are considered inadequate.	Upgrade backlog of approximately 21 km of streets and storm water system.	
<u>Waste</u> Weekly Swarthland Municipality collects all domestic waste from door to door and transports it to Highlands Landfill. Residents deliver waste (such as garden waste) to a transfer station located next to the WWTP.		
<u>Safety</u> Riverlands does not have a fire or police station.		

Objective 1: Grow economic prosperity and facilitate economic sector growth and

Objective 4: Protect and grow place identity and cultural integrity

SPACE, BUILT		
Protect	Change	Develop
Heritage and Tourism Riverlands was established as a Dutch Reformed Mission Church and school in the early 1900's on land purchased by Spoornek. Riverland is relatively isolated with limited services and poor living conditions. The result is high population growth, unemployment and other poverty-related conditions.	Control extensions or demolitions of heritage buildings. Focus tourism development on the natural environment, nature reserves and wild flowers.	Support the cultivation and harvesting of wild flowers. Manage and maintain the area during spring as a hotspot to view wild flowers. Capitalise on Riverlands' location along the access route to the Riverlands Reserve.
Residential Riverlands is part of the Greater Chatsworth area, and serves as an isolated "overnight" town for workers from Malmesbury, Cape Town, Atlantis and surrounding farms. Urban Design: The urban core of Riverlands is located west of Riverlands Drive. Social facilities such as the sports field are northeast of the town entrance. Open space areas accommodate tributaries and retention dams. The built form of Riverlands is not defined by a specific style. The northern precinct is characterised by larger erven with infill opportunities and the southern precinct consists of smaller erven with limited densification opportunities. Riverlands residents commute to work in Malmesbury, Cape Town and Atlantis	Expand residential use north of the entrance road and south of the Swart River and move informal settlement in the south eastern precinct to the formal housing area. Limit residential expansion westwards to side stream of Swart River. Provide for different residential types/ housing topologies and effective utilisation of services. Expand small residential area in northern precinct directly east of town entrance. Align development with bulk infrastructure capacity and services. Support the densification in Riverlands through: Subdivision; Infill development; and Renewal and restructuring Densify in accordance with zone proposals. Provide GAP housing in Riverlands.	Provide for subsidised housing demands in Riverlands. Government residential developments, supported by Human Settlement programmes, will be supported. Keep waiting list up to date. Enrol farm workers on the waiting list. Develop higher density residential uses in and around the CBD and along activity streets. Develop land owned by Department of Human Settlements between Riverlands and Chatsworth, known as Michiel Heyns Kraal. Beautify & utilise part of the taxi rank/bus stop in front of school as a market place Require a minimum erf size of 500m² Support residential expansion to the west of Riverlands with supporting social infrastructure such as schools, crèches, churches as well as 2.5ha sport grounds. Extend Arend and Kelkiewyn streets through to the residential expansion as main access route in the town.
Rural Residential: Vetkoekheuwel, as well as other smaller settlements, are informal areas on the eastern and western boundaries of the town. The residents of the informal settlements mainly make a living as small farmers on surrounding land owned by Transnet and Cape Nature. Formalise rural settlement of Vetkoekheuwel, outside of Riverlands along the Swart River. Formalise layout, ownership, security of tenure, installation of services and formalising the access road.	Spatially integrate Riverlands and Chatsworth Settle farmers in area between (north and east) Riverlands and Chatsworth known as Vetkoekheuwel and protect the ecological corridor. Promote intensive agricultural use and smaller agricultural units in surrounding rural areas of Riverlands and Chatsworth, including Groenrivier Smallholdings and Tierfontein Allow mixed uses along the activity corridor.	Expand to the north and south-east of Kalbaskraal Provide 17.7.4ha land to accommodate growth in Chatsworth over the next 20 years of which 22ha is vacant and undeveloped land as per Vacant Land Audit. Provide public transportation for Riverlands commuters. Strengthen the economy to generate job opportunities in Riverlands. Create a multi-use open space network. Increase density for next 20 years (which ends in 2028) from the current 14.3 units per hectare to 14.6 units per hectare in Riverlands (Vacant erven that can densify in private ownership).
Commercial Basic commercial services with limited economic opportunities cause residents of Riverlands to conduct business in Malmesbury and Cape Town	Formalise the existing commercial area on the south-eastern periphery of the town and create opportunities for housing and service industries around this node. Support integrated development and mixed uses in neighbourhoods.	Create more affordable commercial properties and more integrated commercial areas in previously disadvantaged neighbourhoods Support CBD along Riverlands Avenue. Support economic growth and diversification.
Industrial .	Provide the opportunities for limited service related industries on the southern periphery of town along both sides of the activity corridor.	Ensure adequate capacity of bulk infrastructure to support industrial expansion. Identify areas for future expansion of bulk infrastructure



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS

Protect	Change	Develop
Community Facilities: Sufficient space at existing school for expansion	Provide adequate: Primary health facilities; Education facilities specifically crèches and secondary facilities. Allow community orientated uses (crèches) in residential areas.	Develop a multipurpose community centre along the link road between Riverlands and Chatsworth to serve the Greater Chatsworth area. Develop a new school site (Department of Education).

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL

Protect	Change	Develop
<u>Natural and Conservation Landscape:</u> Riverlands is located near the pristine natural environment of the Riverlands and Pella Reserve and Dassenberg which contributes to a peaceful and rural appearance. <u>Waterways:</u> The Swart River borders the town on the northern and eastern side. <u>Vegetation:</u> Protect the area surrounding Riverlands, classified as a Category Bc (Buffer zone) and making the town form part of the Ecological Corridor. Riverlands as part of the Greater Chatsworth area, is home to the Atlantis Sand Fynbos flora.	Develop a multi-functional open space and recreational network in Riverlands. Design the interface between river and adjoining areas to be seamless and encourage buildings to front onto the river. Develop conservation management plans.	Enter into a stewardship programme with Cape Nature to ensure effective management of conservation areas. Establish and protect the corridor between Riverlands and Pella Nature Reserve to the north of the town that includes a part of the farm Michiel Heyns Kraal. Provide walking trails and landscaped recreational facilities (play parks, picnic areas, and outdoor gym equipment). Develop hiking trails, mountain bike trails and alternative uses as events facilities and venues. Encourage developments next to open spaces to interact with such spaces.
<u>Public and Private Open Space:</u>	Develop a new and larger sports node to serve the Greater Chatsworth area. Develop a sports field in future, west of Riverlands for safe and easy access. Upgrade existing sport facilities east of the school. Formalise cemetery with access route.	Provide and secure play park facilities. Provide a public park along the tributary of the Swart River. Secure the dam and formalise the area around retention pond in Pelican Street as a local picnic area. Formalise area along the tributary and to the west of the school, with landscaping and hiking routes.

LAND USE ZONE PROPOSALS FOR RIVERLANDS

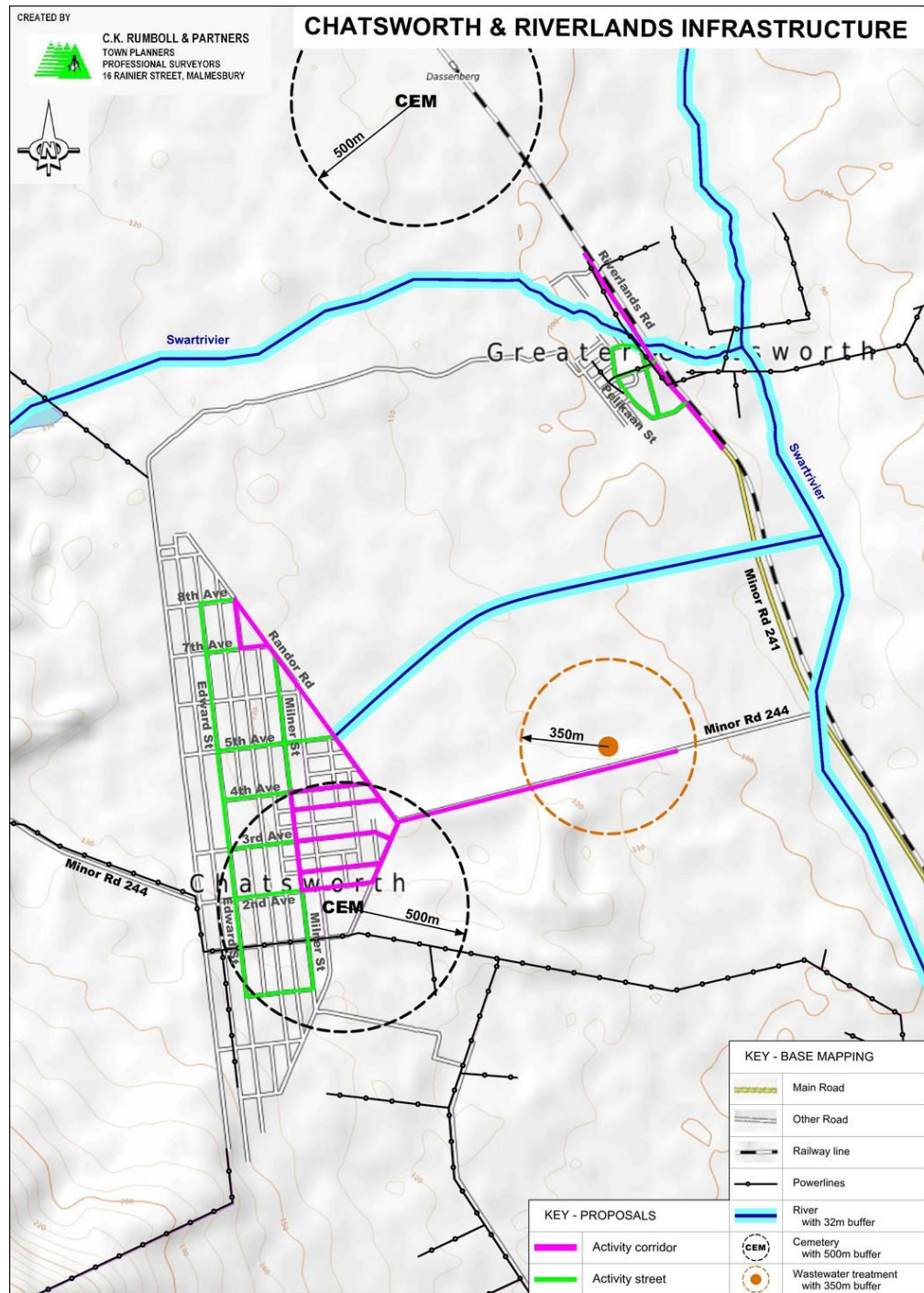
Refer to the land use zone map for Riverlands: The urban area of Riverlands is divided into eight (8) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

RIVERLANDS LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A has a residential character with larger properties on the northern periphery. Limited infill opportunities.	X	X		X				X	X	X	X	X		
B	Zone B consists of institutional uses such as schools, sport fields and supporting transport service (taxi/bus stop)				X	X				X	X		X		
C	Zone C has a high density residential character with limited supporting commercial uses. Allow for supporting social infrastructure		X	X	X 2				X	X	X	X	X	X	
D	Zone D comprises the core of the town and areas directly surrounding the core.			X	X	X	X	X	X	X	X		X		X 3
E	Zone E is an operational industrial site							X	X						X 4
F	Zone F is the area southeast of the access road where business functions occur and where formalisation is required.		X	X	X		X	X	X	X		X		X	X 3
G	Zone G is the area located southeast of the access road where informal residential functions mainly occur and where formalisation is required. Area along the activity corridor can be utilised for light industrial and service industry uses	X	X	X				X	X 1	X		X			X 4
H	Zone H includes an informal small farmer settlement area identified as Vetkoekheuwel outside the urban edge along the Swart River. Area needs to be formalised with provision of a formalised access road, infrastructure and securing of land tenure.	X	X	X				X	X	X		X			X
I	Zone I has a high and medium density residential character with limited supporting commercial uses. Allow for supporting social and recreational infrastructure		X	X	X		X	X 1		X	X	X	X	X	
(1) Along activity streets (2) Flats along activity streets		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks													

(3) Only service trade (4) Only service trade and light industry	Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7
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5.3.2 Chatsworth

Chatsworth is located on the southern boundary of the Swartland Municipal area in the area known as Greater Chatsworth. The town is situated 14 kilometres south of Malmesbury. Access from the N7 national road to Chatsworth is obtained via connection road no 241. The N7 is approximately 4.5 kilometres east of the town.

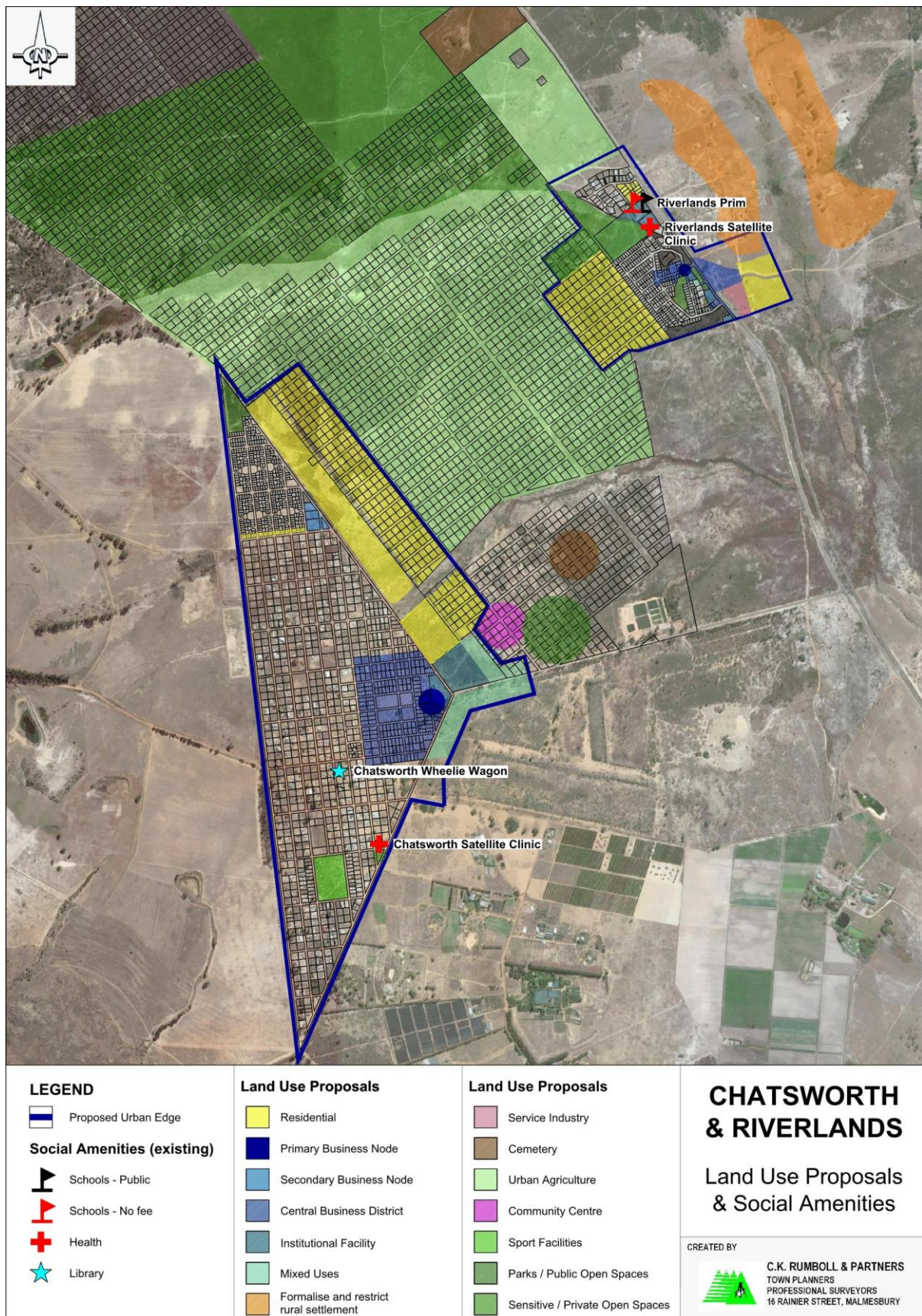


Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> Road 241, (connecting N7 and Mamre and access road), known as Riverland Drive provide direct access to school, bus stop, commercial services.	Upgrade Randor Street as an activity corridor including the bus route through Chatsworth.	Liaise with Provincial and National Roads departments to be involved in upgrading of road networks. Beautify Randor Street and other activity streets in the CBD. Provide public transportation for Riverlands commuters.
<u>Activity Streets and Corridors:</u> Main (3rd Avenue) and Randor streets (providing access to northern precinct). Other Activity Streets include Edward, Milner, Seventh, Fourth, Fifth, Second and Cambridge Streets. A central business node is located between Fourth & Second Avenue, Milner, Randor and Cemetery Streets.	Develop mixed uses (higher density residential and commercial) along Randor Street as an activity axis and along identified internal activity streets. Provide railway transport as alternative public transport system for the Greater Chatsworth area.	Upgrade and beautify Randor Street, and the connection route between Riverlands and Chatsworth. Utilise entrance points as focal points: (trees, street furniture and pedestrian walkways). Develop a taxi rank/bus stop next to CBD Expand bus route to northern precinct where the subsidized housing project is located. Introduce speed calming measures.
<u>Pedestrian and Cycle Routes:</u>	Develop multi- use and safe pedestrian walkways in town and between Riverlands and Chatsworth.	Develop multi-use and safe and functional pedestrian walkway in town as well as between Riverlands and Chatsworth.

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
<u>Future demand:</u> Upgrade services in the Greater Chatsworth area.	Align infrastructure location with SDF proposals and minimise impact on landscape. Provide a basic level of service in the short- to medium term and upgrade to a higher level in the long term.	Provide for expansion of bulk infrastructure. Integrate Riverlands and Chatsworth by sharing infrastructure.
<u>Water</u> Voëlvlei Scheme provides water via pipelines through Malmesbury and Kalbaskraal to Chatsworth and Riverlands. Water is stored in a 2400kl reservoir. ±47% of 108 households uses communal water points.	Upgrade and install internal water reticulation networks to extend water provision reticulation network to all properties. Extend water provision to all properties.	
<u>Waste Water</u> Septic tanks or buckets predominate. Flush sewer system is provided in the subsidized housing developments only. A combined Waste Water Treatment Works serves Greater Chatsworth (oxidation dam approximately 2km from Riverlands, direction of Chatsworth.)	Expand sewage system to all residences. Establish oxidation dams' capacity.	Upgrade sewage system (2017)) and connect to flush sewer system. Expand bulk infrastructure to support future residential development
<u>Electricity</u> Eskom supplies electricity, most properties are connected.	Improve street lightning of some internal roads.	
<u>Storm water:</u>	Upgrade ±21 km storm water system.	
<u>Waste:</u> Weekly door-to-door collection by the Swarthland Municipality of domestic waste is transported to the Highlands Landfill. Residents deliver waste (such as garden waste) to a transfer station located next the WWTP.		
<u>Safety and Risk Management:</u> Chatsworth does not have a fire or police station.	Support effective use of natural resources - alternative energy, water wise developments. Safety: Prioritise establishment of a satellite fire- and police station for Greater Chatsworth.	Support the harvesting of rainwater in tanks on residential erven.



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage and Tourism:</u> Chatsworth's history is similar to Riverlands. The first church was built in 1900 followed by a school in 1906. As a private person originally owned Chatsworth, erven were sold to individuals and individual ownership still prevails today.	Control demolition and extension of heritage buildings.	Enhance tourism, exploiting natural resources (community gardens, harvesting wild flowers and markets),
<u>Residential:</u> Chatsworth has a distinctive triangular shaped grid layout which changed due to a subsidised housing development in the northern precinct of Chatsworth. Lower and limited medium density residential developments populate the town. Chatsworth and Riverlands form part of the Greater Chatsworth area and are residential towns. Riverlands residents commute to work in Malmesbury, Cape Town and Atlantis	Require different residential types/topologies and effective use of services Expand along the eastern periphery of Chatsworth. Provide subsidised housing on land owned by Department of Human Settlements. Densify through subdivision, infill & renewal and restructuring, in accordance with zone proposals. Enrol farm workers on to the house waiting list. Keep waiting list up to date. Finalise the proposed housing project, to address backlogs, along the north eastern periphery.	Formalise smaller farming units in area between Chatsworth and Riverlands (Department of Human Settlements Project). Develop land owned by Department of Human Settlements between Riverlands and Chatsworth, known as Michiel Heyns Kraal. Adhere to minimum single residential erf size of 400m². Provide for integrated subsidised housing demands in Chatsworth. Government residential developments, supported by Human Settlement programmes, will be supported. Increase density for next 20 years (which ends in 2028) from the current 8.8 units per hectare to 10.3 units per hectare in Chatsworth. Provide 61.6ha in Riverlands over the next 20 years of which 5.9ha is vacant and undeveloped areas as per Vacant Land Audit. Settle farmers in area between (south and west) Riverlands and Chatsworth known as Vetkoekheuvel and protect the ecological corridor. Earmark Housing Development Agency's (HDA) land for the provision of housing
<u>Commercial:</u>	Enhance existing CBD at the entrance to town and at the secondary node in the northern precinct. Strengthen economic and social node at town entrance. Enhance the smaller commercial node adjacent to Malmesbury and Randorf Streets in the subsidised housing development. Upgrade the public node and use as the market place in the CBD.	Develop the business nodes and allow for mixed uses along activity corridors and activity streets. Develop an integrated community node on land earmarked for urban expansion on the Chatsworth side. Develop an activity corridor from the town entrance. Support integrated development and mixed uses in neighbourhoods. Allow house shops. Expand on north-eastern boundary and area around town entrance
<u>Industrial:</u>	Identify areas for future expansion of bulk infrastructure.	Support services and light industry related development in Zone F and along the activity corridor at the town entrance in Zone H.



Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature Conservation:</u> Natural Systems: Chatsworth is part of the Greater Chatsworth area that is home to Atlantis Sand Fynbos flora (endangered vegetation type). Protect the highly diversified vegetation on the northern periphery of Chatsworth that is zoned Open Space III (Nature reserve) and the corridor link to Riverlands Nature Reserve in the northeast	Design interfaces between river and adjoining areas to be seamless and encourage buildings to front onto the river. Focus tourism development on the natural environment, nature reserves in the area and wild flowers. Support agri-tourism in surrounding area. Promote intensive agricultural use and smaller agricultural units in surrounding rural areas of Riverlands and Chatsworth, including Groenrivier Smallholdings and Tierfontein to allow access to agriculture land.	Support the cultivation and harvesting of wild flowers. Manage and maintain the area during spring as a hotspot to view wild flowers.

Objective 3: Sustain material, physical and social wellbeing

PUBLIC UTILITIES		
Protect	Change	Develop
Community Facilities:	Provide adequate primary health care facilities. Provide education facilities with a focus on crèches and secondary facilities. Develop a new and larger multi-use sport facility and shared multipurpose community facility (Thusong centre) in a central position between Riverlands and Chatsworth	Support the Department of Education in its plans to develop a new school site and educational facility (Transfer of primary school in process). Re-zone the public area in CBD as a local market square. Combine with bus and taxi stop. Expand the cemetery and create a new cemetery in the central node between Riverlands and Chatsworth Build a wall between the Christian and Moslem sections of cemetery.

LAND USE ZONE PROPOSALS FOR CHATSWORTH

Refer to the land use zone map for Chatsworth: The urban area of Chatsworth is divided into eight (8) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

CHATSWORTH LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is a new high density residential area with a conservation area on the northern periphery. Allow for GAP opportunities north of Seventh Avenue.	X	X	X	X			X ₂	X	X			X	X	
B	Zone B has a low density residential character with mixed commercial uses along activity streets. Allow for infill residential development.	X	X	X ₃	X				X	X	X	X	X	X	
C	Zone C is a low density residential area with mixed commercial uses along activity streets. Include a sport field on the southern periphery.	X	X	X ₃	X				X	X	X	X	X	X	
D	Zone D support the Central Business district with various mixed uses including commercial and residential uses.	X	X	X	X	X	X	X	X	X	X	X	X	X	
E	Zone E is an area where the expansion of residential and supporting social services are proposed.		X	X	X				X	X			X	X	
F	Zone F is an area that is proposed for service industries as well as the establishment of a primary school.					X	X	X	X	X	X		X		X ₅
G	Zone G is located to the north of the access road, outside the urban edge. This area is earmarked for an integrated Community node for the provision of social services that will serve both Chatsworth and Riverlands to support the integration between the communities. The existing sewerage restricts other uses in the area.					X ₄							X ₆	X ₇	
H	Support and activity corridor and node at the entry to town. Allow for mixed uses along the activity corridor including commercial, service trade and light industries.	X	X	X	X	X	X	X	X	X	X	X	X	X	X ₅
(1) Along activity streets (2) Along node (3) Flats along activity streets (4) Multi-purpose Community centre (5) Only service trade and light industry (6) New Cemetery (7) Sport		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.3.3 Intensive Rural Development Corridor

The southern part of the Swartland, including wards 4 and 7, is historically neglected and has poor provision of services and a very weak economy. During 2008, as part of the delineation of the urban edges of towns within the Swartland, an Intensive Rural Development Corridor was identified to facilitate opportunities and **to stimulate the economy.**

Intensive agricultural and agricultural related production and processing, mixed uses allowing service industries, transport services, tourism related facilities, and rural living opportunities on smaller agricultural units and small scale agri-processing on farms are all encouraged to enhance the economy.

Although this area is located outside of the urban edge it will form a specific development area or precinct, that will be subject to development guidelines in order to control the specific land use within the corridor and in particular areas designated for agricultural production and biodiversity and waterway (stream) conservation.

Expansion of the Intensive Rural Development Corridor forms part of the amendment of the SDF to include an area immediately adjoining the N7 to the west.

Extend the Intensive Rural Development Corridor which stretches between Malmesbury and Kalbaskraal along both sides of the N7, to the east between the Diep River /Old Cape road and on the west to Chatsworth and Riverlands. The following properties and developments should be included in the Intensive Rural Development Corridor.

Tierfontein Estate

The Tierfontein Estate, or Goedehoop small holdings, as it is otherwise known (forming portions of original Goedehoop Farm 758), is located immediately west of the N7 and on the south western boundary of Abbotsdale, between Malmesbury and Cape Town. The zoning of land in the estate is Agricultural Zone 3: Smallholdings. The Tierfontein Estate, comprised of 59 smallholdings, with an average size of 14,278ha, was created around an internal road network that is accessed off a tarred access road off the N7. The land uses within the estate include - mainly residential, a combination of residential and agricultural, as well as some agri-industries that include packaging of farm products, the canning and preservation of products as well as milk processing and cheese making. Adding value to produce produced on small holdings is a natural result of intensive production that achieves economies of scale. Water within the estate is obtained from individual boreholes with an onsite sewerage disposal. A minimum subdivision size of 10 ha is recommended for smallholdings on this Estate.

Amoskuil Estate

Amoskuil Estate is located between Malmesbury and the Tierfontein smallholdings and allows for another smallholding or rural living area on the fringe of the urban area. It will serve as a transition zone between the urban uses to the north and the more rural type uses to the south. A minimum size of 2 ha is recommended for smallholdings in this area.

Groenerivier Estate

The Groenerivier Estate is located on the southern boundary of the Swartland and is accessed off the Klein Dassenberg Road. The Estate is home to 26 smallholdings located around a single private access road and is zoned for Agricultural Zone 3: Smallholdings. The average size of the smallholding in the area is 20 ha which allows for further subdivision to create smaller units, subject to the availability of water. A minimum size of 10ha is recommended for smallholdings in this estate. The estate is managed by a Home Owners Association.

The extension of the proposed corridor between Malmesbury and Kalbaskraal on both sides of the N7 includes a total of 159 properties of which 113 are small holdings and 46 are larger farms (See Annexure 5).

Development Directives

Western Cape SDF: Requires consideration of the social, economic and ecological environments in development planning to ensure that development serves present and future generations (sustainable development).

As land is a fixed and scarce resource, high potential land with adequate water in close proximity to markets needs to be optimally cultivated and developed.

Diversification of agricultural uses needs to be balanced with the availability of land and water.

Development guidelines

The support of economic enterprises and different growth areas within the rural landscape are guided by the regional and local demographics and the economic indicators for Malmesbury as discussed above. The proposed Intensive Rural Development Corridor will support the three pillars of sustainability through:

Ecological Integrity – support and conserve both natural and man-made environments through conservation of the natural environment features such as Diep River and the adjacent riparian (riparian - relating to wetlands adjacent to rivers and streams) Corridors.

Social justice – provide opportunities for small farmer settlement (intensive and alternative farming) and historically disadvantaged individual settlement that will allow distribution of resources (land).

Economic efficiency – optimal utilization of scarce resources (land and water) to maximize output, at the lowest possible cost, yet appropriately managed. Encourage sustainable agriculture and land management practices.

Economic opportunities will create jobs in Ward 4 and 7 and address realities of rapid urbanization which are - increasing unemployment and increasing pressure on farm incomes.

The Micro-Economic Development Strategy of the Western Cape Provincial Spatial Development Framework promotes diversification of agricultural enterprises. Diversification contributes a general stability to agriculture.

According to the Swarthland Economic Profile, "the Swarthland economy contributes in the order of one and a half percent (1, 5%) to the provincial economic activity in the Western Cape whilst it represents some one point eight percent (1, 8%) of the total provincial population". The Swarthland economy is fairly diversified with the main contributors being agriculture, manufacturing, trade and services. These sectors provide most jobs.

Thus

Increase the contribution to the Swarthland economy and to the provincial economy

Enhance diversification of the economy

Contribute to agriculture, manufacturing and trade and services

Create employment

Swarthland contributes seven percent (7%) to provincial agriculture. Agricultural production in the Swarthland has diversified over time and this diversification should be enhanced and maintained. (Van der Merwe, 2005: 22).

- a) *Malmesbury is the administrative seat and regional centre of the Swarthland Municipality.*
- b) *The IDP of the Swarthland Municipality prioritises economic growth of the Swarthland area.*
- c) *Listed at the 14th position on the ranking list of provincial towns having a high growth potential, Malmesbury will play an important development role within the Swarthland Municipal area and within the West Coast region as a whole.*
- d) *Malmesbury offers strong institutional and commercial services strengthened by close proximity to markets (Cape Metropole) which contributes to the ranking of the town's potential.*

The development directives guide the proposals to follow:

Status Quo	Development Proposals
<i>As diversification built the value chain, agglomerating economic activities including agri-processing and distribution of agricultural products and services forms the backbone of economic activities in Malmesbury.</i>	Agricultural Development opportunities: ▪ Generation of products (e.g. vegetable, milk) for local, regional and international consumption. ▪ Localized (on farm/smallholding) product enhancement (e.g. Tierfontein/Groenerivier Estate). ▪ Diversification of produce (mixed farming) limiting dependency on grain production (e.g. vineyard development, hydroponics, dairies, etc.). ▪ Generation of high value products aimed at specialty markets (e.g. health food industry, organic farming). ▪ <i>Diversifying from production to services such as hospitality and tourism: farm stay opportunities, agri-tourism and agri-conservation attractions. (Setplan, Malmesbury Atlantis Spatial Plan, 2000: 54).</i> ○ Transferring skills in agri-processing, diversification of agriculture and agri-tourism to enhance employability. ○ Processing on-site to capitalise on the proximity to the metropolitan markets (e.g. organic produce) and to the source (limiting environmental footprint)

Utilities and Engineering Services

Water:

Water is obtained from boreholes taking water from the primary and secondary aquifers in the area, from the Diep River (limited) and roof runoff and used for farming (intensive irrigation, stock etc.) and drinking water.

Voëlvlei pipeline (potable water) traverses the area but is not accessed within the Corridor. The water reticulation line in Chatsworth provides a potential connection to the Groenerivier Estate.

Sewerage:

Tierfontein smallholdings have septic tanks, which need to be pumped regularly. Other properties within the Corridor have onsite septic tanks and soakaways.

Waste Disposal:

Waste disposal within the farming area is the responsibility of the farm owners. Transferring to the Highlands Landfill Site is encouraged.

Electricity:

ESKOM distribute and supply electricity providing a 66Kv electrical transmission line.

- Maximize the utilization of existing infrastructure where possible
- Suitable development that will not jeopardize the safety along the N7
- Enhancement along N7 route, building the theme “Gateway to the Swartland”
- Easy and effective access and traffic flow on service roads along N7 and the Corridor
- Effective use of water resources.
- Provision of municipal/district municipal water to densely populated and intensive development areas
- Installation of small sewerage package plant for rural living/smallholding development to limit potential impact on environment

Roads:

N7 (TR11/1) is the main road (trunk route) along this corridor which links Cape Town with the North West and Namibia, and the West Coast.

The N7 dual carriageway between Cape Town and Malmesbury provides service roads on both sides of the highway creating easy access and traffic safety to conduct business.

Divisional road DR111 (Old Cape Road), between Malmesbury and Kalbaskraal on the eastern side of the Diep River (now being upgraded).

DR 1138, linking N7 and Kalbaskraal (east) and Greater Chatsworth (west).

Klein Dassenberg Road on the southern boundary of Swartland municipality provides access to the Groenrivier Estate and surrounding properties and links to Atlantis and the R27.

Minor roads within the area include:

- the access roads to Tierfontein smallholdings (e.g. minor roads 520/521/522/523) (need to be upgraded),
- The access road to the east of the N7 via the proposed Main Road 530.

Rail:

Railway line between Darling and Kalbaskraal and part of

Access to markets

The proposed freight airport along the N7 between Cape Town and Malmesbury will enhance accessibility.

Proximity

Malmesbury's location in relation to the Cape metropole and its accessibility by road N7 and rail, enhances economic opportunity.

Maintain road infrastructure to ensure that the Corridor is well connected to the metropolitan area, Malmesbury and Atlantis.

Upgrade roads to control dust, manage storm water and increased traffic (due to agri-industrial activities)

Develop policy regarding the location of farm stalls and signage within the Corridor along the N7.

Kalbaskraal-Darling–Saldanha Line is used as a goods line with a siding at Riverlands.

Bellville-Malmesbury-Bitterfontein Line, used for the transportation of goods with stations in Kalbaskraal and Abbotsdale.

Visual and Acoustic Quality

The corridor is framed by distant mountain and hill ranges, rolling cultivated hills, the Diep River along the eastern boundary, remnants of natural veld, historical farmsteads and buildings, and rural villages (Abbotsdale, Kalbaskraal, Chatsworth and Riverlands).

Remove negative landscape features such as invasive alien vegetation (Port Jackson or *Acacia saligna*) and visually obtrusive signage along the N7.

The corridor is associated with rural sounds, noises generated by the N7 should be mitigated specifically at residential areas such as Abbotsdale.

The remainder of the area within the corridor has mainly intensive and extensive agricultural uses. The agricultural practices within this area include limited extensive dry land agriculture as well as mixed intensive agricultural practices with the production of grains, cereals and vegetables under irrigation. Other intensive agricultural practices include pig farming, poultry farming (batteries), nursery, irrigated vegetable production, vegetable seedling production and a small area with vineyard.

The tourism industry within the local area is currently restricted by either no organized central market or farm stall to sell the locally produced products.

Agricultural development

- Protect land with high agricultural potential
- Minimize potential conflict of urban fringe and agricultural interface
- Manage development appropriately in floodplain areas
- Protect river flows and abutting riparian zones
- Support the establishment of agricultural smallholdings within the Corridor facilitating agricultural enterprises on the urban edge, intensive agricultural enterprises and boutique farming for new emerging products such as e.g. lavender, hydroponics and climate controlled production in tunnels
- Allow for subdivision of existing smallholding areas of Tierfontein and Groenerivier with minimum sizes of 10ha
- Allow for the creation of more intensive smallholding/rural living (minimum size of 2ha) within the transition zone between Malmesbury and Tierfontein Estate

Visual and Acoustic Quality

- Limit the visual dominance of development along the N7 by maintaining a buffer zone along the N7 or screening using plants and earth mounds
- Provide guidelines for signage and development features along the N7

Tourism

- Establish the Corridor along the N7 as the 'gateway' to the Swartland characterised by mainly an intensive production landscape.
- Establish the Diep River and the Old Kaapse Weg as Swartland Meander (From Malmesbury and Abbotsdale to Philadelphia).

The Swartland Meander enhances

- The culture and history of the Greater Chatsworth area, Kalbaskraal, Abbotsdale and Malmesbury,
- The natural attractions of the landscape: Diep River, fauna and flora.
- Diversification into agro-tourism (community based projects e.g. Fynbos nurseries) and agri-conservation.
- The Diep River conservation zone as a multi-use

- Allow opportunities for the enhancement of agricultural products on site e.g. packaging, fruit drying, preserving
- Earmark opportunities for emerging farmers and resulting land reform within the corridor
- Establish space where producers and consumers can trade local produce and products
- Control and prevent over consumption of resources such as water from the aquifers

open space with cycle paths along the river between Abbotsdale and Kalbaskraal.

Open Space management

- Create a rural open space corridor along the Diep River, enhance the natural vegetation by removing alien vegetation
- Develop appropriate recreational opportunities along the River with pedestrian/cycle paths that link Malmesbury with Kalbaskraal and attract recreational tourism
- Investigate and establish a range of recreational facilities that supports the environment
- Conserve and protect the remaining open areas along the Diep River

Part of the Leliefontein subdivision area is also being utilized for land reform. The Leliefontein Farming Trust, consisting of approximately eight individuals, utilise Portion 18 of the Farm 817 for agricultural production which includes cultivation of vegetables and livestock such as goats.

The land uses within the existing Tierfontein smallholding area include a combination of residential and agricultural use with a small percentage of the smallholdings having a mainly residential function. Detailed analysis of the land uses within the area reveals the following: orchards, tunnels for crop cultivation, pastures for grazing variety of livestock (sheep, cattle, horses, and goats), agri-industries such as the packaging, canning and preservation of products and milk processing which include cheese manufacturing as well as a nursery.

● *Residential Development*

- Promote more intensive development around peripheries of existing towns – allow for the extension of these urban edges
- Allow opportunities for rural residential purposes
- Allow for subdivision of existing smallholding areas of Tierfontein and Groenerivier with minimum sizes of 10ha
- Allow for the creation of more intensive smallholding/rural living (minimum size of 2ha) within the transition zone between Malmesbury and Tierfontein Estate
- Encourage rural residential development that allows environmentally friendly services such as solar power and eco-friendly sewerage treatment plants
- Create safe environments

- Provide distinction between rural living and agricultural production/ processing area in order to limit potential land use conflicts

Commercial development

- Allow for supportive retail opportunities such as farm stalls.
- Allow for cultural and entertainment facilities that support the rural setting and environment
- Promote intensive commercial/industrial type uses on the periphery of towns as part of future expansion of urban edges. (Limit potential future conflict of use by focusing more on intensive urban uses i.e. commercial, industrial and residential uses around the periphery of urban areas).

Industrial/Service Industries

Allow development of industries within the zone earmarked for agri-processing and packaging, service industries to agricultural production and related transport uses. This value adding to products within close proximity at the source (production area) thereby reduce the environmental footprint

The Intensive Rural Development Corridor will enhance diversification of agricultural uses to allow for residential, industrial, commercial, tourism and open space networks. Such uses will optimize the economic viability of these enterprises allowing the establishment of a produce/craft corridor along the N7 and a tourism route along the Diep River.

The growing demand for agricultural land to be redistributable land to historically disadvantaged individuals and from investors to establish intensive agricultural use close to the market place, provides the driving force behind this initiative.

Land Use Management and Development Guidelines that apply to the corridor are:

- Reinforce the existing smallholding areas of Tierfontein and Groenerivier Estates as well as the extended Corridor area to promote and continue the current levels of land utilization. This can be achieved through the following:
 - Permit the further subdivision of existing properties (± 20 ha in extent) to achieve minimum size of 10 ha where land capacity and water allows for it. This would address the market demand for smaller rural units. It is however very important that any further subdivisions should be subject to an overall subdivision guideline to facilitate adequate access, future service installation and minimal impact on existing surrounding agricultural activities. Any future proposed subdivision also needs to be informed by the aquifer impact monitoring process proposed for the Tierfontein area.
 - Allow for a broader spectrum of permitted uses such as “cottage industries” and “rural enterprises”. These uses should be facilitated as permitted uses, consent uses, or departures

as opposed to rezoning, in order to insure that smallholdings are not misused for other unsuitable/inappropriate uses such as industrial use.

- Relaxation of excessive building lines.

It is recommended that the extent of allowable subdivisions and the spectrum of permitted uses should be subject to support by local residents.

- Monitoring of groundwater extraction and pollution within Tierfontein and the proposed Corridor by the local authority and the Department of Water Affairs.
 - Aquifer sustainability and pollution control – this will inform both future sustainability of the proposed corridor and its further subdivision potential.
 - Need to upgrade the service levels within this Corridor. Investigate package treatment works, eco-friendly sewerage systems that treat water for reuse on smallholdings.
- N7 setbacks – Maintain a 30 meter setback on both sides of the N7 from the edge of the road reserve for acoustic and visual protection of development along the N7. Will also facilitate the proposed future widening of the N7 as a dual carriageway. To ensure visual and acoustic protection introduce a 20 metre landscaped area, where indigenous shrubs and trees are utilized as well as where earth mounds can be used as a form of acoustic barrier.
- Diep River setbacks – promote adequate setbacks from Diep River for development and the installation of septic systems to ensure limited impact on groundwater quality. Encourage the development of a cycle/pedestrian tourist path along the river from Malmesbury to Kalbaskraal.

The proposed facilitation of the Intensive Rural Development Corridor as a functional agriculturally based environment which allows for rural working, living and recreational opportunities within the designated Corridor. The proposed development of the Corridor will further mobilize and expand the access to the rural resources and accommodate the sustainable growth and management of this unique area.

The proposed development of the rural corridor will support the following spatial planning objectives:

- **Intensification of the land use and rural activities** within the proposed corridor (allow for smaller subdivision of agricultural land) – that will result in a more effective utilization of the natural resources e.g. land, water, with improved economic outcomes.
- Provide **increased opportunities** for rural related land use mixes within the area – activate larger economic base with more opportunities.

- Support the concept of **spatial justice** with the creation of smaller farming entities and allow for access to small upcoming farmers and possible more intensive land reform projects.
- Provide an **integrated development plan** for the proposed corridor – provide integration of physical, economic, social linkages within the area (access, product enhancement, local village markets, farm stalls, environmental tourism, and conservation zone along Diep River).
- Establish a corridor edge around a designated area for small farmers in **support of a specific identity** for the area - create a sense of place that facilitates and allows for the integration of rural residential, plus different forms of intensive and urban agricultural uses (because of the close proximity to local and regional markets), and which also focuses on conservation and recreation.

It is important to note that the development of the Corridor should be done with sensitivity towards space, agricultural uses, natural resources and the natural beauty of the environment. New planned developments within the corridor will also assist the Swartland Municipality to create opportunities for provision of bulk service infrastructure for the area that will assist in the lowering the impact on the environment and allow sustainable development within this unique area.

The proposed new urban edges for Intensive Rural Development Corridor attempts to bring about a responsible, sustainable rural development pattern that will protect the essence, integrity and character of the rural area along the N7 and the Diep River between Malmesbury/Abbotsdale and Kalbaskraal

5.3.4 Rural Areas of Ward 4

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

Commercial	Intensive Rural Development Corridor including Tierfontein and Groenrivier Smallholding areas: Strengthen Malmesbury as the regional service centre, Establish an intensive agricultural related corridor, along the N7 including Tierfontein and Groenrivier small holdings that will result in job creation and economic development (Southern section of Ward 4, intensive agricultural production area). Facilitate more intensive uses within the identified Intensive Rural Development Corridor along the N7 (and promote agri-processing, commercial/service industries, rural living and smaller rural properties in smallholding areas) to allow for more economic opportunities in this highly accessible location close to the Cape Town markets with N7 as the main access/transport route that provides links to the south (Cape Town) and the north (Northern Cape and Namibia) Strengthen and allow for intensive agriculture, agricultural related industries, agriculturally related commercial opportunities, exhibition centres and internal densification of agricultural units to support growth and economic development along this corridor. Maintain and support road network to support industrial activities, consider alternative transport methods such as the railway line to support the agriculture industry Support development of commercial infrastructure on farms along the Intensive Rural Development Corridor e.g. farm stalls and agri-processing facilities, tasting of farm produce venues and Petro ports to support the N7 transport zone.
	As part of Intensive Rural Development Corridor, develop a Swartland Meander along the Old Cape Road as the eastern edge of the Intensive Rural Development Corridor. Allow for more tourism related facilities to develop around these routes (accommodation, recreation facilities, agri-processing and selling of products venues, etc.) Promote as a prominent agri-processing related tourism destination in the Swartland. Encourage production of niche produce (value adding) specifically along the “Swartland Meander” and in corridor overall.
	Develop airport along the southern section of N7 and optimise R45 link.
	Support function and exhibition venues on farms i.e. Exhibition Centre on Farm Leliefontein along N7 and promote Exhibition Centre as part of the Intensive Rural Development Corridor.

Industrial	Support Granite mining along south western boundary of Ward 4 i.e. Elsana Granite mine (along R315). Support Building Sand mining: Abbotsdale Limit Laterite mining, a soft iron oxide for road bases, found in high potential agricultural soils around Malmesbury and Mamre Way, Darling area. Rehabilitate mining operations during and after operations:	
	Support packaging and processing on intensive production farms (vineyards, stone fruits, olives and vegetables).	Develop Malmesbury as an industrial town
	Support the mechanisation of agriculture by providing support services, manufacturing and repair services.	
	- Facilitate land reform in Rural Corridor: - North of Riverlands settlement - land between Riverlands and Chatsworth - Formalise Vetkoekheuvel small farmer settlement along the Swart River east of Riverlands - Support existing land reform projects.	Allow smaller farming units, non-dependent on mainstream crop and livestock production: Support both extensive agricultural farms (400ha – 780ha) with high potential dry land cultivation in Ward 4 & smaller agriculture units – medium & high potential at Tierfontein and Groenrivier linking to areas allowing for rural living including Dassenberg smallholdings under City of Cape Town jurisdiction)
Residential	Plan for and develop subsidized housing, in Malmesbury Support Department of Human Settlement housing project in Chatsworth	
	Support higher density residential uses in corridor including smallholding areas (Tierfontein and Groenrivier),	

Objective 2: Proximate convenient and equal access [Economic Environment]

N7	Optimise links to markets (Cape Town & Windhoek): Dual carriage way between Cape Town and Malmesbury increasing accessibility & reducing travel time Optimally utilise internal alternative road network providing new access points to the N7 as a result of the upgrade to the N7.
R45	Strengthen link to West Coast Support proposed link road between R45 and N7 and R311. Link Malmesbury and Vredenburg/Saldanha via Hopefield and also link to the R27. & N7 as regional links improving mobility and connections with markets in the Cape Town Metropole. Continued maintenance of road network
R315	Strengthen R315 & N7 as regional links improving mobility and connections with markets in the Cape Town Metropole.

	Strengthen link between West Coast (R27) and Malmesbury via Darling is also part of the main tourism route in the Swartland between the Riebeek Valley and the West Coast (Yzerfontein).
Transport Zone or Corridor	Determine the viability of a reliable public transport service along the N7 between Malmesbury and Greater Chatsworth as well as between the Greater Chatsworth areas and Atlantis and Cape Town to increase the mobility of the local community.
Amenities	Develop a multipurpose community centre and sport facility between Chatsworth and Riverlands.

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

There are no specific proposals for ward 4 to support this objective.

Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

Administrative	Enhance Malmesbury as the regional service centre Support Riverlands and Chatsworth as rural settlements with limited growth potential. Support Tierfontein and Groenrivier as smallholding intensive agricultural production areas
Heritage tourism route	Protect all and promote some of the 81 rural sites surveyed in Swartland Rural Heritage Survey 2014 in Ward 4: Grade 3 A (high local significance) – 14, Grade 3 B (some local significance) – 46, Grade 3C (limited local significance) – 20, No grading (no heritage resource) - 1 Develop the slave liberation and mission station route that includes Vogelgezang (freedom to slaves of 1808 and the Khoi rebellion), Abbotsdale (Anglican missionary), Mamre (Moravian missionary) in Cape Town and Wittewater and Goedverwacht missionaries in the Berggrivier municipal area

Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

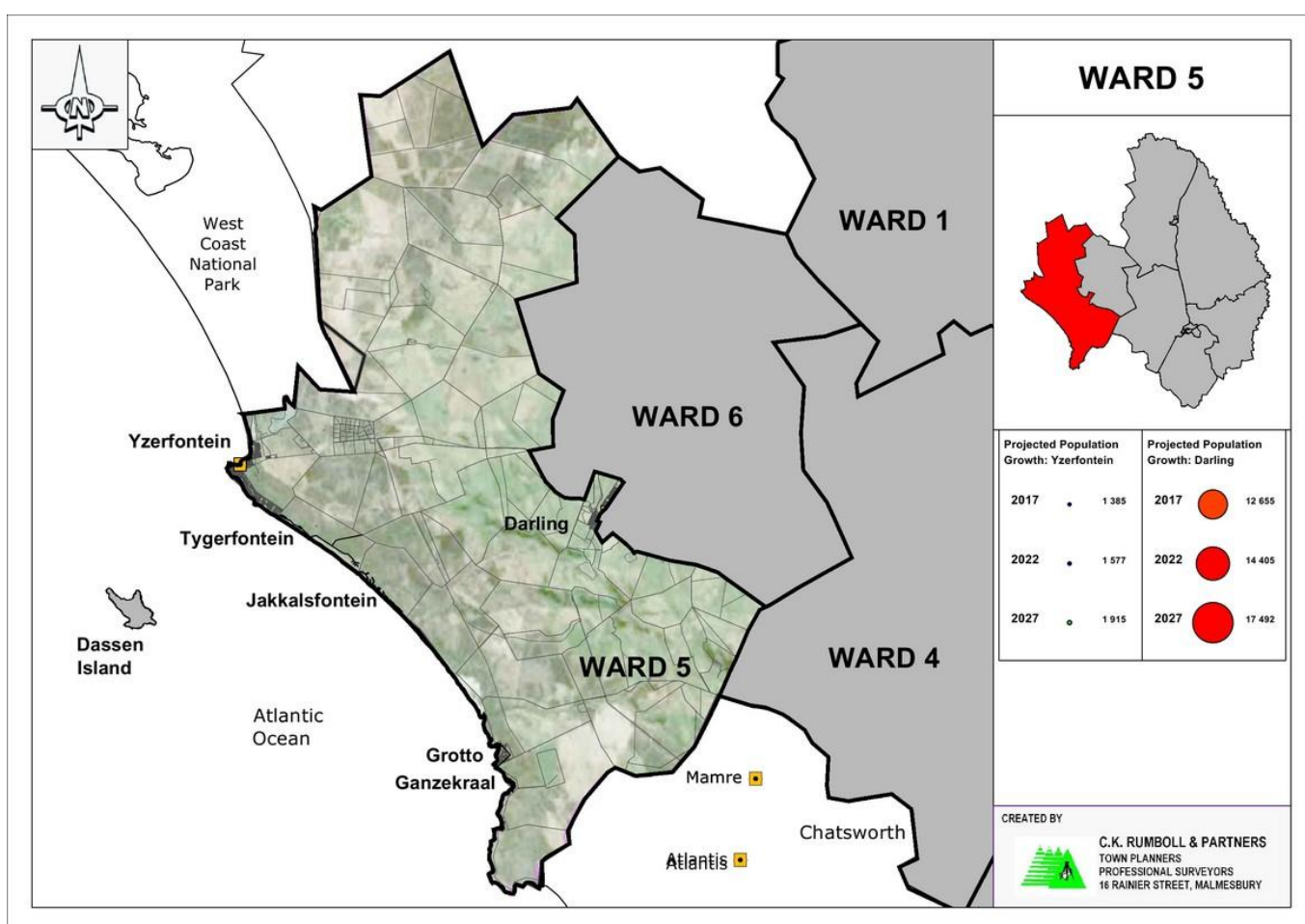
There are no specific proposals for ward 4 to support this objective.

Biodiversity	Strengthen Groen River catchment area (and buffer areas). Expand Riverlands Nature Reserve to allow for a link between the Dassenberg corridor and the reserve.	Promote a Swartland mountain bike race around Riverlands Nature Reserve and surrounding areas.
	Categorise Darling Hills including Dassenberg, Riverlands Nature Reserve and Pella Nature Reserve, west of the Greater Chatsworth area, as Core 1 and 2 areas	Protect mountains (backdrop of Dassenberg and Darling Hills in south West), rolling grain and canola fields, Groen and Diep River corridors:
Waterways	Protect Groen River system as important ecological corridor.	Enhance Groen and Swart rivers as landscape resources.

		Create open space network along the Diep River and Groen River.
	Capitalise on a rainfall of 400mm per annum: Monitor irrigation in Intensive Rural Development Corridor along the Diep River and from underground sources. Monitor ground water quality and capacity. Guarding against the overexploitation of underground water resources.	

5.4 Ward 5: Yzerfontein, Grotto Bay and Rural Areas

Ward 5 represents the western part of the Swarthland, along the Atlantic coastline. This area includes the coastal town of Yzerfontein as well as part of Darling with intensive and extensive agricultural production farms, Darling Hills and a natural coastal strip, that is conservation worthy, and includes leisure accommodation estates and resorts such as Jakkalsfontein, Grotto Bay, Tygerfontein, Buffelsfontein Private Reserve and Ganzekraal. Dassen Island in the Atlantic Ocean, approximately 10 kilometres to the south west of Yzerfontein is also included into this ward. This ward is the only ward with a coast line in the Swarthland. The coastline is an important tourism resource and local and regional economic driver.



5.4.1 Yzerfontein

Yzerfontein is approximately 80 kilometres from Cape Town along the west coast. This location advantage and accessibility contributes to the town's attractiveness and growth over the past years. Permanent residents commutes to work from Yzerfontein.



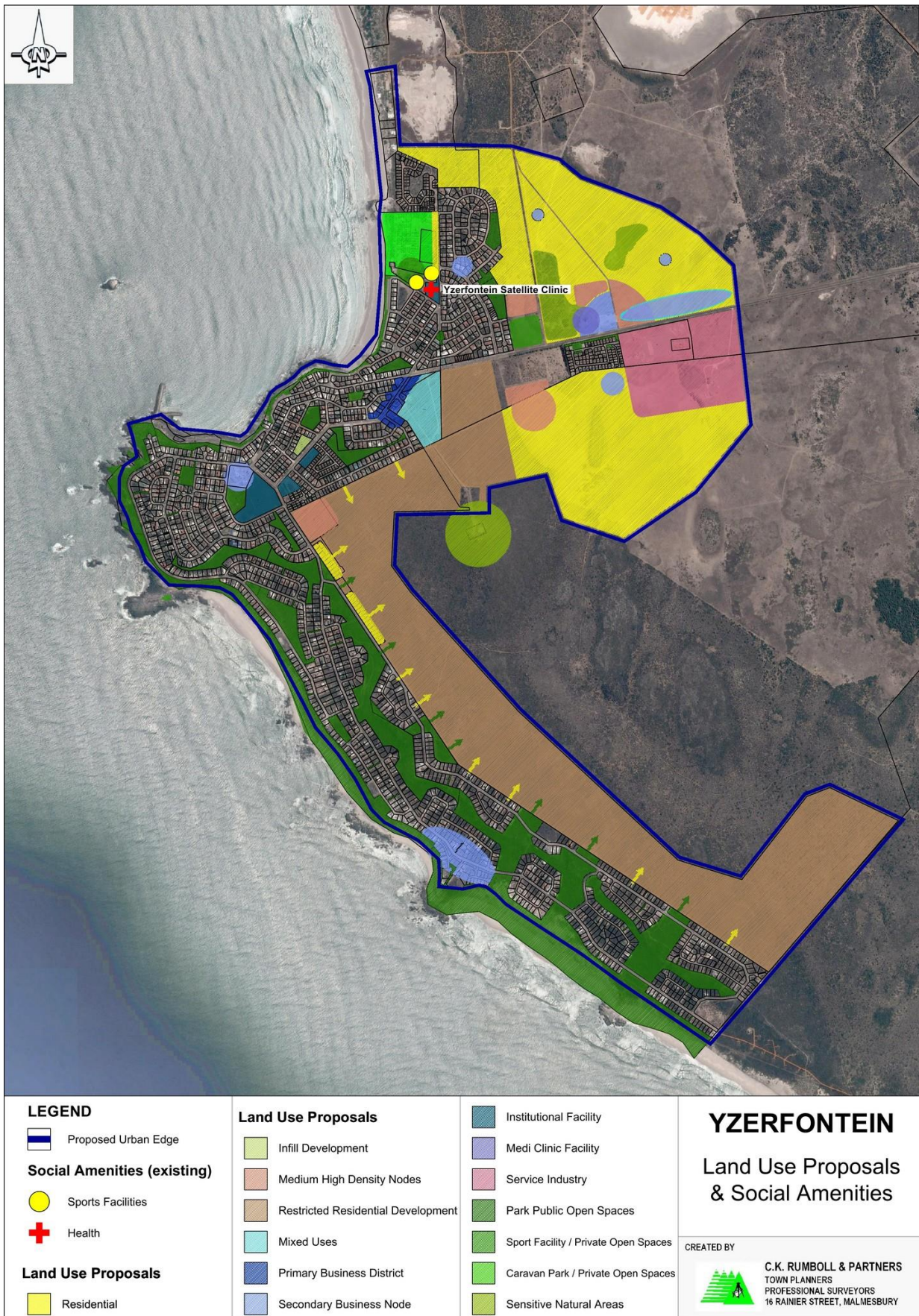
Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> R315 crosses the R27 (West Coast road) & connects with Darling about 27km east of Yzerfontein, and Malmesbury about 60km further east. R27 connects with Cape Town & Vredenburg / Saldanha / Langebaan / Velddrif (north). Main Street from R315. Dasseneiland serving Pearl Bay and Yzerfontein point area. Connecting routes to Pearl Bay and Yzerfontein point are Lutie Katz, Versfeld and Dasseneiland Avenue.	Maintain and upgrade the R315. Support the development of mixed uses along Main Street up to the intersection with Buitekant Street. Upgrade and beautify Main. Formalise town entry point. Plant tree lanes, provide street furniture and develop pedestrian walkways.	Upgrade surrounding road networks i.e. R315 and R27 (Swartland to interact with Department of Public Works and Transport). Formalise parking areas (provide paving/hard surfaces, identify parking spaces) along beach and coastal areas. Provide adequate public parking, including parking for the disabled
<u>Activity streets:</u> Park and Buitekant Street serve the area north of the R315, Buitekant and Main Street are the main axis of central town	Develop a centralised taxi/bus stop with relevant infrastructure and an all-weather shelter for commuters in central business district area	
<u>Pedestrian / cycle routes</u>	Provide accessible, surfaced, shaded and adequately lit and safe pedestrian walkways and cycle paths. Ensure access for disabled people in accordance with national standards.	Formalise shared use walkways and trails in nature conservation areas (public open spaces) and along coastline (recreational “nature walk”) Develop a pedestrian/ cycle route from R27 and R315 intersection along R315 to Yzerfontein.

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES					
Protect		Change		Develop	
<u>Future demand:</u>		Avoid placement of service infrastructure in conservation worthy areas. Support extension and development of communication infrastructure (WACS cable along African West Coast and distribution centre outside Yzerfontein along R315). Develop areas in accordance with availability and capacity of infrastructure and services.		Align bulk infrastructure planning with SDF growth proposals. Expand bulk infrastructure to support future limited residential & industrial growth. Earmark areas for expansion of bulk infrastructure and align with SDF proposals to minimize impact on landscape. Identify site for WWTP.	
<u>Water:</u> Voëlvlei Scheme supplies Yzerfontein with water stored in two (2) reservoirs holding 5000 kl in total.		Expand water provision to all properties. Manage adequate capacity for future demand (ML/ annum) as per “Water Services Development Plan”:		Require sparse use of service resources and promote use of alternative energy, water wise developments & water harvesting.	
		2017	2022	2027	2032
		268,216	285,785	304,549	324,594
		Build additional reservoirs to provide for required storage capacity needs Explore potential for desalinisation plant			
<u>Electricity:</u> Yzerfontein has an Eskom 66/11Kv 5MVA		Pursue upgrading of obsolete electrical infrastructure		Pursue a proposed second substation.	

substation. Upgraded in 2016/2017 Bulk capacity still inadequate for planned developments Street lightning adequate.		
<u>Waste Water:</u>	Determine requirements from future developments as per growth model to be compiled (Swarthland Council decision, April 2017).	Provide for future development a Waste Water Treatment Works at Yzerfontein
<u>Storm water:</u>	Formalise storm water system. Upgrade approximately 1 km of gravel roads	Rent an additional truck to pump sewerage during holiday seasons.
<u>Waste:</u> Weekly Swarthland Municipality collects all domestic waste and transports it to Highlands Landfill.	Secure budget for and rehabilitate Yzerfontein's landfill site which still serves as transfer station.	
<u>Safety:</u> A fire station facility provides services to Yzerfontein and surrounding area. National Sea Rescue Institute operates station 34A at Yzerfontein harbour		



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage and Tourism:</u> In 1935 Yzerfontein was established when 330 properties, to be use as holiday accommodation, were created on a part of Farm Yzerfontein No. 560. Seven new extensions and 1523 erven followed between 1970 and 1990. Yzerfontein has grown into a prestigious holiday destination and is popular among retirees, holiday makers and tourists. Sixty percent (60%) of the population are permanent in Yzerfontein and residents commute to work. Port facilities are small and limited, but opportunity strengthening commercial sector and recreation exists (fishing and water sport). The fish market at town entrance allows fishermen to sell their produce.	Develop aesthetic guidelines for Yzerfontein addressing street lighting and furniture to protect Yzerfontein's character Support development of and improve tourism related infrastructure including local tourism kiosk, tourism signs and facilities (guesthouses, restaurants and venues). Support development of coastal recreational facilities and services (fishing trips, canoeing, etc.) Sensitively develop a kiosk/ commercial building at Yzerfontein harbour to accommodate a tourism related facility like a restaurant/ renting of canoes and guided trips. Maintain and refurbish the caravan park. Capitalise on mild climate, beautiful scenery and peaceful living environment making Yzerfontein a popular tourism, retirement and holiday destination. Protect heritage buildings. Control demolition and extension of heritage buildings	Develop accommodation options in the urban and surrounding rural area. Develop a tourism strategy for Yzerfontein – in collaboration with local initiatives like “I love Yzerfontein” Develop educational hiking trails in natural veld areas Develop a LUMS overlay zone for erven along the coast to allow for limited tourism related uses additional to primary residential use rights e.g. wedding/party venues, photo/advertising shoots and film production, temporary use of dwellings for exhibition and sale of products. Develop a medium size resort/ leisure accommodation immediately north west of Yzerfontein between the coastline and the marsh area known as the “Rooipan”, to strengthen the tourist node which include operations like the “Strandkombuis”.
<u>Tourism:</u>	Formalise parking area on Erf 495.	Develop tourism related uses within the Harbour area. Formalise day camping area on Erf 495.
<u>Tourism:</u> The delineation of the urban edge of the area east of Pearl Bay was done in consultation with a Baseline Sensitivity Study that was done by Nick Helme during July/August of 2008, on the entire Portion 4 of the Farm 560, with subsequent amendments to the report during July 2009. The Restricted Residential development proposal for this area as indicated on the Yzerfontein proposal plans was identified as part of the delineation of the urban edge in 2012. This detailed study of the entire farm 560 provided the necessary accurate input to determine the low, medium and high value conservation areas on the farm. The delineation of the urban edge considered the conservation status with the urban edge excluding the high conservation value	Pursue the recommendation for the development of the medium conservation which allows for continuation of ecological corridors with restricted residential development to be allowed for on the remainder. This medium conservation area was identified for restricted development potential with a ratio of 50% development footprint and 50% for conservation that was set as a benchmark for the development on the medium conservation value area that was include in the urban edge. A conservation offset ratio of 6.45:1 was also recommended as part of the study where 6.45ha of conservation land will offset every 1ha of development land within the coastal portion identified for restricted residential development.	Ensure that these offset areas will be managed under a stewardship programme with Cape Nature, as was done for the first phase of development on the subject land. This initiative to also form part of future development phases to formalise more conservation areas.

area and including areas of medium conservation value.		
Residential: Yzerfontein's development footprint is informed by the coastline and natural veld and its urban form is mostly linear with access from distinctive main roads. Residential development constitutes most of the built environment of Yzerfontein with some commercial and social uses. Historically architecture evolved including "Beach Bungalow" evolving to a more modern minimalist style. Three distinctive residential areas exist in the town of Yzerfontein: The historical area at the main beach, parallel to the coast with supporting commercial and social infrastructure. The area located on the higher altitude point of Yzerfontein, in the centre of the urban area where the streets are parallel to the coast. The new extension of the town on the south-western plateau and coastal area with large areas of natural vegetation resulting in a lower density area.	Enrol farm workers on housing waiting list. Increase density for next 20 years (which ends in 2028) from the current 6.8 units per hectare to 7.8 units per hectare in Yzerfontein. Protect the character and historical context of surrounding environments and densify by means of infill development and willingness of owners to subdivide keeping in mind existing zonings, the character of surrounding environments and the unique sense of place and historical context of specific areas. Spatially allow for adequate areas for provision of different residential types. Support the development of rural residential opportunities and smallholdings (2ha) along the R315 as the entry road to Yzerfontein after the intersection with the R27. Develop group housing and flats with appearances of single homes. Densify in accordance with zone proposals through: Subdivision (sectional title) Infill development and Renewal and restructuring Sectional title subdivision of existing houses on single residential erven	Provide affordable housing demands, but not limited to, in Yzerfontein. Provide 57.7ha in Yzerfontein over the next 20 years of which 340.3ha is vacant and undeveloped areas as per Vacant Land Audit. Keep waiting list up to date. Increase density in and around the CBD and along activity streets and encourage renewal. Keep minimum single residential erf size of 500m². Support subdivision of land along the R315 for smallholdings. Identify natural corridor links across these areas. Require private development to include different housing topologies. Develop an old age home and other retirement developments and facilities.
Commercial: Primary and secondary commercial nodes: Primary node at intersection of Main and Buitekant Streets Secondary node at corner of Volstruis and Park Streets (east of caravan park) Secondary node south of intersection between Lutie Katz and Main Street New business nodes proposed at the entry to Yzerfontein and south west of Fish Market Business node proposed in Pearl Bay around Dennis Katz Square along Dassen Island Drive Business is conducted in Darling, Vredenburg and Cape Town Metropolitan area.	Move the municipal storage shed on Erf 208 in Dolphin street to fish market. Develop small business uses at the harbour to strengthen tourism node – small kiosk. Develop two additional commercial nodes in Pearl Bay to support the proposed medium density residential development, and along the entrance road to Yzerfontein, north of the fish market. Support the development of home occupation/professional services in residential areas. Support smaller supporting business uses along activity streets. Support secondary business uses based on the tourism industry along beachfront including temporary use of homes over holiday periods for exhibiting and selling products, small function venues, shooting advertisements and films, etc.	Initiate a residential development on Erf 208. Develop commercial uses at fish market supporting fishing industry and tourism. Develop a LUMS Overlay Zone for alternative uses of dwellings along beachfront e.g. for film shoots Expand commercial uses and facilities such as the fish market at the entry to Yzerfontein (e.g. selling of fish and related products). Develop commercial node (fourth node) in Pearl Bay precinct.

Industrial:

Allow development of limited service industries south of fish market.

Support limited service industries and agri-processing at intersection R315 and R27.



Objective 3: Sustain material, physical and social well-being

PUBLIC INSTITUTIONS		
Protect	Change	Develop
<u>Community facilities:</u> The existing public node in the northern part of Yzerfontein on the north western corner of Buitekant and Dolphin Street includes a community hall, tennis courts and Bowling Green as well as a public caravan park.	Support the existing public node in the northern part of Yzerfontein on the north western corner of Buitekant and Dolphin Street Support the main beach as important public node in Yzerfontein and expand supporting infrastructure and facilities. Continue to expand and maintain the public footpath network in Yzerfontein. Financially support the community organisations that are involved with the maintenance and development of these footpaths.	Provide additional sports facilities along Main Street at the entry to town, for example, a driving range. Investigate the provision of a service centre for the aged Support the provision of adequate primary health facilities Maintain the existing vacant school site for future educational needs Support the provision of community orientated services (crèches) in residential areas. Create a new cemetery to the east of Yzerfontein next to the R315.

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Public and Private Space:</u> Urban form of Yzerfontein is derived from natural veld and coastline to be protected and is mostly linear along the coastline. Three distinctive residential precincts exist: Historical precinct at harbour and parallel to beach with supporting commercial and social infrastructure. Higher lying area (highest altitude point), in centre of urban area. Streets run parallel to coast, and New south west extension of town with large areas of natural vegetation and low density. There are three commercial nodes within walking distances of residential areas: At town entrance, south west from the four-way stop. East of caravan park where commercial uses serve the caravan park and surrounding residential area, and Commercial use node at Villa Fontana complex on peninsula area.	Ensure greenfields developments provide for continuity of urban landscape and connectivity of natural vegetation corridors.	Provide 351.9ha for development in Yzerfontein and Darling over the next 20 years, of which 389.4ha is vacant land. Develop and formalise parking areas along the beach and coast to protect surrounding natural areas.
<u>Nature & Conservation:</u> Yzerfontein is surrounded by an 84-meter high hill east of the town and a 50-meter high plateau on the southern periphery parallel to the coast line. Yzerfontein is surrounded by Langebaan Saldanha Fynbos biome, highly diversified, a variety of habitat areas, ecosystems and vegetation types specifically adapted to the climate and soil conditions.	Develop and maintain multi-use use trails as open space corridors, natural habitat links and recreational facility (hiking and mountain bike trails and alternative uses such as events facilities and venues). Provide formal boardwalk walkways across the dunes to beach. Require that dwellings in Pearl Bay with beach frontage formalise access to the beach	Identify conservation worthy areas. Formalise status of natural conservation areas and enter into a stewardship programme with Cape Nature Develop management plans for conservation areas. Identify archaeological sites at harbour and develop management plan to protect the sites.

The West Coast Natural Park is located north of Yzerfontein (and the area in between is the coastal and marine protection zone). There are several sensitive wetlands, pans and salt marshes north of Yzerfontein. There are four threatened vegetation types identified around Yzerfontein: <u>Langebaan Dune Strandveld</u> found in alkaline dunes and sandy areas near the sea. <u>Saldanha Flats Strandveld</u> found on neutral sand as transitional vegetation type between Dune Strandveld and Sand Fynbos. <u>Cape Inland Salt Pans</u> <u>Hopefield Sand Fynbos</u> found in arid sandy soils further inland and north of Yzerfontein. Between Bokbaai and the southern periphery of Yzerfontein are 713 species of which 5.9% are listed as Red Data species. Large open spaces in Yzerfontein urban area are considered nature reserves.	with shared boardwalks (with neighbours). Require all greenfields developments to zone land to expand natural corridors. Provide recreational facilities (play parks, picnic areas, outdoor gym equipment, etc.) Enhance public node in northern precinct (corner of Buitekant & Dolphin Streets) Include the area between Bokbaai and Yzerfontein as part of the proposed West Coast Conservation Corridor and recommend that development nodes be identified to minimise impact on the natural vegetation. Large open spaces in the urban area of Yzerfontein are considered as nature reserves.	Remove alien vegetation and rehabilitate open space area. Develop an Environmental Management Plan for the open space/conservation network in Yzerfontein. Design interactive development interfaces along open space network Prohibit development in high conservation worthy areas and exclude areas from urban edge.
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LAND USE ZONE PROPOSALS FOR YZERFONTEIN

Refer to the land use zone map for Yzerfontein: The urban area of Yzerfontein is divided into seven (7) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

YZERFONTEIN LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A, located at the most western point along the coast, has a residential character with larger sized properties as well as a small business node including mixed uses such as high density residential uses and a vacant school site. This zone also includes the harbour.	X	X	X 3	X	X 5	X 2	X 2	X	X	X	X	X	Har- bour X 6	
B	Zone B, Pearl Bay area, consists mainly of low density residential uses along the coastal stretch to the south, with a proposed node along the beach front as well as areas for medium and high density housing opportunities.	X	X	X 4	X		X 2	X 2	X	X	X	X	X	X 6	
C	Zone C is the older residential area, which also includes the primary business node which allows for mixed uses including residential, commercial and social uses.	X	X	X 3	X	X	X 2	X 1, 2	X	X	X	X	X	X 6	
D	Zone D is the residential area around the main beach with supporting community, sport and tourist facilities and a secondary business node. Allows area for residential expansion.	X	X	X 3	X	X	X 2	X 2	X	X		X	X	X 6	
E	Zone E is a proposed expansion area earmarked for residential, business, sport, and professional uses as well as service industries along the activity corridor.	X	X 8	X 3, 8	X	X	X 2	X 2	X	X	X	X	X	Sport Facility X	X 7
F	Zone F is an expansion area south of the access road where residential and service industry functions around the existing fish market, are proposed. Other supporting functions like tourism facilities and a secondary business node are also encouraged.	X	X 8	X 3, 8	X	X	X 2	X 2	X	X	X	X	X	X 6	X 7
G	Zone G mainly offers opportunities for the expansion of residential uses and the continuation of green corridors to connect to the adjacent high value conservation area around the hill. Allow for supporting social and commercial uses.	X	X	X 3	X		X 2	X 2	X	X	X	X	X	X 6	
(1) Along activity streets (2) At existing node (3) Flats along activity streets (4) On existing sites (5) On existing school sites (6) Tourism facilities (7) Only service trade and industries (8) Include Affordable Housing but not limited to		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, offices, home occupation. House taverns only allowed along residential area activity streets Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.4.2 Tygerfontein

Tygerfontein, the farm located directly south of Yzerfontein, is a rural leisure accommodation node with 24 units on the coast with the remainder zoned as a private nature reserve (Open Space Zone III). This reserve will link with the proposed West Coast Conservation Corridor that is proposed to provide a continuous conservation corridor between the West Coast National Park, north of Yzerfontein, and the Blaauwberg Nature Reserve to the south. No further expansion of the node is proposed.



5.4.3 Jakkalsfontein

Jakkalsfontein Coastal Estate is directly south of Tygerfontein with a total of 150 leisure accommodation erven (previously known as Resort Zone II) in nodes along the coast. The remainder of the farm is zoned (Open Space Zone III) and managed by the Home Owners Association as a private nature reserve. This reserve will also be included in the West Coast Conservation Corridor between the West Coast National Park and the Blaauwberg Nature Reserve. No further expansion of the node is proposed.

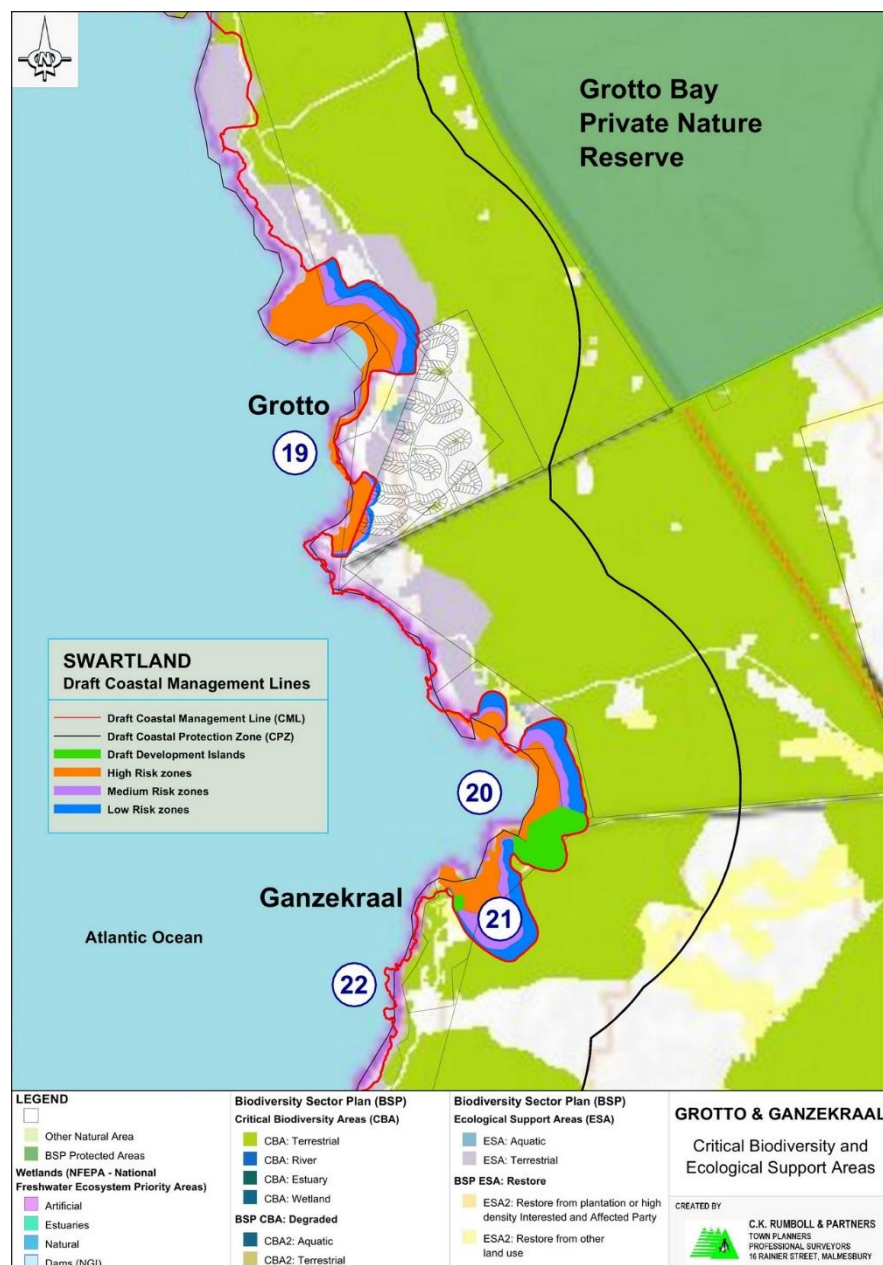


5.4.4 Grotto Bay

Grotto Bay developed as a resort settlement with 220 residential erven (Leisure Accommodation Zone previously Resort Zone II) along the coastline. Erven were created in clusters with the surrounding natural area zoned as Open Space III and managed as the Grotto Bay Private Nature Reserve by the Home Owners Association. No further expansion of the node is proposed

5.4.5 Ganzekraal

The Ganzekraal camping site is a public resort (Resort Zone I) located on the south western periphery of the Swarthland along the West Coast and is managed by the West Coast District Municipality. The resort consists of day camping sites, overnight camping sites as well as resort units for temporary holiday accommodation.



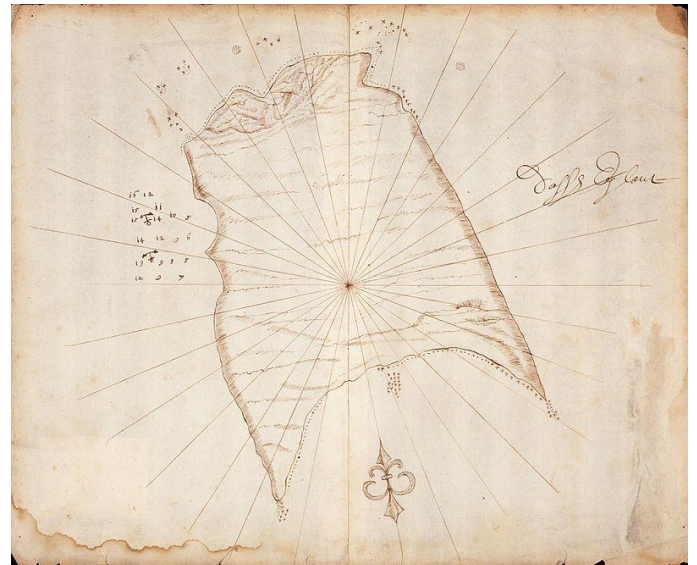
5.4.6 Dassen Island

Dassen Island, approximately 10 kilometres offshore to the south west of Yzerfontein and deriving its name from the presence of colonies of “dassies” (rock rabbits), falls within the jurisdiction of the Swartland municipal area. Dassen Island Nature Reserve was proclaimed as a Provincial Nature Reserve in 1987 and falls within the Benguela Current Large Marine Ecosystem, one of several large internationally recognised marine ecosystems. The island is flat and low lying measuring 3.2km in length and 1.6km wide. At 230ha, Dassen Island is the second largest South Africa coastal island situated on a continental shelf, after Robben Island.

The island is underpinned by a fine-grained tourmaline granite, with a few zones of biotite granite and part covered by sand. There is in general very little fresh water on the island. Except on its eastern side, Dassen Island is surrounded by reefs and shipwrecks.

The Dassen Island Nature Reserve is a haven to numerous breeding, roosting and migrating sea and shore bird species. Its boundary has been extended 500 meters seaward from the high water mark. Expanding the reserve to a 20km radius around Dassen Island is envisaged which will protect the fish stock.

It is managed by Cape Nature under a formal Dassen Island Nature Reserve Management Plan 2013-2018. The objective of this Management Plan is to form part of the SDF.



Dassen Island Nature Reserve Management Plan 2013-2018 & Land Use Implications

The *Dassen Island Nature Reserve Management Plan, 2013-2018* was adopted by the Provincial Minister of Environmental Affairs and Development Planning in 2013. The plan provides objectives, priorities and action plans for the management of the reserve.

Through a SWOT analysis the sensitivity of Dassen Island Nature Reserve in terms of its biodiversity, heritage and physical features was identified and depicted in two different protected area zones:

Figure 5: Identified Protection Zones on Dassen Island Nature Reserve

Source: Dassen Island Nature Reserve Management Plan 2013-2018

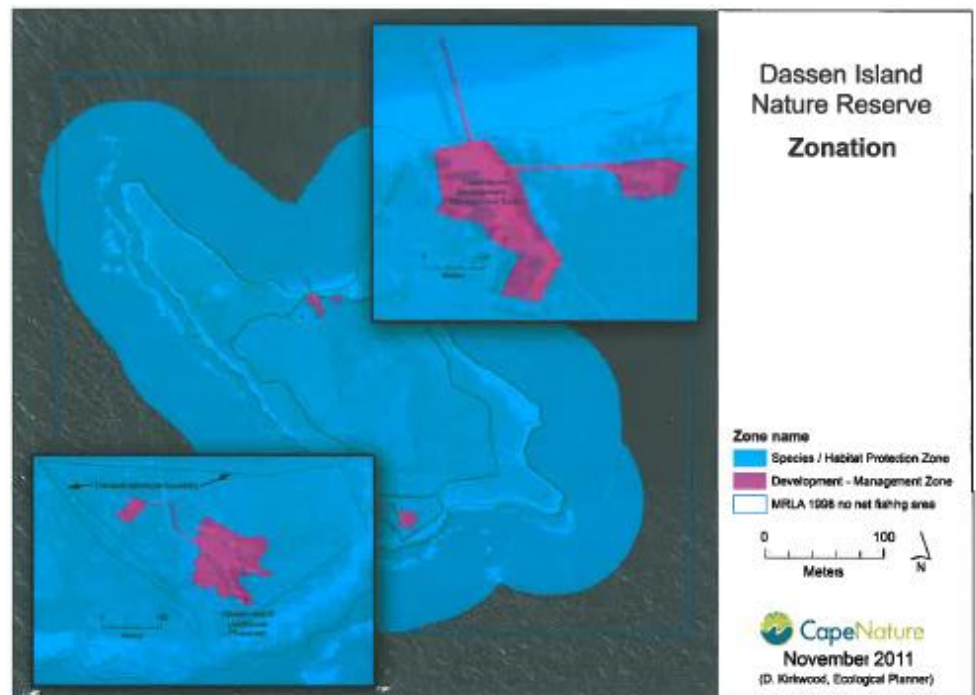


Figure 6: Access and facilities on Dassen Island Nature Reserve

Source: Dassen Island Nature Reserve Management Plan 2013-2018.

Development Management Zone:

Two precincts are categorised as Development Management zones. They include a 0.86ha area on the northern side of the island which includes the existing infrastructure for Cape Nature management and research accommodation and activities and the 1ha area on the south of the island which is restricted to the existing lighthouse management infrastructure and accommodation (National Ports Authority (Transnet) complex).

Protect Infrastructure and buildings are older than 60 years and have contextual heritage significance.	Change Support the provision of limited nature and cultural tourism and recreational opportunities within the Reserve e.g. boat based activities and spear fishing (strictly controlled tourism) (action plan, Tourism Development Framework of Management Plan).	Develop Use Yzerfontein harbour for access to the Island, benefitting the local communities and providing an additional unique conservation tourism experience in Swartland. Protect the bird breeding site. Maintain existing infrastructure and trails on the island (adequate for management activities and access)
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Species/Habitat Protection Zone:

The balance of the island and its surrounding seas is divided into five areas with different management needs, but all reflecting the requirement to limit access and management to protect regionally important sea and shorebird populations.

Due to the sensitive nature of the island and its protected status as a seabird breeding area, access to the Island needs to be restricted and controlled. Access to the island is therefore strictly limited to the researchers and filming activities with appropriate permits. These activities are strictly regulated and supervised by reserve management. Physical access can be obtained at a wooden jetty in House Bay at the Cape Nature complex on the northern side of the island and a helipad at the Transnet complex on the southern end.

Protect Restricted access. Protected pelagic fish stock in the waters that surround the island, keeping the fish within foraging range of the breeding seabirds on the island.	Change Expand the conservation zone to benefit local subsistence and recreational fishing communities which rely on the natural movement of the pelagic fish to attract larger predator fish and to benefit the breeding seabirds as their food is then in close proximity.	Develop Support Cape Nature's Marine Protected Area Expansion Strategy and the national strategy on expansion to include a larger marine protected area of 20km around Dassen Island to the Dassen Island Nature Reserve.
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5.4.7 Rural Areas of Ward 5:

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

	Agriculture	Tourism
Commercial	Develop an intensive rural use corridor along R315 from the R315/ R27 intersection and the town of Yzerfontein. Support the development of small holdings and small scale agri-processing along this corridor.	Promote festivals building agricultural brand i.e. Music Festival Rocking the Daisies, Crayfish Bonanza, Tuna and Snoek Fishing Competition
	Strengthen agricultural activities in eastern part of Ward 5, a limited intensive agricultural production area to include vineyards, dairies, poultry rearing and piggeries. Support and allow for intensive agriculture, agricultural related industries, agriculturally related commercial opportunities and exhibition centres	Promote West Coast Conservation corridor as tourist destination.
Industrial	Support Salt mining on north east of Yzerfontein. Support gypsum, or calcium sulphate, mined north of Yzerfontein It is used in agriculture for soil conditioning. Support building sand mining along the R315.	Capitalize on link to Saldanha Industrial Development Zone (IDZ), accessing one of the largest natural harbours in the world. Support building sand and continued salt mining in Ward 6 with appropriate mitigation and rehabilitation.
	Support packaging and processing on intensive production farms (vineyards, stone fruits, olives and vegetables).	
Residential	Provide affordable housing, but not limited to, in Yzerfontein.	Support development of resorts (within the West Coast Conservation Corridor)
	Support the development of a rural corridor along the R315 between the intersection with the R27 and Yzerfontein.	Allow for smallholdings and agri/ conservation/ tourism related uses around Yzerfontein.

Objective 2: Proximate convenient and equal access [Economic Environment]

R27	Link to Cape Town in the south with increased accessibility & reduced travel time Link to the north with the Saldanha IDZ Optimise links to markets (Cape Town & Windhoek) Promote node development at intersection with R315. Link to West Coast National Park and Blaauwberg Nature Reserve
R315	Link between West Coast (R27) and Malmesbury via Darling is also part of the main tourism route in the Swartland between the Riebeek Valley and the West Coast (Yzerfontein), improve mobility. Continue maintenance of road network Develop transport nodes along R315 and N7, ensure Darling, Mamre and Atlantis benefit. R307 link from Darling to Mamre and gravel road to Moorreesburg.
Transport Node	Safeguard the intersection between the R27 and the R315 by making it more visible. A tourism node could provide visible supporting services.
Pedestrian/ Cycle route	Develop cycle route from Yzerfontein along the R315 to Darling, with a proposed bridge or underpass crossing of the R27. This will reinforce the tourism route of the R315 and act as a spatial gateway to the R315 route.
Communication corridors & Zones	Develop communication network facilities/ data centres/ telecommunication towers in rural areas of Yzerfontein. The WACS cable an international undersea communication network which lands at Yzerfontein.
Amenities	Support the use of !Khwa ttu education centre as a social service centre for surrounding residents with the potential to use it as a facility for adult education Support development of commercial infrastructure on farms, including farm stalls and limited agri-processing, tasting of farm produce and markets, venues, along the R315 transport zone.

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

Natural	Diversify agricultural activities to focuses on conservation and tourism offering alternative uses and products
Utilities	Darling Wind Farm has four wind turbines (north east of R27 and R315) Built water storage facilities/ reservoirs in Yzerfontein Identify a future WWTP site in Yzerfontein Upgrade WWTP in Darling. Enhance Darling Wind Farm Enhance Photovoltaic development on Eenboom.

Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

Administrative	Promote Malmesbury as regional service centre and industrial town Enhance Yzerfontein as coastal recreation and leisure town. Enhance Darling as local agricultural service centre for Ward 5 and 6. Support Tygerfontein, Jakkalsfontein and Grotto Bay as resort settlements under private Home Owners Association management
Heritage tourism route	Consider a Cape outpost produced fresh food for the ships that sailed around the Cape Develop a battlefield route to include the outpost form the Dutch East Indian Company

at Grootte Post and Groene Kloof (near Mamre) and the farm Kraalbosdam to the north of Darling where one of the most fatal battles of the Anglo Boer War took place

Establish a fossil and archaeological resources route along the West Coast including historical excavations, fossils, kilns and rock art

Protect all and promote some of the 46 rural sites surveyed in the Swartland Rural Heritage Survey 2014 in Ward 5: 5 Grade 2 PHS (Provincial Heritage Site), 13 Grade 3 A (high local significance), 15 Grade 3 B (some local significance), 12 Grade 3C (limited local significance) and 1 no grading (no heritage significance).

Develop Yzerfontein as tourism node and historical coastal town.

Promote the different cultural historical features of the West Coast which include !Khwatla San Cultural Centre and historic farms dating back to the early 1800's and Mamre Mission Station (City of Cape Town).

Conserve and maintain kilns outside Yzerfontein

Develop the slave liberation and mission station route to include Vogelgevang (freedom to slaves of 1808 and the Khoi rebellion), Abbotsdale (Anglican mission), and Mamre (Moravian mission) in Cape Town and Wittebagger and Goedverwacht missions in Bergrivier municipal area.

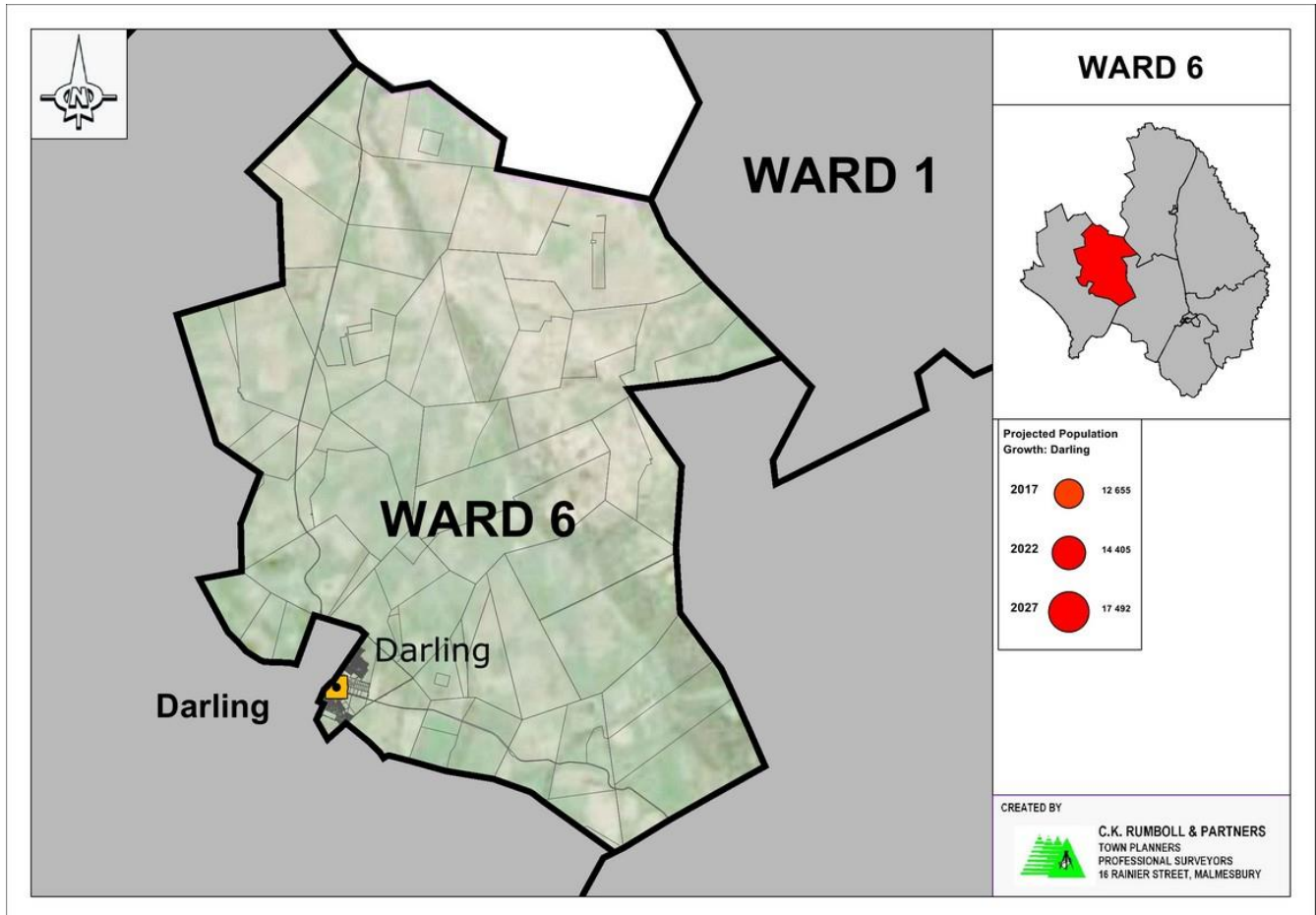
Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

West Coast Conservation Corridor and Film Zone	Promote and strengthen West Coast Conservation Corridor to ensure that fauna, flora and marine life will be preserved in an uninterrupted conservation area along the coast line between the West Coast Nature Reserve and the Blaauwberg Nature Reserve in the south. Develop a tourism node and allow for more tourism related facilities to develop in the conservation corridor Promote coastal/nature/wildlife attractions including beach, recreational and commercial fishing, water sports, !Khwatla San Cultural and Education Centre, various private nature reserves including Buffelsfontein and Rondeberg and historical farms such as Grootte Post and the lime kilns, etc. Promote farm stalls and farmers markets on farms within the Conservation Corridor Develop additional tourism nodes, subject to environmental authorization and management, within the proposed West Coast Conservation Corridor Support and encourage Cape Nature's contribution to the Tourism Feasibility Study for Dassen Island including access from Yzerfontein Harbour. Encourage the use of beach front homes in Yzerfontein as photo & film shoot studios and small function venues Support limited development of Dassen Island, a Provincial Nature Reserve, as a tourist destination accessed by sea. Recreational fishing happens around the island. The Dassen Island Nature Reserve Management Plan supports the development of a Tourism Feasibility Study to determine its feasibility. Promote access to sea. Launching at Yzerfontein harbour should benefit Swartland. Support and promote Darling Hills and flat coastal plains as part of the conservation corridor of the hill landscape in the Swartland. Support limited extensive agricultural production in the south of Ward 6 (along Darling Hills) and join the conservation initiative of marginal areas along the coastline in Ward 5
	Support the development of an Overlay Zone for Conservation purposes on private land that is proposed to be included in the Greater West Coast Conservation Corridor, to the south of Yzerfontein, to provide for development criteria for these conservation areas

	outside of the urban edge. Identify development nodes within the conservation areas that will allow for tourism related uses such as resort development. Allow for a corridor link to the west of the proposed Yzerfontein Rural Corridor to maintain a north south conservation link.	
Natural	Promote marine and aqua culture production along the coast and at Yzerfontein.	Promote a Swartland mountain bike race around public and private Nature Reserves and areas surrounding Darling in Ward 6.
Biodiversity	Identify Core and Buffer zones in West Coast Conservation Corridor.	Effectively manage wind erosion in coastal areas and in Yzerfontein along the dune system: Promote limited access to the beach via formal boardwalks (South easterly prevailing winds in summer and the north-westerly winds in winter).
	Strengthen Groen River catchment area (and buffer areas). Expand Nature Reserves (public – West Coast National Park and private) to allow for a link between natural areas and the reserves. Promote Darling wine district as a biodiversity and wine initiative production area e.g. cellars such as Grootte Post, Cloof Wine Estate, Darling Cellars and Alexanderfontein	Protect mountain (backdrop of Darling Hills including Katkop and Klipberg in North West), rolling grain, canola fields and Groen River corridor landscape.
	Adhere and maintain Coastal Management Setback Lines.	Manage development along the coastal area in line with the identified Coastal Management Lines to prevent disasters that might result from increased sea levels and storm activity due to climate change.
Waterways	Create open space network along the Dwars and Modder Rivers and streams in Darling Protect the Dwars and Modder River system as an important ecological corridor – specifically the eastern bank (Ward 6). Protection of Grootwater Aquifer (south east of Yzerfontein)	Preserve the Grootwater Aquifer as an important underground water resource in the West Coast region that provides water to Tygerfontein, Jakkalsfontein, Grotto Bay and various surrounding farms. Investigate as a possible alternative water source for provision of water to Yzerfontein. Consider the sensitivity of the aquifer as outlined by the Hydrological Survey of the Swartland when contemplating development in and around this area.
	Capitalise on the rainfall of 400mm per annum: Monitor irrigation along the Dwars and Modder rivers and from underground sources	Strengthen Dwars, Modder, Sout rivers as landscape resources.

