

# CAPE AGULHAS MUNICIPALITY

## SPATIAL DEVELOPMENT FRAMEWORK 2017-2022

Final Report

July 2017



## Client Contact

Town and Regional Planning

Cape Agulhas Municipality

Bertus Hayward



## Email

BertusH@capeagulhas.gov.za

## Tel

028 425 5500

## Office

Cape Agulhas Municipal Offices

1 Dirkie Uys Street

Bredasdorp

## Professional Team

### JSA Architects and Urban Designers

Jac Snyman

[jac@jsa-architects.co.za](mailto:jac@jsa-architects.co.za)

021 788 1413



### Built Environment Partnership

Stephen Boshoff

[stephenb@bepsa.co.za](mailto:stephenb@bepsa.co.za)



### Infinity Environmental

Jeremy Rose

[jeremy@infinityenv.co.za](mailto:jeremy@infinityenv.co.za)



## STATUS AND PURPOSE OF THIS DOCUMENT

This Spatial Development Framework was approved by the Cape Agulhas Municipality on 30 May 2017.

## Abbreviations

CAM	Cape Agulhas Municipality	NEMA	National Environmental Management Act, 1998
CBA	Critical Biodiversity Area	NEMBA	National Environmental Management: Biodiversity Act, 2004
DEA&DP	Department of Environmental Affairs and Development Planning	NGO	Non-government Organisation
DRDLR	Department of Rural Development and Land Reform	NDP	National Development Plan
EIA	Environmental Impact Assessment	ODM	Overberg District Municipality
ESA	Ecological Support Area	ONA	Other Natural Area
IAP	Invasive Alien Plant	PLAS	Pro-active Land Acquisition Strategy
IDP	Integrated Development Plan	PPP	Public Private Partnership
LED	Local Economic Development	PSDF	Provincial Spatial Development Framework
LUPA	Land Use Planning Act, 3 of 2014	RO	Reverse Osmosis
MIG	Municipal Infrastructure Grant	SDF	Spatial Development Framework
MSA	Municipal Systems Act, 32 of 2000	SOEs	State Owned Enterprises
MSDF	Municipal Spatial Development Framework	SPLUMA	Spatial Planning and Land Use Management Act, 2013
MTEF	Medium Term Expenditure Framework	WCBS	Western Cape Biodiversity Spatial Plan, 2017
		WCG	Western Cape Government
		WWTW	Waste Water Treatment Works

## EXECUTIVE SUMMARY

This document presents the Cape Agulhas Municipality (CAM) Spatial Development Framework (SDF), prepared in parallel to the development of the CAM 2017-2022 Integrated Development Plan (IDP).

The SDF is a statutory requirement of all municipalities. Its purpose is to structure and direct – as far as it is possible – the distribution and management of activities and supporting infrastructure in space in a manner which best serves the interest of citizens, today and into the future.

In general terms, the SDF outlines:

- The spatial challenges, opportunities (and implications) of CAM.
- Strategies, policies, and proposals to meet the challenges and opportunities for CAM and individual settlements.
- The roles and opportunities for different agents in implementing the SDF, further work, and priority projects.

Broadly, the SDF is organised around three themes: the bio-physical environment, socio-economic environment, and built environment (including infrastructure).

Proposals entail three types of actions or initiatives:

- Protective actions – things to be protected and maintained to achieve the vision and spatial concept.
- Change actions – things that need to be changed, transformed, or enhanced to achieve the vision and spatial concept.
- New development actions – new development or initiatives to be

undertaken to achieve the vision and spatial concept.

As part of the IDP review and preparation cycle, it is envisaged that the CAM SDF will undergo annual review and further development as the need arises (within the context of the 5-year IDP and this SDF), with a major re-assessment and review following in 2022.



