Spatial Development Framework for Drakenstein Municipality

Executive Summary

1. Overview of the Municipal Area

The Drakenstein Municipality covers an area of approximately 1,538 square kilometers with a total population of 217,094. It includes vast tracts of nationally important agricultural land, nature areas and natural assets such as the Cape Lowlands Renosterveld, the Hawequa and Limietberg mountain ranges, the Berg River and Paarlberg mountain.

Paarl/Mbekweni is the major urban center in the municipality followed by Wellington, Saron and Gouda. These centers are locked in a settlement hierarchy that includes the farms and rural villages/hamlets across the municipality.

2. The aim of the Drakenstein Spatial Development Framework

In facing the challenges confronting the municipal area, the primary focus of the Drakenstein Municipality through this Spatial Development Framework (SDF) should be geared towards:

- The alleviation of poverty through the spatial restructuring of the municipality over time and in so doing redress the imbalances created through the system of apartheid;
- Reversing the practice of locating the poor away from opportunities, facilities and places of employment in dormitory suburbs on the urban fringe;
- Increased densities and a compact urban environment that will spread the benefits of urban living to a wider section of the population;
- Increased accessibility to existing and new services, infrastructure and opportunities to enhance the overall quality of life of communities;
- Providing new and reinforcing existing opportunities for economic development and spreading the benefits thereof to a large majority of the population;
- Protection of the natural resource base of the municipality; and
- Protection of the agricultural resource base of the municipality.

The Drakenstein Municipality Spatial Development Framework (SDF) is compiled in accordance with the requirements of the Municipal Structures Act, 2000 (Act 32 of 2000). The SDF is a sectoral plan of the Drakenstein Municipality Integrated Development Plan (IDP) and has as its main purpose to provide general direction in the creation of integrated and sustainable areas. The SDF therefore includes:

- A spatial analysis of the Municipality;
- Spatial development principles; and
- Maps indicating the spatial objectives and strategies that inform land use management in the municipality.

This SDF aims to give strategic direction to achieving the above on a spatial level. The Drakenstein SDF is therefore a strategic document and as such has strong linkages to the Drakenstein Municipality Integrated Development Framework (IDP) and the Municipal Budget.

The Drakenstein Municipality IDP, as its core strategy, aims to address poverty through economic prosperity and social wellbeing and has identified key priority areas for intervention:

- Housing;
- Local economic development and job creation;
- Social infrastructure and basic services; and
- Community safety.
3. Focus Areas of the Spatial Development Framework

In order to address the spatial requirements of issues identified through the IDP process as well as the spatial restructuring of the municipality over time, the SDF process has developed focus areas, planning actions and broad principles focused on these four key priority areas.

<table>
<thead>
<tr>
<th>Focus Area</th>
<th>Broad Issues</th>
<th>Specific location</th>
<th>Planning action</th>
<th>Broad principles</th>
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</thead>
<tbody>
<tr>
<td><strong>Spatial development</strong></td>
<td>Threat to valuable agricultural land</td>
<td>All areas</td>
<td>Delineate and enforce urban edge</td>
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<tr>
<td>Urban sprawl</td>
<td>Paarl/Wellington/Mbekweni</td>
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<td>Delineate and enforce urban edge Consider higher density residential development Infill opportunities</td>
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<tr>
<td>Urban degradation, loss of image</td>
<td>Paarl/Wellington/Mbekweni</td>
<td></td>
<td>Identify areas for urban renewal projects</td>
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<tr>
<td>Spatial segregation and monofunctionality</td>
<td>All areas</td>
<td></td>
<td>Infill opportunities Mixed use development along major routes</td>
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<tr>
<td>Unsustainable low densities</td>
<td>Paarl south of N1</td>
<td></td>
<td>Redirect development Infill projects in Paarl/Wellington urban areas</td>
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<tr>
<td>Poorly defined rural/urban interface</td>
<td>All areas</td>
<td></td>
<td>Consider agri-suburbs Appropriate fringe land uses</td>
<td></td>
</tr>
<tr>
<td>Inward-looking neighbourhoods</td>
<td>Paarl/Wellington/Mbekweni</td>
<td></td>
<td>Use major routes as “gateways” Residential development to face onto major routes</td>
<td></td>
</tr>
<tr>
<td>Poor accessibility to facilities/services</td>
<td>Historically disadvantaged areas</td>
<td></td>
<td>Identify areas of need Identify land for community facilities</td>
<td></td>
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<tr>
<td>Pressure of agricultural development on conservation areas</td>
<td>All rural areas</td>
<td></td>
<td>See “conservation” below</td>
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</table>