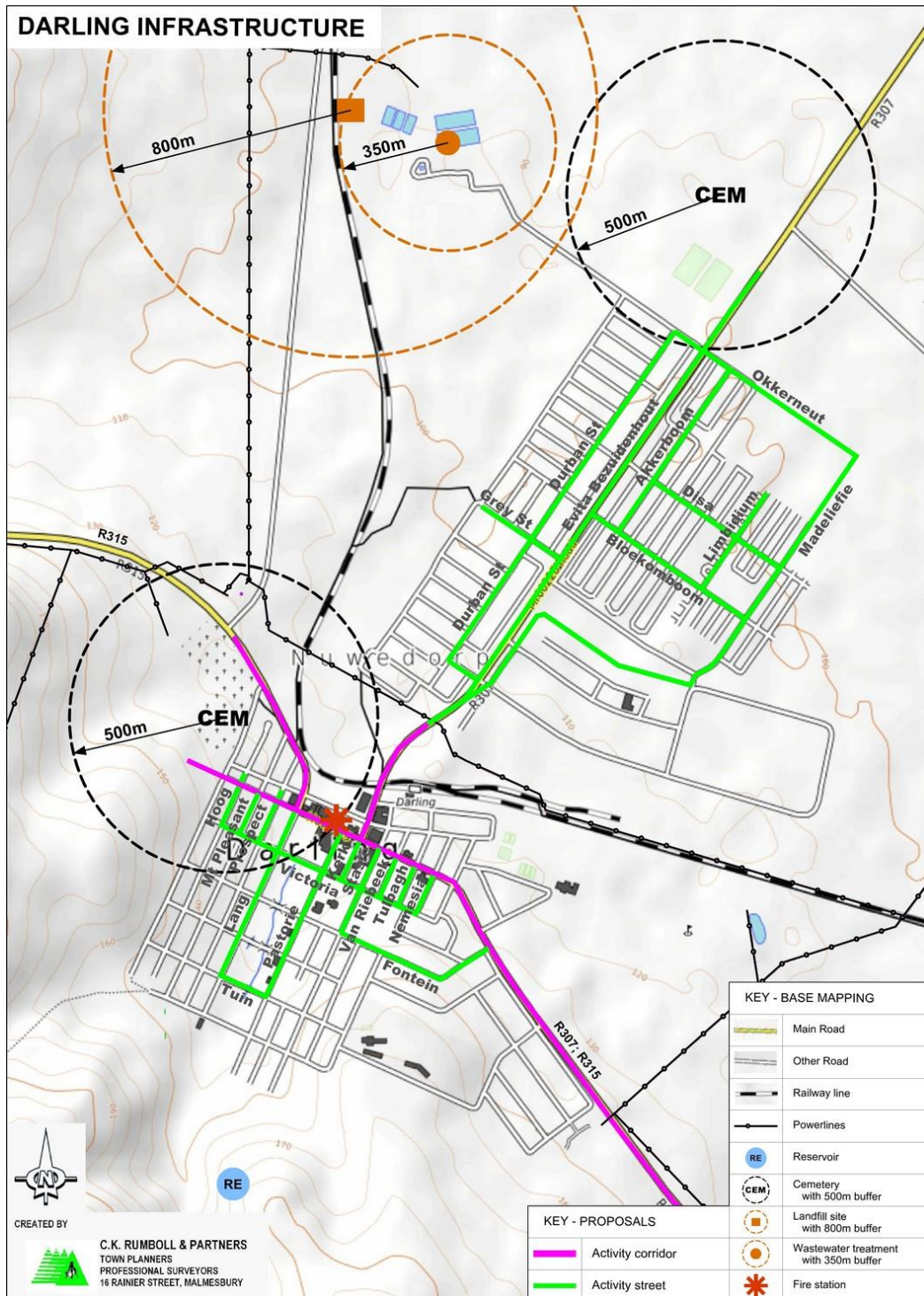
5.5 Ward 6: Darling and Rural Areas

Ward 6 represents the rural area to the north and west of Darling including farms extensively and intensively frame. Also included in Ward 6 is a part of Darling, while the other part is included in Ward 5.



5.5.1 Darling

Darling is situated in the rural area of Ward 6 in the Swarthland Municipal area. This town is approximately 80 kilometres from Cape Town and located near the West Coast Industrial Corridor. Access to Darling is from the R315 via Malmesbury (N7) and the West Coast road (R27).



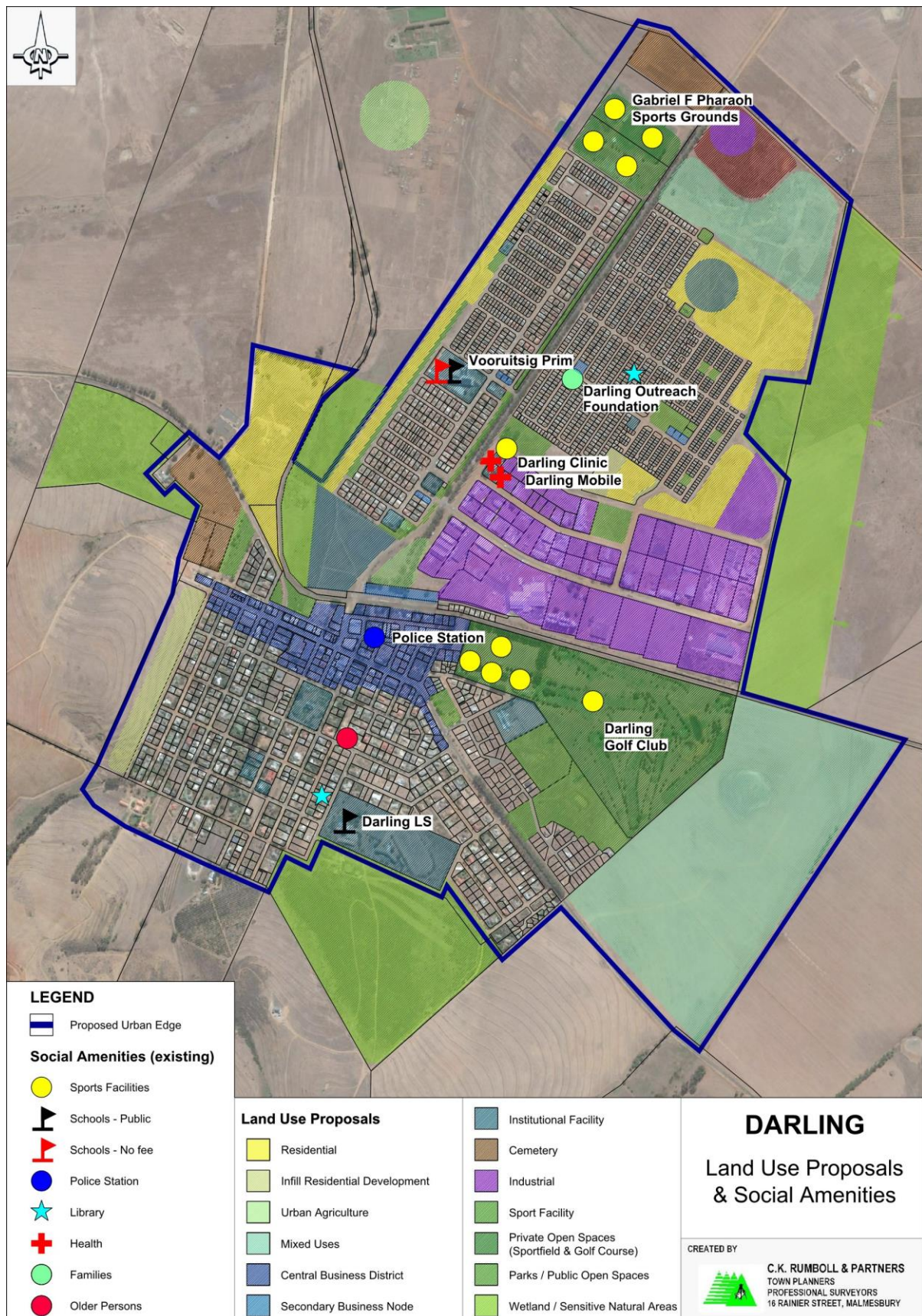
Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads:</u> R315 is the main traffic route between Malmesbury (N7) and the R27. It is also the old route that connects the Cape with the West Coast, via Mamre. Main Road 26 is the main connection route which connects Darling with the Hopefield road which joins with Moorreesburg. It provides access to several farms north of Darling. The Darling- Mamre road also provides an alternative route to Cape Town.	Maintain and support the upgrade of the local movement network including the R315 and R307 as the main route through Darling.	Municipality to take pro-active role in liaising with Provincial roads department to give input into the upgrading of surrounding road networks including the R315 and R307 (Mamre to Darling).
<u>Activity Streets and corridors:</u> R315 becomes Main Street or Main Road 26 and forms the main activity axis of Darling which provides access to Darling's industrial precinct, located north of the railroad. Other activity streets within Darling which are part of the Central Business District are: Prospect, Lang, Pastorie, Kerk, Stasie, Voortrekker, and Acacia Streets.	Support the development of mixed uses along identified main activity corridors and streets. Beautification of main activity corridor and entry through Darling. Concentrate and support mixed use development along identified activity corridor and streets to support integration. Lack of public and disabled parking.	Upgrade and increase the visual quality of the town through tree planting, street furniture and pedestrian walkways along the Main Road. Provide adequate public parking, to include parking for the disabled, at identified public and business nodes within the town. Develop a centralised taxi/bus stop with an all-weather shelter and relevant infrastructure in central business node.
<u>Pedestrian and cycle routes:</u>	Develop multi-use track (cycling and walking) to improve pedestrian mobility. Make sidewalks, road crossings and pedestrian walkways accessible for disabled people in accordance with national standards.	Develop safe pedestrian walkways in town along internal road network. Develop safe and adequately lit multi-use pedestrian/cycle routes from Darling north of Darling along Evita Bezuidenhout Boulevard (R307) to the CBD. Formalise multi-use routes and tracks in conservation and natural veld areas and public open spaces (including reserves around town).

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
<u>Water</u> Voëlvele Scheme supplies Darling with water distributed to two (2) reservoirs holding 2 500 kl in total.	Provide land for bulk infrastructure: reservoirs, overhead power lines, roads and water pipeline. Extend Water provision to all properties. Upgrade water pipeline between pump station and reservoirs. Use alternative services i.e. harvesting rainwater, solar & wind energy. Manage adequate capacity for future demand (Ml/annum) as per "Water Services Development Plan".	Align bulk infrastructure planning with SDF growth proposals. Earmark areas for expansion of bulk infrastructure and align with SDF proposals to minimize impact on landscape. Careful use of service resources e.g. using alternative energy, water wise

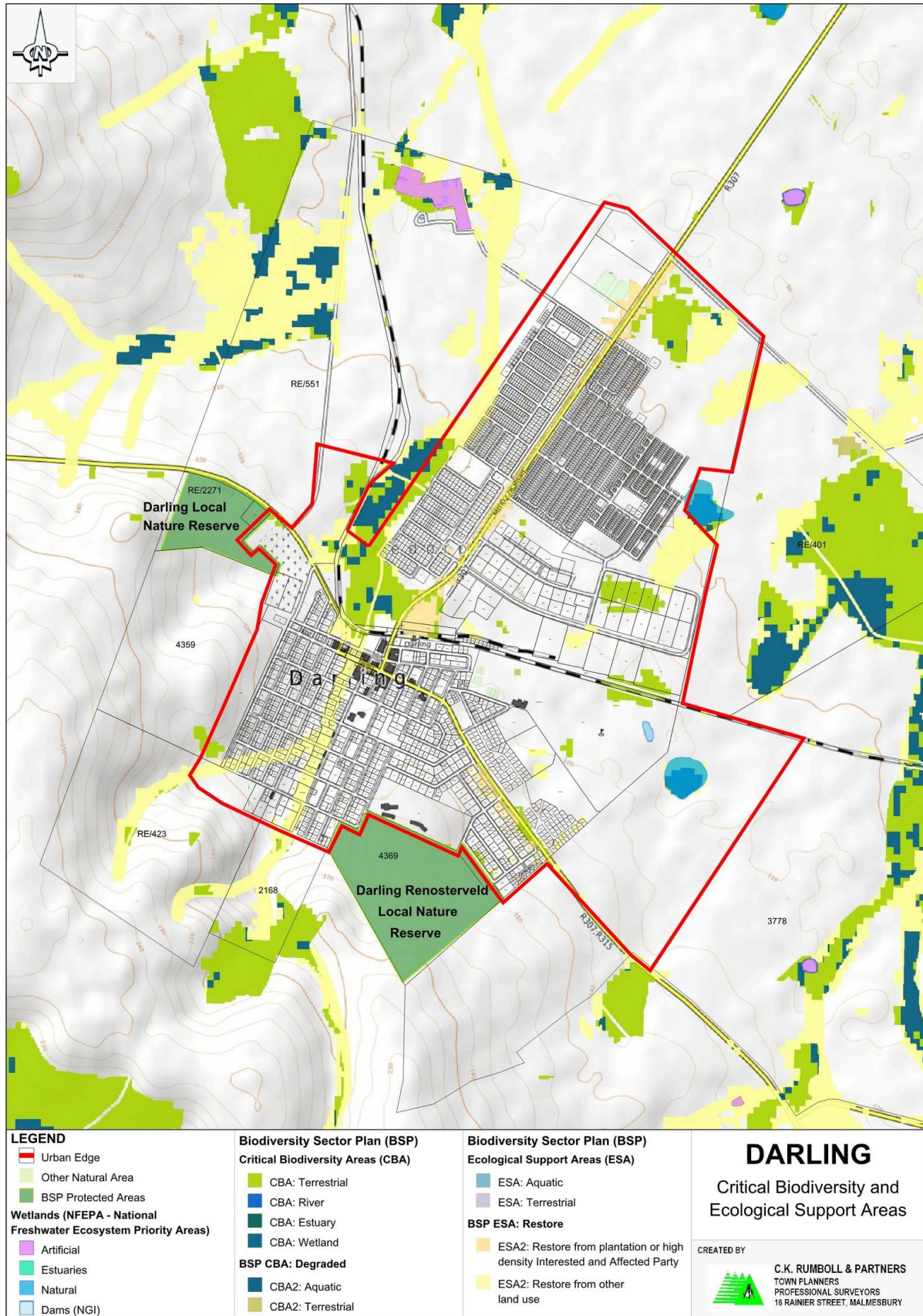
	2017	2022	2027	2032	developments,	water
	507,451	540,863	576,553	614,685	harvesting.	
	Improve distribution pipe network. Address low pressure and weak flow conditions, especially in industrial area.					
<u>Waste Water</u> Darling's sewerage has a flush sewerage system and some on-site septic tanks.	Upgrade unknown bulk pipelines capacity and prevent future overloading.					Build a waste water treatment plant to replace old treatment plants with insufficient capacity (in process).
<u>Electricity</u> A 66/11Kv 10MVA Eskom substation provides sufficient capacity and two 11kV supply lines supplies Darling. Swartland Municipality is the supply authority.	Maintain adequate bulk capacity. Upgrade obsolete electrical infrastructure. Maintain adequate street lighting.					
<u>Storm water</u>	Upgrade 17 km of gravel roads Formalise storm water system.					
<u>Waste</u> The Swartland Municipality weekly collects waste door to door and delivers it to the Highland landfill. The licensed landfill site in Darling, located west of Darling WWTP, north west of Darling, serves as a transfer station and facility for building rubble and garden waste. A total of 7 skips are provided.						
<u>Safety</u> Darling has a police and fire station also serving the surrounding rural areas.						



Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage & Tourism</u> Darling, established in 1853 on Farm Langfontein, was named after Lieutenant Charles Henry Darling, a Governor of the Cape. The first properties (300 to 400 erven) were sold during a public auction in 1853. The Dutch Reformed church was built in 1857, followed by a school in 1896 and the community hall in 1899. Most historic farms and farm houses date back to this time. The signal cannon, is now in front of the municipal building, and was located on Kliprug to warn residents against potential danger.	Enhance Darling's well-known tourism attractions such as <i>Evita se Peron</i>, the wildflower and orchid show and the <i>Rocking the Daisies</i> music festival.	
<u>Residential</u> Darling has a traditional grid pattern with a railway line crossing through the town. Although characterised by historic buildings, several buildings in Main Street have lost their unique character. The CBD area is located around and between Main Street and the railway line, with the industrial node north of the railway line. There are three residential nodes in Darling: 1. Historical commercial core of town with low to medium residential uses. 2. Low and medium density residential precinct (south). 3. Medium and high density residential and subsidised housing area as northern precinct separated from CBD by railway line.	Enrol farm workers on housing list. Densify using willingness of owners to subdivide, existing zonings, consider the character of surrounding environments, the unique sense of place and historical context. Densify the following areas: -Near central business district (CBD) -Along activity corridors -New extensions -Suitable location of houses on individual properties Facilitate proximate and equal access to social infrastructure. Upgrade industrial area and support infrastructure	Provide future subsidised housing demands in Darling. Government residential developments, supported by Human Settlement programmes, will be supported. Keep waiting list up to date. Expand Darling on north-eastern, eastern and western boundaries (Zone E). Provide for more integrated opportunities and alternative housing types in future planned developments. Promote and expand Tourism development in Darling through marketing and projects. Increase density for next 20 years (which ends in 2028) from the current 8.3 units per hectare to 10 units per hectare in Darling. Support the development of affordable housing / FLISP erven on Erf 4192. Replace the proposed educational facility on Erf 4192 for residential expansion when the Provincial school is established. Promote long term residential expansion in Zone G (development constraints: environmental and community resistance)
The lifestyle character promotes low density residential development with limited medium and high density opportunities. Integrated development opportunities are limited as the railway line and wetlands separate the town. Land for residential development is available east of golf course and on northern and western periphery Darling's annual growth rate is 3%. Darling is an agricultural service centre	Make provision for adequate land for different residential types (topologies). Require effective and sustainable utilisation of services. Spatially integrate new residential developments. Encourage densification and mixed uses in CBD Provide erven for GAP housing Align development with availability and capacity of infrastructure and services.	Provide 351.9ha in Darling over the next 20 years of which 144.6ha is vacant and undeveloped areas as per Vacant Land Audit. Delineate a restructuring zone for social housing in Darling. Keep minimum single residential erf size of 500m². Plan for expansion of bulk infrastructure to support future limited residential growth.

as well as a tourism and retirement town. The surrounding area has intensive farming of grapes, wheat, dairy, livestock, vegetables and especially flowers.	Support the densification in Darling through subdivision (sectional title), infill development, renewal and restructuring and densification in accordance with zone proposals.	
<u>Commercial:</u> Darling was and is primarily established as a service centre for the surrounding rural community. The CBD area is accessible for all residents of Darling, except for those in the north. Hence house shops frequent the northern precinct. Mixed uses, social and industrial, are located in close proximity to northern precinct.	Strengthen primary commercial node along Main Street and secondary nodes in neighbourhoods. Support development of house shops/home occupation/professional services in residential areas. Support business uses along activity streets.	Develop integrated and smaller secondary commercial nodes in higher density poorer neighbourhoods. Commercial uses in these secondary nodes can include residential elements.
<u>Industrial:</u> Various industrial uses and agricultural industries provide local community job opportunities.	Support development of industries within existing industrial areas Upgrade services Support development of agri-industries.	Provide opportunities for additional light industrial development on north eastern periphery of Darling Rehabilitate previous landfill site on northern periphery of town to allow for development of industrial sites on area adjoining the R307 (Main Road 26).



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
<u>Community Facilities</u>	Support the provision of community orientated services (for example crèches, soup kitchens) in the residential areas. Support the local community initiatives for provision of social services in neighbourhoods to better serve the poorer communities. Address the lack of adequate: -Primary health facilities -Educational facilities - with need for crèches and day care facilities in neighbourhoods. Expand the existing sport facilities on the northern periphery. Continue maintenance of the sport and show grounds to serve the community of Darling.	Support the continued development and maintenance of community facilities in close proximity to the communities. Develop a Sport and Educational node with picnic area and sport facilities next to the swimming pool. Establish the Provincial school on Erf 551 between the railway line and residential area to support spatial integration in the town. Include inter cultural/education zone.

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURE		
Protect	Change	Develop
<u>Nature and Conservation:</u> Darling, although known for botanical diversity, has only 2% of critically endangered areas officially protected. This region supports many local endemic species as well as listed Red Data species. There are two reserves outside Darling: Renosterveld and Groenekloof.	Link open space areas and mobility routes by planting trees Develop shared use trails as open space corridors, natural habitat links and recreational facilities (hiking & mountain bike trails). Protect natural areas lawfully and determine allowable uses. Improve appearance of higher density residential developments (subsidised housing) by planting tree lanes. Design interactive development interfaces along open space network	Formalise conservation of conservation worthy natural areas by entering into stewardship programme with Cape Nature. Develop management plans and determine allowable uses of conservation areas. Enhance the development of Darling Wildflower Society Centre, Herbarium and education facility in Groenekloof Reserve. Remove alien vegetation from open space areas. Require subsidised housing projects to provide functional open spaces. Formalise and landscape both sides of access road (part of Erf 551) as a shared use community park and provide walking trails and recreational facilities
<u>Public and Private Open Space:</u>	Enhance recreational public nodes: - sport and show grounds, golf course, - sports grounds on northern periphery - “Evita se Peron” at the station building - Swimming pool in Darling north. Develop multi-use open spaces.	Develop and formalise the area north of the railway line and station to create an integrated town square. Formalise a recreational node as part of the open space west of entrance road into Darling north: include recreational facilities (play parks, picnic areas, outdoor gym equipment) and landscape open space.

LAND USE ZONE PROPOSALS FOR DARLING

Refer to the land use zone map for Darling: The urban area of Darling is divided into eight (8) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

DARLING LAND USE ZONES		Low Density Residential Uses	Medium Density Residential	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is the commercial core of the town with supportive social and residential uses.	X	X	X	X	X	X	X	X	X	X	X	X	X	X 7
B	Zone B consists mainly of low and medium density residential uses with supportive community and institutional facilities and a tourism node. Limited expansion opportunities.	X	X	X 3	X	X	X 2	X 2	X	X	X	X	X	X 6	
C	Zone C expansion area for low and medium density residential development including institutional functions and recreational facilities e.g. a golf course & sport grounds.	X	X	X 3	X	X	X	X 2	X	X	X	X	X	X	
D	Zone D is the industrial area of Darling with supportive social infrastructure. Support development of a public recreational node north of the station.							X	X				X	X 4	X
E	Zone E is a high density residential area with supporting social and commercial facilities. Include GAP opportunities along the southern periphery. Expand the Sport and Recreational node around the swimming pool and include educational component. Create a public recreational node with picnic areas on the eastern periphery around the dam. Allow limited industrial uses on the south eastern periphery of zone.	X	X	X	X	X	X 1	X 2	X	X	X	X	X	X 5	X
F	Zone F is a medium to high density residential area with supporting social facilities.	X	X	X 3	X	X	X 1	X 3	X	X	X	X	X	X	
G	Zone G is an area earmarked for residential infill, restructuring and integration Allow for potential high school site	X	X	X	X	X 8		X 2	X	X	X	X	X	X	
H	Zone H is a recommended area for industrial and mixed uses such as service industries, on the northern periphery.				X	X		X	X	X				X	X
(1) Along activity streets (2) At existing node (3) Flats along activity streets (4) Public square (5) Public recreation, sport and educational node (6) Tourism node (7) Only service trade and industries (8) Provincial high school		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.5.2 Rural Areas of Ward 6:

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

	Agriculture	Tourism
Pedestrian and cycle routes	Develop a cycle route from Yzerfontein along the R315 to Darling, with a proposed bridge or underpass crossing of the R27. This will reinforce the tourism route of the R315 and act as a spatial gateway to the R315 route. Promote a Swartland mountain bike race around Public and Private Nature Reserve in and around Darling	
Commercial	The eastern part of Ward 6 is a limited intensive agricultural production area. It includes vineyards, dairies, poultry rearing and piggeries. Support and allow for intensive agriculture, agricultural related industries, agriculturally related commercial opportunities, exhibition centres and internal densification of agricultural units to support growth and economic development along this corridor.	Promote festivals building agricultural brand e.g. Music Festival Rocking the Daisies and the "Voorkamer" Music Festival in Darling
	Support both extensive farms (500ha+) with high potential dry land cultivation in north of Ward 6 & smaller agriculture units south of Darling Hills (Dassenberg smallholdings)	
Industrial:	Develop agricultural and related industries and services supporting agriculture: composting, alternative energy generation, communication network facilities, etc.	Capitalize on the link to the Saldanha Industrial Development Zone (IDZ), accessing the largest natural harbours in the world.
	Develop smaller & service industries in Darling. Support packaging and processing on intensive production farms (vineyards, stone fruits, olives and vegetables).	Enhance Malmesbury as industrial town
.	Limit Laterite mining, a soft iron oxide for road bases, found in high potential agricultural soils around Malmesbury and Mamre Way, Darling area.	
Residential	Develop subsidized housing, in future, in Darling.	Develop resorts (along coast to support West Coast Conservation Corridor)

Objective 2: Proximate convenient and equal access [Economic Environment]

R315 & R307	Support link between West Coast (R27) and Malmesbury via Darling is also part of the main tourism route in the Swartland between the Riebeek Valley and the West Coast (Yzerfontein). Strengthen R307 link from Darling to Mamre and gravel road to Moorreesburg. Strengthen link to Drakenstein (R45) Support link to Malmesbury and Vredenburg/Saldanha via Hopefield (R45). Continue maintenance of road network
Railway	Strengthen the rail operation (and train trips) from Cape Town during the flower season.
Utilities	Built water storage facilities/ reservoirs. Strengthen Darling Wind Farm with four wind turbines (north east of R27 and R315) Strengthen Photovoltaic development on Eenboom.

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

There are no specific proposals for ward 6 to support this objective.

Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

Administrative	Promote Malmesbury as regional service centre and industrial town Enhance Yzerfontein as coastal recreation and leisure town. Enhance Darling as local agricultural service centre for Ward 5 and 6. Support Tygerfontein, Jakkalsfontein and Grotto Bay as resort settlements under private Home Owners Association management
Heritage Tourism Route	Include significant heritage farms and properties into potential heritage tourism route: a Cape outpost producing fresh food for the ships that sailed around the Cape Develop the slave liberation and mission station route that includes: Vogelgevang (freedom to slaves of 1808 and the Khoi rebellion), Abbotsdale (Anglican mission), Mamre (Moravian mission) in Cape Town and Wittevoort and Goedverwacht missions in Bergvliet municipal area. Develop a battlefield route that includes the outpost of the Dutch East Indian Company at Grootte Post and Groene Kloof (near Mamre) and the farm Kraalbosdam (north of Darling) where one of the most fatal battles of the Anglo Boer War took place Protect all and promote some of the 79 rural sites surveyed in Swartland Rural Heritage Survey 2014 in Ward 6: 2 Grade 3 A (high local significance), 38 Grade 3 B (some local significance), 37 Grade 3C (limited local significance) and 2 no grading (no heritage resource) Promote Darling as tourism node including Victorian Museum and Hildebrand Anglo Boer War Monument. Promote “Evita se Perron” as facility that supports local talent social development.

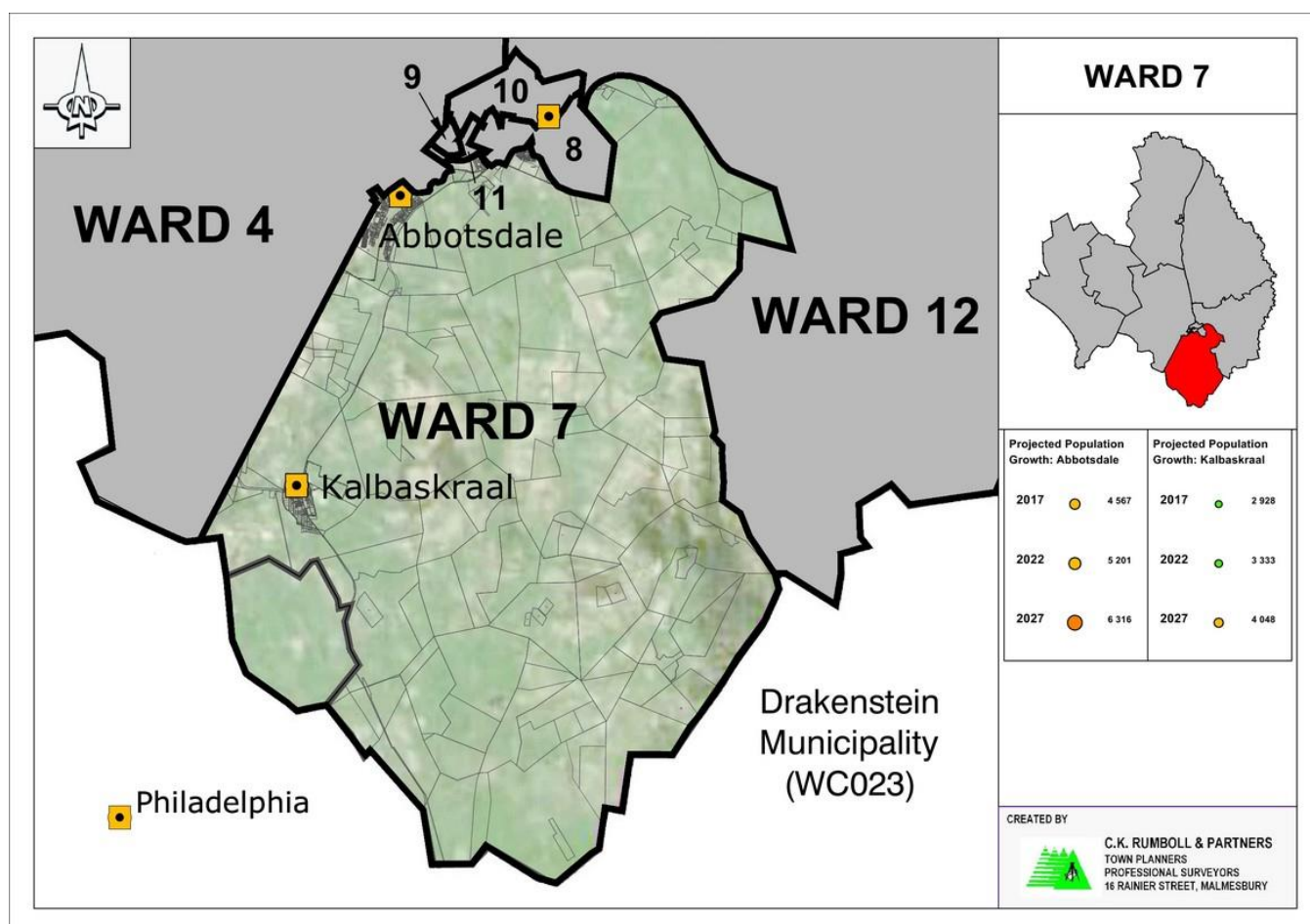
Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

There are no specific proposals for ward 6 to support this objective.

	Agriculture	Tourism
Natural	Support both extensive farms (500ha+) with high potential dry land cultivation in north of Ward 6 & smaller agriculture units south of Darling Hills (Dassenberg smallholdings)	Support limited extensive agricultural production in the south of Ward 6 and join the conservation initiative of marginal areas along the coastline in Ward 5
Biodiversity	Promote Darling wine district as Biodiversity and Wine Initiative production area e.g. cellars such as Grootte Post, Cloof Wine Estate, Darling Cellars and Alexanderfontein.	Protect Darling Hills, including Klipberg, Katkop and Contreberg. All Public and Private Nature Reserve are Core 1 and 2 areas
	Strengthen Groenrivier catchment area Expand Nature Reserves (public and private) to allow for a link between natural areas and the reserves.	Protect mountains (backdrop of Darling Hills including Katkop and Klipberg in North West), rolling grain and canola fields and the Groenrivier corridor.
Waterways	Create open space network along the Groenrivier and Soutrivier Protect Groenrivier system as important ecological corridor – specifically the eastern bank (Ward 6).	Support Groenrivier and Soutrivier as landscape resource
	Monitor irrigation along the Groenrivier and from underground sources	

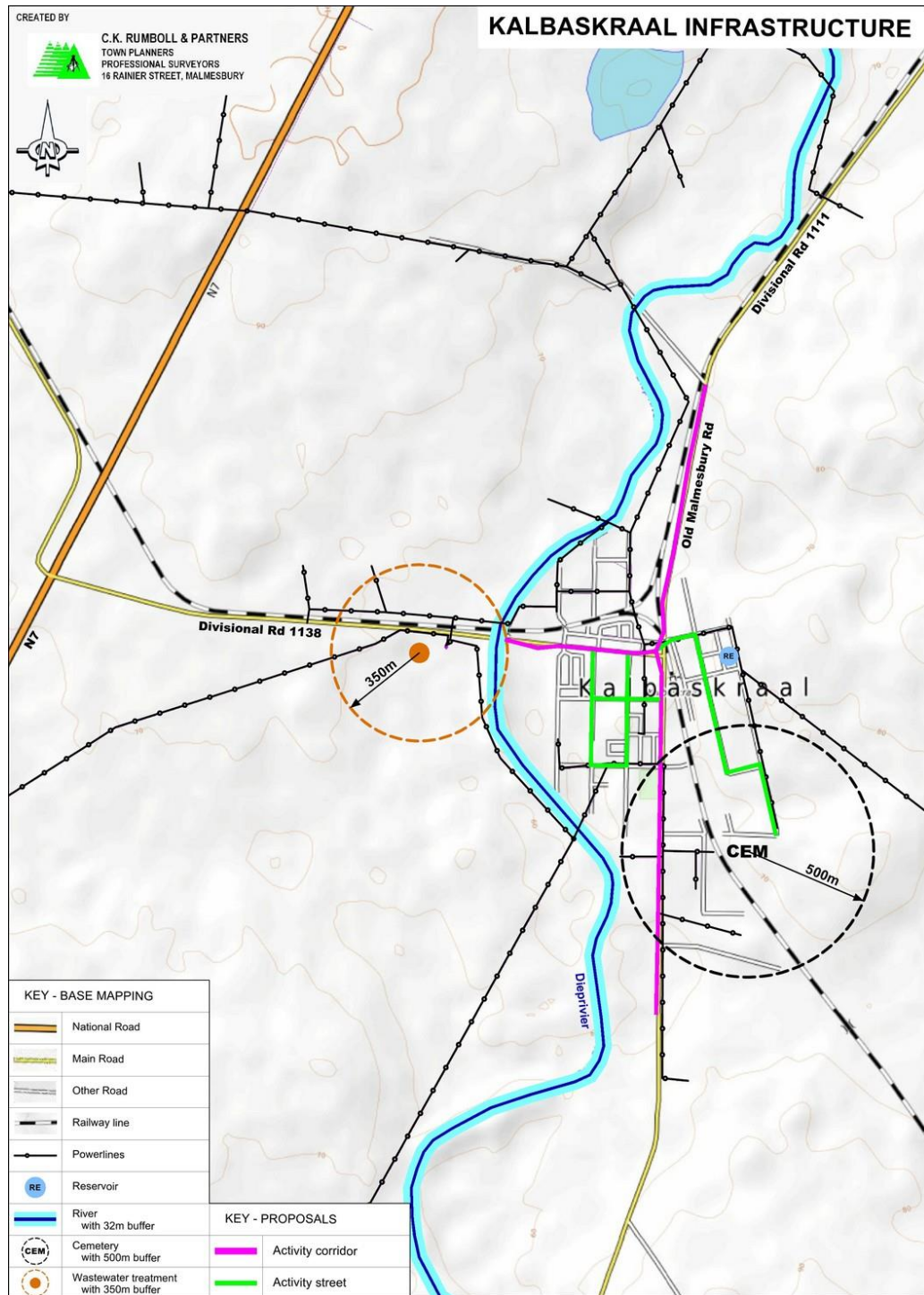
5.6 Ward 7: Kalbaskraal and Rural Areas

Ward 7 represents the most southern part of the Swarthland municipal area and includes the urban areas of Kalbaskraal and Abbotsdale as well as rural areas. Although located in Ward 7, Abbotsdale is linked with Malmesbury and therefore spatial proposal will be included under proposals for Wards 8, 9, 0 and 11. The southern part of the Swarthland, including wards 4 and 7, is historically neglected and has poor provision of services and a weak economy. Hence the Intensive Rural Development Corridor stretching along the N7 south of Malmesbury serves as an economic stimulus. To enhance the economy mixed uses, intensive agriculture and agriculturally related produce, rural living opportunities on smaller agricultural units and small scale agri processing on farms are all encouraged.



5.6.1 Kalbaskraal

Kalbaskraal is the southernmost settlement within the Swarthland Municipal jurisdiction area. Although this town is isolated from Malmesbury (main town of the Swarthland) access is obtained directly from the N7 that connects Malmesbury with the Cape Town Metropolitan area.



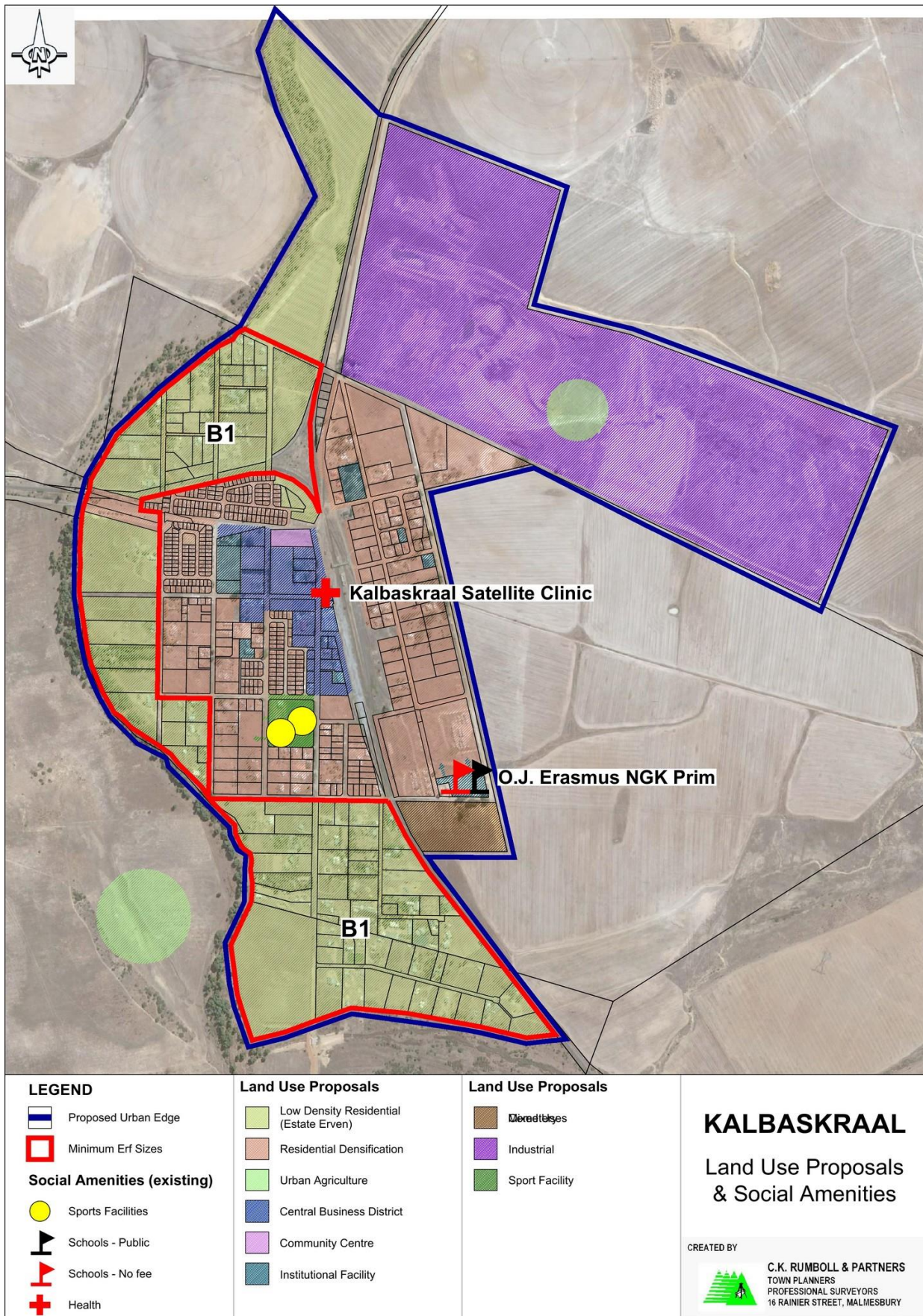
Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
<u>Roads</u> Road 1138 (east-west direction), providing access to N7 Section road 1111 (north-south direction) connecting Kalbaskraal with Malmesbury (north) and Philadelphia (south).	Upgrade access (in process) to Kalbaskraal off N7 (1138) and DR 1111 (.the Old Cape Road)	Interact with Provincial and National Roads departments regarding upgrading of road networks. Beautify main entrance and activity streets in CBD.
<u>Activity Streets</u>	Develop mixed uses along activity corridor and - streets to enhance social and economic integration. Concentrate higher order development and mixed uses along activity streets. Provide adequate public transport to increase mobility of residence.	Upgrade and beautify entry and main activity corridors in Kalbaskraal Plant trees at town entrances, provide street furniture and develop pedestrian walkways. Develop a taxi rank/bus stop next to CBD (increased mobility) Introduce speed calming.
<u>Rail</u>	Use railway transport as alternative public transport	
<u>Pedestrian and Cycle Routes</u>	Develop accessible, safe and adequately lit, surfaced and shaded pedestrian walkways and cycle paths.	

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
<u>Future Demand</u> Kalbaskraal has one of the largest backlogs of basic services.	Prioritise provision of services to address the backlog Ensure bulk infrastructure planning is in line with SDF growth proposals minimising impact on the landscape. Identify areas earmarked for expansion of bulk infrastructure.	Allow adequate area for provision of bulk infrastructure that includes reservoirs, overhead power lines, future roads and a water pipeline.
<u>Water</u> Voëlvelei Scheme pumped via Malmesbury provides water. There is one borehole and a local reservoir which serves Kalbaskraal with a capacity of 250kl.	Upgrade the existing capacity to accommodate growth and demand. Extend water provision to all properties.	Replace sections of distribution network consisting of galvanised pipes. Replace distribution network (galvanised pipes).
<u>Waste Water</u> Upgrade sewerage management; Link parts of Kalbaskraal using septic tanks & buckets to flush sewer system.	Expand flush sewer system to all properties. Establish oxidation dams' capacity.	
<u>Electricity</u> Eskom supplies electricity.	Provide adequate street lightning.	
<u>Waste</u> Weekly Swarthland Municipality collects waste from door to door and deliver it at Highland landfill. The licensed landfill site in Kalbaskraal, located on Portion 3 of Farm 1103,	Maintain waste collection points (garden waste).	

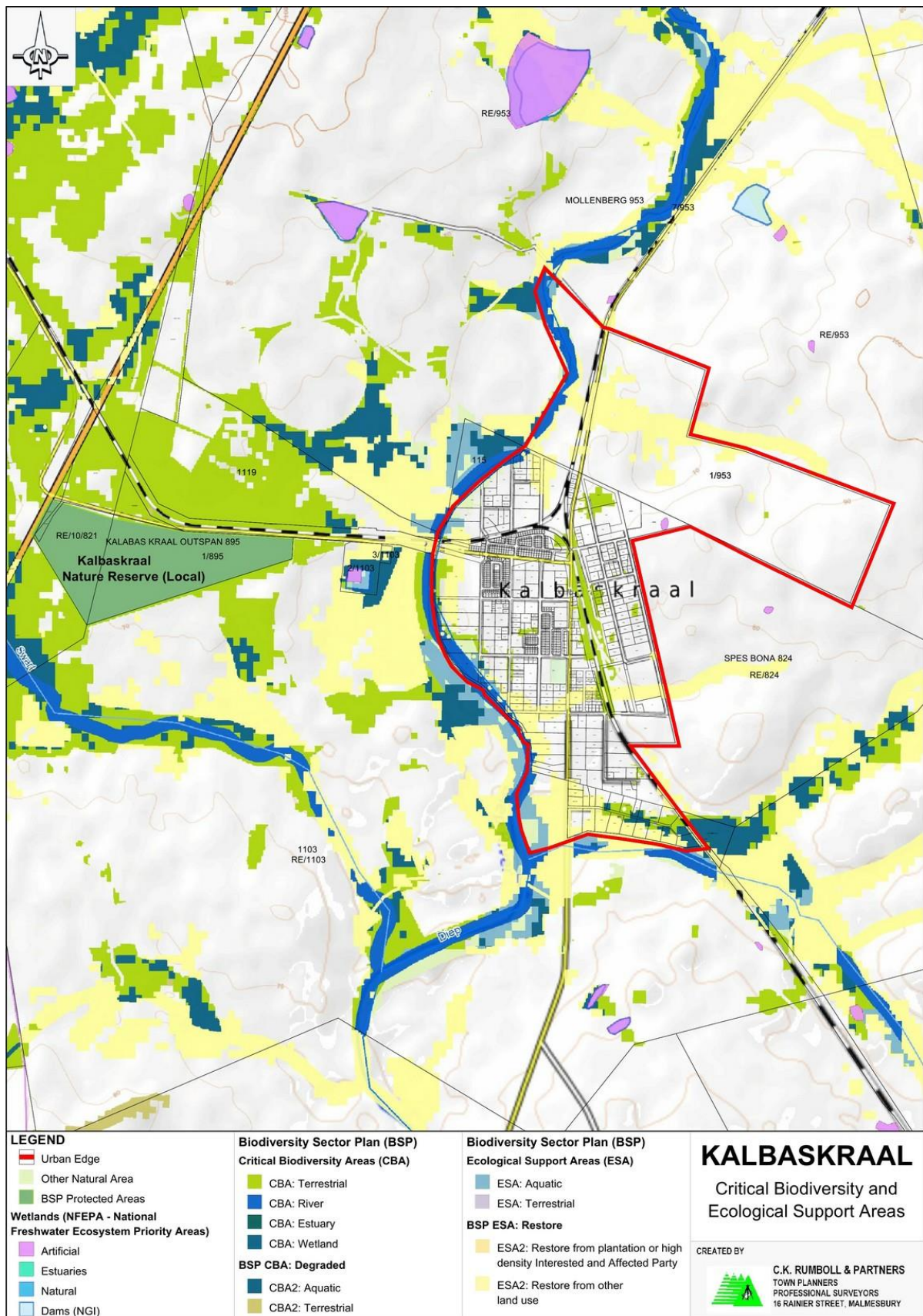
west of Kalbaskraal at the WWTP, serves as a transfer station and facility for building rubble and garden waste. A total of 8 x 6m ³ skips are provided.		
<u>Storm Water</u>	Institute a formal storm water system. Upgrade 8 km of streets and storm water infrastructure	Upgrade internal roads and storm water systems.
<u>Safety</u> There is no fire- or police stations that serve Kalbaskraal and the greater Chatsworth area.	Safety: Establish a satellite fire- and police station	Support the sustainable use of natural resources through alternative methods – i.e. harvesting of rainwater in tanks on residential erven, use of alternative energy sources and water wise developments.



*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage and Tourism:</u> Kalbaskraal originated as a railway crossing between Cape Town, Darling and Malmesbury in 1898 on the farm, Spes Bona, hence its location between the railway line and Diep River. Kalbaskraal has a rural character. Although the railway crossing offers good connection with Cape Town and the northern part of the country, Kalbaskraal is experiencing economic decline and increased unemployment. Kalbaskraal's geometric town design disintegrates at the station into larger erven especially along the Diep River. Kalbaskraal is spatially divided by railway lines in a north to south and east to west direction.	Improve tourism infrastructure including recreational facilities along the Diep River, accommodation and information signs. Control extension or demolition of heritage buildings.	Focus tourism development on the natural environment with development of hiking routes along the Diep River and development of recreational node for motorbikes and mountain bikes within the old quarry in Zone A. Develop Station building as possible tourism hub. Improve esthetical quality of the town with the street lighting, street furniture and tree planting.
<u>Residential:</u> Kalbaskraal originated around the historic station building in the CBD. The Diep River flood line limits further development. Kalbaskraal provides a Residential function since residents prefer to work in Cape Town or Atlantis rather than Malmesbury. Minimum erf sizes of 1000m² will maintain the rural character of Kalbaskraal whilst densification will be promoted at the same time. There are three areas in Kalbaskraal providing low density residential plots: adjacent to Diep River, the southern precinct of Kalbaskraal.	Increase density for next 20 years (which ends in 2028) from the current 2.9 units per hectare to 4.5 units per hectare in Kalbaskraal. Enrol farm workers on housing waiting list. Require different housing options/topologies to proposed developments are sustainable, integrated and utilise services effectively. Allow medium density infill development around the CBD in Zones B and I. Support densification through subdivision; infill development; renewal and restructuring in accordance with zone proposals; Align subdivisions and CBD renewals with surrounding densities and character of the built environment. Implementation of minimum erf sizes of 1000m² to promote densification. Infill opportunities exist on residential properties in the southern precinct and on underutilised erven in the eastern precinct.	Keep waiting list up to date. Provide 115.1ha in Kalbaskraal over the next 20 years of which 27.1ha is vacant and undeveloped areas as per Vacant Land Audit. Provide for future subsidised housing demands in Kalbaskraal. Government residential developments, supported by Human Settlement programmes, will be supported. Utilise developable vacant areas as identified in Vacant Land Audit for development and infill development. Subdivide lower density single residential erven in Zones B and C to a minimum size of 1000m² with the remainder of the single residential erven to be a minimum of 400m². Develop areas in accordance with availability and capacity of infrastructure and services. Plan for expansion of bulk infrastructure. Provide GAP housing in Kalbaskraal. Allow limited densification (subdivisions) in Zones C and D to have minimum erf sizes of 1000m². Allow for service industries within Zones C, D and E. Allow remainder of Kalbaskraal to densify with single residential erven having minimum sizes of 400m².