# Contents

1. ....	BACKGROUND AND PURPOSE	7
1.1	PURPOSE	7
1.2	REPORT STRUCTURE	7
1.3	SDF LEGISLATIVE CONTEXT	7
1.4	SDF CONTENT REQUIREMENTS	8
1.5	USERS OF THE CAM SDF	9
1.6	THE PLANNING AREA	9
1.7	APPROACH, PROCESS AND TIMEFRAMES	10
1.7.1	CAM approach to the SDF	10
1.7.2	Process, activities and outputs	11
1.8	POLICY CONTEXT	13
1.8.1	The broad policy context	13
1.9	The PSDF	15
1.9.1	The CAM IDP	17
1.10	GUIDING PRINCIPLES	18
1.11	GUIDING VISION STATEMENT	18
2	SPATIAL CHALLENGES AND OPPORTUNITIES	19
2.1	THE PREVIOUS CAM SDF	19
2.2	EXISTING SECTOR PLANS AND SERVICE INPUTS	19
2.3	COMMUNITY VIEWS	22
2.4	BIO-PHYSICAL ENVIRONMENT	23
2.4.1	Municipal overview	23
2.4.2	Issues	30
2.4.3	Implications and opportunities	30
2.5	SOCIO-ECONOMIC ENVIRONMENT	34
2.5.1	Municipal overview	34
2.5.2	Issues	38
2.5.3	Implications and opportunities	39
2.6	BUILT ENVIRONMENT	41
2.6.1	Municipal overview	41
2.6.2	Issues	48
2.6.3	Implications and opportunities	49
2.7	GOVERNANCE	53
2.7.1	Municipal overview	53
2.7.2	Issues	54
2.7.3	Implications and opportunities	54
2.8	SYNTHESIS	56
2.8.1	Key issues	56
2.8.2	Key opportunities	57
2.8.3	Implications	57
3	SPATIAL PROPOSALS	59
3.1	SPATIAL CONCEPT	59
3.1.1	Final vision statement	59
3.1.2	Concept statement	59
3.1.3	Concept diagram	59
3.2	FUTURE DEMAND APPROACH STATEMENT	61
3.2.1	Current and planned rate of housing delivery	62
3.2.2	Developable Land Areas and Densities	63
3.3	THE COMPOSITE AND SETTLEMENT AREA SDF FOCUS AND STRUCTURE	65
3.4	THE COMPOSITE SDF	67
3.5	PROPOSALS PER SETTLEMENT AREA	70
3.5.1	Bredasdorp	70
3.5.2	Napier	73
3.5.3	Struisbaai	76
3.5.4	L'Agulhas	79
3.5.5	Elim	81
3.5.6	Arniston/ Waenhuiskrans	83
3.5.7	Suiderstrand	86
3.5.8	Klipdale	88
3.5.9	Protem	90
4	IMPLEMENTATION FRAMEWORK	92
4.1	POLICIES	92
4.2	DEVELOPMENT GUIDELINES	97
4.2.1	Provincial guidelines	97
4.2.2	Additional guidelines	98
4.3	DEVELOPMENT CHECK LIST	98
4.4	CAPITAL INVESTMENT FRAMEWORK	100
4.4.1	Spatial priorities	100
4.5	Precinct planning	101
4.5.1	Implementation and institutional measures	103

4.6 IMPLICATIONS FOR OTHER CAM PLANS .....	105
APPENDIX 1. IMPLEMENTATION OF THE PSDF IN THE OVERBERG.....	107
APPENDIX 2. POLICY FRAMEWORK FOR THE CAM SDF.....	109
APPENDIX 3. CAM CAPITAL BUDGET (2016/17-2019/20) .....	116
APPENDIX 4. HOUSING TYPOLOGIES .....	119
APPENDIX 5. CAM HOUSING PIPELINE (2016) .....	122
APPENDIX 6. HOUSING PROJECTS PER SETTLEMENT.....	125
APPENDIX 7. SUGGESTED COASTAL DEVELOPMENT CONTROL GUIDELINES .....	128
APPENDIX 8. COMMENTS AND RESPONSES FROM STAKEHOLDER ENGAGEMENT.....	129

## Tables

Table 1. CAM SDF themes and sub-themes .	11
Table 2. The broad policy context.....	14
Table 3. PSDF Spatial agenda .....	15
Table 4. PSDF transitions.....	16
Table 5. High-level IDP strategic framework for CAM .....	17
Table 6. SPLUMA Principles.....	18
Table 7. Challenges/ opportunities as reflected by services (continued overleaf) ..	20
Table 8. Summarised IDP inputs.....	22
Table 9. Settlement structure .....	41
Table 10. Settlement classification.....	41

Table 11. Transport modal split.....	47
Table 12. Provincial funding contributions ...	53
Table 13. Legacy, current, and future issues	56
Table 14. Major opportunities.....	57
Table 15. Implications of current challenges on components of settlement structure and management.....	58
Table 16. Housing demand by settlement ...	61
Table 17. Land requirements in hectares .....	62
Table 18. Proportional housing allocation by settlement .....	62
Table 19. Current housing pipeline.....	62
Table 20. Pipeline housing projects and post-2025 demand .....	63
Table 21. Current pipeline land allocation (Western Cape Government) .....	63
Table 22. SDF proposals.....	67
Table 23. Bredasdorp SDF proposals .....	70
Table 24. Napier SDF proposals.....	73
Table 25. Struisbaai SDF proposals.....	76
Table 26. L'Agulhas SDF proposals .....	79
Table 27. Elim SDF proposals.....	81
Table 28. Arniston SDF proposals .....	83
Table 29. Suiderstrand SDF proposals.....	86
Table 30. Klipdale SDF proposals .....	88
Table 31. Protem SDF proposals.....	90
Table 32. Provincial guidelines .....	97
Table 33. Private sector opportunities.....	104
Table 34. Implications of SDF for IDP and sector plans .....	105

## Maps and Figures

Figure 1: CAM SDF process.....	12
Figure 2. Spatial concept .....	60

Map 1. Planning Area.....	10
Map 2. Inland water systems .....	23
Map 3. Oceans and coasts .....	24
Map 4. Biodiversity and ecosystems.....	27
Map 5. Agriculture and mining .....	28
Map 6. Biophysical Synthesis.....	33
Map 7. COMMUNITY FACILITIES AND ECONOMIC INFRASTRUCTURE.....	35
Map 8. Socio-economic Synthesis .....	40
Map 9. Settlement structure and classification .....	42
Map 10. Renewable Energy Development Zones .....	45
Map 11. Built Environment Synthesis .....	52
Map 12. CAM SDF .....	69
Map 13. Bredasdorp SDF .....	72
Map 14. Napier SDF.....	75
Map 15. Struisbaai SDF.....	78
Map 16. L'Agulhas SDF .....	80
Map 17. Elim SDF.....	82
Map 18. Arniston / Waenhuiskrans SDF .....	85
Map 19. Suiderstrand SDF.....	87
Map 20. Klipdale SDF .....	89
Map 21. Protem SDF.....	91
Map 22. Precinct Plans .....	102