- Shift emphasis from mobility to maximizing access;
- Non-motorised modes of transport;
- Integration of different modes of movement;
- Maximize the use of the existing railway infrastructure to increase choice;
- Creating new and maximizing existing opportunities along high movement routes;
- DFA principles
- WCPDA principles
<table>
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</table>
| Economic development & job creation   | Sustained economic growth                                                   | All areas                             | Develop Economic Development Strategy                                           | • Support small business initiatives  
|                                       | Unsustainable non-viable farming units                                       |                                       | Provide specific guidelines for the subdivision of agricultural land            | • Public works programs  
|                                       | Segregation of uses increases need for and extent of movement                | Urban areas                           | Integrate public transportation modes Mixed use development at strategic locations (most accessible points) | • Urban regeneration  
|                                       | Lack of formal economic development opportunities in historically disadvantaged communities | All areas                             | Develop Economic Development Strategy Identify land for local economic development initiatives Plan and use all vacant and under-utilized land and promote its development for the most urgent land use requirements Allow use of residential and agricultural premises for occupational practice, business and tourism uses that do not create nuisances in identified special areas without the need for land use applications | • Strategic sites for high intensity mixed use development  
|                                       | Poor/lack of informal trading infrastructure                                 | Urban areas                           | Identify informal trading areas Identify land for infrastructure development Set up frameworks for the use of public land by communities in the creation of jobs | • Proximity of development to poor communities  
|                                       | Unbalanced spread of the benefits of tourism industry                        | All areas                             | Identify tourism opportunities in historically disadvantaged areas Identify land for tourism infrastructure development | • New developments must not negate viability of existing CBD’s etc  
|                                       | Lack of tourism infrastructure                                               | Historically disadvantaged areas      | See above                                                                       | • Promote informal trading activity where appropriate  
|                                       | Full tourism potential not exploited                                         | Historically disadvantaged areas      | Identify eco-tourism, agri-tourism and cultural tourism opportunities            | • Promote skills development initiatives  


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</tr>
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<tbody>
<tr>
<td>Access to land for agricultural opportunities for small farmers</td>
<td>All areas</td>
<td>Identify land for land reform projects</td>
<td></td>
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</tr>
<tr>
<td>Agricultural support services and industry opportunities not fully exploited</td>
<td>All areas</td>
<td>Explore need for cooling facilities, processing plants, haulage infrastructure</td>
<td>Identify suitable land</td>
<td></td>
</tr>
<tr>
<td>Housing Provision</td>
<td>High demand for low-income housing development</td>
<td>Highest in urban areas of Paarl/Wellington</td>
<td>Incorporate results of land audit study and identify most suitable land for residential development</td>
<td>Location</td>
</tr>
<tr>
<td></td>
<td>Increased pressure through rural/urban migration</td>
<td>Highest in urban areas of Paarl/Wellington</td>
<td>Explore improved rural infrastructure provision; identify land for health and other social facilities</td>
<td>No dormitory suburbs (“quick fixes”)</td>
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<tr>
<td>Limited tenure rights of rural population</td>
<td>Rural areas</td>
<td>Demarcate land for possible LRAD projects and agri-village development; Conduct in-depth survey to determine exact demand; Develop housing implementation strategy and program</td>
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<tr>
<td>Infrastructure/services</td>
<td>Low level/lack of services in poor communities</td>
<td>Historically disadvantaged areas</td>
<td>Provide clear guidelines on land use management, especially in the urban fringe area</td>
<td>Densification</td>
</tr>
<tr>
<td></td>
<td>New development trends impact (negatively) on service provision / infrastructure</td>
<td>Urban fringe</td>
<td></td>
<td>Co-ordinated public sector intervention</td>
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<td></td>
<td>Limited public transport facilities</td>
<td>Rural areas</td>
<td>Develop Rural Service Centers at appropriate locations</td>
<td>Choice</td>
</tr>
<tr>
<td></td>
<td>Inadequate road infrastructure</td>
<td>Saron, informal areas</td>
<td></td>
<td>Justness and Transparency</td>
</tr>
<tr>
<td>Social facilities</td>
<td>Concentration of facilities away from poor communities</td>
<td>All areas</td>
<td>Cluster facilities along major routes Identify strategic land for facilities development Infill development</td>
<td>Partnerships</td>
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<td>Affordability</td>
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<td>Feasibility</td>
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<td>Integration</td>
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<td>Sustainability</td>
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<td>Environmental conservation</td>
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<td></td>
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<td>Cost effectiveness</td>
</tr>
</tbody>
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- Location
- No dormitory suburbs (“quick fixes”)
- Densification
- Co-ordinated public sector intervention
- Choice
- Justness and Transparency
- Partnerships
- Affordability
- Feasibility
- Integration
- Sustainability
- Environmental conservation
- Cost effectiveness