		Encourage expansion of residential market especially larger properties along the Diep River (higher income residents) Provide within the urban edge for industrial uses, limited residential development (on northern boundary adjacent to Diep River) and for larger low density residential plots Develop possible residential opportunities (UISP) on <u>Erven 46, 619, 620, 621, 200, 91 and 87.</u> Develop residential opportunities (UISP and RDP) on <u>Erven 7 & 8 (Lynkamp).</u> Consider the development of possible residential opportunities on <u>Erven 35 & 38</u> in the CBD of Kalbaskraal (also possible school site).
<u>Commercial</u> Kalbaskraal is a rural town having a low growth potential, limited economic opportunities, and low incomes. The CBD area offers limited economic services.	Enhance Kalbaskraal's CBD Allow house shops/home occupation in residential areas.	Allow for mixed uses along activity corridors and activity streets. Support integrated development and mixed uses in neighbourhoods. Create affordable and integrated commercial properties in previously disadvantaged neighbourhoods to allow access to opportunities.
<u>Industrial</u>	Provide adequate bulk infrastructure capacity to support industrial expansion. Provide land for expansion of and future bulk infrastructure.	Support industrial development within Zone A
<u>Agri-Industry</u>	Capitalise the locational advantage of Kalbaskraal adjacent to the N7, in close proximity to both Malmesbury and Cape Town, and as part of the Intensive Rural Development Corridor Develop agricultural and agri-tourism. Invest in social capital to alleviate poverty.	



Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
<u>Community Facilities</u> Service delivery in Kalbaskraal is limited to the CBD area. A primary school is located in the south-eastern precinct and can expand northwards. A new cemetery has been developed on the south-eastern boundary of Kalbaskraal. The cemetery has sufficient capacity with no need for expansion The need for social infrastructure facilities specifically early childhood development and a multi-purpose community centre exists. Social services are relatively evenly distributed in Kalbaskraal with the sports field situated south of the CBD area and the school east of the rail way line.	Provide community facilities in neighbourhoods to improve accessibility. Support the expansion and upgrade of the sports grounds, south of the CBD. Provide adequate primary health facilities Provide for and expand education facilities and particularly crèches and adult education/skills development Support the provision of community orientated services (crèches) in residential areas. Consider the need for a school site	Formalise public area in CBD as local market square, formal trading space and a bus and taxi stop. Formalise the open space system. Upgrade existing sport facilities. Develop/expand the school site at the roads camp in south-eastern precinct. Develop a recreational node in Zone A using the old quarry as an extreme motor and mountain bike track. Upgrade the existing structure on erven 622 for community services

Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature & Conservation</u> Waterways: The Diep River forms the western boundary of Kalbaskraal. Location of proposed developments have to be outside the flood line of the Diep River.		
<u>Public and Private Open Space</u>	Develop a centralised community node in the CBD. Create an active and functional open space network. Formalise the natural corridors along the Diep River and include hiking and mountain bike, multi-use trails between Kalbaskraal and Abbotsdale/Malmesbury: Get buy in from property owners. Link open space networks with pedestrian routes. Plant trees along activity streets, pedestrian routes and amongst subsidized higher density housing projects.	Develop the CBD as public node and central meeting and market place. Develop public recreational facilities along the Diep River. Create a recreational node for mountain and motorbikes in the old quarry in Zone A.

LAND USE ZONE PROPOSALS FOR KALBASKRAAL

Refer to the land use zone map for Kalbaskraal: The urban area of Kalbaskraal is divided into nine (9) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

KALBASKRAAL LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is identified as the industrial node of Kalbaskraal with potential for recreational node.							X	X				X		X
B	Zone B is a low and medium density residential area with supportive community services. Allow for subsidised / incremental housing opportunities.	X	X	X	X	X	X		X	X	X	X	X	X	
C	Zone C mainly has a low density residential character along Diep River. The prescribed minimum erf sizes are 1000m ² .	X			X				X	X	X	X	X	X	X 2
D	Zone D is a low density residential area with limited potential for densification. The prescribed minimum erf sizes are 1000m ² .	X			X				X 1	X	X	X	X	X	X 2
E	Zone E is a proposed expansion area earmarked for low density residential development. The prescribed minimum erf sizes are 1000m ² .	X			X				X	X		X	X	X 4	X 2
F	Zone F is a high density residential area (subsidized housing).	X	X	X	X				X	X	X	X	X	X	
G	Zone G is the Central Business District which include mixed uses and various residential opportunities. Allow for a potential school site.	X	X	X	X	X	X	X	X	X		X	X	X 3	
H	Zone H is a high density residential area (subsidized housing).		X	X	X		X		X	X					
I	Zone I has a residential character consisting of densification opportunities and supportive community services.	X	X	X	X	X	X		X	X		X	X	X 4	
(1) Home occupation (2) Nurseries and service industries (3) Tourism node (4) Sport facilities		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.6.2 Rural Areas of Ward 7

Intensive Rural Development Corridor

This corridor falls within Ward 4 and 7 and proposals for the intensive rural corridor were outlined in the section on Ward 4.

The West Coast District Rural Development Plan, 2017 (WC DRDP) supports the development of the Intensive Rural Corridor. The WCDRDP aims to establish Agri-Parks. The objectives of the Agri-Park initiative are to:

- Establish Agri-Parks in all South Africa's District Municipalities to promote the Rural Economic Transformation of these rural regions;
- Promote the skills of and support to farmers in small-holdings through the provision of capacity building, mentorship, farm infrastructure, extension services, production inputs and mechanization inputs;
- Enable producer ownership of most Agri-Parks equity (70%), with the state and commercial interests holding minority shares (30%);
- Bring under-utilized land (especially in Communal Land Areas and land reform farms) into full production over the next three years, and expand irrigated agriculture.

The Agri-Park is defined as a networked innovation system (not only physical buildings located in single locations) of agri-production, processing, logistics, marketing, training and extension services, located in District Municipalities. As a network, it enables the growth of market-driven commodity value chains and contributes to the achievement of the rural economic transformation model (RETM).

The Agri-Park is comprised of three basic units:

- **The Farmer Production Support Unit (FPSU):** *A FPSU is a rural outreach unit connected with an Agri-hub. The FPSU does primary collection, some storage, some processing for the local market, and extension services including mechanisation.*
- **The Agri-Hub Unit (AH):** *The AH is a production, equipment hire, processing, packaging, and logistics and training (demonstration) unit, typically located in a larger agricultural service centre.*
- **The Rural Urban Market Centre Unit (RUMC):** *The RUMC is typically located in a higher order urban centre and has three main purposes:*
 - *Linking and contracting rural, urban and international markets through contracts.*

- Acts as a holding-facility, releasing produce to urban markets based on seasonal trends.
- Provides market intelligence and information feedback, to the AH and FPSU, using latest Information and communication technologies.

The Agri Hub for the West Coast District Municipality was identified in Vredendal in the Matzikama Municipality. With the sphere of influence of the City of Cape Town over the southern portion of the West Coast district, Vredendal is well suited to its function as an Agri-Hub to serve the northern most areas of the district. In addition to the Agri Hub in Vredendal a total of eight FPSU's have been identified in the West Coast District at Bitterfontein, Ebenhaeser (priority), Doringbaai (priority), Clanwilliam, Citrusdal, Piketberg, Hopefield and Malmesbury.

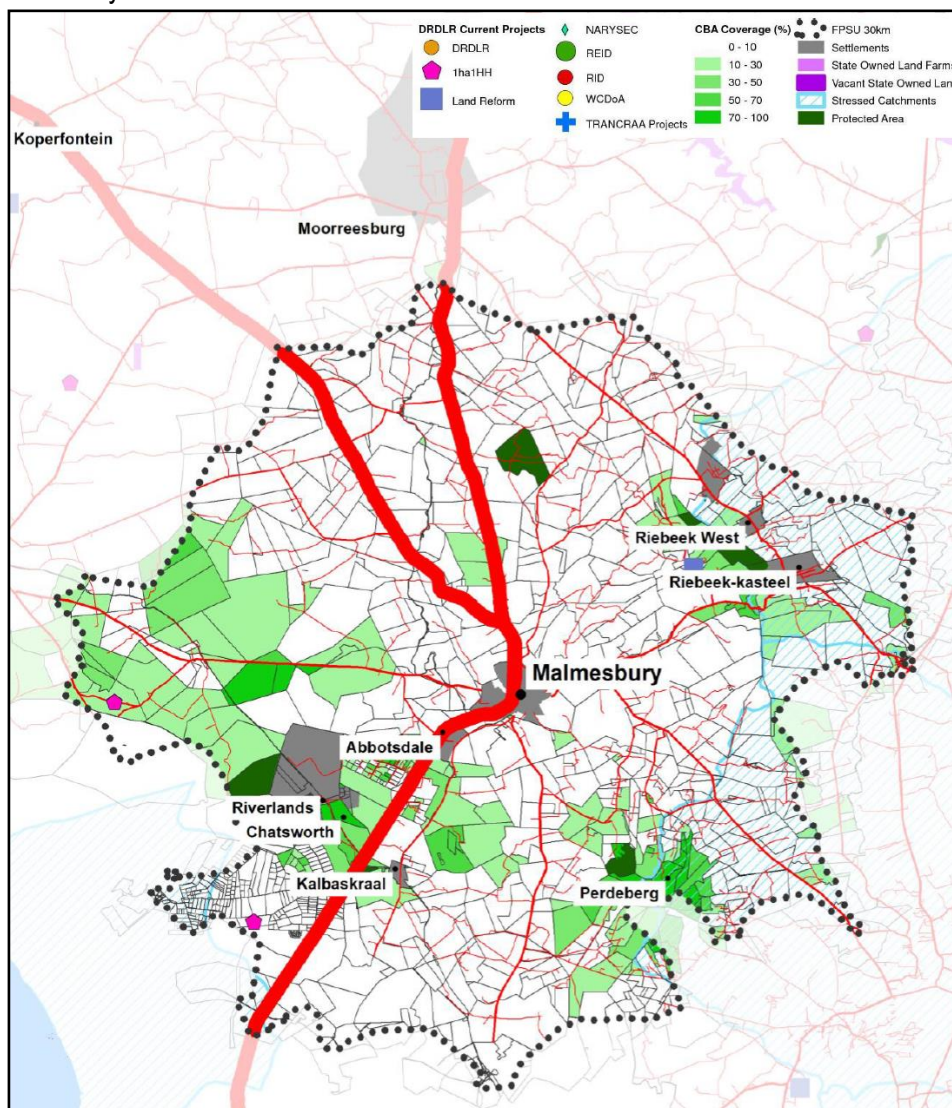


Figure 7: Malmesbury FPSU Spatial Target
(Source: West Coast District Rural Development Plan 2017)

The FSSU's in Clanwilliam and Malmesbury are proposed to be implemented during the 2018/2019 financial year. Local Municipal and District Integrated Development Plans and Spatial Development Frameworks are required to integrate the Agri-Park Initiative into their development proposals.

Malmesbury Farmer Production Support Unit

Although Malmesbury was not initially identified as a FPSU but for support coverage and spatial linkages to areas of high concentration and poverty, plus emerging farmer activity, this area was added as a FPSU. Although no specific site has been identified for the FPSU, it is proposed as part of the SDF that this unit be established within the Intensive Rural Development Corridor along the N7 due to its high level of accessibility and existing intensive agricultural and other related uses.

The WC DRDP identified the following key commodities for the Malmesbury FPSU:

- *“Emerging farmer small-holding and peri-urban small-scale production of pig, sheep, goats, cattle, poultry and vegetables.*
- *Emerging commercial farmer production from existing and future Proactive Land Acquisition Strategy projects including grapes, grain products, pomegranates and olives, as well as larger commercial-scale intensive livestock and poultry production (e.g. piggeries, beef cattle feedlots, poultry farms (i.e. layers and broilers).*
- *The current development of the area to the south of Malmesbury as a “poultry belt” together with increasing development of piggeries and beef feedlots, and similar agri-development trends in the adjoining City of Cape Town rural area, provides a positive receiving environment for emerging farmer establishment, production and marketing (i.e. metropolitan market proximity).”*

With Malmesbury already established as an agri-service and processing centre the FPSU will align with the existing infrastructure and support services with the following to be noted:

- *“Increasing the capacity of both red and white meat abattoirs (new or partnership expansion of existing facilities), especially given entry capacity constraints being experienced by emerging/ small producers of poultry (broilers) and pigs in the Malmesbury area.*
- *Increasing agri-infrastructure and services demand (e.g. vegetables and livestock production) from emerging farmer settlement and agri-production development in the Swartland Municipality’s identified agriculture corridor abutting the N2 between Abbotsdale and*

Kalbaskraal, as well as the WCG: DoA's Riverlands and Pella Projects, and peri-urban agricultural projects within the municipal commonage and peripheral to Ilinge Lethu, including piggeries and kraal-based goat/ sheep production and food tunnels (e.g. Food Basket for Africa, initially part of the Swartland Development Foundation).

- *Aligning FPSU infrastructure and services with current initiatives and services offered by WCG: DoA office in Malmesbury e.g. extension services to farmers, rural development services/ training offered by the Goedgedacht Trust, and Agri-SETA training available through the West Coast TVET College Campus established in Malmesbury in 2015.*
- *Provision of (or access to) "starter" production infrastructure units (poultry houses, piggeries) for small-holding and peri-urban emerging farmers and community-based groups."*

Malmesbury Farmer Production Support Unit (FPSU) Catchment Area Projects area listed in Annexure 6.

Rural proposals for Ward 7: Kalbaskraal & Abbotsdale

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Regional proposals according to the five objectives follow below:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

	Agriculture	Tourism
Commercial	Develop a airport along the southern section of N7 and optimise locality and link with R45	
	Support Malmesbury as a Regional Service Centre. Develop an intensive agricultural development corridor, along the N7, including Tierfontein and Groenrivier small holdings and the “Swartland Meander” that will result in job creation and economic development (Southern section of Ward 4, intensive agricultural production area). Promote small scale agri-processing and agricultural service industry opportunity. Support and allow for intensive agriculture, agriculturally related industries and commercial opportunities, exhibition centres and internal densification of agricultural units to support growth and economic development along this corridor. Support intensive irrigation of cultivated area. Maintain and support of road network to support industrial activities, consider alternative transport methods such as the railway line to support the agriculture industry Support development of commercial infrastructure on farms along the Intensive Rural Development Corridor, including farm stalls and agri-processing, tasting of farm produce venues, and petro ports to support the N7 transport zone	
	Promote both extensive agricultural farms (400ha – 780ha) constituting high potential dry land cultivation & smaller agriculture units, constituting medium & high potential land, allowing for rural living e.g. Dassenberg smallholdings (City of Cape Town)	
	Facilitate land reform in Rural Corridor similar to Klipvlei and Leliefontein. (located in corridor)	
Tourism	As part of the Intensive Rural Development Corridor, develop a Swartland Meander along the Old Cape road as the eastern edge of the Intensive Rural Development Corridor. Allow for more tourism related facilities to develop around these routes (accommodation, recreation facilities, agri-processing and selling of products venues, etc.) Promote prominent agri-processing related tourism destinations in the Swartland. Produce niche produce (value adding) specific to the intensive rural development corridor and the “Swartland Meander”.	
	Support function and exhibition venues on farms i.e. Outdoor Exhibition Centre on Farm Leliefontein along N7. Promote Outdoor Exhibitions Centre as part of Intensive Rural Development Corridor	
Industrial	Support Building Sand mining (rough textured sands derived from weathered granite) mining (only west of Paardeberg).	

	Support mining of clay, to make bricks, at Kalbaskraal (two brick work sites).
	Develop small & service industries. Support packaging and processing on intensive production farms (vineyards, stone fruits, olives and vegetables).
Residential	Develop subsidized housing, in Kalbaskraal.
	Encourage higher density residential uses in corridor

Objective 2: Proximate convenient and equal access [Economic Environment]

N7	Optimise links to markets (Cape Town & Windhoek): Dual carriage way between Cape Town and Malmesbury to increase accessibility & reduce travel time Support N7 as regional links improving mobility and connections with markets in the Cape Town Metropole. Support optimal use of internal alternative road network to provide new access points to the N7 as a result of the upgrade to the N7.
R45	Strengthen link to Drakenstein, which forms the northern boundary of Ward 7 Link Malmesbury and Vredenburg/Saldanha via Hopefield and also link to the R27 . Maintain road network, although in good condition
R304	Strengthen Link between Malmesbury and northern suburbs, Durbanville, Stellenbosch and N1. Maintain road network Strengthen R304 & N7, as a regional link, improve mobility and connections with markets in the Cape Metropole Develop transport nodes along R304 and N7
R1111	Capitalise on upgraded Old Cape Road from Malmesbury to Philadelphia via Kalbaskraal, known as the Divisional Road 1111: Develop the Swartland Meander as a scenic route within the agricultural landscape.
Public Transport	Determine the viability of a reliable public transport service along the N7 between Malmesbury and Greater Chatsworth as well as between the Greater Chatsworth areas and Atlantis and Cape Town. Increase the mobility of the local community.

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

Amenities	Develop a multipurpose community centre and sport facility between Chatsworth and Riverlands.
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Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

Administrative	Enhance Malmesbury as regional service centre Support Kalbaskraal as a rural settlement with limited growth potential. Protect Abbotsdale as a rural village as part of Malmesbury Support development of farms between Diep River and N7 as intensive agricultural production areas
Heritage tourism route	Consider grading of heritage resources when deciding about development on farms. Include significant heritage farms and properties into potential heritage tourism route. Old Cape route, as scenic and heritage route. Protect all and promote some of the 48 rural sites surveyed Swartland Rural Heritage

	Survey 2014 –in Ward 7: Grade 3 A (high local significance) – 3, Grade 3 B (some local significance) – 35, Grade 3C (limited local significance) – 9, No grading (no heritage resource) - 1 Develop the slave liberation and mission station route that includes Vogelgezang (freedom to slaves of 1808 and the Khoi rebellion), Abbotsdale (Anglican missionary), Mamre (Moravian missionary) in Cape Town and Wittewater and Goedverwacht missions in the Bergrivier municipal area
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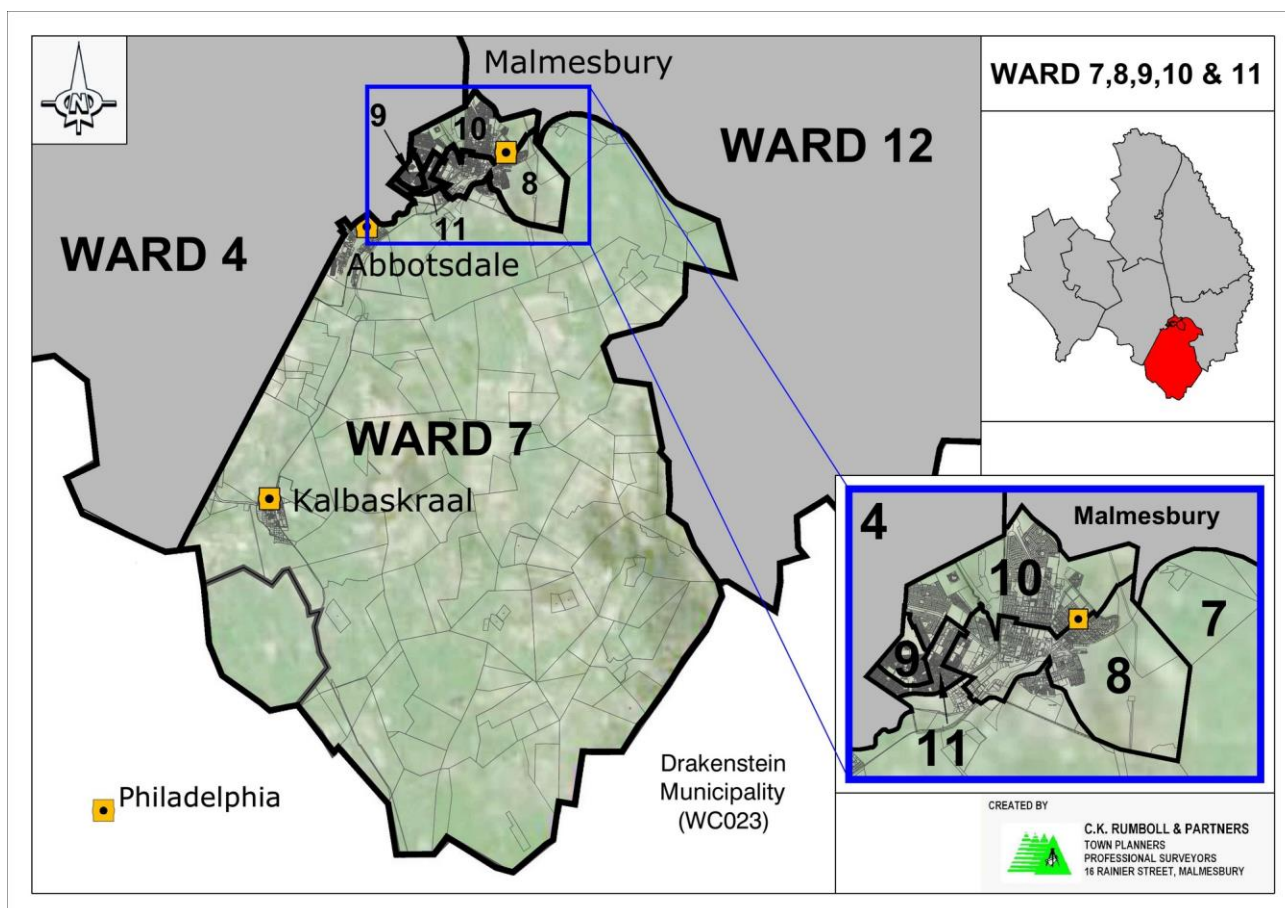
Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

There are no specific proposals for ward 7 to support this objective.

Biodiversity	Expand Paardeberg Nature Reserve to allow for a link between the Kasteelberg corridor and the reserve and Dassenberg and Darling Hills. Classify Paardeberg, Paardeberg Nature Reserve and surrounding area are Core 1 and 2 areas	Promote a Swartland mountain bike race around Paardeberg and Paardeberg Nature Reserve and surrounding areas and link with Porseleinberg (Ward 12) and Kasteelberg (Wards 12 & 3).
	Strengthen Diep River catchment area (and buffer areas).	Protect mountains (backdrop of Paardeberg), rolling grain and canola fields and Diep River corridors.
Waterways	Protect Diep River system as an important ecological corridor (Ward 4) flowing into the ocean at Milnerton.	Create open space network along the Diep River: Protect Diep River & Paardeberg as landscape resource
	Monitor irrigation in Intensive Rural Development Corridor along the Diep River and from underground sources. Effectively manage ground water and catchment area to ensure good water quality in the Intensive Rural Development Corridor	

5.7 Wards 8, 9, 10, 11 – Malmesbury and Abbotsdale

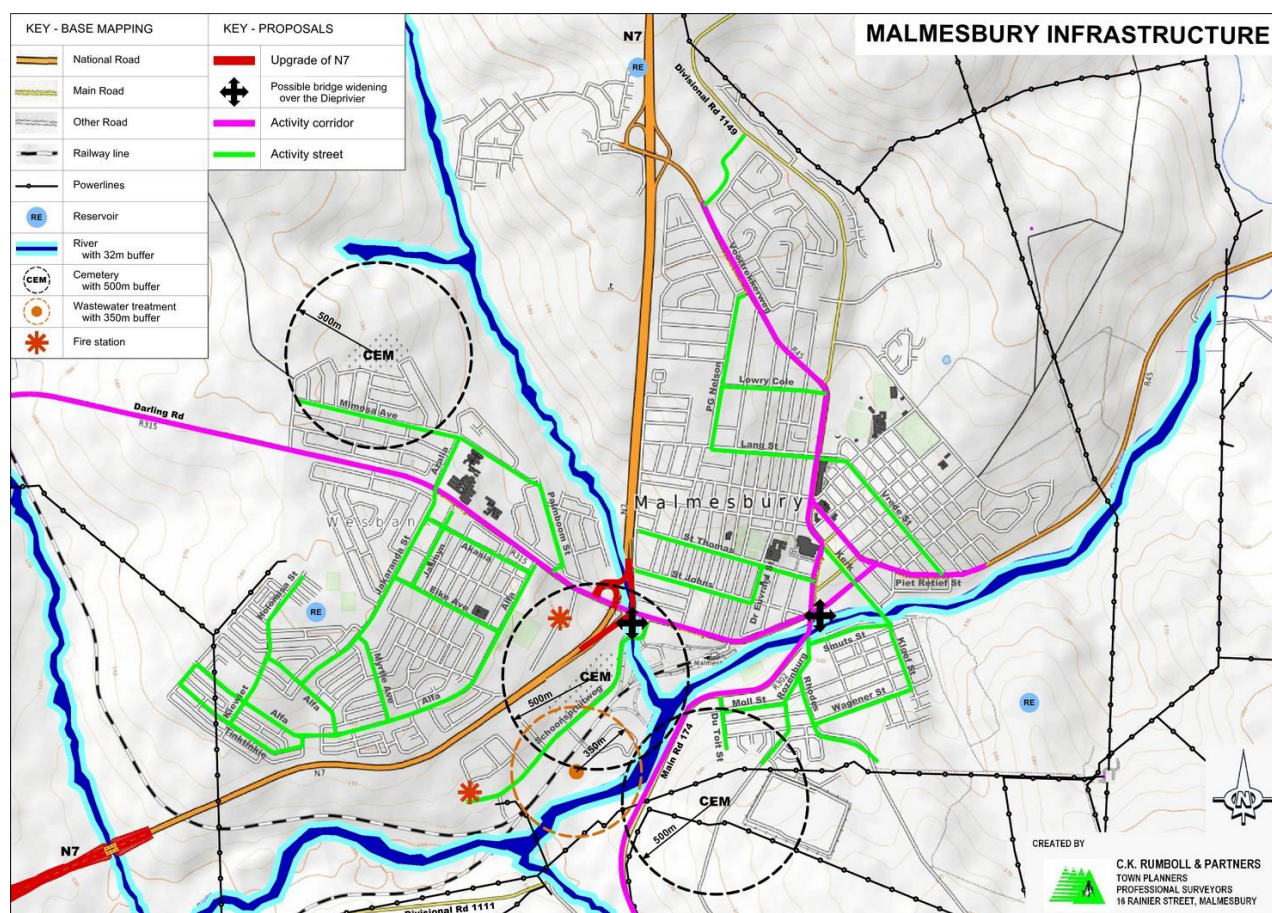
Wards 8, 9, 10 and 11 comprise the urban areas of Malmesbury. Although Abbotsdale forms part of Ward 7 it is included in this section as a result of its spatial integration with Malmesbury. Malmesbury/Abbotsdale also forms the main town in the Swarthland and is identified as the Regional Service Centre.

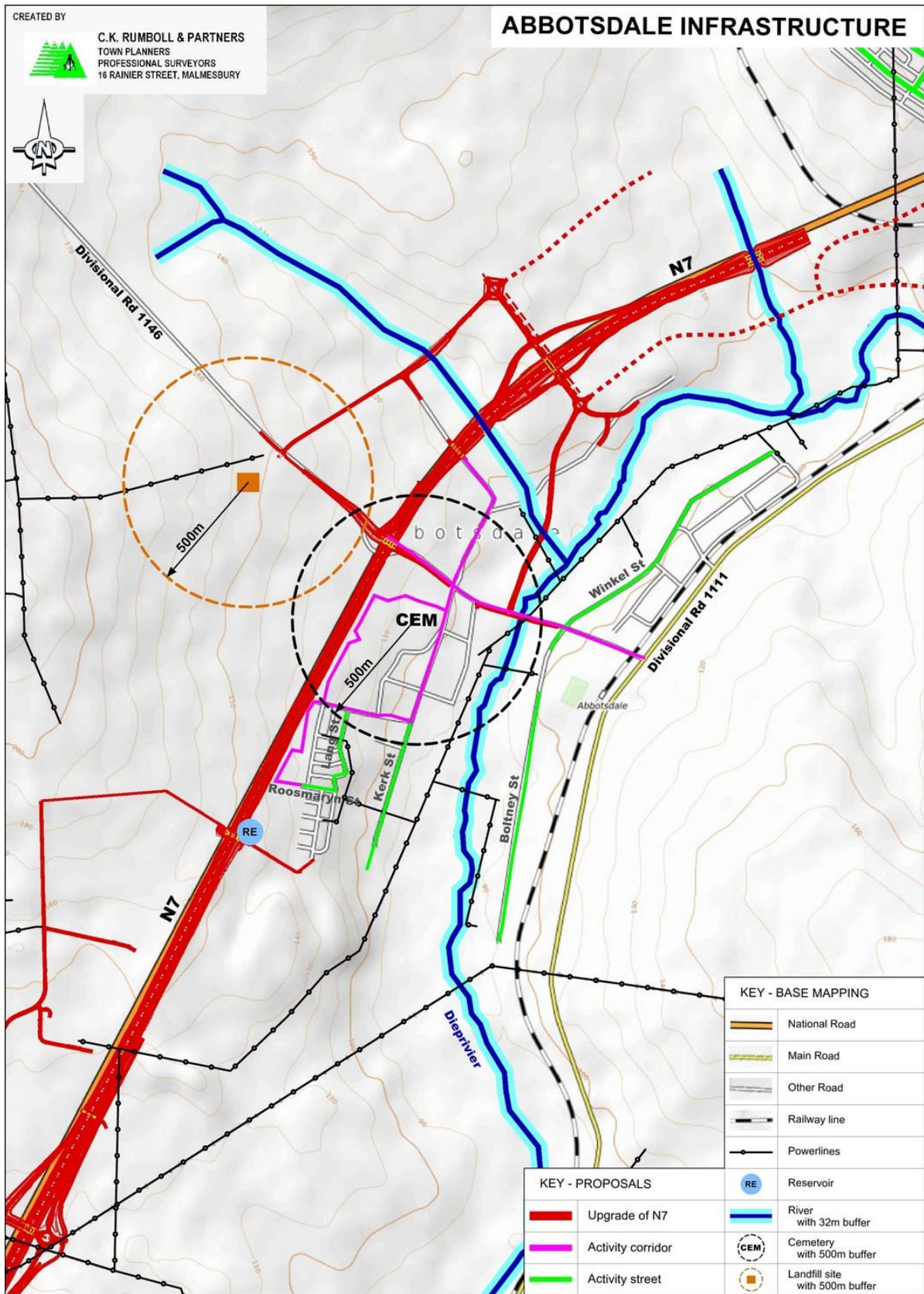


5.7.1 Malmesbury and Abbottsdale

Malmesbury is approximately 60 kilometres north of the Cape Town Metropolitan area. The town is surrounded by hills of vineyards and wheat fields. The vibrant combination of colours and textures of the landscape contributes to the unique character of the Swarthland. Malmesbury also serves as the connection point for four major transport routes; the N7 that connects Cape Town with the Northern Cape and Namibia, Main Road 25/1 that connects Ceres and Paarl with the N7, the R302 Main Road 174 that connects Stellenbosch and Durbanville with Malmesbury and lastly Main Road 21/1 that connects Stellenbosch and Durbanville with the West Coast. The location of Malmesbury in terms of access and transportation routes as well as the town's proximity to other towns such as the Riebeek Valley, Darling, Yzerfontein, Moorreesburg, Vredenburg, Langebaan and Piketberg are contributing factors to the identification of Malmesbury as the **regional service centre** of the Swarthland.

Abbottsdale is situated 5 kilometres from Malmesbury in a south-western direction and is classified as a small **rural town**. The town has access directly from the N7.





Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
Roads There are five main access (primary) routes to Malmesbury and Abbotsdale: N7 Main Road 224 (R315): Connects Darling and Yzerfontein and the R27 (West Coast Road) Trunk Road 25/1 (R45): Connect Paarl and Riebeeck Valley. Main Road 174 (R302): Connects Stellenbosch and Durbanville. Trunk Road 21/01 (R45): Connects West Coast towns such as Hopefield, Langebaan, Saldanha and Vredenburg. Divisional Road 1111 - Old Cape Route (through Abbotsdale) Links Malmesbury and Kalbaskraal.		
N7 Develop corridor with easy access to Cape Town and Northern Cape and Namibia. Enhance safer access to Abbotsdale and Darling Road.	Improve access and mobility to Schoonspruit Industrial. Develop design and landscape guidelines for industrial interface with N7 entrance into Malmesbury. Develop nodes at N7 and internal road network crossings (vehicle and pedestrian traffic) specifically interchanges between Abbotsdale and Malmesbury and north of Malmesbury.	Upgrade and maintain internal road network in Malmesbury Concentrate and support development on activity corridors and streets. Liaise with Provincial and National roads to participate in road network upgrades. Landscape the industrial interface with N7 (of proposed industrial areas north of N7). Facilitate pedestrian crossings on N7 as part of upgrade (improve user-friendliness of pedestrian crossings). Beautify and landscape access roads to Malmesbury and Abbotsdale (Plant trees, provide street furniture improve pedestrian walkways)
Upgrade approximately 42 km of gravel roads, mostly in Abbotsdale.		
Activity Streets & Corridors: Main activity corridor: Bokomo and Darling Road, Voortrekker Street, and Piet Retief Street (to Paarl). Activity streets/corridors: - Central Business District of Malmesbury: Lang, Vrede, Lowry Coles, P.G. Nel and Du Toit Streets. - Wesbank: Darling Road, Palmboom, Alfa, Jasmyn and Jakaranda Streets. - Ilinge Lethu: Alfa, Jakaranda and Holomisa. - Abbotsdale: Darling Road, Kerk, Lang and Skool Streets.	Support and concentrate higher order development and mixed uses along activity corridors and streets. Beautify main access route Bokomo and Voortrekker Street. Plant trees and provide street furniture Strengthen Lang Street towards Hospital. Strengthen development along Darling Road as main activity axis connecting the western and eastern precincts of town. Enhance pedestrian friendliness of Bokomo and Voortrekker Way. Formalize and secure pedestrian route along Darling road linking to Malmesbury CBD.	Upgrade Bokomo Road / Voortrekker Street crossing as part of the N7 upgrade. Implement a realistic road network plan: Consider one way streets in Malmesbury to improve traffic flow to and from proposed old golf course development behind Swarthland High School: Lengthen Berocca Street linking to Piketberg Way for alternative access to Old Golf Course and Klipfontein Development Introduce roundabouts along Voortrekker Way De-proclaim proposed Diep River road (Proclamation 96/1986 as per RI34/54) Develop link across Diep River, south of sport grounds, to the industrial area and as alternative link to R304
Rail: Malmesbury to Bitterfontein, Bellville		

and Kalbaskraal to Darling		
<u>Pedestrian and Cycle Routes:</u>	Improve accessibility for the disabled. Create pedestrian friendly environments along main activity streets. Consider provision of cycle routes along main activity corridors and routes.	Develop a safe pedestrian route from Wesbank/Ilinge Lethu to Malmesbury CBD (surfaced with shaded areas, adequately lit, safe N7 underpasses and Darling Road pedestrian crossing). Develop tourism/recreational/ multi-use cycle and bike trails and pedestrian walkways along Old Cape Road between Malmesbury, Abbotsdale and Kalbaskraal and along the Diep River (part of Open Space Network).

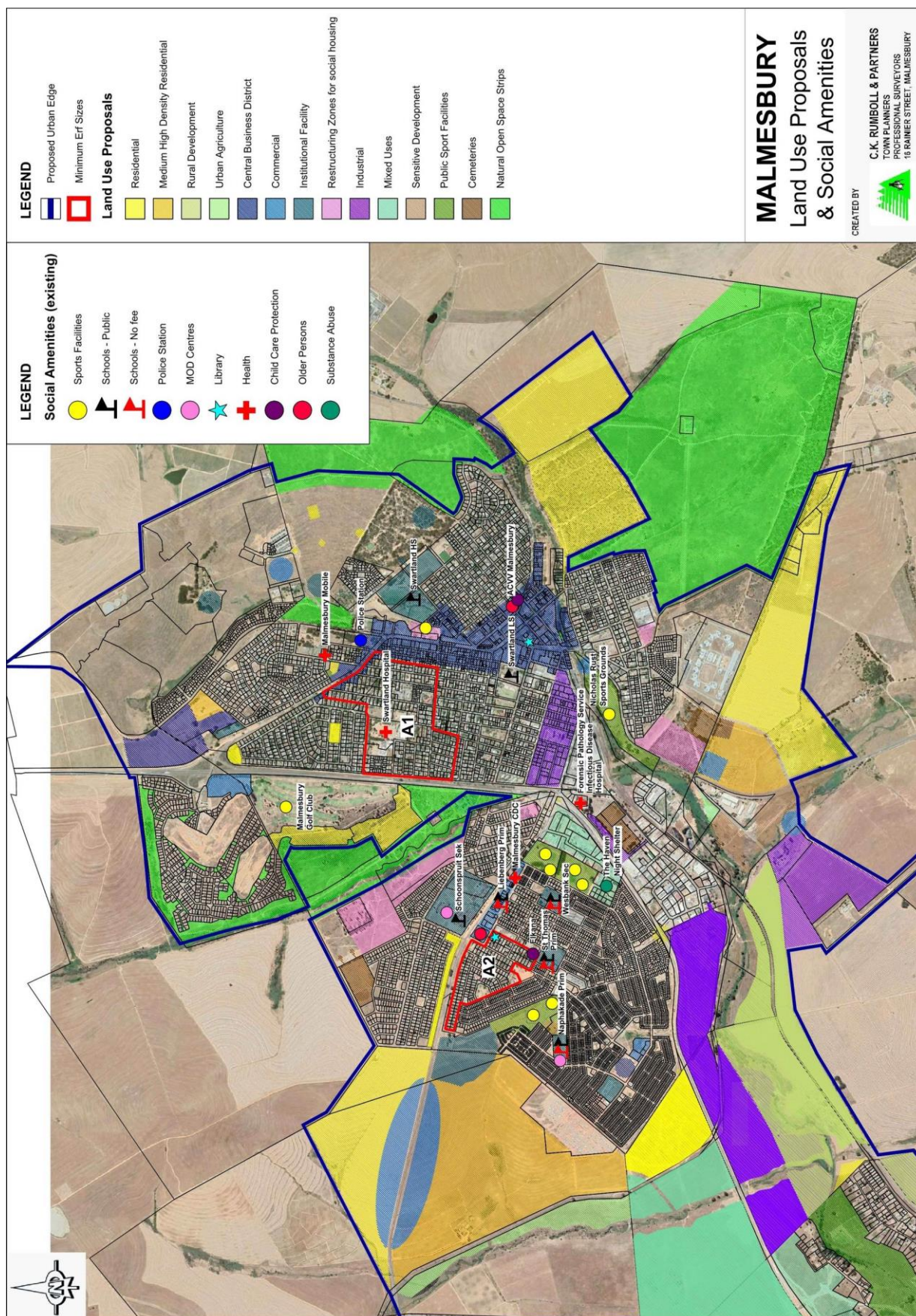
Objective 2: Proximate convenient and equal access

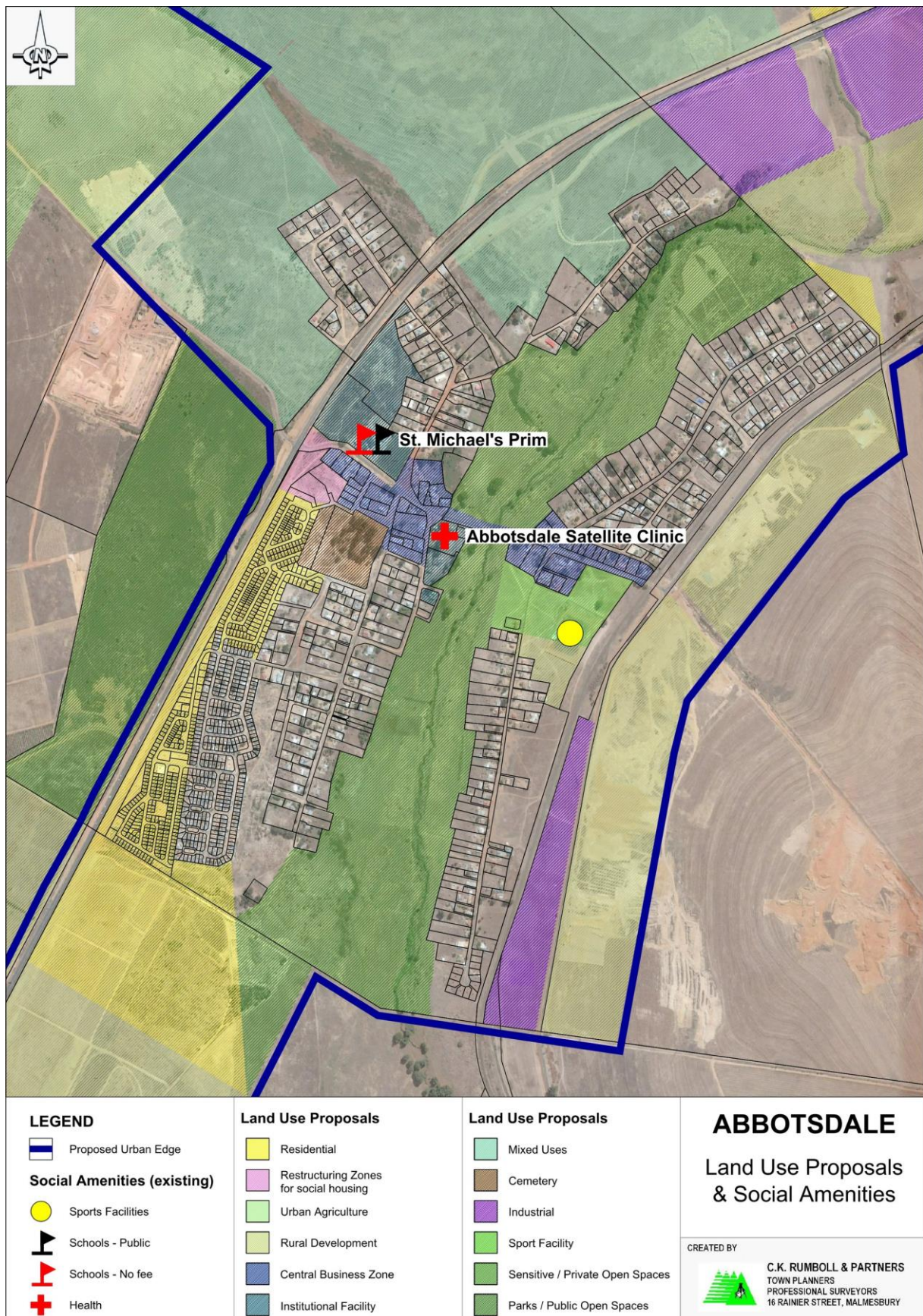
PUBLIC UTILITIES											
Protect	Change	Develop									
<u>Future Demand:</u> Capacity of bulk infrastructure adequate.	Align bulk infrastructure planning with SDF growth proposals. Ensure that the locality of these infrastructure features is in line with SDF proposals and does not impact on the landscape qualities in the Swartland.	Identify and provide land for bulk infrastructure for reservoirs, overhead power lines, future roads and water pipeline.									
<u>Water:</u> Water for Malmesbury and Abbotsdale is obtained from Paardebergdam and the Voëlvlei Scheme and stored in reservoirs with a total capacity of 20 500 kl: Correctional Service Reservoir – 2500 kl; Wesbank Reservoirs x 3 – 9000 kl; Mount Royal Reservoir – 2 500 kl; Panorama Reservoir – 2 500 kl; Old Golf course Reservoir – 4 000kl. Abbotsdale's water is stored in the Klipfontein Reservoir (3 000kl.) and a New Reservoir (2 000 kl.)	Extend Water provision to all properties. Manage adequate capacity for future demand as per “Water Services Development Plan” (Malmesbury and Abbotsdale) (SDF sector plans): <table border="1"> <thead> <tr> <th>2017</th><th>2022</th><th>2027</th><th>2032</th></tr> </thead> <tbody> <tr> <td>3183,378</td><td>3516,080</td><td>3890,277</td><td>4311,645</td></tr> </tbody> </table>	2017	2022	2027	2032	3183,378	3516,080	3890,277	4311,645	Replace sections of distribution network in Dalsig and Bergsig. Manage adequate land for future expansion of storage capacity Support use of natural sources e.g. water harvesting (in tanks).	
2017	2022	2027	2032								
3183,378	3516,080	3890,277	4311,645								
<u>Waste Water:</u> Mainly a flush sewerage system and some on-site septic tanks.	Establish and provide unknown bulk pipeline capacity (Estimated bulk capacity adequate up to 2019/2020).	Provide bulk pipeline south of Malmesbury for proposed subsidized housing development to proceed									
<u>Electricity:</u> Swartland Municipality supplies Malmesbury (incl. Wesbank, Ilingu Lethu) and Eskom supplies Abbotsdale. Street lightning adequate in Malmesbury and in Abbotsdale. A second Eskom 132/11KV bulk supply point was completed and commissioned for the developments north of Malmesbury. Adequate capacity is available 2019/2020.	Provide a third Eskom bulk supply point for the proposed development south of Malmesbury. Support use of natural sources e.g. alternative energy,	Upgrade obsolete electrical infrastructure.									
<u>Storm water:</u>	Rebuild storm water channel through town which is collapsing. Implement maintenance and upgrade programme for rivers.	Replace parts of storm water network where blocked, especially Wesbank.									
<u>Waste:</u>	Consider potential area for composting facility in	Secure land (northwards) and									

The Highlands Waste Management Site receives household, building material and garden waste & is the main municipal landfill site in the Swartland. It is south west of Malmesbury and west of the N7 and Abbotsdale. It and the material recovery facility (MRF) (established in 1997, upgraded in 2014) are operated by the private company Wastegro, appointed through a public tender by the municipality. Formalised recovery takes place through the MRF prior to disposal, which prevents informal salvaging at the site.	Malmesbury close to Highlands Landfill site.	expand Highlands landfill site.
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Safety:

The police and fire station in Malmesbury serves surrounding rural towns.