Box 1. CBAs, ESAs and ONAs: Definitions and objectives .....	26
Box 2. Biophysical issues.....	30
Box 3. Socio-economic issues .....	38
Box 4. Built environment issues .....	48
Box 5. Governance issues .....	54

# 1. BACKGROUND AND PURPOSE

## 1.1 PURPOSE

This document presents the new Cape Agulhas Municipality (CAM) Spatial Development Framework (SDF), prepared in parallel to the development of the CAM 2017-2022 Integrated Development Plan (IDP).

The SDF is a statutory requirement of all municipalities. Its purpose is to structure and direct – as far as it is possible – the distribution and management of activities and supporting infrastructure in space in a manner which best serves the interest of citizens, today and into the future.

As part of the IDP review and preparation cycle, it is envisaged that the CAM SDF will undergo annual review and further development as the need arises (within the context of the 5-year IDP and this SDF), with a major re-assessment and review following in 2022.

## 1.2 REPORT STRUCTURE

The report comprises the following chapters:

### Chapter 1: Background and Purpose

- Outlines the purpose of the report, the SDF legislative and policy context, process and other points of departure.

### Chapter 2: Spatial Challenges and Opportunities

- Outlines spatial challenges, opportunities and implications for themes and sub-themes.

### Chapter 3: Spatial Proposals

- Outlines strategies, policies, and proposals for CAM and individual settlements.

### Chapter 4: Implementation Framework

- Outlines roles and opportunities for different agents, further work, and priority projects.

## 1.3 SDF LEGISLATIVE CONTEXT

The Municipal Systems Act, 32 of 2000 (MSA) first introduced the concept of a SDF as a component of the mandatory IDP that every municipality must adopt. Chapter 5 of the Act deals with integrated development planning and provides the legislative framework for the compilation and adoption of IDPs by municipalities. Within the chapter section 26(e) specifically requires an SDF as a mandatory component of the municipal IDP. In 2001 the Minister for Provincial and Local Government issued the Local Government: Municipal Planning and Performance Management Regulations. Within these regulations, Regulation 2(4) prescribes the minimum requirements for a municipal SDF.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

Chapter 2 of SPLUMA sets out the development principles that must guide the

preparation, adoption and implementation of any spatial development framework, policy or by-law concerning spatial planning and the development or use of land. These principles, outlined in more detail in section ..., include the redress of spatial injustices and the integration of socio-economic and environmental considerations in land use management to balance current development needs with those of the future generations in a transformative manner. SPLUMA reinforces and unifies the National Development Plan (NDP) in respect of using spatial planning mechanisms to eliminate poverty and inequality while creating conditions for inclusive growth by seeking to foster a high-employment economy that delivers on social and spatial cohesion.

At the Provincial sphere of government, aligned with SPLUMA, the Western Cape Land Use Planning Act, 3 of 2014 (LUPA) further outlines minimum standards for SDFs, both in preparation process, and content.

#### 1.4 SDF CONTENT REQUIREMENTS

In terms of SPLUMA, an SDF covers a longer time horizon (i.e. five years or longer) than spatial plans, and sets out strategies for achieving specific objectives over the medium to longer term. SDFs are not rigid or

prescriptive plans that predetermine or try to deal with all eventualities, or sets out complete land use and development parameters for every land portion or cadastral entity. They should, however, contain sufficient clarity and direction to provide guidance to land use management decisions while still allowing some flexibility and discretion. SDFs need to distinguish between critical non-negotiables and fixes, and what can be left to more detailed studies. They should be based on normative principles including performance principles that form the basis of monitoring and evaluation of impacts.

SPLUMA prescribes that SDFs should:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives.
- Translate this vision into a set of policies, priorities, programmes and land allocations together with public sector resources to deliver them.
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area.

- Coordinate and deliver public sector components of this vision with other agencies and processes to ensure implementation.
- Reflect the national policy, national policy priorities and programmes relating to land use management and land development.
- Promote social inclusion, spatial equity, desirable settlement patterns, rural revitalisation, urban regeneration and sustainable development.
- Ensure that land development and land use management processes, including applications, procedures and timeframes are efficient and effective.

SDFs should include:

- A report on and an analysis of existing land use patterns.
- A framework for desired land use patterns.
- Existing and future land use plans, programmes and projects relative to key sectors of the economy.
- Mechanisms for identifying strategically located vacant or under-utilised land and for providing access to and the use of such land.



In terms of LUPA, a municipal SDF must:

- Comply with other applicable legislation.
- Promote predictability in the utilisation of land.
- Address development priorities.
- Where relevant, provide for specific spatial focus areas, including towns, other nodes, sensitive areas, or areas experiencing specific development pressure.
- Consist of a report and maps covering the whole municipal area, reflecting municipal planning and the following structuring elements:
  - Transportation routes.
  - Open space systems and ecological corridors.
  - Proposed major projects of organs of state with substantial spatial implications.
  - Outer limits to lateral expansion.
  - Densification of urban areas.