Contribute to the creation of community cohesion and sense of place
Accessible to greatest amount of...
<table>
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</tr>
</thead>
</table>
|            | Lack of facilities in rural areas | Rural areas | Explore rural public transportation system  
Identify land for rural facilities development |    |
|            | Lack of access to urban opportunities and facilities by rural based communities | Rural areas | Explore rural public transportation system |    |
|            | Lack of facilities in informal/poor communities | Urban areas/ highest in Paarl/Wellington | Identify land for facilities development  
Cluster facilities at most accessible points  
Infill residential development |    |
| Conservation | Pressure on nature areas from low density up-market development (golf estates, etc) | South of N1 particularly | Develop clear guidelines for land use management in the urban fringe |    |
|            | Pressure on nature areas from agricultural development | All rural areas | Identify priority nature areas for protection |    |
|            | No co-ordinated approach to protect cultural heritage sites/events | All areas | Zone conservation areas and sites as special areas for conservation purposes in applicable zoning schemes and maintain database of sites and activities  
Promote redevelopment of inappropriate buildings in sensitive areas  
Complete Drakenstein Municipality Heritage Resource Study and apply guidelines from Paarl Farms: Land Use Management Policy |    |
|            | Cultural and eco-tourism opportunities not fully exploited | Historically disadvantaged areas | Identify important cultural heritage sites  
Identify land for tourism infrastructure development |    |

- Minimal intervention
- Respect for all cultures and periods
- Celebrate diversity
- Recognition of the roles of various activities (agriculture, etc)
- Protect quality and ambience of towns and areas
- Individual rights to access nature areas
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<tbody>
<tr>
<td>Safety and Security</td>
<td>High crime levels in especially historically disadvantaged areas</td>
<td>All urban areas, highest in Paarl/Wellington area</td>
<td>Identify land for community/sports facilities development Introduce Safer Environment Design Principles</td>
<td>Crime prevention through environmental design principles</td>
</tr>
<tr>
<td></td>
<td>Impact of crime on tourism</td>
<td>Urban areas</td>
<td>Integrate uses Improve tourism infrastructure</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lack of youth development initiatives and facilities</td>
<td>All areas</td>
<td>Identify land for development of youth facilities</td>
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</tbody>
</table>
4. Key strategies to consider

4.1 Open Space

Open space provision in the municipality is closely linked to its natural resource base. The Berg river system in the Paarl/Mbekweni/Wellington region is used effectively as a green lung linking natural systems to open space provision, sports facilities and leisure areas. The municipality’s approach to its natural resources must be based on the following principles:

- open space should not be viewed as “add-on” or “left-over” space, but rather as an integral part of any urban environment;
- the place-making attributes of open spaces must be maximized to ensure a positive contribution to urban environments in especially low-income areas;
- the tendency to use existing open space for infill development should be avoided;
- access to natural systems and nature areas must be protected to ensure amenity and recreational opportunities are available to the largest possible section of the total community without compromising the integrity of the space; and
- open space management and investment in open space must be geared towards gaining maximum benefit for the community at large.