*Objective 1: Grow economic prosperity and facilitate economic sector growth and
Objective 4: Protect and grow place identity and cultural integrity*

SPACE, BUILT

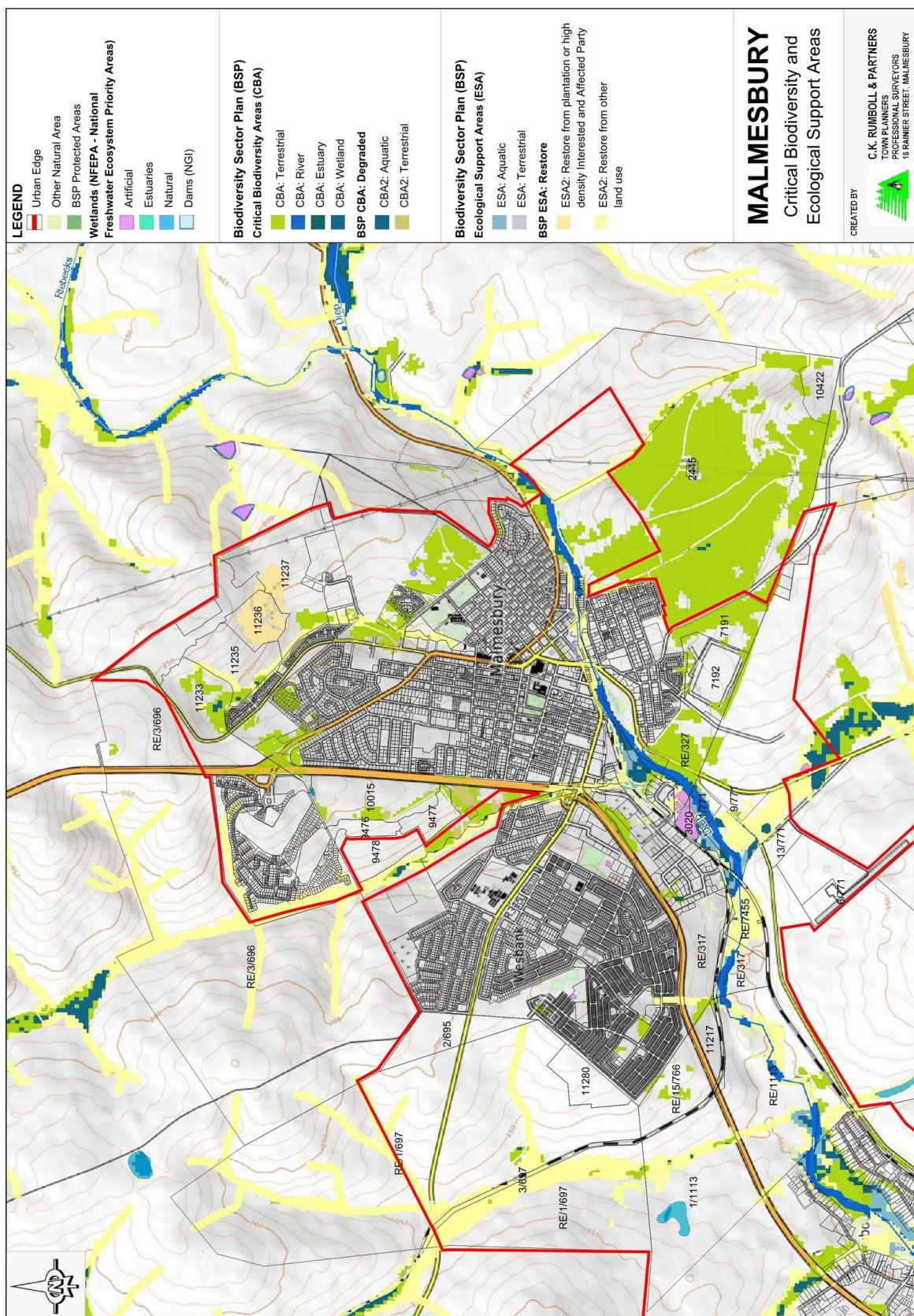
Protect	Change	Develop
Heritage & Tourism: Malmesbury was established in 1743 on the banks of the Diep river. The Zwartlandskerk (Dutch Reformed church) was built in 1745. On 21 May 1827 Malmesbury was officially proclaimed. Malmesbury received municipal status in the 1860's and is currently classified as a Category B municipality. Abbotsdale, situated on the southern periphery of the greater Malmesbury, was established in the 1800's when Bishop Gray bought the land to build a mission station. In 1986 properties were transferred to residents as owners for the first time.	Protect heritage buildings (graded and ungraded), areas and features & control alterations or demolition of heritage buildings. Develop heritage zones across streets applying the Heritage Study by Graham Jacobs. Develop esthetical guidelines for development in these areas. Support the development of high standard accommodation opportunities. Support Agri-Tourism, especially in Intensive Rural Development Corridor south of Malmesbury along the N7. Develop Malmesbury as a tourism centre, exploiting its ideal location to become a basis from where the Swartland, West Coast, Cape Winelands and Cape Town can be explored. Capitalize on Swartland character as "Bread Basket" of the West Coast and Western Cape.	Compile guidelines for development in heritage overlay zone. Support historical routes in town and improve road signs. Develop the warm water spring, De Bron, as a historical tourism opportunity. Investigate upgrading and opening of underground water canal as a possible historical feature in the town. Beautify Malmesbury through implementing the landscape proposals of Johan van Papendorp. Protect vibrant character derived from its origins as a historical church settlement. Protect historic buildings minimizing potential negative impact of densification and infill development.
Residential: Malmesbury's grid design is central to its historic core adjacent to the Diep River and surrounding low density residential areas. (Incl. Swartland High and Primary Schools). The CBD is located along Voortrekker Street southwards, while industrial development occurred adjacent to Bokomo Road. The CBD provides limited expansion opportunities. Malmesbury, and the CBD in particular have a compact urban structure, whereas more recent neighbourhoods i.e. Tafelzicht provides limited infill development opportunities. Wesbank, west of the N7 is a medium and high density residential area while Ilinge Lethu on the south-western boundary of Malmesbury only has high density residential areas. Abbotsdale located on the river banks of the Diep River has a linear development pattern and a rural character Malmesbury is an alternative place of residence for higher income households commuting to Cape Town Metropole. Dual N7 strengthens Malmesbury's residential function.	Increase density for next 20 years (which ends in 2028) from the current 10.8 units per hectare to 18 units per hectare in Malmesbury and from the current 6.8 units per hectare to 8.5 units per hectare in Abbotsdale. Protect rural character of Abbotsdale and densify sensitively through subdivision. Apply minimum erf sizes in Malmesbury and Abbotsdale to protect the character of precincts: Amandelrug – 400m² Bergsig – 400m² & 500m² depending on area Dalsig – 400m² De Molen – 400m² Garden Village - 500m² Newclair - 500m² Panorama - 700m² Sunnyside - 260m² & 500m² depending on area Wesbank - 260m² & 500m² depending on area Wingerd - 500m² Tafelzicht – no further subdivision Abbotsdale: 500m² Abbotsdale: Densify in the following areas: - CBD and immediate surroundings; - Along activity corridors;	Provide land for GAP housing to develop agri-villages, opportunities for private developers and provide different housing typologies. Provide subsidized housing in Malmesbury. Government residential developments, supported by Human Settlement programmes, will be supported in Malmesbury and Abbotsdale. Enrol farm workers on housing waiting list. Provide (in future) subsidised housing in Greater Chatsworth, Kalbaskraal and Riebeek Valley. Land requirement (757ha over 20 years in Malmesbury) to accommodate 4.5% growth rate. 1 110.1ha is available and is vacant and underdeveloped land. Provide 37.5ha in Abbotsdale over the next 20 years of which 125.5ha is vacant and undeveloped areas as per Vacant Land Audit. Plan for expansion of bulk infrastructure to support future residential growth. Develop areas according to available infrastructure capacity. Support densification in Malmesbury, Wesbank and Abbotsdale through: Subdivision in context with surrounding area;

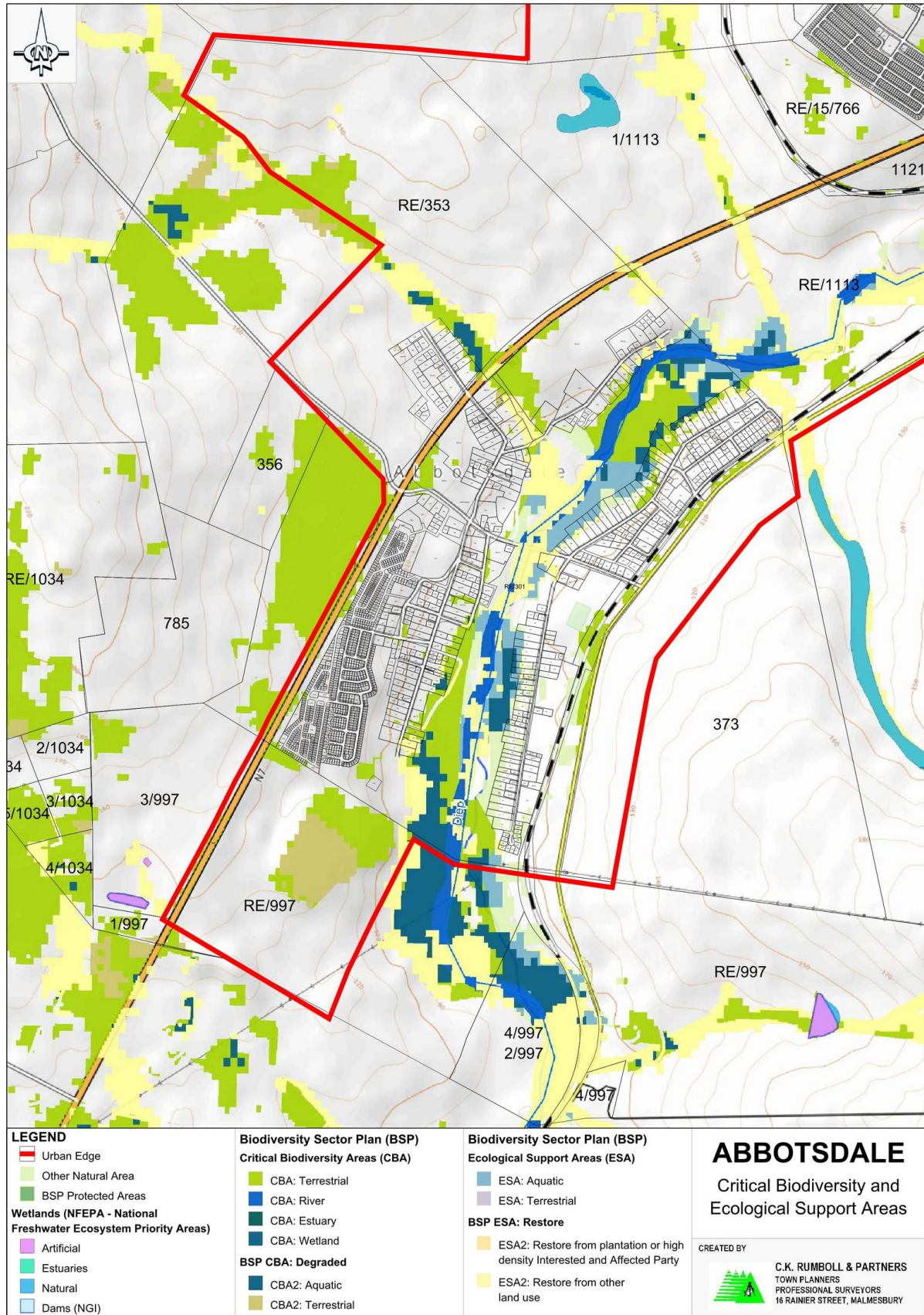
Malmesbury, as main town, serves as a regional service centre and offers administrative, institutional, manufacturing and commercial services in close proximity to the Cape Town Metropolitan.	- individual properties depending on location Develop Restructuring Zones in identified area in Wesbank for social housing. Provide for housing for retirees Provide different housing types to allow for integration and spatial justice. Support medium density developments such as group housing and town houses. Provide adequate land for private and public residential development. Support higher density residential developments (flats) within CBD. Support renewal in the CBD with mixed uses that includes a residential component. Attract commuters to live in Malmesbury by protecting the expansive rural character of the Swartland.	Infill development (in close proximity to job opportunities & social infrastructure (spatial justice); Renewal and restructuring. Other forms of medium and higher density residential neighbourhood developments. Promote residential development at the De Hoop Integrated Residential Development. Unlock potential of restructuring zones for social housing. Support the relocation of small farmers to 2 possible sites. Promote residential development south of Abbotsdale (25ha). Promote the future residential expansion of Abbotsdale for integration with Malmesbury. Develop possible residential opportunities between Church street and Long street (development constraints: steep slopes and sewer line). Create Infill residential opportunities on vacant land next to De Kock Street, Tosca Street and Geelhouid Avenue.
<u>Rural Residential:</u>		
<u>Commercial</u> Regional service centre with associated administrative and industrial functions which attracts growth. A diversified economic base. High level of mobility with the dual N7 national road also known as the Cape Namibia route and the R27 (West Coast road). Highly accessible from N7, railway lines and supporting infrastructure. Malmesbury is the main industrial town in the Swartland with its ideal location on the N7, new access points off the N7 and its close proximity to the Cape Town Markets and location on major routes to the Saldanha IDZ and the north. Malmesbury has a high development potential. Malmesbury has a high population growth, particularly immigration of young people between twenty-five (25) and twenty-nine (29).	Renew and enhance the visual appeal of Malmesbury's central area to be more visitor friendly and vibrant. Expand the CBD along Voortrekker Street northwards. Support mixed use development CBD (including residential and business uses). Strengthen, upgrade and beautify the secondary CBD in Wesbank. Support the development of house shops/home occupation in residential areas. Create affordable commercial properties and integrate commercial areas in previously disadvantaged neighbourhoods. Encourage house shops in Wesbank and llinge Lethu and expand commercial nodes. Capitalise on development opportunities in Bokomo and Darling Road, which connects Western (Wesbank) precinct and CBD Promote mixed use in Malmesbury CBD. Maintain Abbotsdale's rural character through tourism, eco-tourism and home occupation and local production (job creation). Build on Abbotsdale's rural character through developing market and community gardens	Settle small farmers west of Abbotsdale for farming purposes only. No form of settlement included due to the 500m buffer zone around the Highlands Landfill Site. Develop a strategic plan for CBD renewal in Malmesbury and Wesbank, addressing open space networks, safety, speed calming, pedestrian movement, parking, heritage resources and landscaping. Develop Darling Way, Acacia Avenue, Bokomo Way and Voortrekker Street as an important commercial axis in Wesbank and Malmesbury. Take over Voortrekker Street from the Provincial Department to allow for flexibility along the street interface. Develop innovative neighbourhood business nodes along activity routes that allow people access to the commercial sector. Support these nodes with relevant transport services e.g. taxi/bus stops Divert growth pressure from Cape Town Metropole to Malmesbury Capitalise on regional service centre function. Integrate and develop Malmesbury and Abbotsdale as one entity (develop areas between Malmesbury and Abbotsdale.) Enhance limited economic opportunities in Abbotsdale.
<u>Industrial:</u>		
	Provide adequate land for industrial development and service industries,	Timeously plan for bulk infrastructure to support industrial developments.

including variety e.g. manufacturing, processing, warehousing, etc. Promote agri-processing and other agricultural related industries supporting the agricultural sector and value adding close to the source, limiting the production footprint. Support a mixed use precinct along Old Cape Road (DR1111) between Malmesbury and Kalbaskraal including commercial, service industries and industrial uses. Develop an industrial and mixed use precinct along the N7 between Abbotsdale and Malmesbury. Allow mixed uses in Alfa Street area identified as Zone N6.	Support development of Industrial/mixed use development next to the N7. Offer investment incentives (lower fees for services and rates) for industrial development. Develop Malmesbury as a distribution node from where products can be dispatched via easy accessible road network. Utilise the accessibility of Malmesbury along the N7 close to Cape Town and toward the Saldanha IDZ and the north (Northern Cape and Namibia) as a selling point to market newly created industrial erven. Allow for expansion of light industrial/service and transport services along the Old Cape Road (DR1111) with the expansion of the urban edge on the south eastern boundary of Abbotsdale.
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Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
Community facilities Previously disadvantaged and higher density communities, like Wesbank, Ilinge Lethu, Saamstaan and Abbotsdale need social infrastructure to create sustainable communities. There are functional public open space facility opportunities along the Diep River Corridor. Community orientated and accessible projects in the communities are limited. Malmesbury has the need for expanded primary and secondary health facilities; Education facilities with a focus on crèches and secondary/tertiary facilities; and more tertiary facilities or the establishment of a satellite campus in Malmesbury for bigger tertiary institutes	Identify areas for future social infrastructure within easy access of communities. Create social nodes and related community uses in previously disadvantaged areas like Saamstaan/Ilinge Lethu (RSEP program, Malmesbury). Provide school sites and create institutional nodes within Greenfields residential extensions such as Klipfontein, Old Golf course and De Hoop. Provide tertiary education node north west of N7, Wesbank and Ilinge Lethu and along Darling Road. Develop a private health care facility. Develop neighbourhood community gardens to support food security. Develop areas for small and emerging farmers in and around Malmesbury. Encourage social uses including schools, hospitals, kindergartens and guest houses, supportive of residential uses, in eastern neighbourhood precinct. Support the need for a school in Abbotsdale. Encourage sharing of sport facilities amongst schools and with the community. Develop multi-use Open Space Networks and recreational areas. Develop multi-use recreational areas close to sport facilities along the Diep River.	Develop and formalise recreational areas along the Diep River to enhance multi-use of open space river corridor. Develop public recreational area (picnic area) at Platteklip River in Wesbank. Develop an education precinct at De Hoop, south of Darling Road Access funding to support community gardens and food security. Support the development of the proposed new Primary School and Provincial Hospital along Darling Road in Zone S2. Support the redevelopment of the existing school on Erf 7621 in Zone S1 after the establishment of the new school. Provide land for the establishment of a university in Malmesbury Support the provision of integrated sports/community services as part of possible RSEP program in Malmesbury to create social nodes in previously disadvantaged communities. Upgrade sport facilities in Wesbank, in Abbotsdale and along the Diep River. Develop an integrated Sports facility in Ilinge Lethu/Saamstaan. Market the astro turf hockey field in Malmesbury for regional sports competitions. Develop children's play parks, day camping and picnic facilities close to sport facilities and along the Diep River. Upgrade and improve play parks in Wesbank and Malmesbury
The cemetery has sufficient capacity with no need for expansion		





Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature and Conservation:</u> Waterways: Platteklip River, originates from hills north of Malmesbury, joining the Diep River in Malmesbury. Agriculture (cultivation of vineyards) and urban development (Royal Golf Estate and channelling the river at N7 and industrial development) has changed the flow of the river. The Diep River originates in the Kasteelberg and runs for ±65 kilometres in a south-westerly direction before connecting to the Atlantic Ocean at Milnerton. Malmesbury's urban development and trees (Blue gums of <i>Eucalyptus camaldulensis</i> and Port Jackson or <i>Acacia saligna</i>) have altered the riverbed significantly. Vegetation: Most of the transformed and degraded Fynbos areas in Swarthland are found in wards 8, 9, 10 and 11. Indigenous vegetation types in these wards are considered as Critically Endangered species. Earmarked conservation areas include "Driehoek" area, "Klipkoppie", and natural areas zoned as open spaces in Mount Royal Estate, Platteklip and Diep River.	Rehabilitate Diep River: Environmental Authorization was obtained and an environmental management plan was formulated to manage Diep and Platteklip Rivers. Develop area surrounding the Diep River as a multi-use linear public open space system (including recreational activities) Design the interface between river and adjoining areas to be seamless and encourage buildings to front onto the river. Involve local communities and businesses in open space network development and maintenance to ensure ownership and sustainability. Require tree planting to become part of (planning and budget) the subsidized housing project. Allow for commercial uses (i.e. restaurants and other tourist related facilities along the river) Conclude stewardship agreements with Cape Nature in conservation worthy areas including: - The Klipkoppie; - Diep River corridor; - Platteklip River corridor; - Driehoekspad area; - Areas north of N7 and east of the Highlands Landfill site, near Abbotsdale; and - Mount Royal Golf Estate opens spaces.	Create an Open Space multi-use network along the Diep River maintaining relevant setbacks and flood lines. Uses should include walking, jogging, cycling, biking and horse-riding and outdoors gym. Continue clearing alien vegetation and prevent erosion. Green main activity routes and planting trees. Endorse watershed management, river rehabilitation and conservation practices. Create public playgrounds and recreational facilities (picnic areas, chairs and tables along river bank). Develop a conference hall on "Klipkoppie" for functions and community events. Include an amphitheatre on Klipkoppie. Develop hot spring as a tourist attraction. Develop the following formal recreational areas along the Diep River: - Near the causeway east of Ludolf Street; - Area next to the Platteklip River south of Mount Royal Golf Estate in Wesbank; - In Abbotsdale along the river; and Provide pedestrian crossings and adequate lighting on the bridges to access to open space network.
<u>Public & Private Open Space</u> Public areas include: CBD parking area around Dutch Reform church; Public node at crossing of Voortrekker Way, Bokomo Way and the Diep River including the Museum and taxi rank/ Bus stop. Public node surrounding public swimming pool, squash courts and public park; Commercial node in Wesbank; Sports grounds along Diep River.	Strengthen and support public areas. Develop a strategy to upgrade and renew Malmesbury CBD. Beautify public areas and support multi-functional use of these areas. Develop and maintain a multi-use functional open space network for public use. Enhance RSEP program in Malmesbury to create social nodes and allow for related community uses in previously disadvantaged areas.	Beautify central town including provision of street furniture, landscaping and create public squares. Support and facilitate development of Thusong Centre and Integrated Sport Complex in Ilinge Lethu/Saamstaan.

LAND USE ZONE PROPOSALS FOR MALMESBURY

Refer to the land use zone map for Malmesbury: The urban area of Malmesbury is divided into thirty-seven (37) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

MALMESBURY LAND USE ZONES		Low Density Residential Uses	Medium Density Residential	High Density Residential	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A has a low density residential character, with potential for high density and mixed use development along the activity corridor. Area known as Tafelzicht.	X	X	X ₁	X	X	X ₃	X ₃	X	X	X	X			
B	Zone B consists of government uses as well as low to medium density housing.	X	X	X ₁	X	X	X ₅	X ₄	X	X	X	X	X	X	
C	Zone C has a mixed land use character consisting of low and medium density residential uses and also supporting functions like crèches, schools, hostels and a hospital. Densification and mixed uses are allowed for in the transition areas next to the commercial and industrial areas and along the activity streets.	X	X	X ₁	X	X	X ₄	X ₄	X ₄	X	X	X	X	X	
D	Zone D is the Central Business District with a commercial character. Include a restructuring zone identified for potential development of social housing.	X	X	X ₂	X	X	X	X	X	X	X	X	X	X	
E	Zone E is a residential area with mixed density and various supporting social- and institutional uses as well as business uses near the CBD.	X	X	X ₂	X	X	X ₆	X ₆	X	X	X	X		X ₈	
F	Zone F is a proposed integrated residential area with supporting social uses and identified school node and a small business node that can be established.	X	X	X ₁	X	X	X ₅	X ₅	X ₇	X	X	X		X	
G 1	Zone G1 is a proposed integrated residential area that can also include supporting social uses and small business nodes.	X	X	X ₁	X	X	X ₅	X ₅	X ₇	X	X	X		X	
G 2	Zone G2 is a proposed integrated residential area which includes supportive social services and business nodes.	X	X	X ₁	X	X	X ₅	X ₅	X ₇	X	X	X		X ₈	
G 3	Zone G3 supports a proposed regional shopping centre with associated commercial and social facilities. Also includes residential uses, service trade and industries as well as a hospital.	X	X	X	X	X	X	X	X	X	X	X	X	X	X ₉

G 4	Zone G4 is mainly a residential area surrounding the golf course with an identified small business node that allows for mixed and commercial uses.	X	X	X ₁	X	X	X	X	X	X	X	X		X	X ₉
H	Zone H has a low density residential character with supporting social infrastructure.	X	X		X				X	X		X			
I	Zone I has a mixed density residential character, including other mixed uses such as business and government functions. There are also limited industrial functions. Provide opportunity for mixed uses and higher density residential use along activity streets.	X	X	X ₄	X	X	X	X ₅	X	X	X	X	X	X	
J	Zone J is proposed for medium and high density integrated residential development. Allow for supporting social and neighbourhood orientated commercial services	X	X	X ₁	X	X		X ₅	X	X	X	X	X	X	
K	Zone K is proposed for medium and high density integrated residential development. Allow for supporting social and neighbourhood orientated commercial services	X	X	X ₁	X	X		X ₅	X	X	X	X	X	X	
L	Zone L consists of a medium density residential character and includes the correctional services facility as well as restructuring zone identified for development of social housing.	X	X	X ₁	X	X			X	X	X	X	X	X	
M	Zone M is proposed for medium to high density residential development as well as the expansion of the cemetery. Include a restructuring zone identified for development of social housing.		X	X	X	X			X	X	X	X	X		
N1	Zone N1 is proposed for an integrated living environment consisting of medium to high density residential functions with supporting social and commercial services to the residential functions.	X	X	X ₁	X	X		X ₇	X	X	X	X	X	X ₁₀	
N2	Zone N2 consists mostly of industry-, business- and government functions with the proposed expansion of the industrial area south of the N7. Heavy industries should only be allowed south of Bokomo Road.								X				X		X
N3	Zone N3 is a proposed service trade/Industries area that includes mixed uses like a warehouses, service industries and nurseries. Development should be sensitive towards nearby rivers. The sports grounds of Malmesbury are also located within this zone. May include forms of residential development. Allow for the establishment of small farmers	X	X					X	X			X	X	X	X ₁₁

N4	In the northern part of Zone N4 mixed uses such as light industries, transport services, service trades, commercial-and wholesale uses are proposed.					X		X	X		X		X	X	X
N5	Zone N5 is located adjacent to the Zone N2 Industrial zone and provides opportunities for a transition zone between the residential and the industrial areas.	X	X ₁	X	X	X	X	X ₃	X	X	X	X		X	X ₁₁
N6	Zone N6 is located along Alpha Street and is identified as a mixed use zone allowing for a combination of commercial, service industries and social services.		X		X	X	X	X	X	X	X	X		X	X ₁₁
O	Zone O has a high density residential character. Allow for supporting social and neighbourhood orientated commercial services.		X	X	X	X		X ₃	X	X	X	X	X	X	
P	Zone P includes higher density residential uses with a secondary business node as well as an integrated community node with education, community and sport facilities.		X	X	X	X		X ₅	X	X	X		X	X	
Q	Zone Q has a high density residential character. Allow for supporting social and neighbourhood orientated commercial services.		X	X	X	X		X ₅	X	X	X	X	X	X	
R	Zone R is a medium density residential area with a proposed educational precinct along Darling Street. Allow for supporting social and neighbourhood orientated commercial services.		X	X ₄	X	X		X ₅	X	X	X	X	X	X	
S1	Zone S1 is characterised by high density residential and government uses as well as sport grounds and educational facilities. Allow for supporting social and neighbourhood orientated commercial services. Allow for potential school and provincial hospital sites.		X	X	X	X		X ₅	X	X	X		X	X ₈	
S2	Zone S2 is a proposed integrated neighbourhood with residential, educational, social and business functions.	X	X	X ₄	X	X	X	X ₅	X	X	X	X	X	X	
S3	Zone S3 is earmarked for integrated residential development with supporting social and commercial uses.	X	X	X ₄	X	X	X	X ₅	X	X	X	X	X	X	
S4	Zone S4 is proposed as an integrated development area for mixed uses including residential, social services, light industrial, service industries, institutional and commercial uses.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
S5	Zone S5 is proposed as an integrated residential development for subsidized housing. Opportunities for industries, service industries and commercial uses along N7 and main activity corridors.	X	X	X ₄	X	X	X	X ₅	X	X	X	X	X	X	X

T	Zone T consists of a low and medium density residential character. Allow for supporting social and neighbourhood orientated commercial services.	X	X	X 4	X	X	X	X 3	X	X	X	X	X	X	
U	Zone U is the primary business node of Wesbank with opportunities for expansion.			X 4	X	X	X	X	X	X	X		X	X	
V	Zone V is an area where low and medium density residential development occurs. Includes an existing cemetery with potential for expansion. Allow for supporting social and neighbourhood orientated commercial services. Infill opportunity south of Geelhou Avenue.	X	X	X 4	X	X			X	X		X	X	X 12	
W	Zone W offers infill opportunities for medium density residential uses. The zone has been identified as a restructuring zone for social housing. The area also provides opportunities for recreational facilities.	X	X	X 4	X	X			X	X	X	X		X 13	
X	Zone X has a low and medium density residential character with supporting educational uses. Allow for supporting social services as well as integrated business uses along the activity corridor to support integration.	X	X	X 4	X	X	X 4	X 4	X	X	X	X	X	X	
Y	Zone Y is located at the primary activity axis and is earmarked for integrated business uses in order to strengthen the connection between Malmesbury and Wesbank. Area also includes a restructuring zone for the provision of social housing.		X	X	X		X	X	X				X	X 13	
Z	Zone Z is a low density residential area known as Panorama. Infill opportunity north of De Kock Street and south of Tosca Street.	X	X		X		X 4	X 4	X	X	X	X	X	X 14	
(1) Flats along activity Streets (2) Only flats (3) Along activity streets and node (4) Along activity streets (5) At existing node (6) Adjacent to business node (7) Neighbourhood centre (8) Sport facility (9) Service trade and industries (10) Community facilities (11) Services and warehouse (12) Expand cemetery (13) Picnic area along Platteklip River (14) Parks		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Cafés, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

LAND USE ZONE PROPOSALS FOR ABBOTSDALE

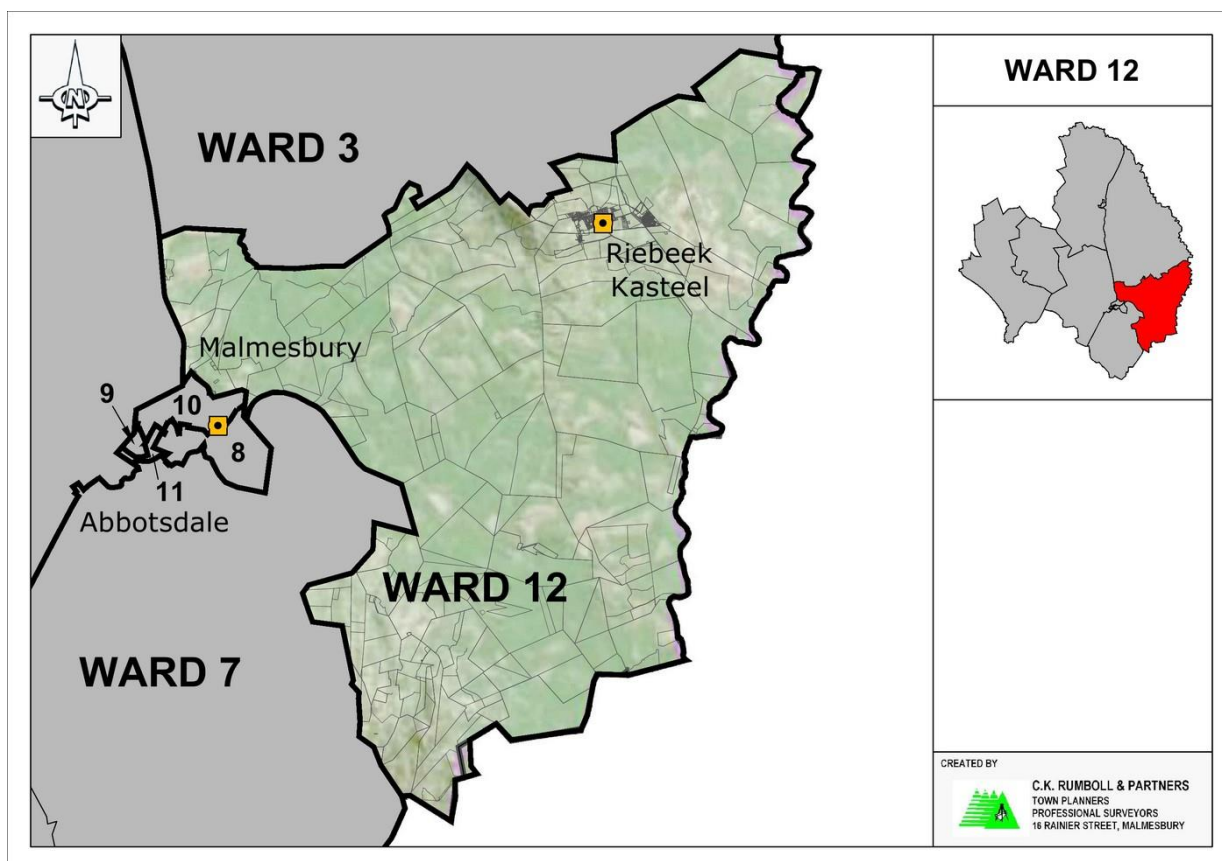
Refer to the land use zone map for Abbotsdale: The urban area of Abbotsdale is divided into thirteen (13) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below:

ABBOTSDALE LAND USE ZONES		Low Density Residential Uses	Medium Density Residential	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A is a mixed use precinct around the N7 interchange and new access route to Abbotsdale.	X	X	X 4	X	X	X	X	X	X	X	X	X	X	X 11
B	Zone B is part of the town's activity corridor where mostly commercial and other compatible functions are supported to enhance the node. Zone B includes a restructuring zone for the provision of social housing.		X	X 4	X	X	X	X	X	X	X	X	X 1	X	
C	Zone C has a low density residential character with infill development opportunities. Allow for the development of a public recreational node with formalised picnic areas along the Diep River interface.	X	X	X 4	X				X	X	X	X	X	X 2	
D	Zone D has a high density residential character which includes existing and subsidized housing development with a secondary business node. Allow for supporting social and neighbourhood orientated commercial services.		X	X 4	X	X	X	X 3	X	X			X		
E	Zone E has a low density residential character along the Diep River. Allow for densification and infill residential development. Allow for supporting social and neighbourhood orientated commercial services.	X	X	X 4	X				X	X		X	X	X 5	
F	Zone F is a node on the eastern bank of the Diep River that supports sport and commercial uses as well as higher density residential uses.		X	X	X	X	X	X	X	X	X	X	X	X 9	
G	Zone G has a low density residential character with infill development opportunities on the northern periphery.	X	X	X 4	X	X			X	X	X	X	X	X	
H	Zone H provides opportunities for service industries, transport uses and industrial development along the Old Cape Road between Malmesbury and Abbotsdale. Also include small farming west of Old Cape Road.							X	X				X		X 10

I	Zone I provides opportunities for residential expansion and lower density rural living opportunities to provide for a transition zone between the agricultural area and the urban area.			X	X	X		X 3	X	X	X	X	X	X	
J	Zone J allows for urban agriculture and community projects												X		
K	Zone K is an existing low density residential area. No expansion of the area due to the sterilised setback around the Highlands Landfill site.	X	X		X				X	X		X	X		
L	Zone L covers the surrounding open space along the Diep River as well as developable land along the river between Malmesbury and Abbotdale where low density rural living uses are proposed. The area next to the N7 is proposed for mixed uses including industrial, transport and service industries. Proposed development of public space along the Diep River by establishing picnic spots, hiking trails and bike routes.	X	X		X			X	X 4	X	X	X	X	X 12	X 10
(1) Expansion of cemetery (2) Recreation node along the river (3) At node (4) Along activity streets (5) Sport facilities (6) Adjacent to business node (7) Neighbourhood centre (8) Sport facility (9) Sport fields and recreation (10) Light industries and service trade and industries (11) Service trade and industries (12) Along Diep River		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

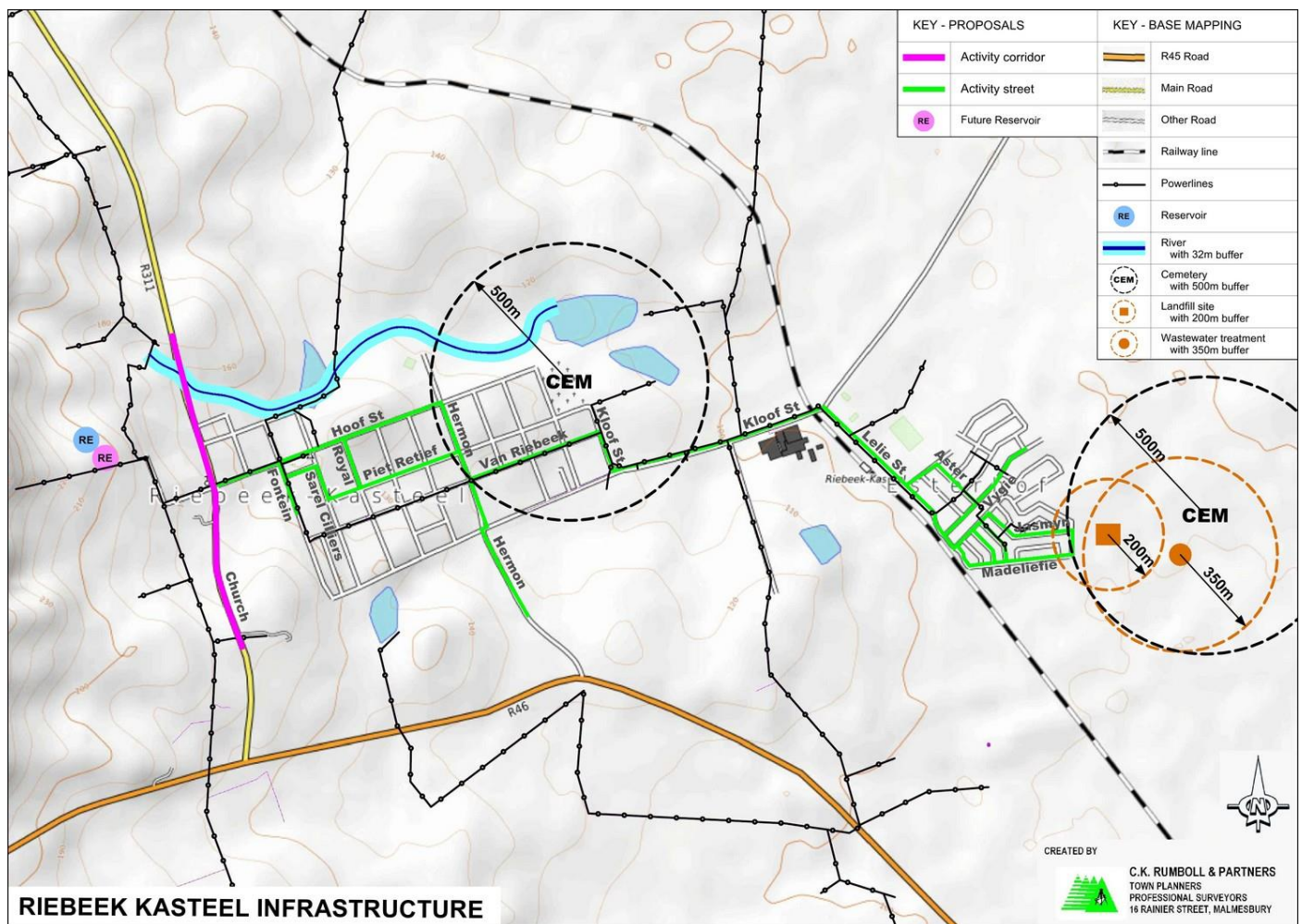
5.8 Ward 12 – Riebeek Kasteel and Rural Areas

The town of Riebeek Kasteel is located in Ward 12, which also includes large rural areas on the south eastern periphery of the Swarthland which is boarded by the Berg River along its eastern boundary. This rural area contains various extensive as well as intensive production areas including grain, canola, olives, wine and stone fruit as well as dairies and intensive poultry farming.



5.8.1 Riebeek Kasteel

Riebeek Kasteel is situated approximately 20 kilometres northeast of Malmesbury and has access via the Paarl road (Divisional Road 24/1) to the R45 that connects Malmesbury with Hermon. The R45 is connected to the N7 via the R311 (main route in the Riebeek Valley). The town is located along the slopes of Kasteelberg and is surrounded by some of the oldest vineyards in South Africa. The town's characteristic grid layout is encouraged by the surrounding vineyards along with intensive agricultural uses adjacent to the urban edge.



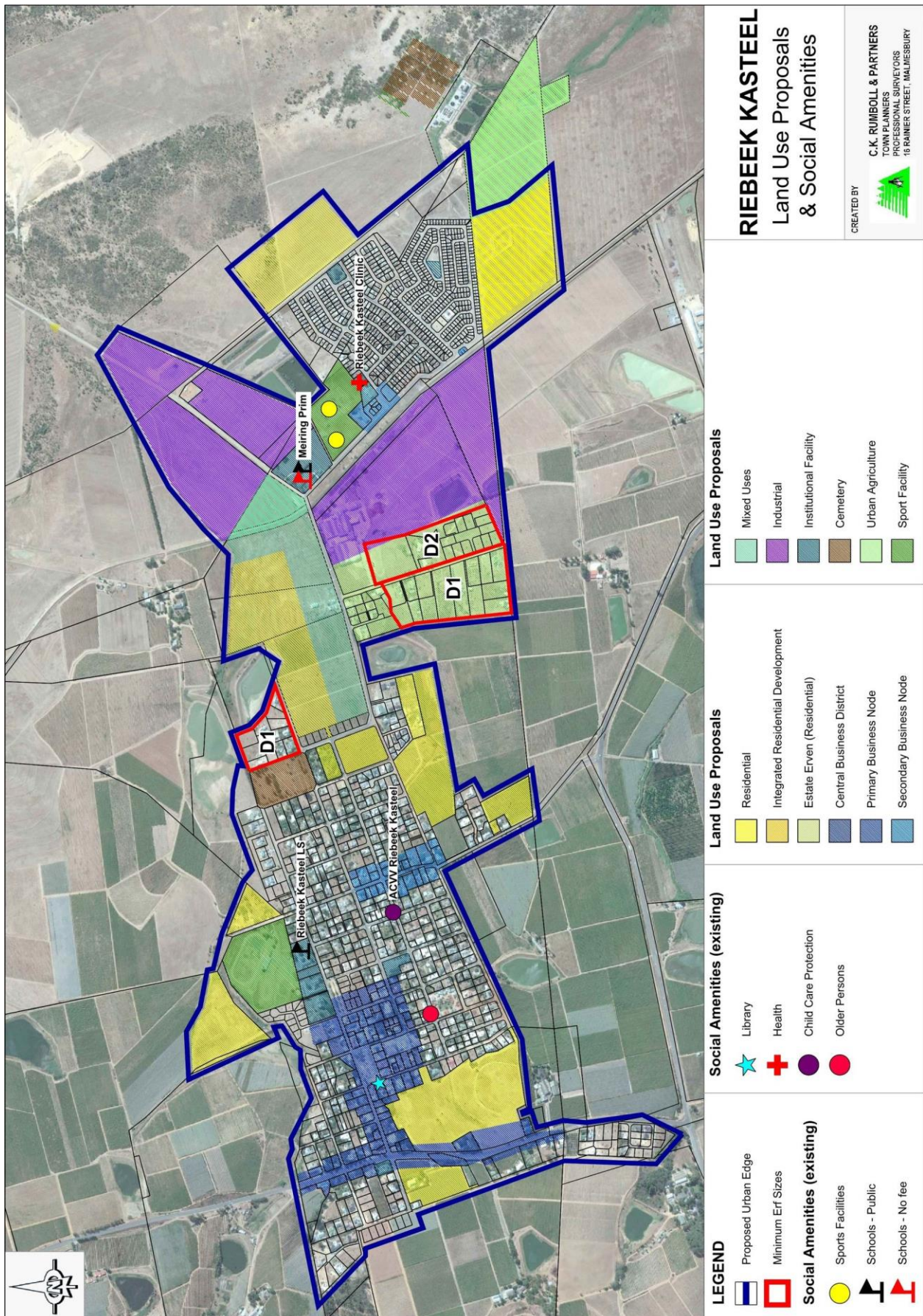
Objective 2: Proximate convenient and equal access

CONNECTIVITY		
Protect	Change	Develop
Roads: Main traffic route: Kerk Street (Road 227). R315 connects with Moorreesburg and Hopefield in a western direction. R311 connects Moorreesburg and Riebeeek Valley (recently upgraded and in good condition) and gravel roads to north (which connects Moorreesburg with Koringberg and Darling).	Upgrade surrounding road networks including R311 (Main road 227) that runs through Riebeeek Kasteel and provides access to the town. Support “use of air brakes in town prohibited” signs along the R311 in the towns of the Riebeeek Valley to reduce the impact from heavy vehicle traffic.	Upgrade roads Liaise with Provincial Roads Department on ways to reduce speed and increase the visual quality of the R311 in town.
Activity Streets:	Develop guidelines for commercial facades, advertising signs and information signs along R311 and Main Road to blend in with local character and historical setting. Support mixed uses along the activity street that link the central area of Riebeeek Kasteel with Esterhof.	Beautify and increase safety along the R311 and Main Road: Reduce the width of the road and create parking areas; Use raised pedestrian crossings, landscaping and street furniture
Rail: In 1929 the railway line was extended from Wellington to Porterville with stations in both Riebeeek Kasteel and Riebeeek West. The valley became more accessible for farmers to transport produce to markets and for people to travel between the valley and Cape Town.		
Pedestrian and cycle routes: Pedestrian walkway development in Short Street.	Improve mobility in town between Esterhof and the CBD along Kloof Street. Improve accessibility for disabled people. Develop guidelines for information and advertising signs. Upgrade public areas to support pedestrian movement and economic trade.	Develop surfaced and shaded pedestrian walkway along Main, Piet Retief and Kloof streets to integrate Esterhof and central Riebeeek Kasteel.
	Support hiking trails Provide an environment that supports recreational/sport events along R311 to enhance tourism (marathon, bicycle race)	Develop recreational hiking trails on Kasteelberg. Develop a cycle route in Riebeeek Valley along R 311 between Riebeeek Kasteel, Riebeeek West and Ongegend.

Objective 2: Proximate convenient and equal access

PUBLIC UTILITIES		
Protect	Change	Develop
Future Demand:	Ensure bulk infrastructure planning is in line with SDF growth proposals. Align locality of infrastructure features with SDF proposals (decrease impact on the landscape qualities).	Identify areas for future expansion of bulk infrastructure.
Water Additional reservoirs completed (2013) to increase storage capacity.	Extend water provision to all properties Fix and replace leaking reservoirs.	

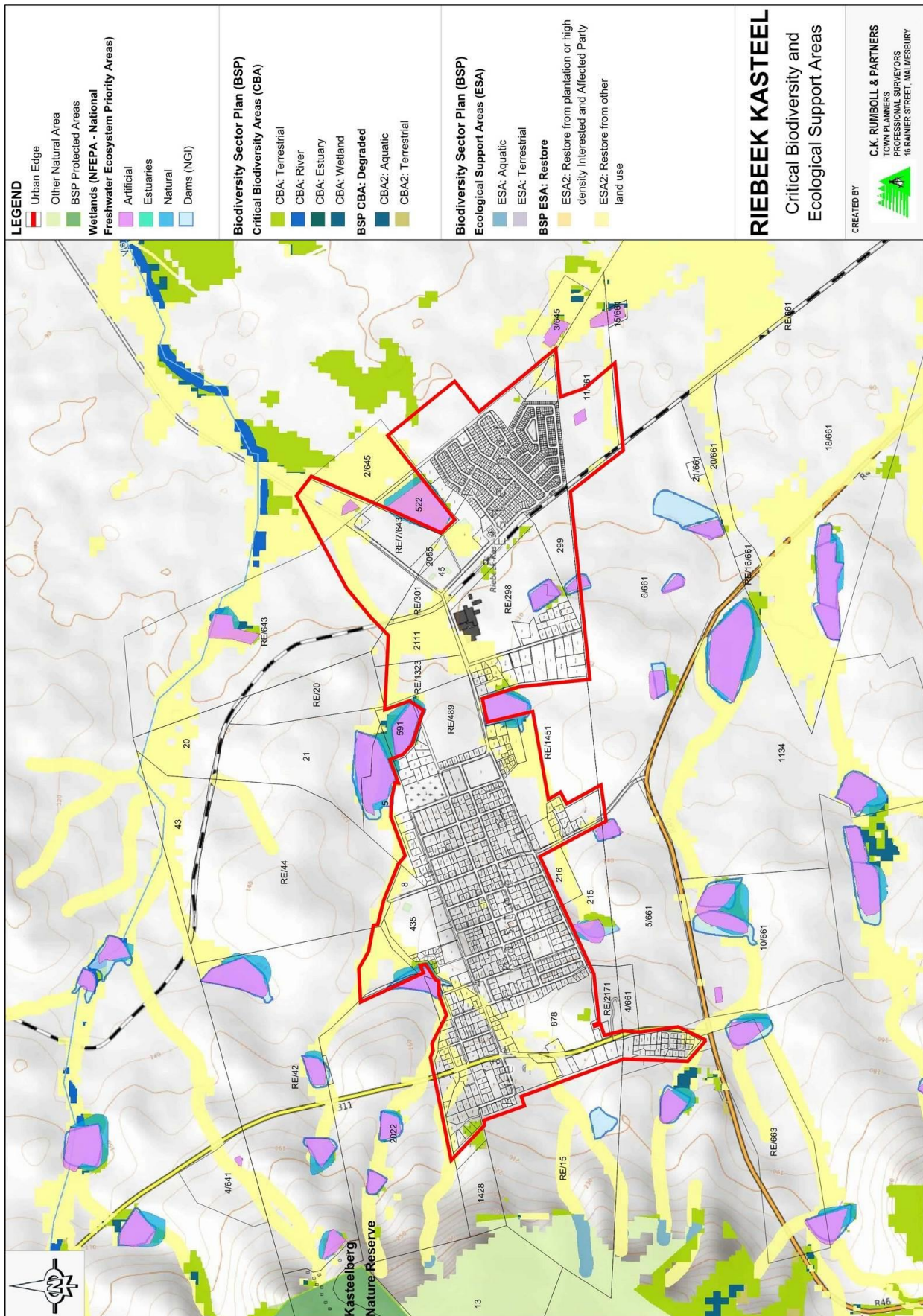
<u>Waste Water</u> Limited flush sewer system. Combined Waste Water Treatment Works for Riebeek Valley supports future growth potential in the Valley (Ongegund, Riebeek Kasteel and Riebeek West).	Encourage replacement of septic tanks, sewerage suction trucks do not have capacity and the new sewerage works is completed. Ensure combined Waste Water Treatment Works for Riebeek Valley supports future growth potential in the Valley.
<u>Electricity:</u> Eskom supplies electricity.	Provide adequate street lightning. Upgrade obsolete electrical infrastructure (scheduled by Eskom).
<u>Storm Water:</u> Storm water system consists of open ditches and channels and is inadequate, particularly in Esterhof	Improved storm water system in Esterhof to address regular flooding Upgrade the storm water system to a piped system. Upgrade 12 km of gravel road. Address regular flooding in Esterhof
<u>Waste:</u> The Swarthland Municipality weekly collects waste door to door and delivers it to the Highland landfill. The closed (2014) landfill site in Riebeek Kasteel, adjoining Esterhof, requires rehabilitation. A Waste Transfer facility with a total of 5 skips is located north east of Riebeek Kasteel on Erf 2239, south of Zonquasdrift road.	
<u>Safety:</u>	Provide a satellite Police Station and Fire Station for Riebeek Kasteel Support effective use of natural resources i.e. alternative energy, water wise developments. Support harvesting of rainwater in tanks on residential erven and use of alternative energy sources.