## 1.5 USERS OF THE CAM SDF

The CAM SDF targets two broad user categories. The first is the government sector, across spheres from national to local government, and including State Owned Enterprises (SOEs). While the CAM SDF is informed by the spatial direction stated in

national, provincial, and district level policy, it also sets out the municipality's spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the SDF outlines CAM's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

The second user category is the private sector, comprising business enterprises, non-government organisations, institutions, and private citizens. While the private sector operates with relative freedom spatially – making spatial decisions within the framework of land ownership, zoning, and associated regulations and processes – the SDF gives an indication of where and how CAM intends to channel public investment, influence, and other resources at its disposal. In broad terms, this includes where infrastructure and public facility investment will be prioritised, where private sector partnership will be sought in development, and how the municipality will view applications for land use change.

## 1.6 THE PLANNING AREA

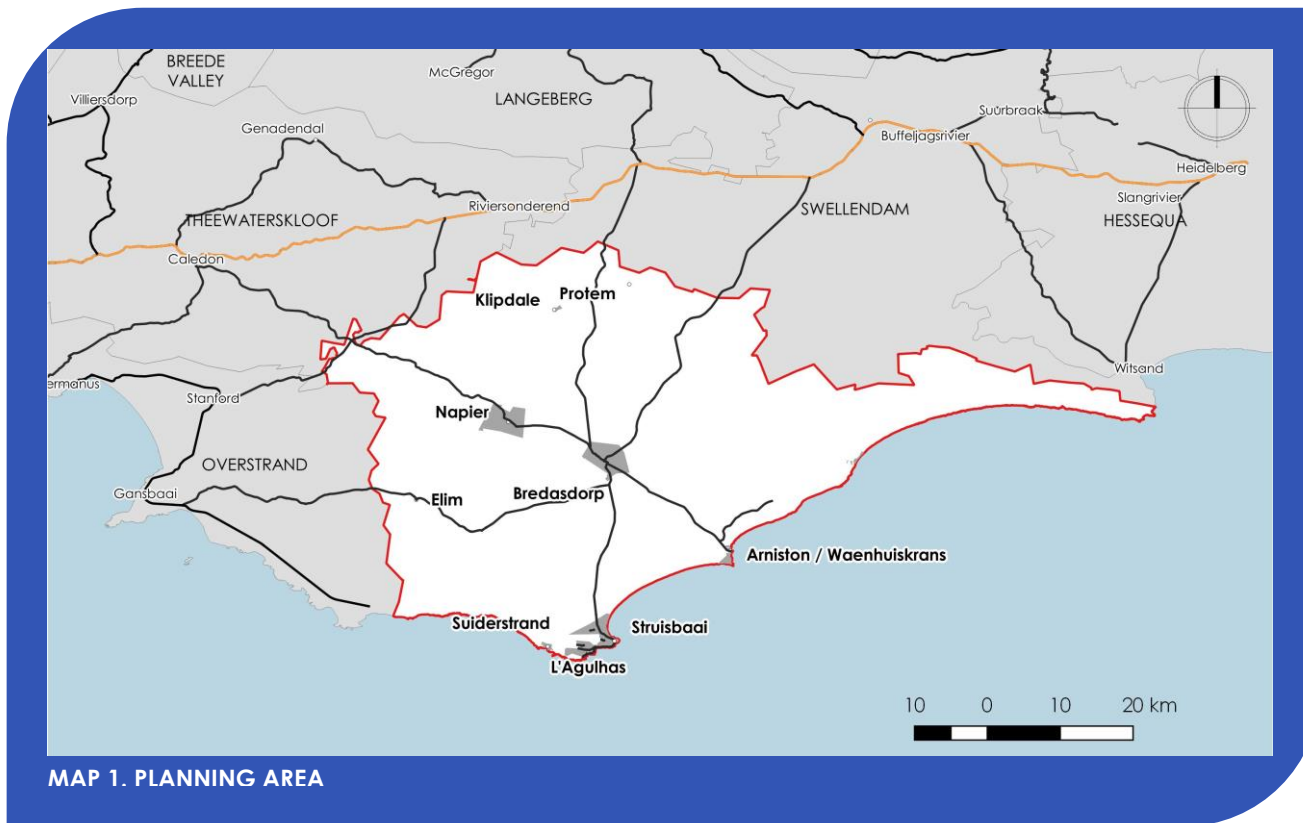
The CAM SDF focuses primarily on the CAM jurisdictional area, a Category B (Local) Municipality and one of four municipalities

situated within the Overberg District Municipality (ODM) of the Western Cape Province (Map 1).

The CAM area covers approximately 2 411 km<sup>2</sup> and includes the towns of Bredasdorp and Napier, the coastal towns of Arniston/ Waenhuiskrans, Struisbaai, L'Agulhas (the most southern town in Africa), Suiderstrand and the rural settlements of Protem and Klipdale. The municipal area also includes Elim – a private town – and a very large rural area.