4.2 Movement

Movement within the Drakenstein Municipality is dominated by road-based transportation along the high mobility routes.

The SDF proposes that the approach to movement within the municipality should be guided by a number of principles, including:

- A shift in emphasis from mobility to maximizing access;
- Consideration must be given to non-motorized modes of transport and a pedestrian-friendly movement system;
- An integration of different modes of movement through the appropriate location of public transport facilities such as taxi ranks and rural public transport facilities;
- Maximizing the use of the existing railway infrastructure to increase choice;
- Creating new and maximizing existing opportunities along high movement routes for mixed use type development to promote activity spines or corridors and the integration of communities.

The movement and access proposals contained in this Spatial Development Framework is aimed at complementing the strong north-south linkages in the Paarl-Mbekweni-Wellington urban center with east-west “integrators” providing improved linkages between historically segregated communities to the east and west of the Berg River.

4.3 Rural Development

Development, and more specifically rural development, in the Drakenstein should be geared towards supporting the objectives of the land reform program:

- Land redistribution for agricultural development and land for sustainable human settlements;
- Security of tenure for people living on commercial farms;
- Availability of municipal land for agricultural development; and
- Desirable land use patterns
4.4 Land use management

The current land use management system of the Drakenstein Municipality has not kept pace with the recent developments in local governance or the changing focus in spatial planning from the prescriptive to a more developmental role. The completion of this Integrated Zoning Scheme must be informed by the principles contained in this SDF and reflect the new development planning paradigm.

This SDF proposes a number of guidelines to assist decision-makers in their consideration of land use applications in the absence of a comprehensive land use management system.

5. Informant documents to the Spatial Development Framework

The development proposals contained in this SDF, took cognisance of other informant documents, and therefore it must be emphasized that any development proposal should be analysed by taking all relevant information into account.

The SDF was compiled, taking cognisance of other informant documents within the Drakenstein Municipal Area, namely:
- Draft Environmental Management Framework;
- Draft Heritage Resources Survey;
- Urban Edge Study;
- Densification and Urbanization Strategy and Open Space Utilization Policy
- Bioregional Planning Framework;
- Draft Industrial and Residential Land Study
- Draft Integrated Strategic Human Settlement Plan (ISHSP);
- Latest Updated Services Infrastructure Master Plans;

5.1 Draft Environmental Management Framework

The Environmental Management Framework (EMF) groups the "areas that are recognized as being ecologically significant" in the Drakenstein Municipality into five categories, namely:
- Threatened ecosystems;
- Special habitats;
- Protected areas;
- Important areas for the delivery of valued ecosystem services; and
- Ecological corridors

The EMF also states that it should be generally accepted that water resources in the Drakenstein Municipality is stressed.

This document also emphasizes the importance of agricultural resources within the Drakenstein Municipality and that the continued existence of this sector of the economy is therefore vital for a significant proportion of the population.

The ecological significant areas as well as viable agricultural land (agricultural resources have been analysed in terms of dry land farming and irrigated lands) have been highlighted in the SDF.

5.2 Draft Heritage Resources Survey

The Drakenstein Municipality has commissioned a survey of the heritage resources within its area of jurisdiction in terms of the requirements of the National Heritage Resources Act (NHRA) (No. 25 of 1999). The Act specifies the need for heritage concerns to be addressed in the preparation of a Spatial Development Framework (SDF).

The Heritage Resources Survey makes a series of recommendations for the protection, enhancement and maintenance of heritage resources within the study area.
Suggestions are also made regarding which components of the cultural landscape should be regulated and which should be shaped by appropriate guidelines.

In terms of the current phase of work of the heritage survey study a preliminary strategic heritage map has been compiled for incorporation into this SDF.