Objective 1: Grow economic prosperity and facilitate economic sector growth and

Objective 4: Protect and grow place identity and cultural integrity

SPACE, BUILT		
Protect	Change	Develop
<u>Heritage and Tourism</u> Historical farms include Kloovenburg, Allesverloren, Zonquasdrift and Vlysbank (today known as Du Vlei). The Huguenot farmers began the cultivation of vineyards. In 1855 De Oude Church was the first church built in Riebeek Kasteel. Riebeek Valley was discovered in 1661 during a European expedition in search of gold. The CBD has several heritage buildings and high tourism potential.	Ensure new developments are sympathetic to heritage buildings and the local character is protected. Identify Heritage Streets and apply heritage overlay zone. Compile guidelines for future development. Develop a tourism strategy for Riebeek Valley to identify focus areas. Support Agri-tourism based development Provide skills development in agri- tourism. Market Riebeek Kasteel as part of the Riebeek Valley tourism region and one of the main tourism towns in the Swartland.	Support and improve tourism infrastructure e.g. local tourism information office, tourism signs, and improve the standard of tourism facilities. Support accommodation facilities for tourists in rural and urban areas. Develop educational hiking trails in natural surroundings which include Kasteelberg. Market these features. Beautify town at the entry points to support tourism industry. Support the development of a cycle route along the R311 between the towns in the Riebeek Valley. Support effective control of the extensions to or demolition of heritage buildings
<u>Residential</u> Riebeek Kasteel follows a compact grid pattern around the market square and can be divided into four main urban areas: A. Low and medium density residential uses along the foothills of Kasteelberg and east of Church Street; B. Town centre, a combination of residential and commercial uses; C. A lower density residential area between Esterhof and the urban centre (and home to the wine cellar) D. A high density residential development, Esterhof, east of the urban centre.	Increase density for next 20 years (which ends in 2028) from the current 8.2 units per hectare to 8.5 units per hectare in Riebeek Kasteel. The low density rate preserves the unique identity and character of Riebeek Kasteel. Higher residential developments and mixed uses should be encouraged along activity streets in the town. Include farmworkers on housing waiting list. Identify land for GAP housing, including farm owners that would like to create agri villages. Keep housing waiting list up to date.	Provide 171.7ha in Riebeek Kasteel for future growth over next 20 years, of which 67.3ha is vacant land as identified per Vacant Land Audit. Provide for future subsidised housing demand in Riebeek Kasteel. Government residential developments, supported by Human Settlement programmes, will be supported. Develop vacant land between Esterhof and central Riebeek Kasteel Provide adequate land for different housing topologies. Provide and support development of housing for retirees Support the development of residential opportunities (FLISP) for farm workers in Zone J. Provide residential opportunities for ±435 serviced sites that can be upgraded with top structures. Support integrated housing opportunities (including BNG) in Zone G and L. Provide opportunities for small farmers.
	Develop areas in accordance with availability and capacity of infrastructure and services. Enhance integration of CBD with Esterhof.	Plan for expansion of bulk infrastructure to support future residential growth.
	Support densification through Subdivision, Infill development and Renewal and restructuring.	Allow for minimum subdivision size of single residential erven of 500m² and rural living erven in identified zones of 1000m² and 2000m² respectively.
<u>Commercial</u>	Support development of CBD and secondary nodes and neighbourhood commercial facilities. Support integrated development and mixed uses in neighbourhoods.	Support secondary node in Esterhof at intersection between Lelie and Angelier Streets. Support a smaller node along Kloof Street.
<u>Industrial</u>	Support agricultural service industry related development.	Support expansion of industrial area along Divisional Road 1154 (eastern Riebeek Kasteel.) Encourage development of smaller scale agri - processing/packaging industries (allow value adding of products close to the source). Strengthen Kloof Street (Peter Cruythoff Street) as the access road to the industrial area.



Objective 5: Protect ecological and agricultural integrity

SPACE, NATURAL		
Protect	Change	Develop
<u>Nature and Conservation:</u> Riebeek Kasteel is surrounded by high potential agricultural land that produces grapes, olives and deciduous fruit. Kasteelberg is a prominent landscape feature of Riebeek Valley.	Develop a Conservation management plan for the area. Formalise conservation status of nature areas earmarked for conservation. Conserve Kasteelberg as part of the Open Space corridor. Allow limited development opportunities related to tourism and recreational uses to improve the Kasteelberg's accessibility and management. Support effective use of natural/open space areas by communities. Create an Open Space network in Riebeek Kasteel and the Riebeek Valley. Design interactive development interfaces along open space network (developments face open space networks).	Determine development (including agriculture) line along Kasteelberg slopes. Identify conservation areas within urban areas Identify a heritage route. Enter into a stewardship programme with Cape Nature to manage conservation areas. Develop hiking trails, mountain bike trails, events facilities and venues. Plant trees to link to open spaces and to provide shade. Plant trees to improve visual attractiveness of Esterhof (higher density neighbourhood)
<u>Public and Private Open Spaces</u> Central square in Riebeek Kasteel CBD. Parking lot in front of the Dutch Reform Church.	Upgrade market square between Plein and Main Streets. Develop guidelines regarding applicable architectural style, scale, height of built structures. Create an open space network through town.	Promote the development of a new cemetery

Objective 3: Sustain material, physical and social wellbeing

PUBLIC INSTITUTIONS		
Protect	Change	Develop
		Support the development of facilities and social functions including a school, crèche, Thusong centre, library and a clinic. Development of a crèche on a portion of Erf 1839 in Zone J. Promote the development of a community hall. Support the development of new school in Zone I.

LAND USE ZONE PROPOSALS FOR RIEBEEK KASTEEL

Refer to the land use zone map for Riebeeck Kasteel: The urban area of Riebeeck Kasteel is divided into sixteen (16) zones (areas with common features) and the recommended land uses for the different zones are listed in the table below

RIEBEEK KASTEEL LAND USE ZONES		Low Density Residential Uses	Medium Density Residential Uses	High Density Residential Uses	Secondary Educational Uses	Institutional Uses	Professional Services	Business Uses	Secondary Business Uses	Churches	Institution	Guest houses	Authority	Sport/Recreational Facilities	Industries & Service Trade
A	Zone A has a low density residential character. Due to area's historical character and location of Historic Church in this zone, development is sensitive.	X	X		X					X	X	X			
B	Zone B is the Central Business District with business and other relevant uses.	X	X	X 4	X	X	X	X	X	X	X	X	X	X	
C	Zone C represents a sports function with potential for residential development.	X	X	X	X	X			X 5	X	X	X	X	X	
D	Zone D consists of a residential as well as institutional character. There are mixed density residential uses with opportunities for infill development.	X	X	X 1	X	X			X 1	X	X	X	X	X	
D1	Zone D1 has low density residential character & opportunities for integrated infill development near CBD.	X	X	X	X	X			X 5	X	X	X	X	X	
D2	Zone D2 has a low to medium density residential character with infill opportunities.	X	X		X	X				X	X	X	X	X	
E	Zone E is a secondary business node with tourism based uses. Expansion of the existing node should be focused on the tourism market.	X	X	X	X	X		X 6	X	X		X		X 7	
F	Zone F has residential and government functions (cemetery).	X	X									X	X		
G	Zone G is earmarked for integrated development between Esterhof and central Riebeeck Kasteel. Mixed density residential development with commercial opportunities along activity axis and at intersection of Kloof & Lelie Streets is proposed. Also allow for institutional uses in this zone.	X	X	X	X	X	X 1	X 1	X 1	X	X	X		X	X 3
H	Zone H has a low density residential character with residential properties larger than 1000m². Limited commercial opportunities exist along activity axis.	X							X 1			X			
I	Zone I is part of the industrial zone with the opportunity for expansion. Limited commercial opportunities along the proposed pedestrian walkway								X 1			X	X	X	X
J	Zone J has a medium and high residential character with supportive social infrastructure.		X	X	X	X			X	X	X			X	

	Area allows for expansion for GAP opportunities.			1											
K	Zone K is a secondary node with business- and other relevant uses.			X	X		X	X	X	X			X		
L	Zone L is earmarked for residential infill development supported by mixed uses.	X	X	X	X	X	X ₁	X ₁	X	X	X	X		X	X ₃
M	Zone M is a future industrial area and development should be sensitive towards water streams.							X							X
N	Zone N is earmarked for residential development opportunities for high density housing and mixed use.	X	X	X	X				X	X	X	X		X	X ₁
(1) Along activity streets (2) Service Trade (3) Service Trade and Industries (4) In accordance with historical character (5) At node (6) Aimed at tourism (7) Sports facility		Business Uses e.g. shop, supermarket and service station Institutional Uses e.g. Schools, places of instruction Professional Services e.g. Office blocks Secondary Business Uses e.g. Café, house shops, small offices and home occupation. House taverns only to be allowed along activity streets in residential areas Secondary Educational Uses e.g. Crèches/day care *Find description of proposed land uses for development zones in Annexure 7													

5.8.2 Rural Areas of Ward 12

Paardeberg

Topology, Geology and Habitat

The Paardeberg, located mainly in Ward 7 and 12 of the Swartland, has a panoramic view from its granite dome of Table Mountain, Table Bay and False Bay.

The Paardeberg consists of several kloofs of which Aprils-, Sieberts-, Botter-, Brouwers-, Modder- and Lemoenkloof are in the Swartland while Water- and Theronkloof are located in the Drakenstein municipality.

The Paardeberg, Paarl, Groenberg, Klein Drakenstein and Haweqwa mountains form part of a group of granite domes that rose up on the Cape Flats plain of Gondwana. Around the granite domes the mountains are made up of hard sand stone, quartzite and softer sandstone. The outcrops of sandstone quartzite provide siliceous sandstone which results in vegetation devoid of trees.

Sedimentary shale, white Witteberg quartzite and volcanic basalt form leached soil. This soil combined with sandstone reduces it to acidic, nutrient-poor soil, deficient in nitrogen and phosphorous. This is a challenge to most plants, but localised species have evolved to cope with the soil conditions.

The geological and climate profile of the Western Cape created rare botanical opportunities for species which have adapted and colonised in the Paardeberg. The movement of the earth's crust has exposed underlying shale and granite intrusions, creating habitats with distinct characteristics:

- Malmesbury shale, with its high sedimentary content, provides good drainage.
- Granite-based soils of clay and sand layers provide alternating conditions of drainage and retention.
- Gravel and iron-based soils with high clay content provides good water retention.

Climate and winds

Due to its proximity to the oceans, the Paardeberg experiences mild winters and moderate summers.

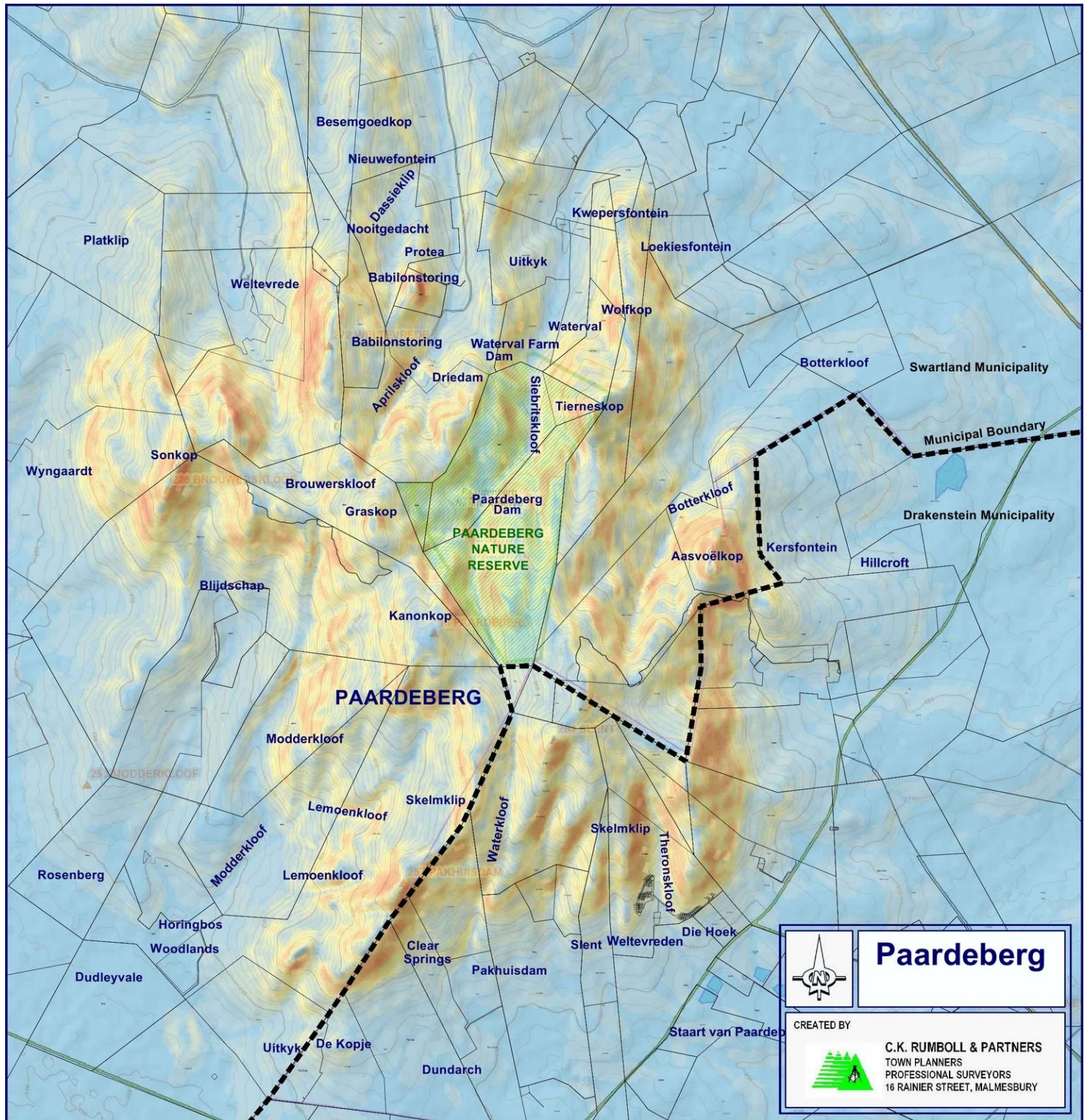
The Atlantic's icy Benguela current flows up the west coast. North-westerly winds bring cold fronts and winter rains delivering up to 1800mm rain annually to coastal ridges. Snow does not last long and frost is not common. The Indian Ocean's warm Agulhas current from the equator flows down the south coast. Minimal precipitation from the cold current entrenches arid summer heat. While the prevailing summer winds in the Western Cape are strong south-easterly winds, a gentle-south westerly wind predominates in the Paardeberg, cooling the grapes and fynbos.

The summer days give way to strong south-easterly winds that cool off the coast and bring the clouds which precipitate 500mm of life preserving rain.

Flora, Fire and Pollination

A narrow transitional zone between two different vegetation types or biomes is called ecotone. Evolutionary pressure on plants growing in such zones is very high, since the plants have to adapt to both biomes. Ecotones occur frequently given the alternating sedimentary strata.

Speciation and a stable climate combined with prolific localised species converge to enhance biodiversity.



The soils in the Paardeberg support two major plant communities or biomes- true fynbos types and Coastal Renosterveld. The Paardeberg situated as it is among Boland Granite Fynbos and Atlantis Sand Fynbos and Swarthland Granite Renosterveld is thus just such a transitional zone.

Protecting the Biomes

The biomes are sensitive to sudden and impact changes if they are beyond the vegetation's ability to adapt. Working the land should be considered carefully and planned with consideration:

<u>Soil conservation</u>	During major storms, once soil is saturated, surface runoff follows and causes sand to move down the slope. This is how ideal sand for mining, hill wash and colluvial sand moves downslope. Agricultural practises and mining on slopes that will result in the moving of sand downslope should be prevented
<u>Usable areas</u>	Transformed or fallow agricultural land that has been previously ploughed could be mined or cultivated. The rehabilitation of mined land to original state should be possible and should be a prerequisite.
<u>Soil depth</u>	Sand depth has to be sufficient to protect topsoil. (Mining: the upper 50cm of topsoil must be pre-stripped and stockpiled for replacement; Agriculture: soil depth should be considered)
<u>Topography (& location of sand relative to source or fields)</u>	Sand on steep granitic slopes is generally poorer quality sand because of the higher content of clay and dust sized particles in the sand. The highest quality sand deposits are located on relatively flat areas. A further consideration is that It is more expensive to rehabilitate steep slopes as contours have to be constructed to prevent soil erosion.
<u>Biodiversity</u>	Undisturbed natural areas should not be considered for sand mining or agricultural cultivation. In the Swartland most of the remaining natural vegetation has been mapped as Critical Biodiversity Areas. Many of these areas consist of Critically Endangered or Endangered Ecosystems e.g. Atlantis Sand Fynbos (FFd4), Swartland Granite Renosterveld (FRg2) or Swartland Shale Renosterveld (FRs9).
<u>Water courses</u>	Sand mining areas and agricultural fields should be more than 32 metres from rivers and watercourses to prevent sedimentation.
<u>Socio-economic environment</u>	Impacts that need to be considered are: Noise and dust: This can be easily mitigated. Visual impact: Activity on a relatively flat farm field (apart from directly next to roads) is less intrusive than activity on hill slopes. Agricultural practises: Intensive agricultural practices versus less intensive agriculture (e.g. grapes). Tourism: Areas designated for tourism. Access roads: Consider use, type of road (provincial tar road vs provincial dirt road), transition via a single farm or several farms. Divisional or Minor gravel roads increased usage by trucks. Trucks cause higher wear and tear. Mitigate by requiring a contribution towards the cost of maintaining gravel roads.
<u>Legislative frameworks</u>	Section 10 (2) of the MPRDA states: <i>"If a person objects to the granting of a prospecting right, mining right or mining permit, the Regional Manager must refer the objection to the Regional Mining Development</i>

	<i>and Environmental Committee to consider the objections and to advise the Minister thereon.”</i> Objections from other government departments, including Municipalities, are taken seriously by the DMR. It would be preferable for the Swartland Municipality to object to an inappropriate application before the MPRDA and NEMA approvals are granted, rather than being required to deal with it as part of a subsequent land use application process.
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5.8.3 Proposal Rural Areas of Ward 12

The proposals below are ward specific. Any proposal that extends across ward boundaries was documented as part of the regional proposals.

Proposals are grouped according to the five objectives. Proposals per objective differentiate, where appropriate, between agriculture and tourism:

Objective 1: Grow economic prosperity and facilitate economic sector growth [Economic Environment]

	Agriculture	Tourism
Commercial	Support development of supportive commercial infrastructure on farms along routes, including farm stalls and agri-processing, wine tasting, Petro ports to support transport network and tourism routes e.g. function venues on farms like on Kloovenburg and Het Vlok Kasteel.	
	Promote festivals building agricultural brand i.e. annual Olive Festival and Shiraz Festival and Malmesbury Agricultural Show. Combine these festivals with a Mediterranean theme.	
	Optimise locality and R45 & N7 link to access airport.	
	Support both extensive agricultural farm units (600ha – 800ha)/ (500+ha) in northern section of Ward 12 & smaller intensive agriculture, irrigation farms (grapes, olives and stone fruit – medium & high potential). Capitalise on rainfall of 500 – 600mm per annum and practise intensive agriculture.	
Industrial	Limited Building Sand along western boundary of Ward 12	
	Develop small & service industries, agriculturally based, in Riebeek Wes. Support packaging and processing on intensive production farms (vineyards, stone fruits, olives and vegetables).	Larger agri-processing plants to be established, with Malmesbury as the main industrial town in the Swartland. Malmesbury as industrial town
Residential	Develop subsidized housing, in future, in Riebeek Kasteel.	
R46	Support the proposed upgrading of the Zonkwasdrift road with a possible new connection to the R46 to support the intensive agricultural uses within this area. Capitalise on R46 – N7 link currently under construction.	

Objective 2: Proximate convenient and equal access [Economic Environment]

R45 & 46	Strengthen link to Drakenstein, Witzenberg and West Coast: link road north of Malmesbury under construction: R45 with N7 and R45 to Hopefield/Saldanha IDZ; link to Drakenstein and Ceres (R45 & 46). Maintenance of road network
R311	Strengthen as regional link with Ward 3 through Riebeek Valley to R45 (West Coast) across N7 at Moorreesburg.
Rail	Promote special train trips between Paarl and Porterville (Grain and Canola fields, vineyards, orchards, rolling hills and railway line)

Objective 3: Sustain material, physical and social wellbeing [Social Environment]

Utilities	Provide combined WWTP for Riebeek Valley in Riebeek Kasteel. Provide adequate storage facilities for potable water in the Riebeek Valley. Develop storage facilities for potable water. Install Street lighting along R311 between towns in Riebeek Valley.
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Objective 4: Protect and grow place identity and cultural integrity. [Built Environment]

Administrative	Promote Riebeek Wes as local agricultural service centre, Enhance Malmesbury as main service centre
Heritage tourism route	Include significant heritage farms and properties into potential heritage tourism route: Farm Kloovenburg. Protect all and promote some of the 97 rural sites surveyed in the Swartland Rural Heritage Survey 2014 –in Ward 12: Grade 3 A (high local significance) – 5, Grade 3 B (some local significance) – 66, Grade 3C (limited local significance) – 24

Objective 5: Protect ecological and agricultural integrity [Biophysical or Natural Environment]

Natural	Delineate development line along foot of Kasteelberg and Paardeberg mountains (conservation & landscape)	
Biodiversity	Protect Kasteelberg , Paardeberg and Paardeberg Nature Reserve and Porseleinberg as Core 1 and 2 areas	Promote a Swartland mountain bike race around Kasteelberg and surrounding areas. Promote the development of hiking trails in and around Tontelberg, Kasteelberg, and Porselein towards Paardeberg in Ward 12.
	Enhance extensive agricultural production area and areas along Berg River and Riebeek Valley, which is an intensive irrigation area	Protect Riebeek Valley landscape: Riebeek mountains, Berg River, valley plains, vineyards, orchards and rolling grain and canola fields (and intensive cultivation (irrigation) practices along Riebeek Valley)
Waterways	Create open space network along Berg River (linking to Riebeek Valley)	Support development of accommodation & support services to Berg River Canoe Marathon & tourism along Berg River and create opportunities for Water sports, fishing and resorts
		Protect Berg River as landscape resource



Swartland SDF Annexures



Annexure 1

IDP Alignment with the SDF

STRATEGIC GOAL 1: IMPROVED QUALITY OF LIFE FOR CITIZENS

Strategic Objectives	Strategic Initiatives	Key Performance Indicators	Targets
1.1 Promote childcare facilities and early child development (0-6 years)	Develop ECD information guidelines in respect of childcare facilities	ECD information guidelines approved	Yes (by June 2020)
1.2 Coordinate social development internally and externally with partners.	Promote the coordination of social development through partnerships:		
	▪ Internally: Internal Social Development Committee to identify additional action plans in each department that contributes to social development	Agreement reached on additional action plans in each department	Yes (by June annually)
	▪ Externally: Local Drug Action Committee to compile a Local Drug Action Plan that must be reviewed every two years	Local Drug Action Plan compiled	Yes (by June 2020)
1.3 Lobby for the basic needs and rights of vulnerable groups	Develop guidelines for assistance to persons with disabilities	Guidelines approved	Yes (by June 2020)
1.4 Increase the effectiveness of the municipal traffic & law enforcement service	Effective traffic and law enforcement execution by using an Automated Number Plate Recognition (ANPD) Bus	Report on progress submitted to the portfolio committee	Yes (monthly - 10 per annum))
1.5 Integrated Crime Prevention / Safety stakeholder collaboration	Effective safety partnerships in terms of the Integrated Safety Strategy through an MOU with all role-players, especially SAPS	Report on progress submitted to the Mayoral Committee	Yes (annually by June)
1.6 Prevent and manage land invasion. Monitor informal settlements.	Effective operation and monitoring by Traffic and Law Enforcement Division	Report on progress submitted to the Portfolio Committee	Yes (monthly - 10 per annum)
1.7 Ensure that infrastructure development, resources and equipment are available to deliver an effective and efficient Fire and Rescue Service to all communities in the Swartland	An effective operational Fire and Rescue Service	Secure budget to expand the current firefighting and emergency resources	Yes (annually by November)
		A fire and rescue strategic plan developed	Yes (by September 2018)
1.8 Extension of service delivery of Protection Services Department	Extension of learners licence centres for Darling and Riebeek Valley	Learners licence centres operational in Darling and Riebeek Valley	Yes Darling: July 2020 Riebeek Valley: July 2021
1.9 Establishment of a Swartland Safety Initiative	Facilitate the establishment of a Swartland Community Safety Forum	Report on progress submitted to the Portfolio Committee	Yes (Bi-annually)
	Facilitate the establishment of four Community Police Forums (one per SAPS office)	Community Police Forums accredited, registered and trained	Yes (By June 2019)
	Facilitate the establishment of four Neighbourhood watches (one per CPF)	Neighbourhood watches accredited, registered and trained	Yes (4 By June 2019 and another 4 by June 2020)

STRATEGIC GOAL 2: INCLUSIVE ECONOMIC GROWTH

<i>Strategic Objectives</i>	<i>Strategic Initiatives</i>	<i>Key Performance Indicators</i>	<i>Targets</i>
2.1 Relevant stakeholders systematically improve local competitive advantages	Gain commitment from key stakeholders to collaborate systematically to strengthen local competitive advantages.	Number of key stakeholder groups (see note) actively contributing to improved competitive advantage	5 by end of 2018 10 by end of 2020 15 by end of 2022
2.2 Well located, serviced sites and premises available for commercial and industrial investors	Ensure adequate supply of land and services for commercial and industrial premises.	Number of well located, serviced industrial sites available.	10 by end of 2018 15 by end of 2020 20 by end of 2022
2.3 The specific opportunities and benefits for investors are actively promoted	Establish an investment promotion and facilitation system.	An investment promotion and facilitation system established	Yes (by June 2019)
2.4 Local markets work better to increase opportunity for local small businesses	Establish a local business opportunity network incl. a local business directory	Number of opportunities advertised / shared with Swartland businesses.	20 by end of 2018 50 by end of 2020 100 by end of 2022
2.5 Easier for farmers to add and grow new / promising business models	New (more enabling) Spatial Development Framework	Number of key constraints to growth removed.	1 by end of 2018 2 by end of 2020 3 by end of 2022
2.6 Easier for local citizens to access economic opportunity	Establish an information portal pointing to best information sources including local support services	Number of unique visitors (local, with more than 1 page view)	100 by end of 2018 300 by end of 2020 400 by end of 2022
2.7 Increase tourism visitors and brand the Swartland as a good place to live, work and play	Develop a more effective tourism destination marketing and development business model	Study done and revised tourism business model finalised.	Yes (by June 2020)

STRATEGIC GOAL 3: QUALITY AND SUSTAINABLE LIVING ENVIRONMENT

Strategic Objectives	Strategic Initiatives	Key Performance Indicators	Targets
3.1 Maximise economic opportunities and comparative advantage	Spatially strengthen mobility and economic links.	An economic mobility spatial plan developed and integrated into LED and EGM (subject to availability of funds).	By June 2020
3.2 Enhance conservation and biodiversity	Finalise stewardship programme	Registration of stewardship programme with Cape Nature on municipal land	By June 2020
3.3 Increase access for citizens in new settlements to urban amenities, work, schools, clinics, parks, etc.	Do new housing developments in terms of the Social economic Facility Policy and the Spatial Development Framework (SDF) Secure funding for the social facilities	Council approval of budget and implementation for social facilities in terms of the project approval by DHS	Annually
3.4 Maintain a balance between non-paying and paying households through the increased provision of affordable housing, Finance Linked Individual Subsidy Programme (FLISP) housing, Gap housing and social housing.	Obtain land use rights and secure funding for (FLISP) housing, Gap housing and social housing	Funding secured	By June 2020
	Appoint credible housing institution to build and manage social housing	Appointment finalised	By December 2019

STRATEGIC GOAL 4: CARING, COMPETENT AND RESPONSIVE INSTITUTIONS, ORGANISATIONS AND BUSINESS

<i>Strategic Objectives</i>	<i>Strategic Initiatives</i>	<i>Key Performance Indicators</i>	<i>Targets</i>
4.1 A redesigned organisation structure that effectively facilitate the strategic objectives and purpose of the organisation	Review the organisation design in light of the IDP Strategy and recommend a new organisation design	Review completed	By June 2019
	Implement the redesigned organisation structure	Redesigned organisation structure implemented	During the 2019/2020 financial year
4.2 Employment relations that create a climate of trust, cooperation and stability and accomplish a harmonious and productive workforce	Develop a programme of innovative interventions, e.g. diversity management and awareness, climate creation to ensure sound employee relations and practices	Programme developed for implementation during the 2019/2020 financial year"	By July 2019
4.3 More informed and effective ward councillors and ward committees	Compile, implement and monitor communication plans for individual ward councillors to enhance public participation	Communication activities for ward councillors monitored	Yes (Quarterly)
		Councillors' performance monitored by the Executive Mayor as part of the PMS for councillors.	Quarterly
4.4 An IT connectivity strategy for the Swarthland	Develop an IT connectivity strategy and status quo report	Report finalised subject to Provincial Government's broadband project	By Jun 2019
4.5 Identify risks and implement preventative and corrective controls	Assign Risk Management responsibilities to Internal Audit as RM Shared Services contract ended	Updated Internal Audit Charter which include risk management facilitation role	By Jan 2019 and thereafter every second year
	Compile a Handover procedure to newly appointed Manager, Internal Audit	Complete handover procedure	By March 2020
	Assign Disciplinary Committee responsibilities to four newly appointed members	Appointment of new members for the Disciplinary Committee over a period of six months for continuity	2 members by July 2020 and thereafter every three years
	Maintain an effective independent Performance, Risk and Financial Audit Committee as per legislation (Appoint for three years, but can extend for six years)	Appointment of new members for the PRF Committee over a period of three years for continuity	Annually by June
4.6 Sound long-term financial planning including making the right investment decisions	Review the Long Term Financial Plan	Review completed	Annually by March
	Review budget related policies in line with the LTFP	Review completed	Annually by Feb
4.7 Sound financial management, budgeting and expenditure control	Each director to do a critical review of the cost drivers and implement a savings plan	Review completed	By Nov 2018

STRATEGIC GOAL 5: SUFFICIENT, AFFORDABLE AND WELL-RUN SERVICES

Strategic Objectives	Strategic Initiatives	Key Performance Indicators	Targets
5.1 Secure sufficient long term bulk water provision	Conduct a section 78 investigation	Section 78 investigation completed and report submitted to Portfolio Committee	Yes (by end of June 2019)
	Work with relevant role-players to commit to an agreed service delivery model.	An agreed service delivery model	Yes (by end of June 2020)
	Develop a water conservation and water demand management strategy (WCWDM Strategy)	Policy document completed and submitted to Portfolio Committee	Yes (by end of October 2019)
	Conduct an alternative water source study	Study completed and report submitted to Portfolio Committee	Yes (by end of June 2020)
5.2 Maintenance and upgrading that sustain and improve the current condition of surfaced roads	Investigate and report to council annually on the status quo condition of surfaced roads	Report submitted to the Portfolio Committee	Yes (by end of Sep annually)
	Inform budgetary processes of funding requirement for maintenance and upgrading of surfaced roads.	Budget requirements calculated and budget informed	Yes (by end of Nov annually)
5.3 Ensure sufficient civil services capacity for planned developments	Review and maintain master plans in accordance with the most recent growth model information	Master plans reviewed and maintained	Yes (annually by end of March)
5.4 Maintenance and upgrading that sustain the current condition of civil infrastructure	Inform budgetary processes of funding requirement for maintenance, renewal, upgrading, extension and refurbishment of civil infrastructure	Budget requirements calculated and budget informed	Yes (by end of November annually)
5.5 Ensure sufficient electricity capacity for planned developments (built environment) that are feasible	Review and maintain master plans	Master plans reviewed and maintained	Yes (annually by end of June)
	Secure available capacity for Yzerfontein	Capacity secured	By June 2019
5.6 Maintenance and upgrading that sustain and improve the current condition of electrical infrastructure	Inform budgetary processes of funding requirement for maintenance, renewal, upgrading, extension and refurbishment of electrical infrastructure	Budget and motivation submitted to budget office (minimum 6% of annual electricity revenue allocation is a Nersa license condition)	Yes (by end of November annually)
5.7 Provide electricity cost effectively	Provide competitive tariffs for industrial consumers in support of economic growth	Approval of tariffs by Nersa	Annually before end of June
	Maintain energy losses at an acceptable level	% total energy losses (technical + non-technical)	Maintain the annual average below 8%

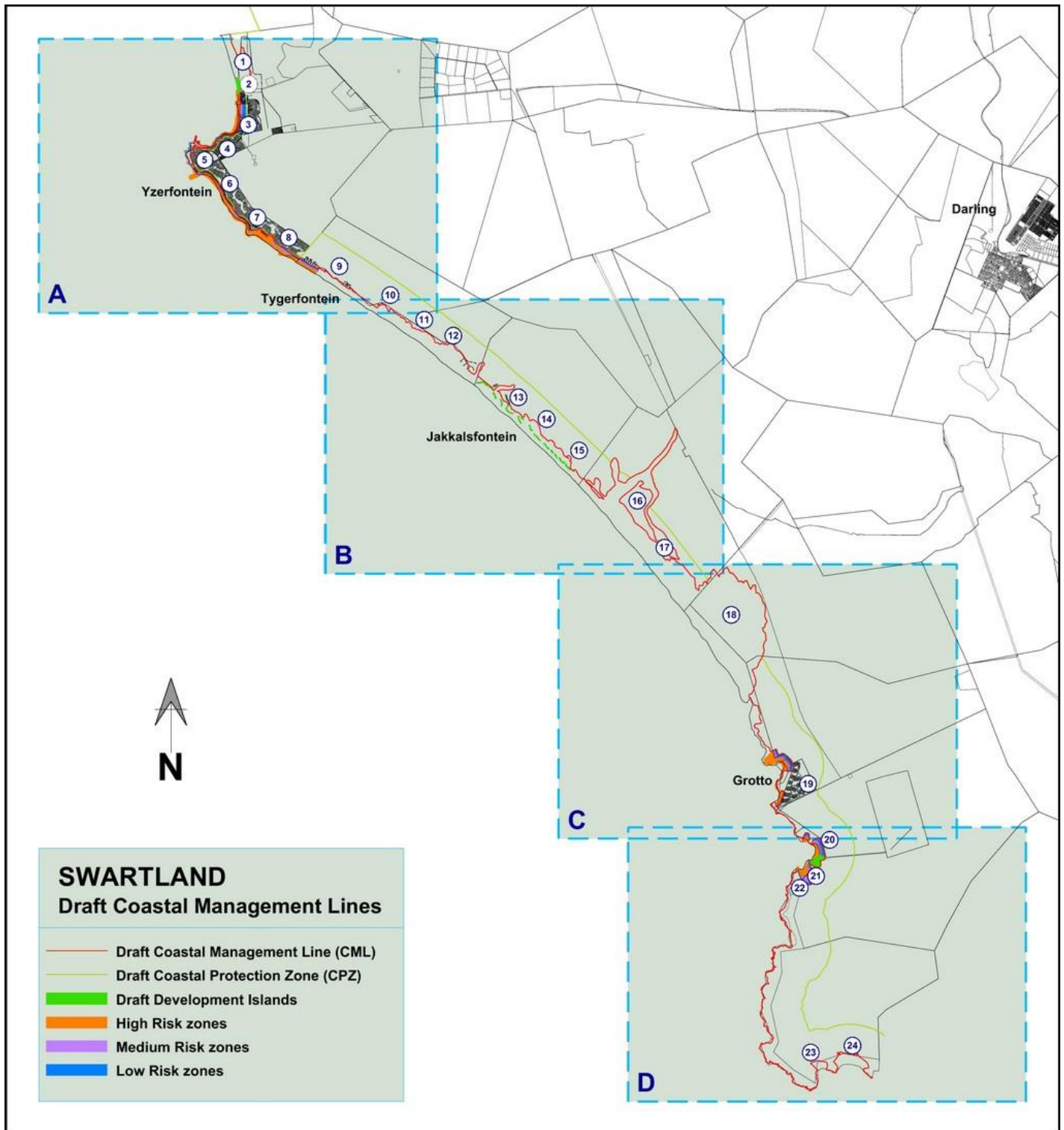


Annexure 2

Draft Coastal Management Lines for the Swarthland

(Compiled from the document “*Coastal Management/Set-back lines for the West Coast District, June 2014*” prepared by Royal Haskoning DHV for the Western Cape Department of Environmental Affairs and Development Planning.)

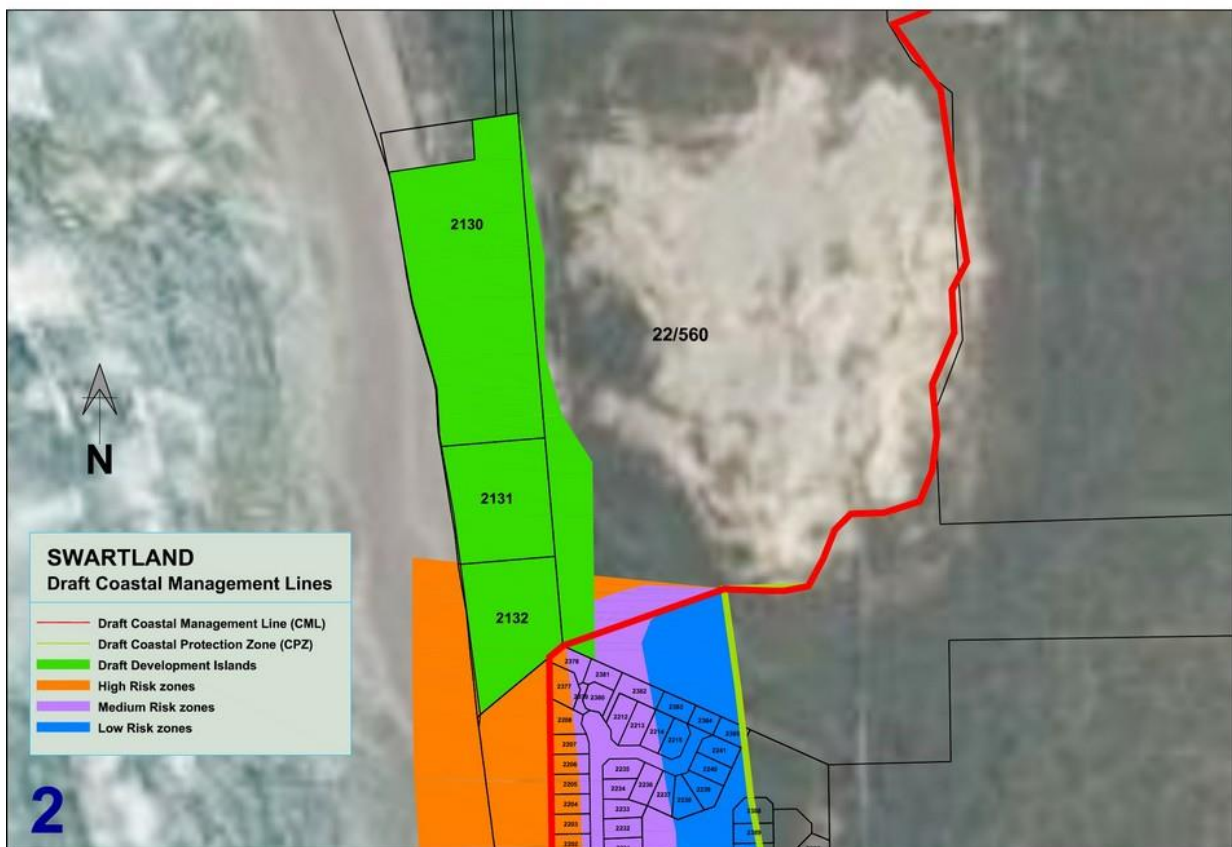
Draft Coastal Management Lines, Blocks A – D (overall)



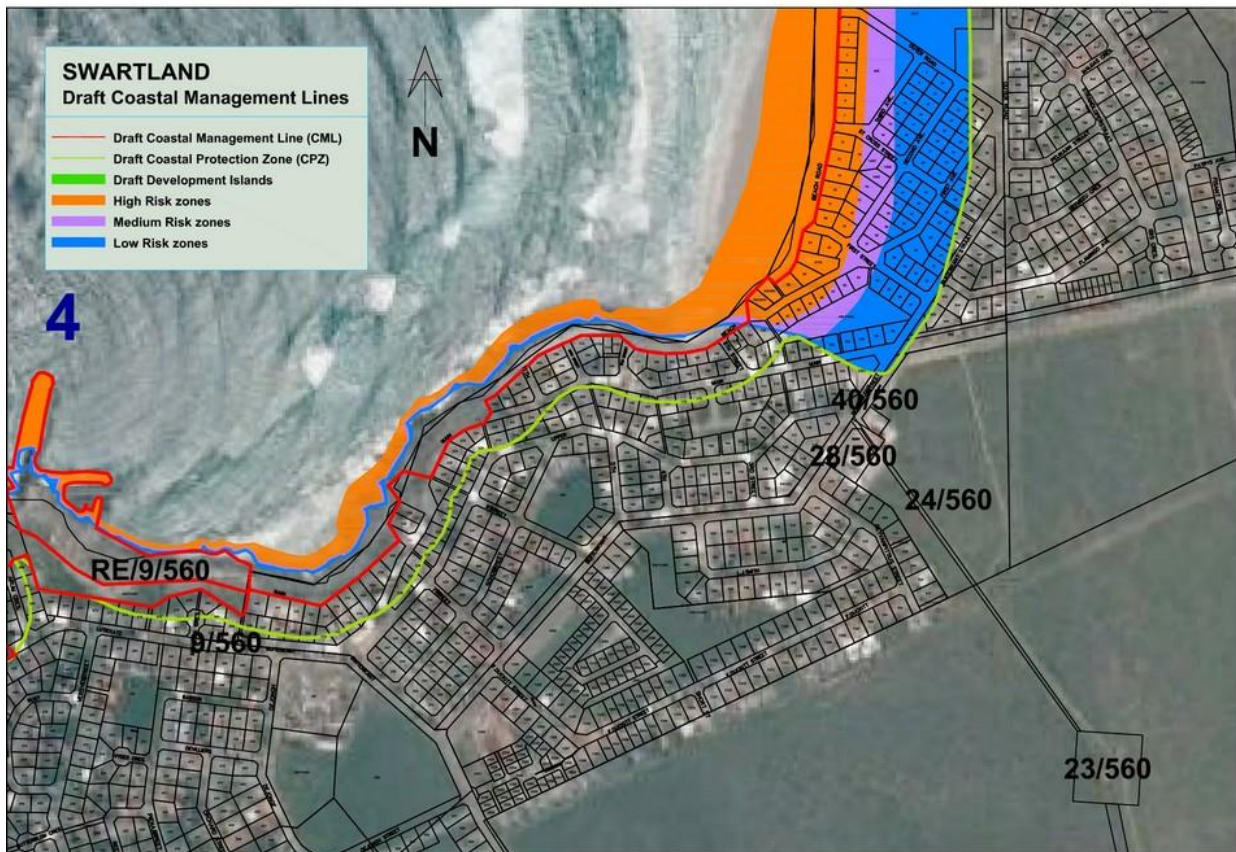
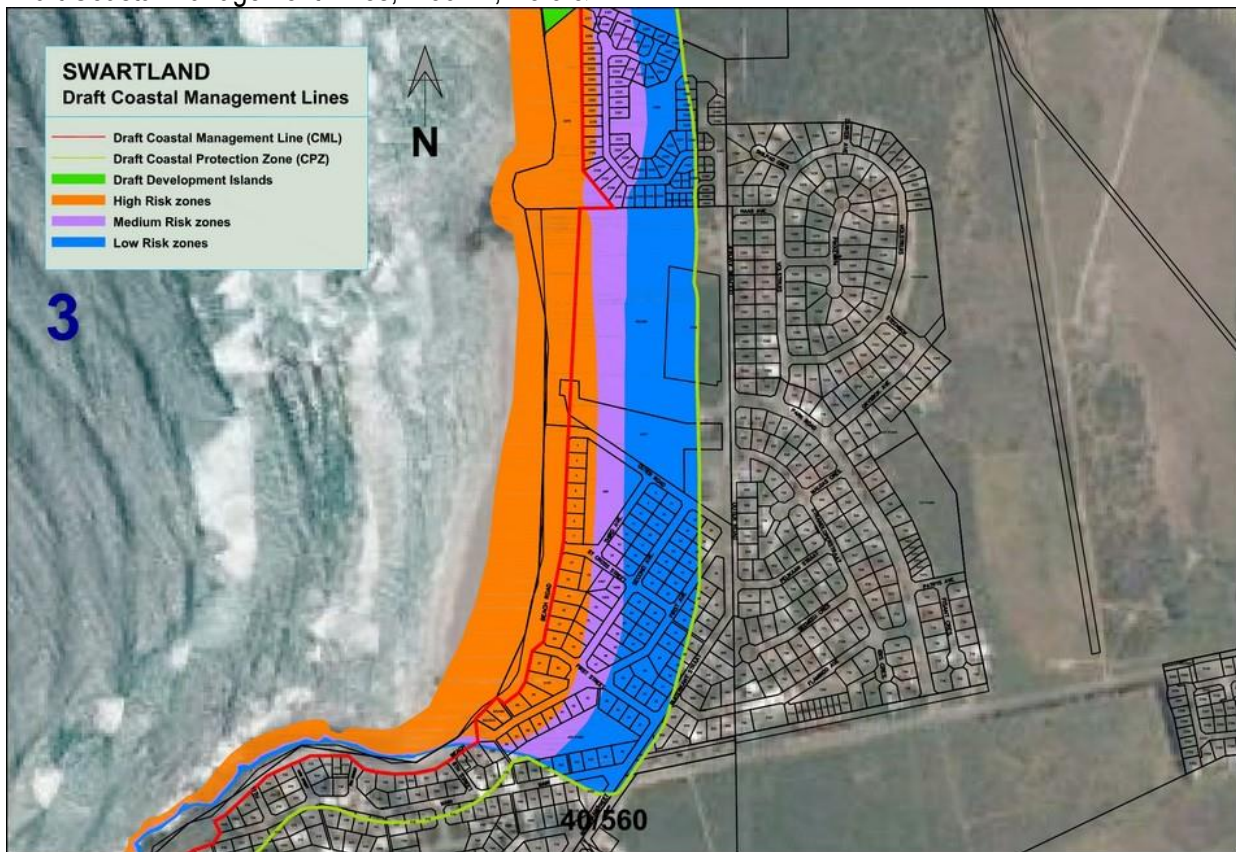
Draft Coastal Management Lines, Block A, No 1 - 10



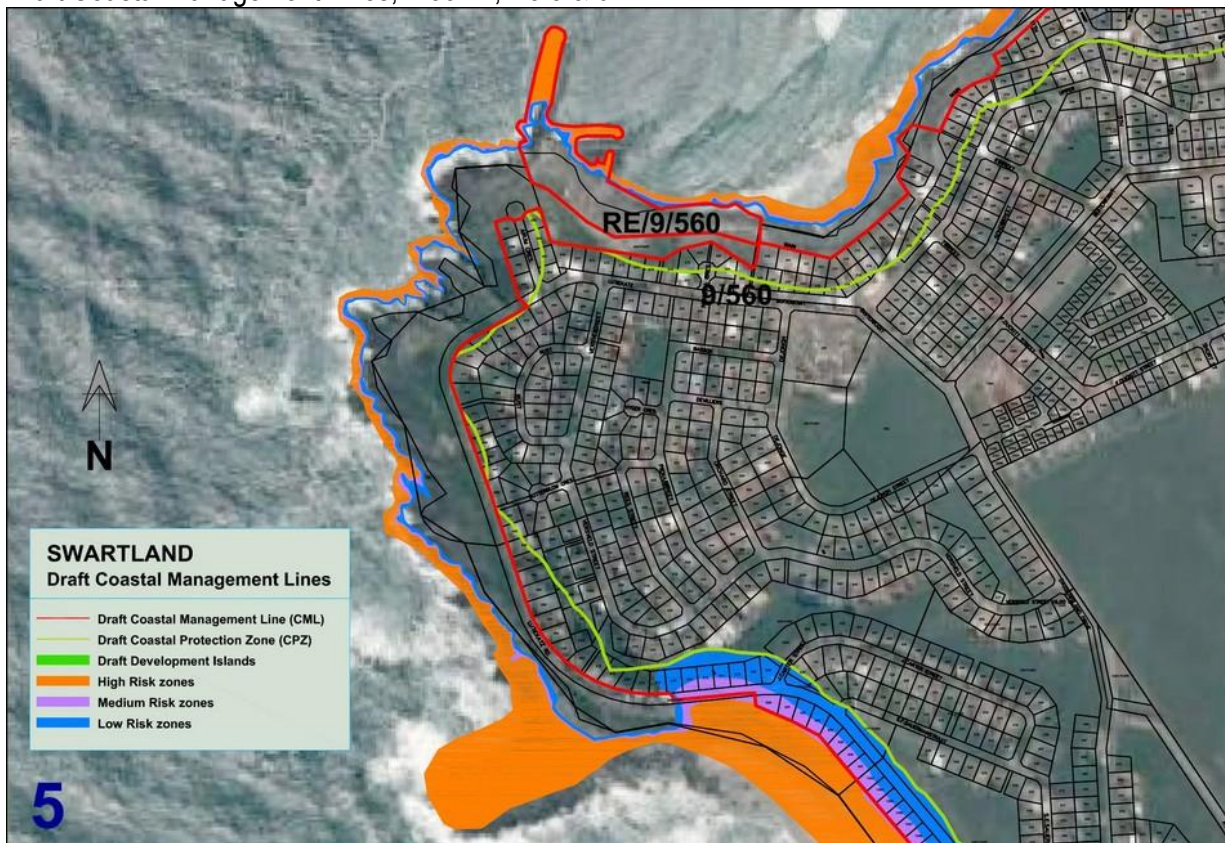
Draft Coastal Management Lines, Block A, No 1 & 2