The 2011 Census estimated the total CAM population at 33 038 (the 2016 Community Survey indicates a population of 34 698, 5.9% of the district population). Some 19% of CAM's population lives in dispersed homesteads on farms. Although CAM is the smallest municipality in terms of population in the OD M are, CAM makes up one third of the district area.

Bredasdorp – the largest town in CAM – accommodates the administrative head offices of both CAM and ODM.



MAP 1. PLANNING AREA

## 1.7 APPROACH, PROCESS AND TIMEFRAMES

### 1.7.1 CAM approach to the SDF

Two main aspects inform the approach to the SDF.

Firstly, CAM leadership chose to prepare the new SDF as an integral part of the 2017-2022 IDP. As a new leadership group – following

the 2016 municipal elections – a specific aim was set to undertake appropriate long-term planning during the first year of the five-year term of office.

This approach presented specific challenges. For example, work on the SDF had to await leadership direction in relation to the IDP, the inputs from IDP public participation processes, and so on. Thus, the preparation of the SDF lagged slightly behind the IDP, and

it was challenging to meet time frames associated with IDP preparation. Further, tight time frames, and the focus of leadership on broad strategic issues and overarching budget apportionments between priorities and services – at the beginning of a term of office – presented significant challenges.

Nevertheless, preparing the SDF in parallel to the IDP is the appropriate approach and the one which best serves the relationship between different municipal planning instruments envisaged in the applicable legislation. Specifically, CAM is of the view that:

- It is important to establish a culture of integrated planning in CAM which confirms the centrality of the IDP as the primary planning and resource allocation process while including full consideration of spatial and environmental issues. In this sense, the *process* followed here is of great significance to CAM.
- As with the term-of-office IDP, which focuses on the overall direction for CAM over the next five years, it is perhaps appropriate for the SDF to set the broad framework for spatial planning and land use management in CAM now at the beginning of the term of office. Through the annual IDP review process, the SDF

could be refined over the next five years, also including more detailed planning addressing specific areas or challenges.

Secondly, the CAM leadership agreed to follow the “SDF Guidelines: Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans” – issued by the Department of Rural Development and Land Reform (DRDLR) in 2014 – in preparing the SDF. The Guidelines have been prepared to provide clear and strategic guidance on the preparation of credible SDFs.<sup>1</sup> In essence, the Guidelines calls for spatially focused, shorter, and user-friendly SDFs, integrated with other sector plans and the IDP.

### 1.7.2 Process, activities and outputs

The process for preparing the CAM SDF is illustrated in Figure 1 overleaf.

Broadly, preparation of the SDF involved three phases.

The first “start-up” phase involved engagements with CAM’s political leadership on spatial issues and process expectations, a review of the current SDF, a review of the

national norms and content requirements of SDFs (as reflected in SPLUMA and the work of the DRDLR), existing policy that informs the SDF, and a “guiding vision” for preparing the SDF. During the start-up work phase, the administration – with a view to enable inter-governmental alignment of policy initiatives – agreed to organise work on the CAM SDF as

far as possible to the themes and sub-themes employed in SPLUMA and the PSDF. These themes and sub-themes are illustrated in Table 1.

The start-up work phase provided a “lens” for the second phase, focused on a status quo analysis of spatial matters in CAM. It includes the perspective of citizens and interest

TABLE 1. CAM SDF THEMES AND SUB-THEMES

THEME	SUB-THEME
<p><b>BIO-PHYSICAL ENVIRONMENT</b></p> <p>Sustainable use of the Municipality’s spatial resources and assets.</p>	<ul style="list-style-type: none"> <li>• Biodiversity and ecosystem services</li> <li>• Water</li> <li>• Soils and mineral resources</li> <li>• Resource consumption and disposal.</li> <li>• Landscape and scenic assets.</li> </ul>
<p><b>SOCIO-ECONOMIC ENVIRONMENT</b></p> <p>Opening-up opportunities in the Municipal space-economy.</p>	<ul style="list-style-type: none"> <li>• Regional and municipal economic infrastructure</li> <li>• Rural space-economy</li> <li>• Settlement space-economy</li> </ul>
<p><b>BUILT ENVIRONMENT</b></p> <p>Developing integrated and sustainable settlements.</p>	<ul style="list-style-type: none"> <li>• Sense of place and settlement patterns</li> <li>• Accessibility</li> <li>• Land use and density.</li> <li>• Facilities and social services</li> <li>• Informality, housing delivery, inclusion and urban land markets</li> </ul>

<sup>1</sup> Shortcomings in SDFs identified by the DRDLR include work not founded on sound or consistent development principles, a lack of clear connection between the different scales of planning, an overreliance on non-directional analysis and generic policy statements, a lack of spatial focus, inadequate emphasis of spatial structure that should be actively planned and managed by the public sector, and inadequate linkages between planning, budgeting and implementation.

groups on challenges, challenges and opportunities as reflected in existing sector plans of CAM, and a professional review of biophysical, socio-economic, and built environment challenges and opportunities. This phase culminated in a synthesis of key challenges, opportunities, and spatial implications to be addressed in the CAM SDF.