5.3 Urban Edge Study

Urban edges should accomplish at least six objectives:

- the preservation of open space (green belts) and farm land surrounding the urban area;
- changing urban development trends to increase densities and ensure more efficient use of the available land;
- reduction in infrastructure costs by engaging in urban redevelopment, infill and limiting the establishment of bulk infrastructure to service Greenfield developments;
- a separation between urban and rural uses, thus increasing the value of urban land and decreasing the value of rural land;
- providing the local authority with management tools in order to ensure an orderly transition from urban to rural use; and
- providing a clear definition of the urban area and its community and increasing the integration of uses and social groups.

The role of the urban edge is seen as restricting the land area of urban settlements until such time as an average gross densities of 25 dwelling units or 100 people per hectare are achieved.

MCA Planners was commissioned to determine the urban edge for Drakenstein Municipality. However, at a meeting of the Council of the Drakenstein Municipality in March 2009, it was resolved to amend the urban edge as indicated in the maps attached to this report. This SDF therefore recommends development proposals for all areas included within the approved urban edge.

5.4 Bioregional Planning of the Western Cape

This document identifies Spatial Planning Categories (SPC’s), namely:

- **Category A** Core area incorporating Wilderness areas and other statutory conservation areas;
- **Category B** Buffer area incorporating public and private conservation areas, ecological corridors/areas and rehabilitation areas;
- **Category C** Agriculture area, incorporating intensive and extensive agricultural areas; and; and
- **Category D** Urban-related area

It is important to note that the categories have been allocated in a "broad-brush" manner in accordance with the predominant land uses and that pockets within each specified category may be delineated, after detailed study, as of a higher or lower order category.

The largest proportion of land in this municipality is categorized under the higher order SPC’s of Category A, Category B and Category C. The urban areas are all demarcated as Category D areas.

5.5 Draft Industrial and Residential Land Study

A key aim of the study is to identify vacant and under-utilized land suitable for residential and industrial purposes. The study aims to provide a strategic planning tool
that would assist with future land use planning decisions by providing relevant information in a clear and comprehensive manner of the sites identified in the study.

The criteria used to identify the most suitable land, include the following:

- SDF Compliance;
- Infrastructure;
- Community facilities;
- Economic opportunities;
- Public Transport facilities;
- Major transport routes;
- Planning Action and Timeframe;
- Residential yield;
- Industrial yield; and
- Subsidy market

The planning tool is an Excel database which catalogues all criteria as set out above.

5.6 Densification and Urbanization Strategy and Open Space Utilization Policy

The Densification and Urbanisation Strategy and Open Space Utilization Policy for the Drakenstein Municipality outline a conceptual approach to densification and urbanisation as well as an approach to using public open space and vacant land within the urban settlements of Drakenstein Municipality.

The study proposes the following principles for an appropriate densification strategy for the Drakenstein Municipality:

- densify along major routes;
- densify vacant and under-utilized areas;
- avoid “town-cramming” – densification is not to be seen as an opportunity to willy-nilly redevelop any piece of land;
- well-located spaces become more precious; and
- optimise the opportunity for socio-economic integration.

5.7 Draft Integrated Strategic Human Settlement Plan

Land for residential development is proposed in the Paarl-Wellington-Mbekweni area and pockets of land in the urban areas of Hermon, Gouda and Saron. Further residential development is proposed to address the housing needs of people from informal settlements, overcrowded housing units and backyard dwellers in the Simondium area. In the case of the rural towns of Saron, Gouda and Hermon ample land for housing development is available within the existing urban development areas. Rural housing provision must be approached as a combination of on-the-farm settlement options and public housing projects in identified hamlets such as Simondium and Windmeul. The development of unsustainable pockets of residential developments scattered over the rural landscape is not supported.

The establishment of viable, socially and economically integrated communities in areas allowing convenient access to a wide range of amenities and opportunities is without doubt the main challenge confronting housing policy makers and practitioners alike.