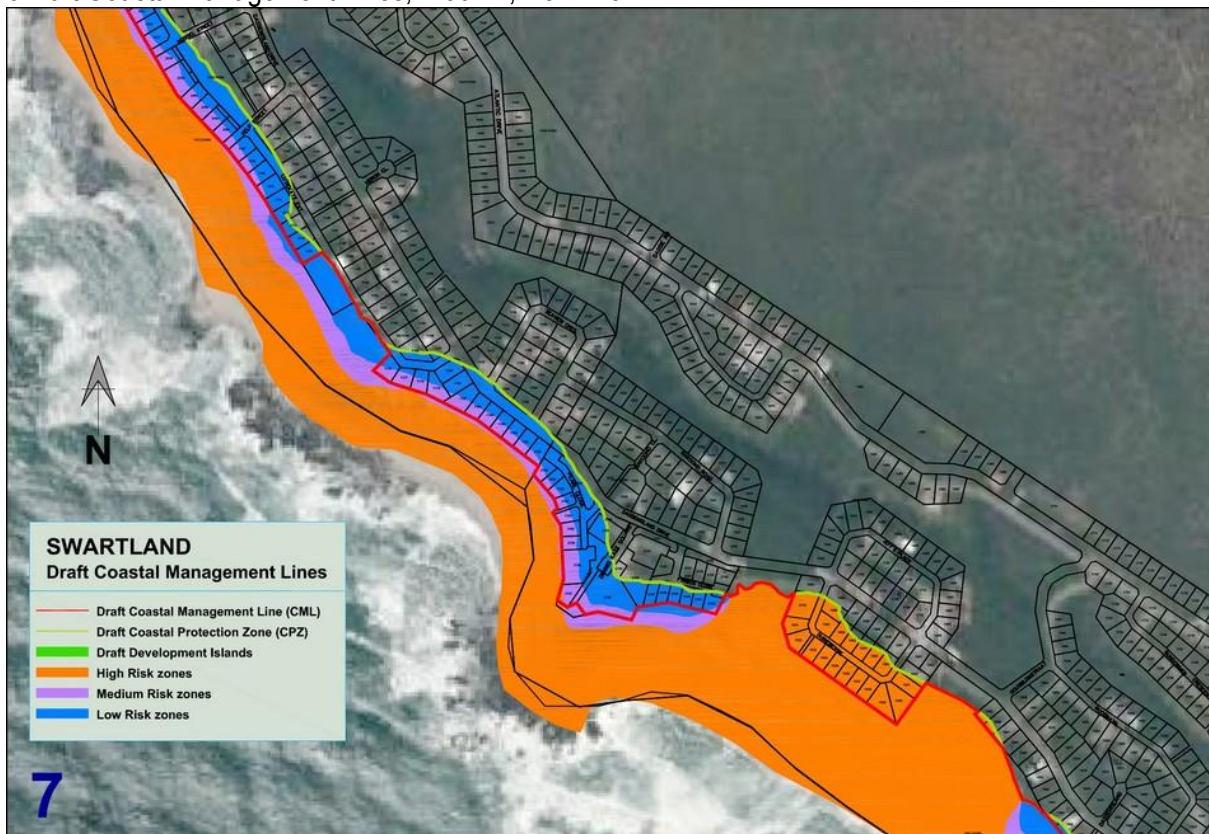
Draft Coastal Management Lines, Block A, No 3 & 4



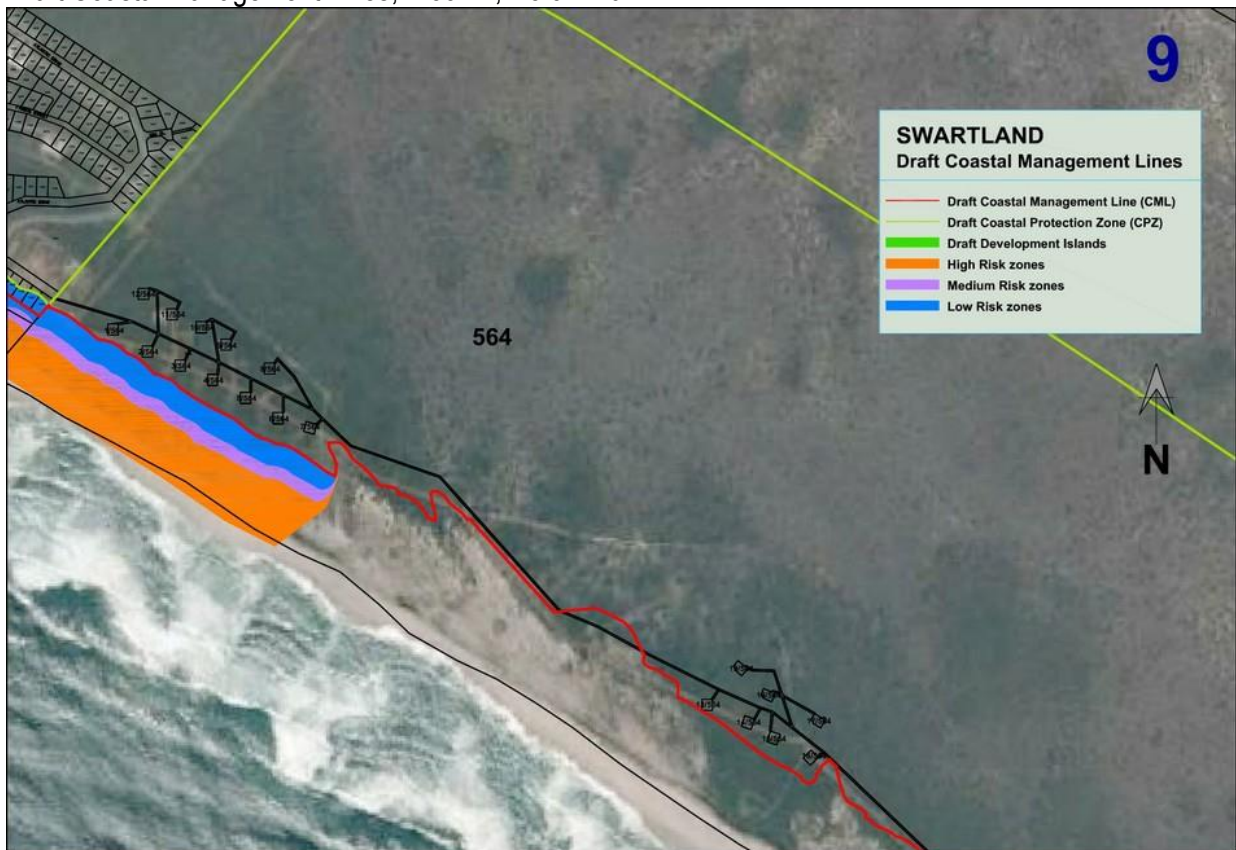
Draft Coastal Management Lines, Block A, No 5 & 6



8Draft Coastal Management Lines, Block A, No 7 – 8



Draft Coastal Management Lines, Block A, No 9 – 10



Draft Coastal Management Lines, Block B, No 11 – 17



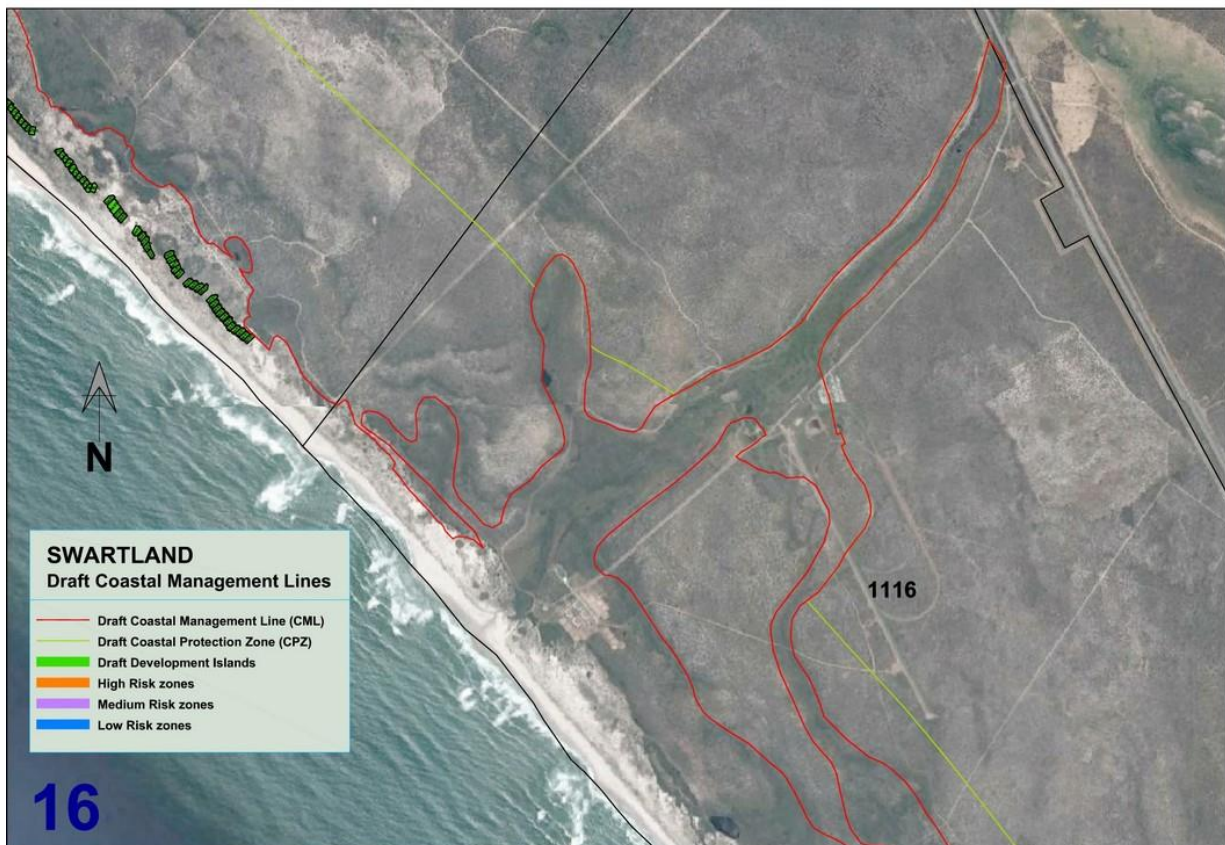
Draft Coastal Management Lines, Block B, No 11 – 12



Draft Coastal Management Lines, Block B, No 13 – 14



Draft Coastal Management Lines, Block B, No 15 – 16



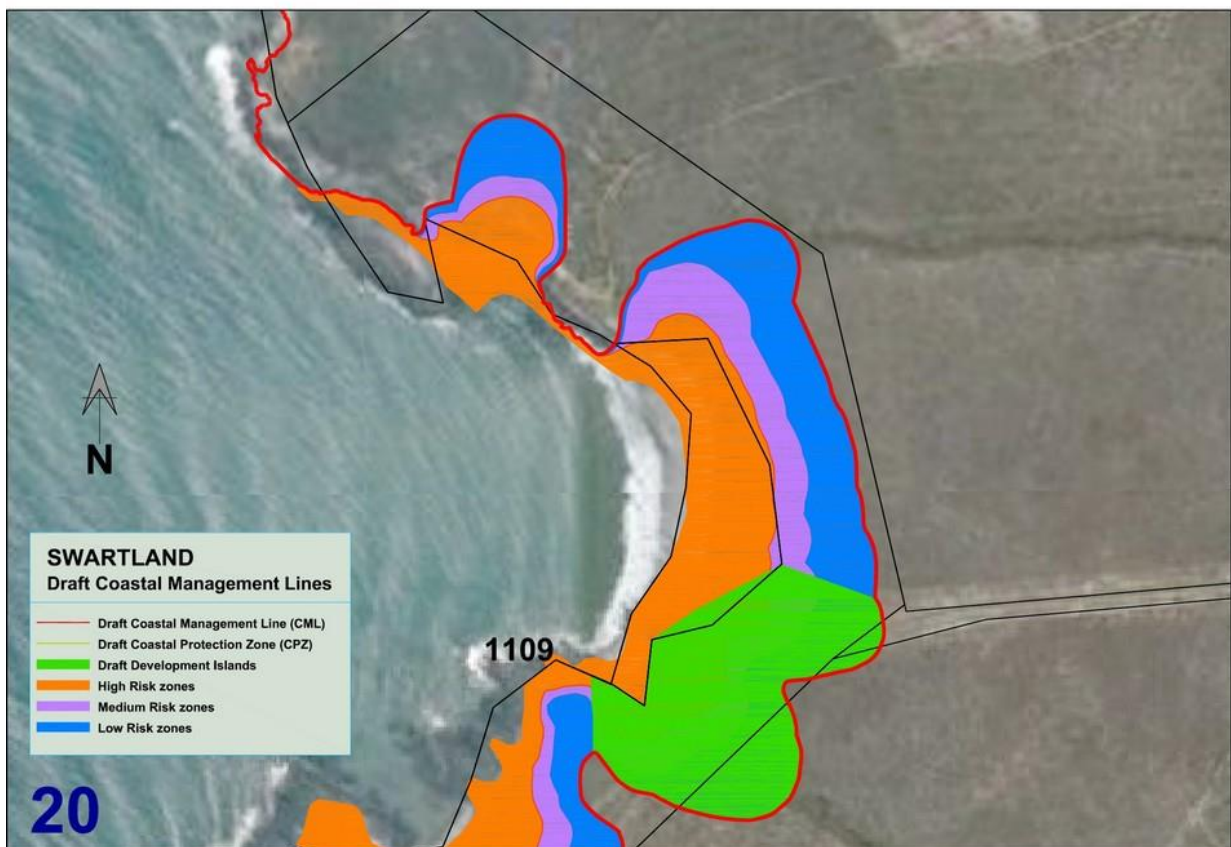
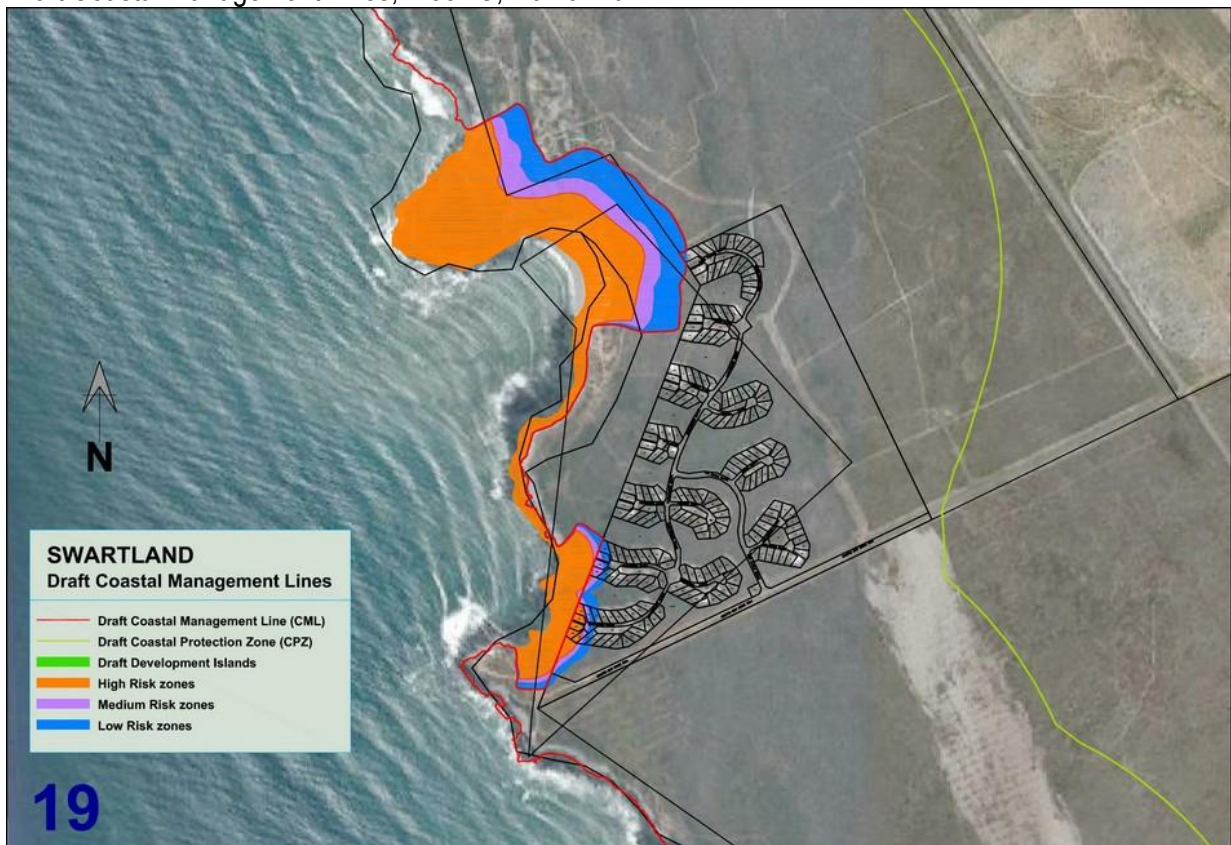
Draft Coastal Management Lines, Block C, No 18 – 19



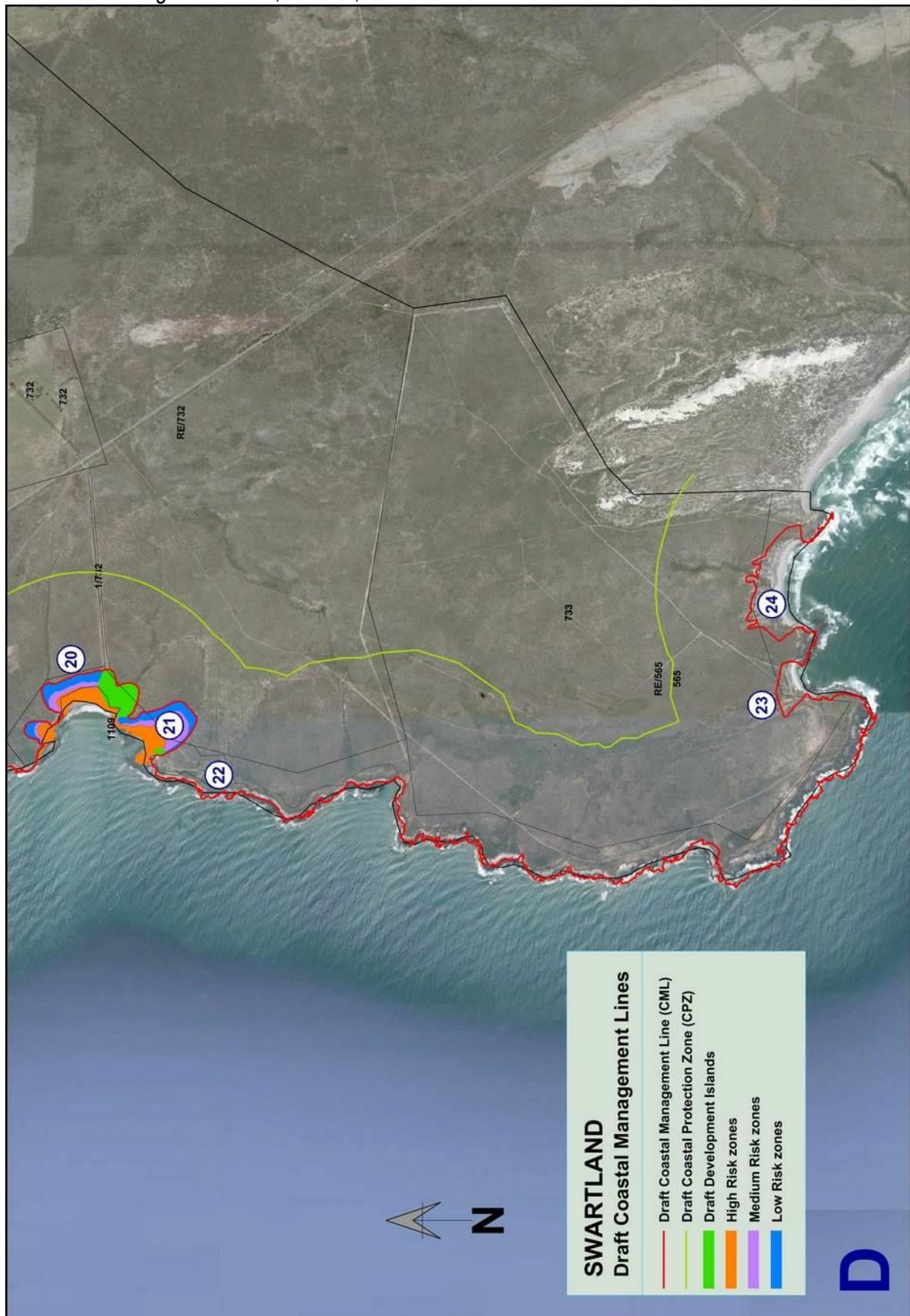
Draft Coastal Management Lines, Block C, No 17 & 18



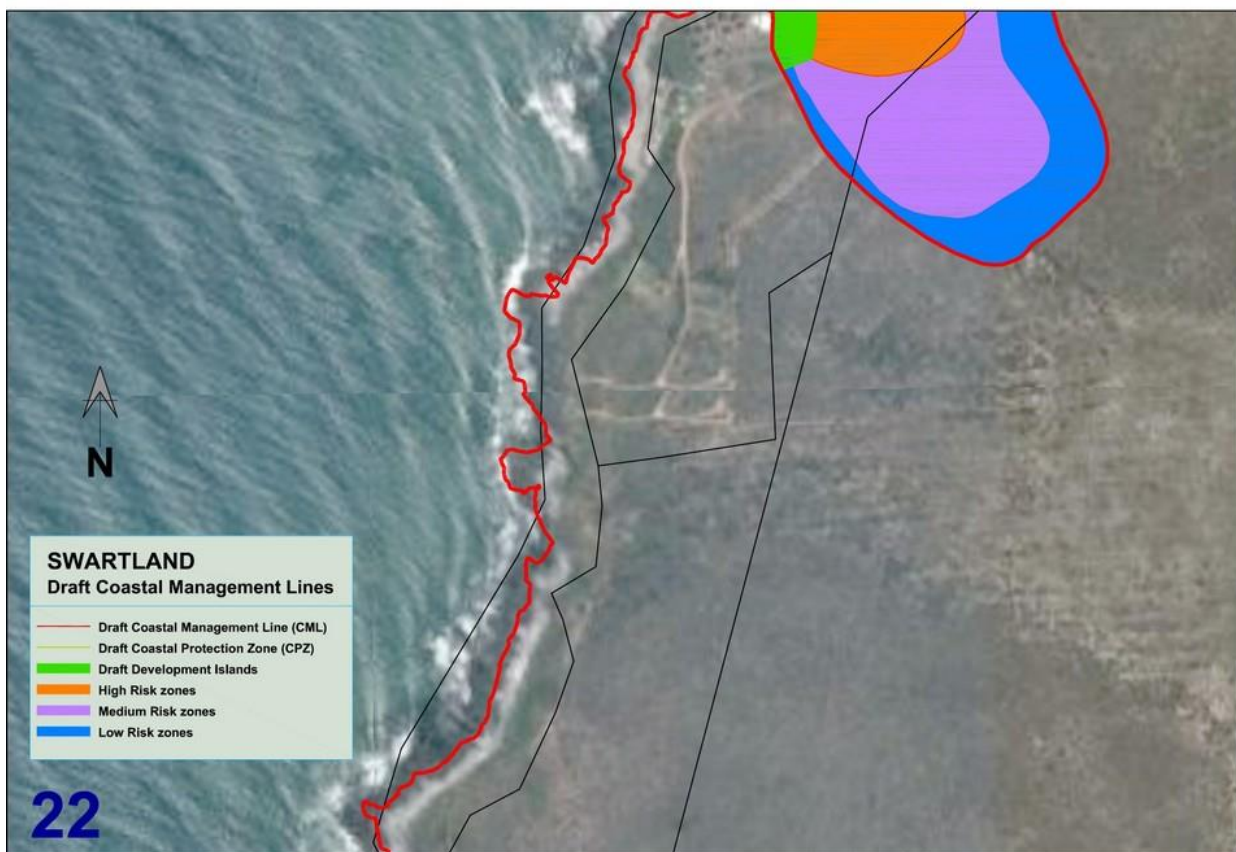
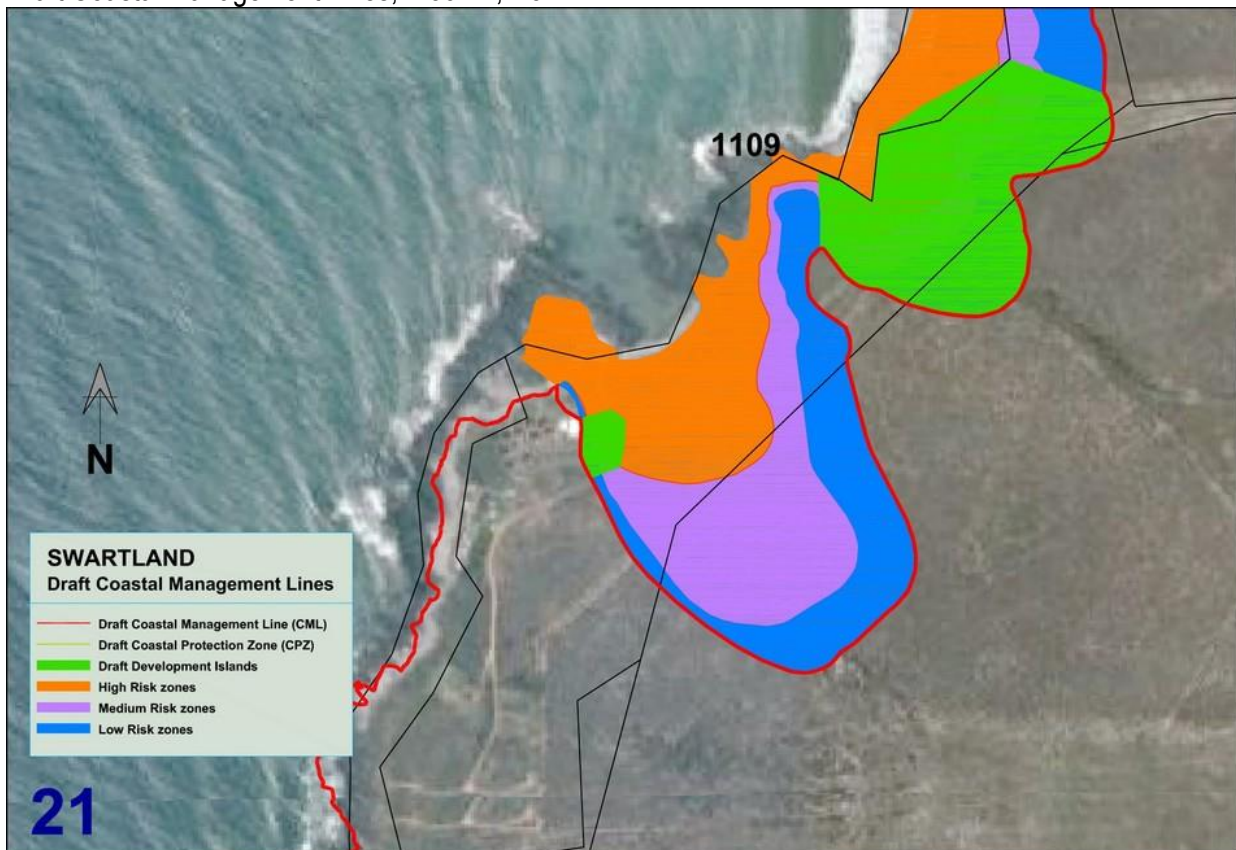
Draft Coastal Management Lines, Block C, No 19 -20



Draft Coastal Management Lines, Block D, No 21 – 24



Draft Coastal Management Lines, Block D, No 21 – 22



Draft Coastal Management Lines, Block D, No 23 – 24





Annexure 3

List of Mines in Swartland

Product and type of mine	Name of Mine	Use	Property description
Open Granite mine	Rheeboksfontein north of Malmesbury	Rock crushing for building industry	Portion 1 of Rheeboksfontein 689
	Elsana Granite mine	Rock crushing for building industry and road construction	Langkloof No 701
		Temporary mines related to the construction of roads also occur in the area.	
Sandstone:	Existing Old obsolete mine at Kloovenburg	Used for road construction in the past.	
Open Limestone mine	Pretoria Portland Cement	Production of cement	Farm Ongegund No 508
Lime:			Mined at Bridgetown and Moorreesburg.
Clay mine:		Production of bricks	Only one brick works at Kalbaskraal.
	Apollo Bricks	Production of bricks	Farm Modderfontein No 27
	Rivetprops	Production of bricks	Portion 26 of Farm Zouterivier No 22
Gypsum:		Calcium sulphate that seeps from surrounding area to the vlei.	Vlei directly north of Yzerfontein
Sand:		The sands in the hinterland have the ideal particle size for production of concrete	Coarse sands derived from granite found around Paardeberg.
	Afri Sam	Building sands	
	Mamre Holcim Mine	Building sands	Groenekloof No 971
	Burgherspan Sand mine (Sibathatu Mines)	Building sands	Droogte Valley Farm 456
	JJJ Sand Mine (Sibathatu Mines)	Building sands	Portion 3 of Slangkop No 552
	Morgenwacht Sand	Building sands	Morgenwacht No 883 Portion 1
	Munniksdam Alydycko Trust	Building sands	Munniksdam No 908
	Rosenburg - Van der Westhuizen	Building sands	Rosenburg, Malmesbury
	Vlok trans	Building sands	Klipheuwel road
Unclassified:	Afrimat – Bloemendalsfontein		Andre van Reenen, Darling
	Brocsands – Bloemendalsfontein		Blankenberg, Darling
	Alexanderfontein		Alexanderfontein, Darling
	Small Mine		Kersfontein, Malmesbury
	Small Mine		Basson, Doringkloof
	Tiptrans		MC Smit, Doringfontein
	Afrimat		Droogevalei 913



Annexure 4

Planning Guidelines and Directives

To ensure that each of the urban settlements are developed to their full potential the following guidelines and strategies are proposed:

Urban Areas

Planning Guidelines & Directives

Planning Guideline (PG)	Directives (D)
PG1 Formally guide and coordinate spatial development in the towns over the next 5 years by the creation of integrated and effective settlements.	D1 Amendment of urban edges and the identification of future areas for urban growth taking into account the conservation of the natural and built environment.
	D2 Malmesbury, Moorreesburg and Darling are the main towns to accommodate the future growth in the Swartland, but not limited to.
	D3 The scale and character of new developments must correspond with the proposed growth potential of each town to support sustainable development.
	D4 Determine expansion directions for land uses for a 5 to 20 year time frame.
PG2 Promote the effective use of all resources within the urban areas.	D5 Vacant land audit identified underutilized areas within the urban areas together with their possible development potential.
	D6 Categorise Swartland according to Critical Biodiversity Areas Mapping.
PG3 Development within the urban edge must take place in sympathy with existing sensitive areas and must strive for the optimal usage of existing resources.	D7 Identify sensitive nature areas within urban areas.
	D8 Prohibit development in sensitive natural areas, flood plains, steep gradients, marshes and dunes.
	D9 Development to occur above the 1:50 year flood line within all urban areas adjacent to rivers. Maintain 32 meter setback lines adjacent to rivers/ streams.
PG4 Promote densification within urban areas.	D10 Identify areas for densification/infill development within all towns of the Swartland to ensure that the characters of the towns are not jeopardised.
PG5 Promote integration of urban areas.	D11 Identify areas where integrated development can take place – Restructuring Zones along activity routes between

segregated areas extended.

Densification

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG6	Support densification as depicted in the WCPSPDF and a compact town form supported in LUPA and SPLUMA within the spatial sustainable and spatial efficient planning principles LUPA and SPLUMA to ensure sustainable and viable urban areas.	D12	Continued assessment and amendment of zoning scheme regulations to promote densification within urban areas and spatial resilience...
		D13	Support the following methods to promote densification in the Swartland: • <i>Infill of erven;</i> • <i>Development of existing vacant ("Brownfield") areas in urban areas;</i> • <i>Double storey and semi-detached dwelling units;</i> • <i>Subdivision of erven, second dwellings and sectional title developments;</i> • <i>Renewal of existing areas (demolish buildings for higher density developments or re-develop existing buildings);</i> • <i>Support integrated development on new "Greenfield" areas.</i>
PG7	Densification within the Swartland urban areas must be sensitive to the existing character, natural and historic environment of towns.	D14	Support the densification target for each town that are sensitive to the existing character of the town.

The following table provides an overview of how integration is proposed to take place within the different urban areas:

Integration					
Wards		Functional Integration	Social Integration	Provision of bigger variety of housing types	Spatial Integration
Wards 8 to 11	Malmesbury/ Abbotsdale	More social and commercial services in Wesbank, Ilinge Lethu and Abbotsdale along activity streets within walking distance.	An integrated and active open space network along Diep & Platteklip rivers. Integrated community sport facilities.	Different housing typologies and densities in brown field developments.	Mixed uses along Bokomo/ Darling Way to integrate Malmesbury and Wesbank. Develop between Malmesbury and Abbotsdale.
Wards 1 & 2	Moorreesburg	A safe pedestrian and cycling route along Main road.	A centrally located community node between Moorreesburg and	Different typologies and densities in brown field developments.	Integrated development along link road between Rosenhof and central

		Commercial uses in Rosenhof reinforced.	Rosenhof.		Moorreesburg.
Ward 6	Darling	Smaller and better placed social and commercial services in northern section of Darling.	A central community plain along connecting route between northern and southern parts of Darling.	Different housing typologies and densities in brown field developments.	Mixed uses along activity streets. Infill development on vacant land in town.
Ward 12	Riebeek Kasteel	A commercial and social node in Esterhof. Promote formal pedestrian walkways between Esterhof and Riebeek Kasteel.	Development reinforced along connecting route between Esterhof and Riebeek Kasteel.	Different housing typologies and densities in brown field developments. Infill higher density development along connecting route.	Mixed use along link road between Esterhof and central part of Riebeek Kasteel.
Ward 3	Riebeek West	Provision of additional social and community services in new housing project area.	A community sport complex serve bigger community.	Different housing typologies and densities.	Infill development in areas to support a more effective urban form. Mixed use development along main pedestrian and activity routes.
Ward 3	Ongegund	Limited social services	More efficient use of sports facilities	Different housing typologies and densities.	Infill development on vacant land to support a more effective urban form.
Ward 5	Yzerfontein	Social infrastructure specifically for large retired community.	Integrated community open space system linked coastline and natural vegetation with continued pedestrian walkway.	Different housing typologies and densities.	Mixed and alternative uses along activity roads enhancing tourism and scenic potential.
Ward 4	Riverlands	Central community node, social infrastructure and transport route between Riverlands and Chatsworth.	Central community node between towns where different social activities including sport, recreation and education are provided.	Different housing typologies and densities.	Central community node along the transport route between Riverlands and Chatsworth support spatial integration.
Ward 4	Chatsworth	Central community node, social infrastructure and transport route between Riverlands and Chatsworth.		Different housing typologies and densities.	Central community node and Mixed use along the transport route between Riverlands and Chatsworth.
Ward 7	Kalbaskraal	Improved social infrastructure in central location accessible to community.	Public areas along Diep River to integrated open space system.	Support subdivisions of larger erven to increase densities.	
Ward 1	Ruststasie	Minimal provision of social infrastructure for surrounding farming community.			

Urban Restructuring

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG8	Encourage integrated settlement patterns in the urban areas to support spatial	D15	Support applications which promote a greater mix of land uses and densities.

integration and efficiency as per LUPA and SPLUMA.

D16 Ensure that residential areas are supported by adequate supporting social, commercial and recreational and public land uses to contribute to a well-functioning and sustainable living environment.

D17 Encourage the multi-functional use of social facilities, institutional facilities and recreational spaces.

D18 Identification of restructuring Zones in major towns of Malmesbury, Moorreesburg and Darling.

PG9 Improve the accessibility of all services and infrastructure through the implementation of good contextual urban design criteria establishing a good relationship between the people, built environment and natural spaces within the towns.

D19 Encourage good design principles in the design of all developments to encourage, promote and protect the desired sense of place of Swartland towns.

D20 New developments to provide for adequate distribution of supporting land uses including social and community facilities.

The following planning guidelines and directives will ensure adequate provision of housing in the Swartland municipal area: [The policy guidelines and directives related to urban areas are indicated as PG (planning guidelines) & D (directives) while those related to the rural areas are indicated as RPG (rural planning guidelines) and RD (rural directives).]

Housing

Planning Guidelines and Directives

Planning Guidelines (PG)	Directives (D)
PG10 Private development of housing within an urban area must be encouraged, but must be in line with guidelines and policies of the SDF and other relevant legislation.	D21 Private development within an urban area must be in line with the SDF proposals as well as environmentally sustainable and integrated.
	D22 Public spending on infrastructure must be done in a strategic and effective manner in order to support future sustainable developments.
PG11 Future development of subsidised erven/housing will only be done in towns with a growth potential. Current backlogs will however need to be addressed where possible in existing towns.	D23 Future development of subsidised erven/housing will focus across Swartland based on the need.
	D24 Identify land for the development of future subsidized projects to alleviate the existing backlog in Swartland towns.

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|---|---|
| <p>PG12 The development of GAP housing and erven within private developments must be encouraged.</p> | <p>D25 Private developments must contribute to all forms of housing types by providing for a variety of housing types for all income groups within integrated areas.</p> |
| | <p>D26 Amend zoning schemes in order to allow the development of integrated housing developments with mixed densities and adapted building lines within the development areas.</p> |
| <p>PG13 Provide housing options for farm workers in towns.</p> | <p>D27 RD At least 25% of the subsidised erf/unit developments must be earmarked for farm workers in order to enable them access to property rights within all urban areas of the Swartland.</p> |
| <p>PG14 Support the continued improvement of farm workers housing on the farms.</p> | <p>RD2 Provide directives for agri villages i.e. only in intensive farming areas.</p> |
| <p>PG15 Support spatial justice and create sustainable integrated living environments for all the Swartland residents.</p> | <p>D28 Provide integrated developments which include social, economic, institutional services.</p> |
| | <p>D29 Support the intensification of land uses and provision of mixed uses.</p> |
| | <p>D30 Contribute to the restructuring of towns to redress the historical segregated urban patterns and include people and areas that were previously excluded.</p> |
| | <p>D31 Provide living and working areas in close proximity to each other, especially for the poorer communities.</p> |
| | <p>D32 Support more compact urban forms to ensure more effective urban areas.</p> |
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Bulk Infrastructure and Services

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG16	Provision and planning of bulk infrastructure must be in line with the future spatial growth and planning of the towns and be cost effective.	D33	Determine the need for bulk infrastructure in Swartland as required for the proposed growth potential and planned projects.
		D34	Identify the proposed best location for the expansion and the infrastructure planned in the different towns.
		D35	Provision of service to the community in an effective and sustainable way by prioritising spending on infrastructure in areas with an economic growth potential.
PG3	Provide & support an effective environment	RD3	Provision of environmentally friendly infrastructure and services in rural areas to not only improve the quality of life of people living in the rural areas but also to ensure continued environmental management and protection.
		D36	Provide and deliver rural infrastructure and services for water harvesting infrastructure, sufficient storage capacity for drinking water and expanded distribution networks where necessary;
		RD4	
		RD5	Provide and deliver rural infrastructure and services for sanitation i.e. individual sewerage works (not connected to existing networks) to small rural settlements, grade sewerage works and promote and implement West Coast District Municipal Rural Bathroom Subsidies;
		RD6	Provide and deliver rural infrastructure and services for electricity i.e. support the installation of sufficient transformers to provide electricity to households and the generation of alternative energy;
		RD7	Provide and deliver rural infrastructure and services for waste i.e. establish transfer stations at appropriate locations in rural areas and in rural towns and provide sewerage services as per national norms in all rural towns.
		RD8	Develop and provide services that require minimal operational support i.e. solar and wind energy, storing of rain water, boreholes and environmental friendly sanitation services;
		RD9	Registration of servitudes for bulk services infrastructure and right of way to maintain service;
		D37	Investigate alternative water resources for the Swartland to plan for future drought conditions.



The following planning guidelines and directives ensure adequate planning and provision of social infrastructure in the Swartland municipal area:

Social Infrastructure

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG17	Provide social infrastructure to ensure improved health and education services, improved quality of life and an active community life for all residents in the Swartland.	D38	Provide social facilities in accordance with planning norms.
		D39	Provide accessible education facilities for all age groups.
		D40	Provide and support multipurpose community services and infrastructure i.e. periodic service centres, (similar to multi-purpose service centres in urban areas) preferably in existing infrastructure. Placement in areas having the highest access to surrounding urban & rural areas.
		RD10	
		RD11	Locate cemeteries in rural area subject to environmental impact and geo-technical assessments, proximity to access roads and churches, adherence to buffer distance from existing water streams, provision of public facilities i.e. public toilets.
		RD12	Provision, expansion and support of public transport infrastructure and transport modalities: • Determine viability of regular and affordable public transport system along main transport routes amongst densely populated farms and settlements, integrating urban and rural areas by means of transport corridors.

The following objectives and strategies ensure improved connectivity and mobility in the Swartland municipal area:

Movement Network

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG18	Develop a comprehensive transport plan for future expansion of urban areas.	D41	Realistic affordable transport plan to accommodate the increased traffic within the urban areas – collaborate with Provincial Roads department.
PG 19	Support affordable public transport.	D42	Support the development of an affordable public transport service between the urban and rural areas in Swartland to improve the mobility of all residents.
PG20	Reinforce and enhance the activity routes as development corridors.	D43	Encourage the intensification of land uses along activity routes and in corridors along these routes. Allow for mixed

			uses along activity routes to enhance these routes as important links in town.
		D44	Encourage the development of medium and higher density residential developments along activity routes.
PG21	Support the provision of pedestrian friendly environments in the urban areas as part of effective land use planning.	D45	Provision of formal safe pedestrian/cycling routes along main activity routes.
		D46	Strive to provide pedestrian routes that are accessible to disable people in the communities.
		D47	Plan the location of new residential areas close to working opportunities to limit vehicle movement in the urban areas.
PG22	Upgrading and continuous maintenance of roads in rural and urban areas.	D48	Incorporate the continuous upgrading and maintenance of the urban road network in the yearly budget.
		D49	Keep dirt roads in rural towns where they form part of the character of the town. It is however important to design and maintain dirt roads in the appropriate manner to limit storm water impact on roads.
		D50	Prioritise maintenance and development of identified activity streets in towns.
PG23	Improve mobility	RD13	Strengthen Regional routes and mobility between urban agricultural service centres including development of transport nodes along the N7 blending with the agricultural landscape focussing on agriculture and tourism.
		RD14	Strengthen economic access and links i.e. maintain existing road, promote links between surrounding municipalities and region and lobby for new and planned regional network through Swartland Municipal Area (i.e. Ceres Karoo/ Saldanha connection).
		RD15	Strengthen railways and services i.e. to transport agricultural freight and to promote tourism between Swartland towns and surrounding regions;
		RD16	Strengthen Communication networks and promote establishment of information centres in rural areas.

Natural Conservation

Planning Guidelines and Directives

Planning Guideline (PG)		Directive(D)	
PG23	Identify the natural environments in the urban areas that need to be protected and conserved.	D51	Support the conservation of natural areas within the urban and rural areas through stewardship programs with Cape Nature and inclusion in open space networks. Link natural areas with the larger network in the Swartland and surrounding municipal areas. Development of a West Coast Conservation corridor along West Coast region of the Swartland – linking West Coast National Park (Saldanha Municipality) in north with Blaauberg Reserve (City of Cape Town) in the south also including the West Coast Biosphere Reserve.
		D52	Support the public access and use of these natural areas through proper management and the provision of infrastructure to utilise these areas in an effective and sustainable way that will not damage the environment. For example provide hiking trails, boardwalks, formalised picnic areas, botanical gardens and educational faculties as well as opportunities for accommodation.
		D53	The continued removal of alien vegetation and rehabilitation of conservation areas.
PG24	Reduce the effect of development impacts on river systems, wetlands, and aquifers.	D54	Allow the land use development decisions to be guided by the sensitivity of catchment areas and to allow continued protection of water quality, maintain the natural hydrological behaviour of catchments, minimize sewerage discharge into the natural environment and maintain the required 32 meter setback along all rivers.
PG25	Effective management of development along the coastline in a sustainable and precautionary manner.	D55	Support nodal rather than strip development along the coastline.
		D56	Consider potential effects of climate change when assessing applications along the coastline – development to be behind the coastal setback line.
		D57	Consider the guidelines provided by the Coastal Management documentation compiled by West Coast District Municipality.

PG26	Protect & strengthen the natural environment (landscape).	RD17	Establish climate change corridors and formal Conservation areas;
		RD18	Protection of the natural landscape features in the Swartland as a cultural resource, i.e. rolling landscape of undulating hills with agricultural uses, prominent mountains that provide a link and backdrop.
PG27	Protect & strengthen the natural (& built) environment	RD19	Regulate rural development according to bioregional planning initiatives.
		RD20	Implement effective overlay zones in rural and urban areas to identify conservation areas.
		RD21	Develop incentives and organizational capacity to promote conservation: • Incentivise land owners to manage natural veld as an asset for the environment and for the owner; • Focus conservation priorities primarily on the benefit for landowners to ensure sustainable conservation projects; • Promote conservation stewardships in the Swartland municipal area; • Develop & implement environmental management plans that can be managed on the lowest level; • Support conservation organizations, initiatives and programmes such as the Cape Environmental Action Plan (CAPE) of Cape Nature, South African National Biodiversity Institute, Stewards of Rare and Endangered Veldt flowers and the Critical Ecosystem partnership fund to promote unique ecosystems of the Cape Floral Kingdom; • Promote conservation & agriculture i.e. Biodiversity & Wine initiative (Western Cape Wine industry);
		RD22	Manage conservation: • Remove alien vegetation and increase water volumes and biodiversity; • Prevent potential veld fires and protect the appearance of the mountain landscape; • Manage the necessary veld fires to ensure seeds germinate.



The following objectives and strategies ensure the conservation of Cultural Heritage Resources in the Swartland municipal area:

Cultural, Visual & Built Heritage Conservation

Planning Guidelines and Directives

PG28	Protect & strengthen heritage resources in rural and urban area.	RD23	Protection of the heritage resources (built and natural features) in the rural areas.
		D58	Protection of the heritage resources (built and natural features) in the urban areas.
PG30	Improve access to and provide information on the cultural & heritage resources in the Swartland Region.	D59	Promote formal access and viewing of heritage sites and improve the marketing of these sites to inform more people of its significance.
PG31	Allow the effective and sensitive regeneration of buildings and sites of historical and architectural significance in the Swartland region.	D60	Encourage the sensitive renewal of historical areas, buildings and sites for the effective re-use of these areas for economic regeneration in towns.
		RD22	Support the restoration of historic non-residential buildings on farms.
		D61	Discourage the demolition or inappropriate alteration to historical buildings and sites.
PG32	Carefully manage land usage and buildings along identified scenic routes and important scenic landscapes in the Swartland municipal area.	D62	Ensure the protection and enhancement of the scenic visual quality along scenic routes and landscapes during decision making. Consider the implementation of land use management guidelines for development along scenic routes in order to ensure appropriate design of buildings, infrastructure (power lines, telecommunication lines and towers/masts) and signage along these routes and in the landscapes.
PG33	Protect & strengthen the cultural, visual & built environment.	RD23	Protect the cultural landscape i.e. promote festivals, celebrations and open days and expand limited accommodation and restaurant facilities to promote the local produce and hospitality of the Swartland area;
		RD24	Protect and promote the heritage landscape i.e. recognise the following heritage landscapes: natural, traditional hunting and grazing areas; Colonial- Indigenous trade and contact; historic routes; agricultural production; religious/ faith sites; water; displacement and separation due to apartheid; scenery and attractions; historic towns;
		RD25	Develop a tourism train route, establish and promote unique routes i.e. farming, grain (including towns with mills and silos), sacred sites and fountains;

The following table supplies the objectives and strategies to ensure the continued support and development of the tourism industry in the Swartland municipal area:

Tourism

Planning Guidelines and Directives

Planning Guidelines (PG)		Directives (D)	
PG34	Support the development of sustainable tourism resources in the Swartland region.	D63	Acknowledge the existing resources in the Swartland region and support their development and conservation to the advantage of the tourism industry.
		D64	Effective management of tourism in the different towns and rural areas. Ensure that development does not negatively affect the tourism potential of the region.
		D65	Provide opportunities in tourism where local communities can get access to this industry.
		D66	Support agri-tourism in the rural areas through guest farms, recreational opportunities and resorts next to resources such as rivers, mountains and the coastline.
		D67	Pro-actively stimulate the local economy taking into account the character of the region, local rural towns and the natural resources.
PG35	Investment in infrastructure to support the tourism industry.	D68	Conservation of the primary and operational requirements of dams, other water resources, water quality (Berg River water quality) and water safety (flood control guidelines, lifeguards).
		D69	Upgrading of roads and services to support the tourism industry.
PG36	Support tourism development that is environmentally friendly.	D70	All applications for tourism development should be assessed on their individual merits considering the economic attributes as well as impact on the environment.
PG37	Support sustainable	RD26	Strengthen and develop various existing and new tourism destinations.
			○ Agri-tourism destinations i.e. accommodation on functioning grain and fruit farms, festivals agri-tourism routes, farm stalls, participation of disadvantaged and poor households in tourism ○ Heritage destinations i.e. heritage tourism destinations ○ Water sport and recreation i.e. enhance opportunities for fishing and water sport, matches and sport events,

resorts and short term and tourism accommodation along rivers, dams and the sea to promote water sport and recreation

- Endurance sport and recreation i.e. encourage endurance sport routes and events i.e. mountain biking and hiking and walking trails

RD27 Grow Berg River as part of the West Coast tourism strategy i.e. develop infrastructure that can support tourism and uniform tourism signage and information points.