The third phase involved the preparation of the actual spatial development framework, including spatial development and land use management strategies, policies, guidelines,

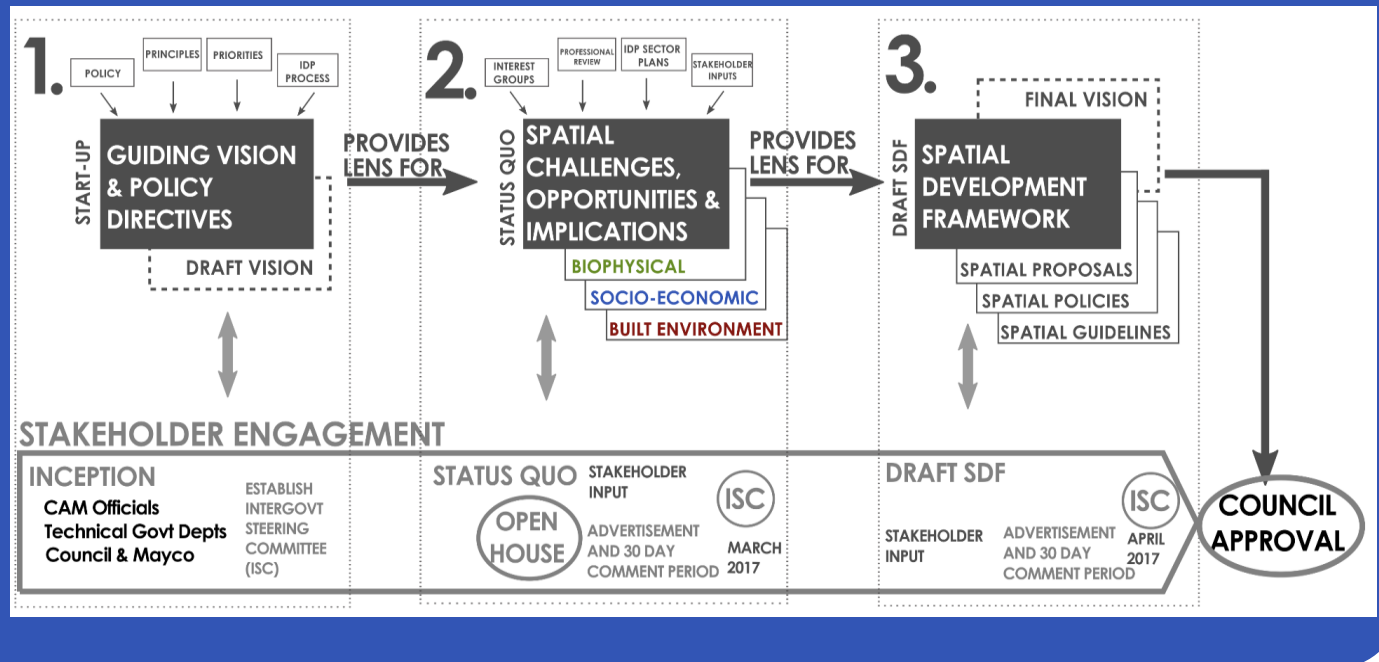
and supportive programmes and projects to address challenges and exploit opportunities.

Work culminated in the preparation of an implementation framework, outlining the role and opportunities for different agencies, further work to be undertaken, and priority projects.

In more detail, activities and outputs associated with preparing the CAM SDF involved:

- In-depth discussion between municipal officials and the SDF service provider to clarify the brief, expectations and desired work process (including CAM's views on, and experience in using, the previous SDF).
- In depth discussions with senior administrative and political leadership to understand current challenges and opportunities related to different municipal services.
- Establishment of – and engagement with – an integrated steering committee (comprising representatives across spheres of government and sectors) responsible for providing inputs to the SDF.
- A detailed review of existing policy and plans – across spheres of government and sectors – and spelling out its implications for the CAM SDF.
- Consideration of inputs received from organisations and individuals during the IDP public participation process (including ward-based workshops).
- Consideration of the strategic inputs received from the CAM Mayoral Committee following its December 2016 five-year strategic planning session, interpreting the spatial implications of the strategic direction set, and workshopping these with CAM leadership.

FIGURE 1: CAM SDF PROCESS



- A detailed review of existing programmes and plans applicable to CAM, including the intended five-year implementation plan.
- Preparation of a status quo report, outlining existing challenges, opportunities, and the broad context for preparing the SDF.
- Preparation of spatial planning input to the Draft IDP (which sought further public input on the 2017-2022 IDP).
- Formal advertising of CAM's intent to prepare the SDF, an advertisement inviting public comment on the status quo work phase and report, and consideration of public comments received in response to the status quo work phase.
- An SDF "Open Day", structured to engage with organisations and members of the public interested in the SDF and related matters.
- An in-depth workshop with the CAM Mayoral Committee to discuss proposals incorporated in the SDF.
- Advertising of the draft SDF for public comment and consideration of the inputs received.

Comments and responses from the public participation process are included as Appendix 8.

## 1.8 POLICY CONTEXT

In terms of SPLUMA, Municipal SDFs should interpret and reflect national, provincial and regional level policy, priorities and programmes relating to land use, development, and management. Across spheres of government, a host of policy documents exists which have a bearing on the use, development and management of land, both directly and indirectly. Appendix 2 contains a table which summarises all the major policy references applicable to the CAM SDF.