The following issues need to be addressed as a matter of urgency to ensure swift implementation in the low-income and GAP housing sectors:

- A concerted campaign to free up land for low-income and GAP housing development (both current and future needs);
- agreement on the sites identified for low-income and GAP housing development;
- implementation of the pilot project proposed in the Integrated Sustainable Human Settlements Plan (ISHSP); and
- implementation of the recommendations/proposals contained in the ISHSP.
5.8 Latest Updated Services Infrastructure Master Plans

The Drakenstein Municipality Services Master Plans provide not only an assessment of the current state of services infrastructure in the municipality, but also proposes actions required to improve current capacity as well as making provision for future development scenario’s.

- Water Master Planning

Paarl
In respect of critical areas that require urgent attention, the suburbs of Groenheuwel and Mbekweni require upgrades to their bulk feeder systems. The Pearl Valley area and the Rural area below the N1 also require extensive work to meet the future water demands.

Furthermore, in respect of Paarl overall, the Master Plan advocates an upgrade to the bulk water supply system. The existing distribution network also requires additional capacity to reinforce the current supply in some areas and address the future demands.

Wellington
Wellington has the majority of recommended upgrades and extensions, partly due to the addition of Mbekweni. The suburb of Newton is also identified as a critical area with regards to current issues of limited or no pressure and also requires extensive upgrades.

Gouda
Gouda has insufficient bulk and distribution network capacity to supply the future demand areas for the fully occupied scenario and the additional future development areas. A new reservoir is proposed at the existing reservoir site.

Saron and Hermon
These areas have insufficient bulk and distribution network capacity to supply the future demand areas for the fully occupied scenario and the additional future development areas. New reservoirs are proposed at the existing reservoir sites respectively.

- Sewer Master Planning

Paarl
Paarl requires some major upgrading works and Mbekweni will also require a new gravity outfall sewer and upgrades to pumping stations and rising mains as the area develops.

Wellington
The future development areas in the Newton area will require new bulk and distribution pipelines.

Gouda
New gravity outfall sewers are required to service the existing south-western area of Gouda.

Saron
The Master Plan proposes various upgrades to the existing gravity outfall sewers.
Hermon
There is currently no sewer system in Hermon. The Master Plan does report that though there are approximately 45 informal settlement households in Hermon, these obtain water from a number of yard taps/stand pipes in the adjacent areas which do not have documented meter readings.

- Electrical Master Planning
The study utilized the draft Electrical Master Plan report to determine the accessibility of bulk electrical infrastructure services and determine the future electrical Master Plan. However, the Master Plan focuses primarily on the Paarl bulk electrical network.

6. Development Proposals

6.1 Paarl/Wellington/Mbekweni - See Figure 44 attached
- The potential for infill housing on sites identified through the urban audit of vacant and under-utilized land must be prioritised to promote the creation of a more compact urban form;
- Limit development to the north of Wellington using the extent of the existing urban development and the Krom Rover as a barrier, subject to the results of the Urban Edge Study;
- The area north of Wellington to be regarded as a rural tourism gateway, to include tourism related accommodation and tourism and other complementary land uses;
- The implementation of the proposals contained in the Paarl Farms Land Use Study;
- The identification of urban upgrade and revitalization opportunities in Main Street, Wellington, Lady Grey Street, the Hugenot Station/Klein Drakenstein Road area and the Benbenhhard area;
- Strengthening of east-west road linkages to aid integration of communities;
- The promotion of land uses to create clusters of community facilities, economic development and job opportunities along Jan van Riebeeck Road to improve access to facilities/opportunities for communities residing along its length;
- The extension of Van der Stel Street to provide a link between Klein Drakenstein Road to the south and Jan van Riebeeck Road and Amp Street in the north. The promotion of land uses along its length will improve the socio-economic conditions of the adjacent neighbourhoods;
- Attention should be given to “live/work” opportunities and high density residential development on land fronting onto Jan van Riebeeck Road and Van der Stel Street.