RD28 Map tourism routes to include farms and neighbouring municipalities.

The following table supplies the objectives and strategies to ensure the support of land reform in urban and rural areas in the Swartland municipal area:

Land & Agriculture Reform

Planning Guidelines and Directives

Planning guidelines (PG)		Directives (D)	
PG38	Identify land for land reform and subsidised housing delivery projects.	D71	Identify land that should be further investigated, acquired/banked for potential subsidized erven/housing projects.
PG39	Identify areas for urban agriculture.	D73	Identify areas within the commonage and other land suited for a range of farming activities as a means of supporting agricultural related land reform and food security in urban areas. Identification of these areas should consider the necessary guidelines for effective farming (availability and affordability of water and land, flat topography, soil conditions, location in terms of community and potential conflicts between residential areas and agricultural use).
PG40	Support effective land reform opportunities in the Swartland.	RD29	Identify and support viable land reform opportunities.



Annexure 5

Properties included in the Intensive Rural Development Corridor

Properties included in Intensive Rural Development Corridor				
	Property description	Zoning	Property description	Zoning
1	Portion 3 of 997	Agricultural Zone 1	Portion 49 of 821	Agriculture Zone 3: Smallholding
2	Remainder 1034	Agricultural Zone 1	Portion 50 of 821	Agriculture Zone 3: Smallholding
3	Portion 3 of 762	Agriculture Zone 3: Smallholding	Portion 51 of 821	Agriculture Zone 3: Smallholding
4	Portion 3 of 761	Agriculture Zone 3: Smallholding	Portion 52 of 821	Agriculture Zone 3: Smallholding
5	Portion 8 of 761	Agricultural Zone 1	Portion 53 of 821	Agriculture Zone 3: Smallholding
6	Portion 7 of 761 (part of)	Agricultural Zone 1	Portion 54 of 821	Agriculture Zone 3: Smallholding
7	Erf 785	Agriculture Zone 3: Smallholding	Portion 55 of 821	Agriculture Zone 3: Smallholding
8	Portion 1 of 1034	Agriculture Zone 3: Smallholding	Farm 820	Agricultural Zone 1
9	Portion 2 of 1034	Agriculture Zone 3: Smallholding	Remainder 759	Agricultural Zone 1
10	Portion 3 of 1034	Agriculture Zone 3: Smallholding	Portion 5 of 758	Agricultural Zone 1
11	Portion 4 of 1034	Agriculture Zone 3: Smallholding	Remainder 758	Agricultural Zone 1
12	Portion 5 of 1034	Agriculture Zone 3: Smallholding	Portion 83 of 758	Agricultural Zone 1
13	Portion 1 of 997	Agriculture Zone 3: Smallholding	Portion 84 of 758	Agricultural Zone 1
14	Remainder 764	Agriculture Zone 3: Smallholding	Portion 85 of 758	Agricultural Zone 1
15	Remainder 765	Agriculture Zone 3: Smallholding	Portion 86 of 758	Agricultural Zone 1
16	Farm 1209	Agricultural Zone 1	Portion 87 of 758	Agricultural Zone 1
17	Re Portion 21 of 817	Agricultural Zone 1	Portion 88 of 758	Agricultural Zone 1
18	Remainder 997	Agricultural Zone 1	Portion 3 of 758 (part of)	Agricultural Zone 1
19	Portion 4 of 997	Agricultural Zone 1	Portion 4 of 758 (part of)	Agricultural Zone 1
20	Portion 5 of 817	Agricultural Zone 1	Portion 15 of 817	Agricultural Zone 1
21	Portion 9 of 817	Agriculture Zone 3: Smallholding	Portion 19 of 817	Agricultural Zone 1
22	Portion 10 of 817	Agriculture Zone 3: Smallholding	Portion 26 of 817	Agricultural Zone 1
23	Portion 11 of 817	Agriculture Zone 3: Smallholding	Re Portion 6 of 758	Agriculture Zone 3: Smallholding
24	Portion 12 of 817	Agriculture Zone 3: Smallholding	Portion 7 of 758	Agriculture Zone 3: Smallholding
25	Portion 13 of 817	Agriculture Zone 3: Smallholding	Portion 8 of 758	Agriculture Zone 3: Smallholding
26	Portion 14 of 817	Agriculture Zone 3: Smallholding	Portion 9 of 758	Agriculture Zone 3: Smallholding
27	Re Portion 16 of 817	Agricultural Zone 1	Portion 11 of 758	Agriculture Zone 3: Smallholding
28	Portion 3 of 828	Agricultural Zone 1	Portion 77 of 758	Agriculture Zone 3: Smallholding
29	Farm 1060	Agricultural Zone 1	Portion 78 of 758	Agriculture Zone 3: Smallholding
30	Re Portion 17 of 817	Agriculture Zone 3: Smallholding	Portion 51 of 758	Agriculture Zone 3: Smallholding
31	Re Portion 18 of 817	Agriculture Zone 3: Smallholding	Portion 52 of 758	Agriculture Zone 3: Smallholding
32	Remainder 953	Agricultural Zone 1	Portion 13 of 758	Agriculture Zone 3: Smallholding
33	Erf 115	Agricultural Zone 1	Portion 15 of 758	Agriculture Zone 3: Smallholding
34	Farm 1119	Agricultural Zone 1	Portion 16 of 758	Agriculture Zone 3: Smallholding
35	Farm 825	Agricultural Zone 1	Portion 17 of 758	Agriculture Zone 3: Smallholding
36	Re Portion 14 of 821	Agricultural Zone 1	Portion 18 of 758	Agriculture Zone 3: Smallholding
37	Portion 65 of 821	Agricultural Zone 1	Portion 19 of 758	Agriculture Zone 3: Smallholding
38	Remainder 1103	Agricultural Zone 1	Portion 20 of 758	Agriculture Zone 3: Smallholding
39	Re Portion 10 of 821	Agricultural Zone 1	Portion 21 of 758	Agriculture Zone 3: Smallholding
40	Portion 1 of 895	Agricultural Zone 1	Portion 22 of 758	Agriculture Zone 3: Smallholding
41	Portion 15 of 821	Agricultural Zone 1	Portion 46 of 758	Agriculture Zone 3: Smallholding
42	Farm 1103 (part of)	Agricultural Zone 1	Portion 47 of 758	Agriculture Zone 3: Smallholding
43	Portion 2 of 895	Agricultural Zone 1	Portion 48 of 758	Agriculture Zone 3: Smallholding
44	Portion 9 of 821	Agricultural Zone 1	Portion 49 of 758	Agriculture Zone 3: Smallholding
45	Portion 9 of 821	Agricultural Zone 1	Portion 50 of 758	Agriculture Zone 3: Smallholding
46	Portion 11 of 821	Agricultural Zone 1	Portion 67 of 758	Agriculture Zone 3: Smallholding
47	Portion 13 of 821	Agricultural Zone 1	Portion 64 of 758	Agriculture Zone 3: Smallholding
48	Portion 16 of 821	Agricultural Zone 1	Portion 65 of 758	Agriculture Zone 3: Smallholding
49	Portion 44 of 821	Agricultural Zone 1	Portion 57 of 758	Agriculture Zone 3: Smallholding
50	Portion 56 of 821	Agricultural Zone 1	Portion 58 of 758	Agriculture Zone 3: Smallholding
51	Portion 17 of 821	Agriculture Zone 3: Smallholding	Portion 59 of 758	Agriculture Zone 3: Smallholding
52	Portion 18 of 821	Agriculture Zone 3: Smallholding	Portion 79 of 758	Agriculture Zone 3: Smallholding

53	Portion 19 of 821	Agriculture Zone 3: Smallholding	Portion 60 of 758	Agriculture Zone 3: Smallholding
54	Portion 20 of 821	Agriculture Zone 3: Smallholding	Portion 61 of 758	Agriculture Zone 3: Smallholding
55	Portion 21 of 821	Agriculture Zone 3: Smallholding	Portion 62 of 758	Agriculture Zone 3: Smallholding
56	Portion 22 of 821	Agriculture Zone 3: Smallholding	Portion 39 of 758	Agriculture Zone 3: Smallholding
57	Portion 23 of 821	Agriculture Zone 3: Smallholding	Portion 40 of 758	Agriculture Zone 3: Smallholding
58	Portion 24 of 821	Agriculture Zone 3: Smallholding	Portion 41 of 758	Agriculture Zone 3: Smallholding
59	Portion 25 of 821	Agriculture Zone 3: Smallholding	Portion 42 of 758	Agriculture Zone 3: Smallholding
60	Portion 26 of 821	Agriculture Zone 3: Smallholding	Portion 43 of 758	Agriculture Zone 3: Smallholding
61	Portion 27 of 821	Agriculture Zone 3: Smallholding	Portion 44 of 758	Agriculture Zone 3: Smallholding
62	Portion 28 of 821	Agriculture Zone 3: Smallholding	Portion 45 of 758	Agriculture Zone 3: Smallholding
63	Portion 29 of 821	Agriculture Zone 3: Smallholding	Portion 55 of 758	Agriculture Zone 3: Smallholding
64	Portion 30 of 821	Agriculture Zone 3: Smallholding	Portion 34 of 758	Agriculture Zone 3: Smallholding
65	Portion 31 of 821	Agriculture Zone 3: Smallholding	Portion 101 of 758	Agriculture Zone 3: Smallholding
66	Portion 32 of 821	Agriculture Zone 3: Smallholding	Portion 37 of 758	Agriculture Zone 3: Smallholding
67	Portion 33 of 821	Agriculture Zone 3: Smallholding	Portion 38 of 758	Agriculture Zone 3: Smallholding
68	Portion 34 of 821	Agriculture Zone 3: Smallholding	Portion 97 of 758	Agriculture Zone 3: Smallholding
69	Portion 35 of 821	Agriculture Zone 3: Smallholding	Re Portion 32 of 758	Agriculture Zone 3: Smallholding
70	Portion 36 of 821	Agriculture Zone 3: Smallholding	Re Portion 33 of 758	Agriculture Zone 3: Smallholding
71	Portion 37 of 821	Agriculture Zone 3: Smallholding	Portion 91 of 758	Agriculture Zone 3: Smallholding
72	Portion 38 of 821	Agriculture Zone 3: Smallholding	Portion 74 of 758	Agriculture Zone 3: Smallholding
73	Portion 39 of 821	Agriculture Zone 3: Smallholding	Portion 75 of 758	Agriculture Zone 3: Smallholding
74	Portion 40 of 821	Agriculture Zone 3: Smallholding	Portion 25 of 758	Agriculture Zone 3: Smallholding
75	Portion 41 of 821	Agriculture Zone 3: Smallholding	Portion 26 of 758	Agriculture Zone 3: Smallholding
76	Portion 42 of 821	Agriculture Zone 3: Smallholding	Portion 27 of 758	Agriculture Zone 3: Smallholding
77	Portion 45 of 821	Agriculture Zone 3: Smallholding	Portion 28 of 758	Agriculture Zone 3: Smallholding
78	Portion 46 of 821	Agriculture Zone 3: Smallholding	Portion 29 of 758	Agriculture Zone 3: Smallholding
79	Portion 47 of 821	Agriculture Zone 3: Smallholding	Portion 30 of 758	Agriculture Zone 3: Smallholding
80	Portion 48 of 821	Agriculture Zone 3: Smallholding		



Annexure 6

Malmesbury Priority FPSU Projects

West Coast Rural Development Plan Malmesbury Priority FPSU Catchment Projects				
Project Name	Project Description	Branch	Budget Year	Budget
FPSU Site Identification and formalisation	1. Land identification 2. Determine ownership. 3. Formalise agreements	Local Municipality West Coast District Municipality RD & LTA	t.b.d	Business Plan
Poultry Belt Development	Investigate the requirements and needs of emerging farmers to support the development of the area to the south of Malmesbury as a "poultry belt"	NARYSEC/ WCDa, REID	t.b.d	Business Plan
Small Stock Production Increase	Support programmes and training to increase small livestock production, animal health and farm environmental performance:	NARYSEC/ WCDa	t.b.d	Business Plan
Starter production Infrastructure-Feasibility	Investigate the provision of / or access to "starter" production infrastructure units (poultry houses, piggeries) for small-holding and peri-urban emerging farmers and community-based groups.	NARYSEC/ WCDa	t.b.d	Business Plan
Capacity Building and Training for emerging farmers	SEDA for institutional building and business training for emerging farmers	REID	t.b.d	Business Plan
Volume of Production	Determine the volume of production for increasing volumes	WCDa	t.b.d	Business Plan
Business plan preparation	Business plan development and implementation (determine the needs and inputs)	REID (Urban Econ)	t.b.d	Business Plan
Identify emerging producers	Identify all the emerging farmers/producers within the FPSU catchment	REID	t.b.d.	Business Plan
Capacity Building and empowerment	Active involvement of rural women	REID	t.b.d	Business Plan
Recruitment and training of NARYSEC youth	1. Recruitment of unemployed youth. 2. Skills training. 3. Deployment to community service	NARYSEC	t.b.d	Business Plan
Marketing Institution	Establishment of a marketing institution to service all producers	REID/WCDa	t.b.d	Business Plan
Mechanisation	Identify the needs for mechanisation	REID	t.b.d	Business Plan
REID – Rural Enterprise and Industrial Development; NARYSEC – National Rural Youth Services Corps, WCDa – Western Cape Department of Agriculture, SEDA – Small Enterprise Development Agency.				

(Source: West Coast District Rural Development Plan 2017)



Annexure 7

Description of proposed land uses for development zones

Description of proposed land uses in the identified Development Zones of the Swartland towns

Proposed land uses	Description
Low density Residential uses	<i>Residential densities of up to 15 units per hectare within the Residential Zone 1* and Residential Zone 2* zoning can be accommodated within these zones.</i>
Medium density Residential uses	<i>Residential densities of up to 20 to 50 units per hectare within the Residential Zones 2 and 3, General Residential Zones 1 and 2* can be accommodated within these zones.</i>
High density Residential uses	<i>Residential densities of above 50 units per hectare can be accommodated within these zones with proposed zonings Residential Zone 4 and General Residential Zone 3* (along activity streets and within business nodes).</i>
Secondary Educational uses	<i>Allow for educational uses such as Crèches, After Care facilities and Day Care Centres.</i>
Institutional Uses	<i>Allow for places of instruction (crèches, schools, colleges, universities, research institutions, library, museums, hostels etc.)</i>
Professional Services	<i>Office buildings to accommodate professional services under Business Zones 1 and 2*.</i>
Business Uses	<i>Business uses that include business premises, restaurants, service trade as included under Business Zone 1 (at nodes), Business Zone 2 (along activity streets) and Business Zone 3* (along activity streets).</i>
Secondary Business Uses	<i>Allow for low intensity commercial and mixed uses to provide for the needs of the local neighbourhood in terms of consumer goods and personal services (including house shop, home occupation, small offices, house tavern, cafe, but not limited to these uses). House taverns only to be allowed along activity streets in residential areas. These types of uses should be limited and must be able to integrate with surrounding residential areas without negatively impacting these areas. These uses can be accommodated as consent uses under Business Zone 2* along activity streets.</i>
Churches	<i>Places of worship under Community Zone 2*.</i>
Institution	<i>Allow for Institution uses (social, health and welfare facilities) with specific reference to hospital, clinic, home for the aged, indigent or handicapped that are allowed for under the Community Zone 3* as well as under General Residential Zones 1, 2 and 3*.</i>
Guest Houses	<i>For the provision of guest accommodation as allowed for under Residential Zone 2 and General Residential Zone 3*.</i>
Authority	<i>Uses that are related to national and provincial government departments and municipalities. The locality and alignment of authority uses should consider existing and planned future uses in the surrounding area.</i>
Sport/Recreational Facilities	<i>Allow for sport facilities and other related recreational and tourism facilities like show grounds, picnic and camping areas.</i>
Industrial/Service Trade and Industries	<i>Allow for development of industries, service industries and service trade related uses, with the different types of industries considering the context and locality in the urban areas. Certain commercial uses including shops, restaurants, places of assembly, adult entertainment as well as funeral parlours and places of worship that are allowed for under these zones in accordance with the zoning scheme.</i>

* The proposed zoning is according to the Swartland Integrated Zoning Scheme Regulation of 2014. The proposed zonings only provide an indication of the zonings that can be allowed within the zones. Any land use application within the development zones area however will still be subject to other regulations that are applicable to the specific areas and within the zoning scheme.



Annexure 8

Strengths, Weaknesses, Opportunities and Threats

Strengths

Settlements

- Growth towns/ Service Centres:
 - o Malmesbury as regional, Moorreesburg as agricultural and Darling as agricultural and agri - tourism centre;
 - o Grow tourism node: Riebeek Valley & Yzerfontein.
- Urban Edges:
 - o Guide and control orderly development of the built environment and are demarcated for five (5) and twenty (20) periods years in accordance with the planning principles as advocated in SPLUMA and LUPA. The urban edges of the towns in the Swartland protects high value agricultural land and encourage compact urban form, spatial integration (Malmesbury and Abbotsdale) whilst providing for additional land to address the future urban growth.
- Water Sources:
 - o The Berg River supports agriculture and tourism activities along the river whilst the Diep and Groen River support agricultural activities along the Diep and Groen River.
- Land Cover:
 - o Mountains & Hills: Paardeberg, Porseleinberg & Riebeekberg mountain range;
 - o Diversity in agriculture;
 - o Natural coastal belt (West Coast).
- Infrastructure:
 - o Road infrastructure include major national (N7) and regional (R27, R45, R46, R315) road which improve movement and connectivity in the region.

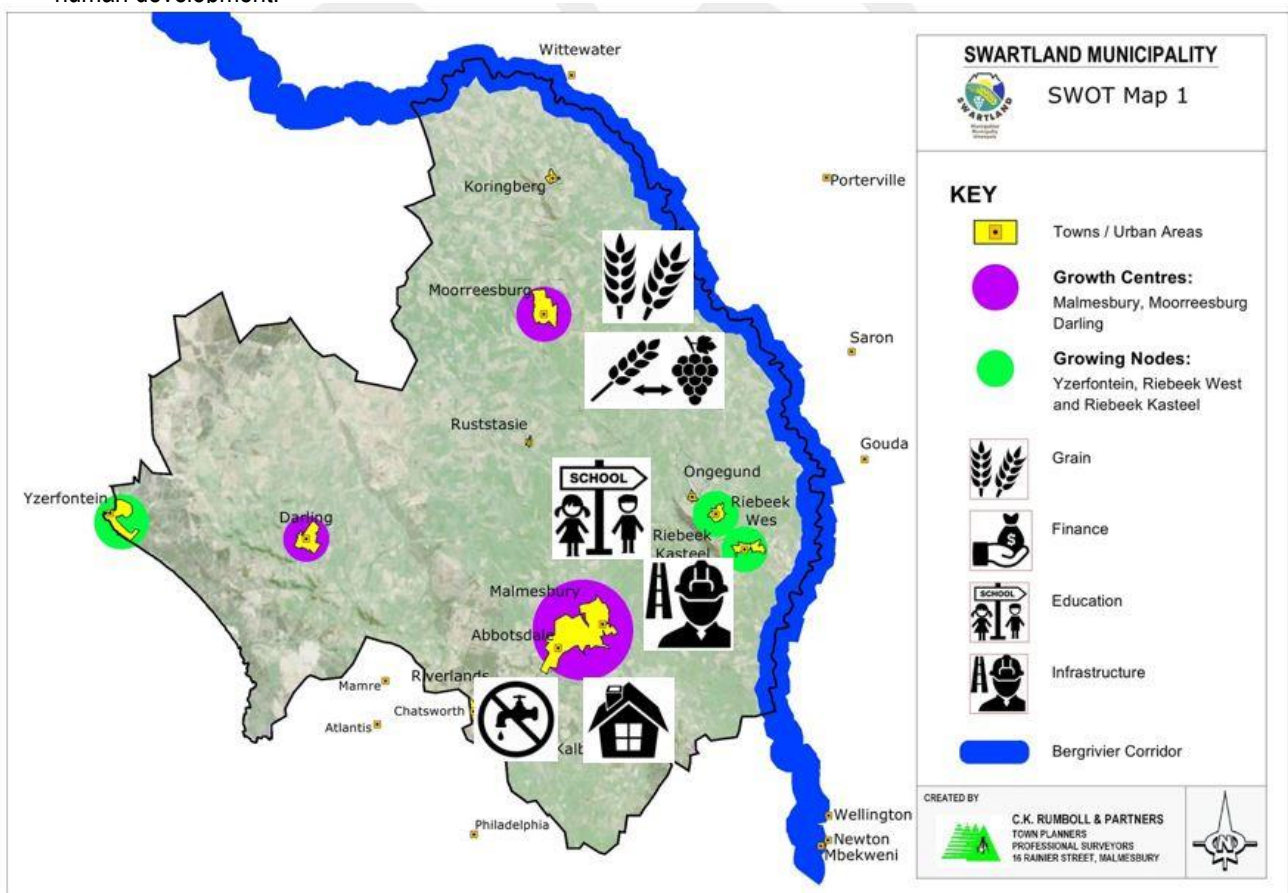
Economy

- Agriculture is the second highest contributor to employment and provides 30.3% of employment opportunities in the Swartland whilst Commercial Services 45% and General Government and Community, Social and Personal Services provide 24% employment opportunities.
- The biggest contributors to Gross Value Added (and GDP) are Commercial Services with 42.8%, Manufacturing with 22.9% and Agriculture 15.9%. Intensive Agriculture takes place along the south eastern Swartland area bordering Drakenstein which include deciduous fruit, the southern boundary and into the Cape Town metropolitan area which include intensive poultry farms with high connectivity to the markets in the metropole and the world. This rural corridor to the south is further supported by various higher density residential smallholding areas. To strengthen the corridor, intensification (use and size of land units) should be supported and integration with Malmesbury as town.

Weaknesses

- **Maintenance of Infrastructure:** To maintain and upgrading infrastructure and provide for future development, including state subsidized housing and roads for mobility, requires a great deal of capital.
- **Land Demand and Shelter:** The 2014 Vacant Land Audit and the 2015 Human Settlement Plan concluded that land for future growth is under provided for with 352.7ha over the next 20 years. Whilst sufficient provision was made in Malmesbury and Darling for future expansion, there is a lack of land in Moorreesburg, Riebeeck West, Kalbaskraal, Riverlands and Chatsworth as per the SDF proposals. The housing backlog in 2018 is 14 607 households in need of housing.
- **Low levels of income:** The most significant challenge in alleviating poverty is to achieve access to the economy, as demonstrated by the 11.8% of households that earn less than R6 327 in 2016. Lower levels of household income increase the dependency on municipal support which strains municipal resources in an effort to provide free basic services. The Gini Coefficient reflecting income inequality is: 0.58 meaning the income generated in the Swartland is mainly received by less than half of the households in the Swartland.
- **Drop outs:** With the average school dropout rate in the Swartland being recorded as 20.2% in 2017, access to early childhood development for children aged seven and fourteen (7-14) becomes imperative.

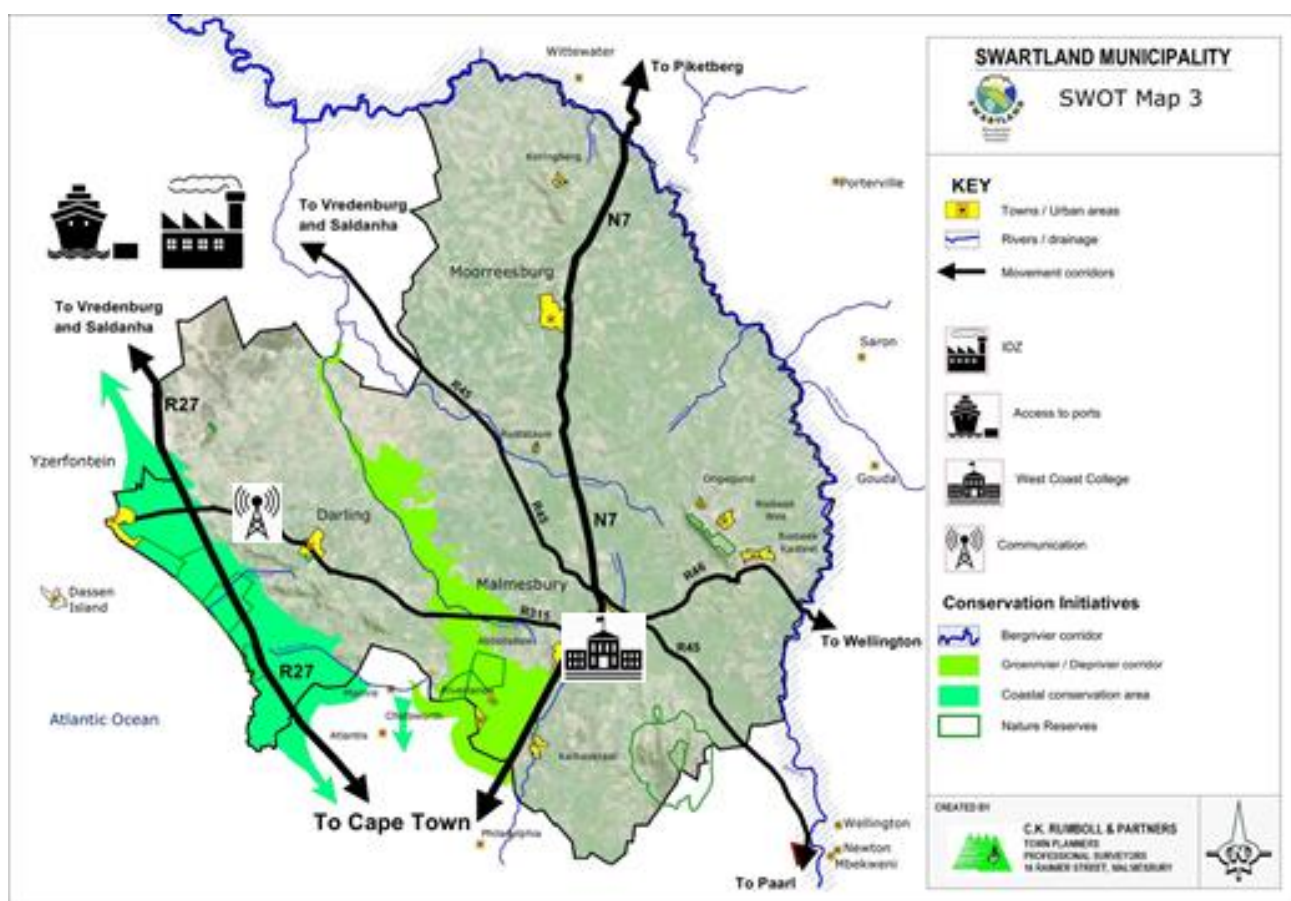
The Human Development Index in the Swartland is 0.67 whilst 0.71 in the WC. The Human Development Index is based on measures of life expectancy, literacy and income where a maximum level of 1 indicates a high level of human development.



Map 1: Conceptual Analysis: Strengths and Weaknesses

Threats

- Economic Globalisation and exporting of scarce resources:
 - Machination and technology require less labour and well skilled labour to stay competitive.
 - Construction sector one of the highest contributors to Western Cape economy importing building and filling sand from Swartland, causing conflicts with agriculture and Swartland landscape.
- Climate Change: Climate change causes changes to precipitation, seasons, micro-climates and habitat stability and it is projected that the changes will impact negatively on the region and thus on the economy, natural resources and social sectors in the Swartland.
- Urbanization and thus housing: Because of urbanization, with Cape Town as one of the three metropolitans experiencing the highest growth, the development potential of Swartland increased. The Swartland population increased from 72 115 (2001) to 113 782 (2011) and 133 762 (2016) as new incomers urbanize and in-migrate. As a high percentage of these incomers are dependent on state subsidized housing, the challenge is to create compact liveable neighbourhoods in urban areas, where adequate housing can be provided within well located land.
- Affordable water: Providing affordable potable water is another challenge, together with maintaining of these systems.
- Poverty and unemployment



Map 2: Conceptual Analysis: Opportunities and Threats



Opportunities

Swartland Municipality will have to rely on partnerships to build on its strengths, change weaknesses and threats into opportunities:

- **Access value chains:** The Swartland Municipal area is bounded by the Cape Metropolitan Municipality (CPT) to the south with its international ports (air and harbour), the Drakenstein Municipality (WC023) on the south eastern boundary with a strong commercial and industrial base, the Bergrivier Municipality (WC013) with the N7 running to Namibia and Southern Africa along the north eastern boundary and the Saldanha Municipality (WC014) with the eminent IDZ on the northern boundary.
- **Access to information:** Information is driving the economy of the future and in order to drive economic growth in the Swartland, access to information should be to be prioritized. Swartland is home to strategic communication infrastructure.
- **Governance and regulation:** The proclamation of SPLUMA provided Swartland municipality with delegated powers. As the Municipality was one of the forerunners to develop its own By-law and integrated Scheme Regulations, and are therefore in a position to govern and regulate development to enable economic growth and establish Swartland as a place to invest.
- **Education:** Swartland is home to the West Coast College Head Office, which is located in Malmesbury. Supporting the development of a University in the region would be the next move to elevate education levels as well as identifying developable land for institutional facilities in all towns.
- **World economy:** Driven by globalization, Swartland is home to several industries and business that export either to the rest of South Africa or to the world. Through its red tape reduction programme Swartland can enable businesses to be internationally competitive and can regulate and manage the provision of sufficient industrial and commercially zoned land.
- **World nature conservation initiatives:** The proposed West Coast Conservation Corridor from the West Coast National Park on the northern boundary (Saldanha Municipality) along the Swartland coastline towards the south to the Blaauwberg Conservancy in the Cape Metropolitan area.
- **Housing:** This amendment will result in the alignment of the SDF with future housing projects together with the land use management thereof to create projects that are implementation ready.



Annexure 9

Implementation Plan

In the spatial proposals section of this document, various action plans for priority intervention and spending are identified for the next five years (2017-2022). The feasibility of these action plans is indicated by the capital expenditure budget. This budget allocation serves as a framework for the municipality's development programmes that have been informed by the various action plans in the SDF. The table below shows the alignment between the allocated capital expenditure budget and investment/implementation priorities identified within the Swartland Municipal area:

Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
Ensure that infrastructure development, resources and equipment are available to deliver an effective and efficient Fire and Rescue Service	An effective operational Fire and Rescue Service	Protection Services		New Fire Fighting Vehicle (FSCBG)		841 000	
				Equipment : Fire Fighting	115 000	120 000	125 000
Well located, serviced sites and premises available for commercial and industrial investors	Ensure adequate supply of land and services for commercial and industrial premises	Corporate Services	1	Repurchase of erf 5520, section of erf 1133, Moorreesburg		540 000	
Spatially enable sustainable settlements	Provide sustainable infrastructure and services	Civil Engineering Services,	2	Equipment: YZF Caravan Park	30 000	30 000	30 000
				YZF Caravan Park: Expansion (Service of 8 plots + ablution block)	1 200 000		
		Electrical Engineering Services		Wireless and Fiber Network			75 000
				Expansion of UPS (Uninterrupted Power Supply)	150 000		
Enhance safe, healthy, liveable and sustainable communities and neighbourhoods	Provide for adequate social infrastructure to support communities	Development Services, Protection Services		Equipment : Protection	94 000	96 000	98 000
				CCTV Equipment and Radio Communication_Riebeek Valley	100 000		
				CCTV Equipment and Radio Communication_Malmesbury	200 000		
				Finalisation of CCTV Infrastructure_Darling	150 000		
			3	Neighbourhood Watch point: Alfa Street	100 000		
			4	Darling RSEP Project (RSEP)	4 000 000	2 000 000	
				Darling RSEP Project (CRR)	1 000 000		
				Equipment: Development Services	36 000	38 000	40 000
Increased access for citizens in new settlements to urban amenities, work, schools, clinics, parks etc.	Secure funding for the social facilities	Development Services,	5	Riebeek Kasteel: Community Hall	3 050 000		
			6	Toilet Facilities (Malmesbury Pigeon Club)	50 000		
			7	Upgrading of ablution facilities - YZF Blue Flag (Includes new ramp)		300 000	

Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
		Civil Engineering Services, Electrical Engineering Services		Disability Facilities, Additions and/or Upgrading	550 000	1 500 000	
			8	Upgrading of Parking area: Moorreesburg Community Hall	500 000		
			9	Development of village square: Erf 12 Riebeek Kasteel		200 000	
			10	Chatsworth: Social Economic Facility	500 000	3 500 000	
			11	Kalbaskraal: Social Economic Facility (Dept. Human Settlements)	700 000	7 000 000	
				Equipment: Libraries (Dept. CA and Sport)	50 000		
				Equipment: Parks	56 000	58 000	60 000
				Equipment: Buildings & Maintenance	79 000	45 300	25 500
				Equipment (Corporate): Buildings & Swartland Halls	60 000	50 000	37 000
				Ward Committee Projects	700 000	700 000	700 000
			12	Upgrading of Sports Grounds: Chatsworth (MIG)	100 000		
			13	Upgrading of Sports Grounds: Darling (MIG)		2 128 749	5 200 000
				Replace High mast lights: Wesbank Sport Fields (MIG)			1 500 000
				Upgrade of Sport Facilities: Reseal of Netball/Tennis Courts in Kalbaskraal and Darling (Gabriel Pharoah), Fencing in Malmesbury (Wesbank) (Dept. CA and Sport)	320 000		
Maintain a balance between non-paying and paying households through the increased provision of affordable housing, Finance Linked	Obtain land use rights and secure funding for (FLISP) housing, Gap housing and social housing	Development Services, Civil Engineering Services,	14	Malmesbury De Hoop Housing Project (Professional Fees) (Dept. Human Settlements)	2 800 000	5 569 000	
			15	Kalbaskraal Service Site Project (Dept. Human Settlements)	5 000 000	2 540 000	
			16	Erf 755: Basic Services (Chatsworth)	1 000 000		

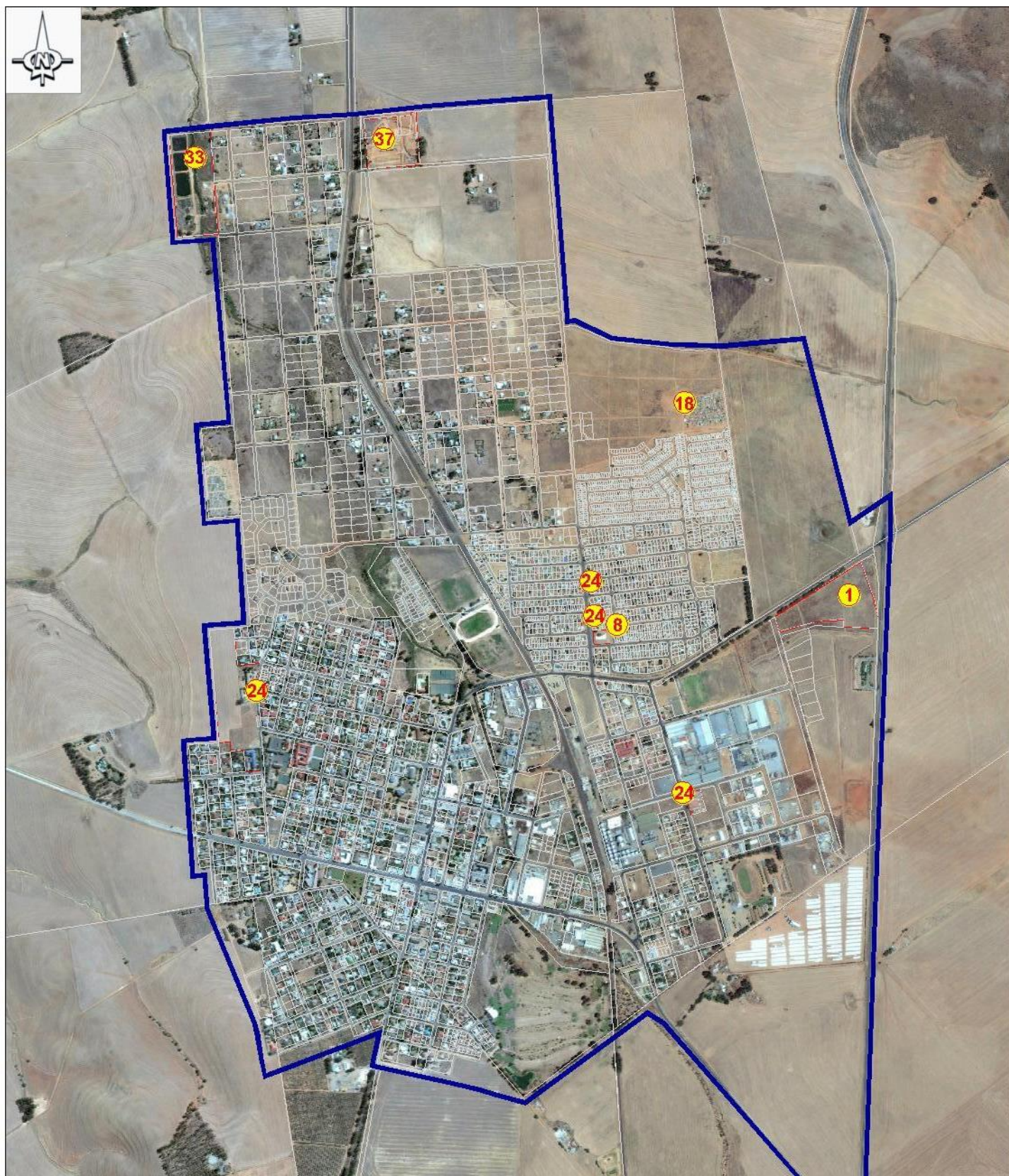
Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
Individual Subsidy Programme (FLISP) housing, Gap housing and social housing.		Electrical Engineering Services	17	Riebeek Kasteel Service Site Project (Dept. Human Settlements)	13 980 000	11 304 000	
			18	Sibanye -Moorreesburg (Dept. Human Settlements)	10 000 000	5 387 000	
Secure sufficient long term bulk water provision	Secure available capacity	Civil Engineering Services		Water: Replacement water reticulation network (MIG)	4 933 800		5 000 000
				Water: Upgrading water reticulation network: PRV's, flow control, zone metering	500 000		
			19	New Reservoir: MBY (Wesbank) De Hoop Development (MIG)	-		
				New Reservoir: MBY (Wesbank) De Hoop Development	464 113		
				Bulk Water emergency spending	500 000		
			19	Upgrade of supply to Wesbank Reservoir (S3.5) (MIG)			1 000 000
			20	Swartland WTW - Kasteelberg Reservoir bulk pipe upgrade (S1.1 & S1.2) (MIG)			2 000 000
			21	Riebeek Wes Square: New Borehole, Pumps and Irrigation	250 000		
				Equipment: Water	43 000	45 000	47 000
				Roads Swartland: Resealing of Roads	15 000 000	20 000 000	25 000 000
Maintenance and upgrading that sustain and improve the current condition of surfaced roads	Inform budgetary processes of funding requirement for maintenance, renewal, upgrading of surfaced roads	Civil Engineering Services		Roads Swartland: New Roads	1 000 000	15 000 000	10 000 000
			22	Upgrading and Diversion: Kalbaskraal Riverlands Pipeline (N7 construction works)	2 664 000		
				Ward Committee Projects	700 000	700 000	700 000
Ensure sufficient electricity capacity for	Secure available capacity	Electrical Engineering	14	Phola Park/De Hoop Electrical Infrastructure and Bulk Supply (INEP)	5 000 000	7 200 000	7 200 000

Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
planned developments (built environment) that are feasible		Services	18	Moorreesburg Sibanye Development of Phase 1 115 serviced plots and Phase 2 500+ serviced plots and houses. Electrical infrastructure and connections	400 000		
				Moorreesburg Sibanye Development of Phase 1 115 serviced plots and Phase 2 500+ serviced plots and houses. Electrical infrastructure and connections (INEP)		2 800 000	2 800 000
			23	Riebeek West Low cost housing development - 244 erven. Electrification by Eskom. Street lighting by Municipality	350 000		
			17	Riebeek Kasteel Low cost housing development - 435 erven. Electrification by Eskom. Street lighting by Municipality		350 000	
			15	Kalbaskraal Low cost housing development - 134 erven. Electrification by Eskom. Street lighting by Municipality		100 000	
Maintenance and upgrading that sustain and improve the current condition of electrical infrastructure	Inform budgetary processes of funding requirement for maintenance, renewal, upgrading and refurbishment of electrical infrastructure	Electrical Engineering Services	24	Minisubstations (3 x Malmesbury, 4 x Moorreesburg, 1 x Darling, 1 x Yzerfontein)	4 900 000		
				Yzerfontein: Replace kiosk	100 000		
			25	Yzerfontein: Replace MV cable between C5 and C4 minisubstation	200 000		
			26	Darling west: Streetlight network upgrade	550 000		
			27	Malmesbury replace MV cable between De Bron SS and Hugenote MS	100 000		
			28	Malmesbury meter and polebox replacement	200 000		
			29	Footings and containers for safeguarding of Electrical cables	100 000		
				Substation fencing	550 000		

Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
			30	Swartland LV Upgrading	1 400 000		
				Renewal of old/aging electrical networks/new networks		8 000 000	8 000 000
			31	Malmesbury Security Operational Centre: Communication, Monitoring and Other infrastructure equipment	1 000 000	1 000 000	500 000
				Equipment: Electric	350 000	350 000	350 000
Provide electricity cost effectively	Maintain energy losses at an acceptable level	Electrical Engineering Services		Energy Efficiency Projects including upgrading of streetlights, floodlighting and building installations (EEDSM)	4 000 000	5 000 000	6 729 000
Maintenance and upgrading that sustain and improve the current condition of civil infrastructure	Inform budgetary processes of funding requirement for maintenance, renewal, extension and refurbishment of civil infrastructure	Civil Engineering Services	32	Upgrade of Bulk collectors: Darling			500 000
				Equipment: Civil	42 000	44 000	50 000
				Equipment: Sewerage	24 000	26 000	28 000
				Equipment: Sewerage Telemetry	30 000	32 000	34 000
			33	Sewerage Works: Moorreesburg (External loan)	13 933 220	24 564 416	
				Sewerage Works: Moorreesburg (MIG)	16 267 200	7 156 251	7 000 000
				Sewerage Works: Moorreesburg		4 131 956	16 613 000
			32	Sewerage Works: Darling (External loan)	8 697 989	2 804 375	
				Sewerage Works: Darling (MIG)		13 000 000	
				Sewerage Works: Darling			1 140 000
			34	Sewerage Works: Chatsworth (MIG)			2 000 000
				Stormwater Network	1 020 000		
			35	Replace part of canal: Voortrekker Street			1 000 000
			36	Upgrade Stormwater:Riebeek Kasteel east	800 000		
				Equipment: Streets and Stormwater	56 000	58 000	60 000
			37	Moorreesburg Dumping site			2 200 000
			38	Fencing: Highlands (10ha)			2 000 000
			39	Refuse skips	500 000		
			40	Wheely bins: Pilot Project	1 500 000		
			39	Upgrading Riebeek West: Transfer station	4 000 000		

Strategic Objective	Strategic Initiative	Responsible Directorate	Reference to Maps	Project	2019/ 2020	2020 / 2021	2021 / 2022
			41	Upgrading Yzerfontein: Transfer station	500 000		
				Equipment: Refuse bins, traps, skips (Swartland)		36 000	
				Equipment: Refuse Removal	18 000	20 000	22 000
Total:					82 661 113	96 708 049	66 910 500

Sources of Finance (Where no indication of funding is indicated, CRR applies)	
CRR	Capital Replacement Reserve
FSCBG	Fire Services Capacity Building Grant
RSEP	Regional Socio-Economic Programme
MIG	Municipal Infrastructure Grant
INEP	Integrated National Electrification Programme
EEDSM	Energy Efficiency Demand Side Management programme



LEGEND

1	Repurchase of Erf 5520 (section of Erf 1133)
8	Upgrading of parking area (Community Hall)
18	Sibanye Housing Project
24	Electrical infrastructure & Connections
24	Replace Minisubstations
33	Sewerage Works
37	Dumping site

MOORREESBURG

Spatial Implementation
Plan

CREATED BY



C.K. RUMBOLL & PARTNERS
TOWN PLANNERS
PROFESSIONAL SURVEYORS
16 RAINIER STREET, MALMESBURY



LEGEND

21	New borehole, pumps & irrigation (Riebeek Wes Square)
23	Electrification(Eskom) & Streetlighting (Low cost Housing Development)
39	Upgrade Transfer station
	Refuse skips

RIEBEEK WEST

Spatial Implementation Plan

CREATED BY



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TOWN PLANNERS
PROFESSIONAL SURVEYORS
16 RAINIER STREET, MALMESBURY



LEGEND

10	Develop Socio-Economic Facility
12	Upgrade Sport Grounds
16	Basic services (Erf 755)
34	Sewerage Works

CHATSWORTH

Spatial Implementation Plan

CREATED BY



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TOWN PLANNERS
PROFESSIONAL SURVEYORS
16 RAINIER STREET, MALMESBURY



LEGEND

2	Equipment & Expansion at Caravan Park (Service of 8 plots & ablution block)
7	Upgrading of ablution facilities -YZF Blue Flag (includes new ramp)
24	Replace Minisubstation
25	Replace MV cable between C4 & C5 minisubstation
41	Upgrade Transfer Station

YZERFONTEIN

Spatial Implementation Plan

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LEGEND		DARLING Spatial Implementation Plan	
4	RSEP project		
13	Upgrade Sport Grounds & Reseal Netball/Tennis courts	CREATED BY  C.K. RUMBOLL & PARTNERS TOWN PLANNERS PROFESSIONAL SURVEYORS 16 RAINIER STREET, MALMESBURY	
26	Upgrade Streetlight network (Darling west)		
24	Replace Minisubstation		
32	Upgrade of Bulk collectors		
	Sewerage works		
40	Wheely bins: Pilot Project (Darling low cost Housing Project)		



LEGEND

11	Develop Socio-Economic Facility (Erf 43 or 622)
13	Reseal Netball/Tennis courts
15	Kalbaskraal Service Site Project
	Electrification(Eskom) & Streetlighting (Low cost Housing Development)
22	Upgrade & Diversion of pipeline (N7 construction works)

KALBASKRAAL

Spatial Implementation
Plan

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LEGEND

38

Fencing: Highlands Waste Management Site (10ha)

ABBOTSDALE

Spatial Implementation
Plan

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LEGEND

3	Neighbourhood Watch point (Alfa Street)	24	Replace Minisubstations
6	Toilet facilities (Malmesbury Pigeon Club)	27	Replace MV cable between De Bron SS&Hugenote MS
13	Fencing & Replace high mast lights at Sport Grounds	28	Replace meter and polebox
14	De Hoop Housing Project	29	Footings & Containers for safeguarding of Electrical cables
	Electrical infrastructure & Bulk supply (Phola Park & De Hoop)	30	Swartland LV Upgrading
19	New Reservoir (De Hoop Development)	31	Security Operational Centre
	Upgrade supply to Wesbank Reservoir	35	Replace part of canal: Voortrekker Street

MALMESBURY

Spatial Implementation Plan

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LEGEND

5	Development of Community Hall
9	Development of village square
17	Riebeek Kasteel Service Site Project
	Electrification(Eskom) & Streetlighting (Low cost Housing Development)
20	Swartland WTW - Kasteelberg reservoir bulk pipe upgrade
36	Upgrade Stormwater (Riebeek Kasteel east)

RIEBEEK KASTEEL

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