The following sections outline:

- Key policy imperatives envisaged in various integrated and sectoral policy documents across spheres of government.
- The main tenets of the PSDF, arguably the key "spatial policy" informant of the CAM SDF.
- The CAM IDP, the key policy and business planning instrument of CAM, setting out the municipality's service delivery vision and agenda for the next five years.

### 1.8.1 The broad policy context

Table 2 overleaf sets out key policy imperatives applicable to this SDF.



**TABLE 2. THE BROAD POLICY CONTEXT**

THEME	SUB-THEME	IMPLICATIONS FOR THE CAM SDF
<b>BIO-PHYSICAL ENVIRONMENT</b>	<b>Biodiversity and ecosystem services</b>	<ul style="list-style-type: none"> <li>• Protection of Critical Biodiversity Areas, Ecological Support Areas, protected, and vulnerable areas.</li> <li>• Precautionary approach to climate change and sea level rise.</li> <li>• Ecological corridor development</li> </ul>
	<b>Water</b>	<ul style="list-style-type: none"> <li>• Responsible water use.</li> <li>• Protection of water resources.</li> </ul>
	<b>Soils and mineral resources</b>	<ul style="list-style-type: none"> <li>• Protection of valuable soils for agriculture.</li> <li>• Protection of mineral resources for possible extraction.</li> </ul>
	<b>Resource consumption and disposal</b>	<ul style="list-style-type: none"> <li>• Energy efficiency and change to alternative energy sources</li> <li>• Waste minimization and recycling.</li> </ul>
	<b>Landscape and scenic assets</b>	<ul style="list-style-type: none"> <li>• Retaining the essential character and intactness of wilderness areas.</li> </ul>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>	<b>Regional and municipal economic infrastructure</b>	<ul style="list-style-type: none"> <li>• Developing and maintaining infrastructure as a basis for economic development and growth.</li> </ul>
	<b>Rural space-economy</b>	<ul style="list-style-type: none"> <li>• The protection of agricultural land, enablement of its use and expansion of agricultural output.</li> <li>• Focus on undeveloped and underdeveloped land in proximity to existing concentrations of activity and people and as far as possible within the existing footprint of settlements.</li> <li>• The protection and expansion of tourism assets.</li> <li>• The expansion of entrepreneurial opportunity (also for emergent entrepreneurs).</li> </ul>
	<b>Settlement space-economy</b>	<ul style="list-style-type: none"> <li>• Focus resources in those areas that have both high or very high growth potential, as well as high to very high social need.</li> <li>• Better linkages between informal settlements/ poorer areas and centres of commercial/ public activity.</li> <li>• A richer mix of activities in or proximate to informal settlements (including employment opportunity).</li> <li>• The protection and expansion of tourism assets. The expansion of entrepreneurial opportunity (also for emergent entrepreneurs).</li> </ul>
<b>BUILT ENVIRONMENT</b>	<b>Sense of place and settlement patterns</b>	<ul style="list-style-type: none"> <li>• The protection of places and buildings of heritage/ cultural value (while ensuring reasonable public access, also as a means of economic development).</li> </ul>
	<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• A focus on public transport to ensure user convenience and less dependence on private vehicles (there is a recognition that many citizens will never afford a private vehicle and that the use of private vehicles has significant societal costs).</li> </ul>
	<b>Land use and density</b>	<ul style="list-style-type: none"> <li>• Compact, denser development.</li> <li>• Pedestrian friendly development.</li> </ul>
	<b>Facilities and social services</b>	<ul style="list-style-type: none"> <li>• A focus on improving and expanding existing facilities (schools, libraries, and so on) to be more accessible and offer improved services.</li> <li>• The significance of well-located and managed public facilities as a platform for growth, youth development, increased wellness, safety, and overcoming social ills.</li> <li>• The clustering of public facilities to enable user convenience and efficient management.</li> </ul>
	<b>Informality, housing delivery, inclusion and urban land markets</b>	<ul style="list-style-type: none"> <li>• The upgrading of informal settlements.</li> <li>• Housing typologies which meet the unique needs of households and income groups.</li> </ul>
<b>GOVERNANCE</b>	<b>Way of work</b>	<ul style="list-style-type: none"> <li>• A more coordinated and integrated approach in government planning, budgeting and delivery.</li> <li>• Partnering with civil society and the private sector to achieve agreed outcomes (as reflected in the IDP and associated frameworks/ plans).</li> <li>• Active engagement with communities in the planning, resourcing, prioritization, and execution of programmes and projects.</li> </ul>

## 1.9 The PSDF

The PSDF sets out to:

- Address the lingering spatial inequalities that persist because of apartheid's legacy – inequalities that contribute both to current challenges (lack of jobs and skills, education and poverty, and unsustainable settlement patterns and resource use) and to future challenges (climate change, municipal fiscal stress, food insecurity and water deficits).

- Provide a shared spatial development vision for both the public and private sectors, and to guide all sectoral considerations about space and place.
- Direct the location and form of public investment, and to influence other investment decisions by establishing a coherent and logical spatial investment framework.