6.2 Paarl south of the N1 and Klapmuts
The area is under tremendous pressure for development, particularly high income-low density residential development. Farm workers and other low-income communities located throughout the area have benefitted minimally from the up-market developments and/or mining activities in the area. The Environmental Management Framework (EMF) highlights the area’s ecological sensitivity and value and large scale development is not encouraged. Appropriate development on less sensitive portions of land is proposed but it is emphasized that development must be consistent with the guidelines contained in the EMF and urban edge policy.
• **Special Area A – See Figure 45 attached**

No development will be permitted that will be more suited to the existing urban areas and which will detract from the move of densification and compaction of existing urban areas;

Urban-related development (where proposed in this SDF) will only be considered under the following conditions:

- Proposed development must contribute to land reform processes. Land abutting the R301 to the west must specifically be targeted for such land reform initiatives;
- Harness the economic/tourist potential of the R301 link with Franschoek;
- Limited residential development proposals (3-6du/ha) inclusive of a sustainable land reform component can be considered in conjunction with tourism-related activities. Any proposed development must take care to retain the rural character of the area which is sensitive towards existing agricultural, ecological, infrastructural and recreational activities and/or opportunities;
- All development applications will be subject to the following studies:
  - Heritage impact assessment
  - Environmental impact assessment
  - Agricultural potential study
  - Traffic impact assessment
  - Other specialist studies as may be determined by Drakenstein Municipality

• **Special Area B – See Figure 45 attached**

- The area should contribute to residential, mixed use and tourism opportunities;
- Opportunities should be exploited, created by the existing movement patterns;
- The form and scale of development must contribute to enhancing the rural character of the area;
- Visual management plans to be implemented for the areas along the N1;
- All development applications will be subject to the following studies:
  - Heritage impact assessment
  - Environmental impact assessment
  - Agricultural potential study
  - Traffic impact assessment
  - Other specialist studies as may be determined by Drakenstein Municipality

• **Special Area C – Klapmuts – See Figure 45 attached**

- A detailed Precinct Plan is proposed in order to fulfil the Drakenstein Municipality’s mandate to optimise the development opportunities in the Klapmuts area – this will ensure an integrated approach to development as the area is considered a new settlement;
- Since urban development cannot be allowed indefinitely on the high potential agricultural land in the Paarl/Wellington area, consideration must be given to the Klapmuts area to meet this need, with specific reference to low-income housing – also recommended in the Cape Metropolitan Area Guide Plan: Volume 4: Paarl/Wellington (1991);
- Encourage land reform projects to increase opportunities for employment creation and food security, especially on Council-owned land;
- Development must enhance the rural character of the area and not detract from the scenic quality of the surrounds;
- Visual management plans to be implemented for the areas along the N1;
- All development applications will be subject to the following studies:
  - Heritage impact assessment
  - Environmental impact assessment
6.3 Simondium - See Figure 46 attached

- Development of a rural settlement with all the prerequisite social and community facilities at Simondium must be given priority attention; and
- Consideration must be given to shelter, socio-economic and security of tenure issues of the residents of the area.

6.4 Gouda - See Figure 47 attached

- Urban development to be limited to infill actions within the existing urban structure of the town;
- Maximize the economic potential of through traffic on the Porterville Road by encouraging mixed use development;
- Break down historical patterns of segregation through the development of community facilities along the main connecting route;
- Encourage small scale agricultural activities and land reform projects on commonage to increase opportunities for employment creation and food security; and
- Promote rural tourism initiatives linked to cultural tourism initiatives, together with rail-based tourism on a regional level.

6.5 Saron - See Figure 48 attached

- Urban development to be limited to infill actions within the existing urban structure of the town;
- Initiate “green projects” eg tree planting along the entrance road into the town;
- Residential and other urban development to be sensitive to the cultural/historical landscape;
- Promote agricultural smallholdings on commonage;
- Promote tourism infrastructure in the area on a local and regional level.

6.6 Hermon - See Figure 49 attached

- Urban development to be limited to infill actions within the existing urban structure of the town;
- Appropriate interventions along the entrance route to emphasize gateway into rural townscape;
- Encourage small scale agricultural activities and land reform projects to increase opportunities for employment creation and food security.

6.7 Windmeul - See Figure 50 attached

- Urban development to be limited to infill actions within the existing urban structure of the town; and
- The rural character of the area to be retained.

7. The Way Forward

7.1 Implementation

An important aspect related to the preparation of Spatial Development Frameworks is the ability of the municipality to align, integrate and implement the provisions thereof. The following must be afforded serious consideration for successful implementation:
• Ensure continuous inter-governmental interaction at political and official level to gain the required support and buy-in;
• Engage similar processes (IDP and SDF) on a district and provincial level to ensure local priorities are recognized at higher levels of government;
• Embark on an aggressive marketing campaign of the SDF within the organization as well as with external institutions and private sector;
• Implement approved policies and revise inappropriate and outdated policies and practices;
• Increase institutional capacity to manage urban and rural growth;
• Promote the integration of spatial, environmental and transportation and civil engineering planning and management; and
• Ensure ongoing alignment of capital budgets both internally and externally

7.2 Alignment with the Drakenstein Municipality IDP

Planning initiatives at a municipality-wide level often become nice-to-have documents with little or no benefit for the communities it is intended for. Transformation in the lives of the poor and a visible impact in the fight against poverty can only be achieved through co-ordinated effort. Implementation of the proposals contained in the Drakenstein Municipality Spatial Development Framework can only be achieved if there is a commitment to intervention on a local as well as a district and provincial level. Co-ordination between local and district municipality as well as provincial government is therefore essential for the success of the SDF initiative. Furthermore, an alignment between the Drakenstein Municipality Spatial Development Framework and the Drakenstein Integrated Development Plan (IDP) is a prerequisite for successful implementation. The SDF should be utilized during the annual and cyclical budgetary processes as a dynamic document for the purposes of spatially identifying spending priorities. The SDF should also guide budgetary decisions in respect of areas of greatest need identified through the IDP process and as monitoring and evaluation tool in spatially indicating trends in government spending on a local, district as well as provincial level.

7.3 Local Area Spatial Development Frameworks

The Drakenstein Municipality Spatial Development Framework (SDF) is a broad policy document and not intended to be comprehensive or detailed in its nature. There are, however, areas that require detailed planning studies to ensure that the broad policies contained in this document are implemented and carried through on a local area level.

The following areas/aspects, amongst others, require more detailed investigations:
• An urban revitalization study for the Paarl CBD;
• An investigation into corridor development potential for Van der Stel Street including the potential for local economic development opportunities;
• Huguenot Station Precinct Development Plan;
• An Urban revitalization study for the Wellington CBD;
• A tourism development plan for the historically disadvantaged areas in the Drakenstein Municipality;
• Simondium Rural Settlement Local Area Plan
• Klapmuts Precinct Development Plan in order to optimise development opportunities.
National Spatial Development Perspective

“The National Spatial Development Perspective requires that a strategic approach to investment be taken and that fixed infrastructure be located in urban settlements likely to experience population and economic growth rather than decline. Therefore, as a general principle, fixed investment should be directed towards urban settlements that exhibit high economic growth potential in the first instance and high human need in the second. Settlements with low human need and low economic growth potential would have a lower fixed investment priority. This policy further implies that settlements with large numbers of people would take precedence over those with only a few residents. It will be seen...that a benchmark of 5000 people or 1000 households be used. This is the minimum population that could support tertiary community facilities eg a primary school or clinic.”

Western Cape Provincial Spatial Development Framework

The following areas of intervention ????, are as follows:

- ?????????

Other key issues to be addressed in the planning process ???????

Conservation

A number of broad overarching policies seeking to establish an overall conservation approach for the Drakenstein Municipality are proposed to include, amongst others:

- Minimal intervention in areas of natural, historic and cultural significance;
- Respect for the contribution of all periods in the history of the municipal area and no one period to be seen as dominating over the other;
- Respect for all cultures and the celebration of diversity as a means of unifying rather than separating;
- Concern for the visual quality of the landscape and the impact of inappropriate development and development parameters thereon;
- Recognition for the important role of agriculture in the social and economic development of the community and the protection of agriculture related resources;
- Recognition of the impact of agricultural activities on the natural environment and the containment thereof;
- Protection of the quality and ambience of towns through appropriate development strategies; and
- Protection of the right of individuals to access nature areas, whilst at the same time limiting the negative impact thereof.