The spatial agenda advocated by the PSDF is summarised in Table 3. To assist in the alignment of Provincial and municipal spatial

and sector-based planning, the WCG has prepared specific communiqués outlining the implications of the PSDF for themes and regions, including:

- Developing Integrated and Sustainable Settlements.
- Sustainable use of Provincial Assets.
- Opening-up Opportunities in the Space Economy.
- Implementation of the PSDF in the Overberg.

TABLE 3. PSDF SPATIAL AGENDA

FOCUS	WHAT IT INVOLVES
<b>Growing the Western Cape economy in partnership with the private sector, non-governmental and community based organisations.</b>	<ul style="list-style-type: none"> <li>• Targeting public investment into the main driver of the Provincial economy (ie the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions)</li> <li>• Managing urban growth pressures to ensure more efficient, equitable and sustainable spatial performance</li> <li>• Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements</li> <li>• Supporting municipalities manage urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions</li> <li>• Promoting an urban rather than suburban approach to settlement development (ie diversification, integration and intensification of land uses)</li> <li>• Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm workers, and diversifying rural livelihood and income earning opportunities</li> </ul>
<b>Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions.</b>	<ul style="list-style-type: none"> <li>• Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery</li> <li>• Using public transport and ICT networks to connect markets and communities</li> <li>• Transitioning to sustainable technologies, as set out in the WCIF</li> <li>• Maintaining existing infrastructure</li> </ul>
<b>Improving oversight of the sustainable use of the Western Cape's spatial assets.</b>	<ul style="list-style-type: none"> <li>• Safeguarding the biodiversity network and functionality of ecosystem services, a prerequisite for a sustainable future</li> <li>• Prudent use of the Western Cape's precious land, water and agricultural resources, all of which underpin the regional economy</li> <li>• Safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources, on which the tourism economy depends</li> <li>• Understanding the spatial implications of known risks (eg climate change and its economic impact, sea level rise associated with extreme climatic events) and introducing risk mitigation and/or adaptation measures</li> </ul>

These communiqués are available on-line, and the “Implementation of the PSDF in the Overberg” is attached as Appendix 1.

The PSDF advocates several “transitions” or “changes” needed to ensure the sustainable land use development and management in the Western Cape Province, outlined in Table 4.

The PSDF – in line with national policy – holds that government and policy-makers focus their resources in those areas that have both high or very high growth potential, as well as high to very high social need. In this regard, settlements in CAM do not fall within the upper tier of growth potential and social need. Thus, CAM could not expect absolute or extraordinary prioritisation for additional resources for services beyond what is already provided by government.

The PSDF includes a composite map which graphically portrays the Western Cape’s spatial agenda. In line with the Provincial spatial policies, the map shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the Provincial economy. For the agglomeration of urban activity, the Cape Metro functional region, as well as the emerging regional centres of the

TABLE 4. PSDF TRANSITIONS

THEME	FROM	TO
<b>RESOURCES AND ASSETS (BIO-PHYSICAL ENVIRONMENT)</b>	Mainly curative interventions	More preventative interventions
	Resource consumptive living	Sustainable living technologies
	Reactive protection of natural, scenic and agricultural resources	Proactive management of resources as social, economic and environmental assets
<b>OPPORTUNITIES IN THE SPACE ECONOMY (SOCIO-ECONOMIC ENVIRONMENT)</b>	Fragmented planning and management of economic infrastructure	Spatially aligned infrastructure planning, prioritisation and investment
	Limited economic opportunities	Variety of livelihood and income opportunities
	Unbalanced rural and urban space economies	Balanced urban and rural space economies built around green and information technologies
<b>INTEGRATED AND SUSTAINABLE SETTLEMENTS (BUILT ENVIRONMENT)</b>	Suburban approaches to settlement	Urban approaches to settlement
	Emphasis on “greenfields” development	Emphasis on “brownfields” development
	Low density sprawl	Increased densities in appropriate locations aligned with resources and space-economy
	Segregated land use activities	Integration of complementary land uses
	Car dependent neighbourhoods and private mobility focus	Public transport orientation and walkable neighbourhoods
	Inferior quality public spaces	High quality public spaces
	Fragmented, isolated and inefficient community facilities	Integrated, clustered and well located community facilities
	Focus on private property rights and developer led growth	Balancing private and public property rights and increased public direction on growth
	Exclusionary land markets and top-down delivery	Inclusionary land markets and partnerships with beneficiaries in delivery
	Limited tenure options and standardised housing types	Diverse tenure options and wider range of housing typologies
Delivering finished houses through large contracts and public finance and with standard levels of service	Progressive housing improvements and incremental development through public, private and community finance with differentiated levels of service	



Greater Saldanha functional region and the George/ Mossel Bay functional region, are prioritised. The priority tourism/ leisure corridors are the Overstrand and Garden Route leisure corridors (the priority tourism routes are the N2-corridor, R62 between Worcester and Oudtshoorn, the N7 corridor and R43). Two priority rural development corridors – areas of agricultural and rural development opportunity – have been identified. The first is on the west coast – stretching from Lutzville in the north to Clanwilliam in the south. The second rural development corridor stretches from Tulbagh in the north-west to Swellendam in the southeast.

The composite map recognises the contribution of CAM to two key Provincial economic sectors: agriculture and tourism.

### 1.9.1 The CAM IDP

CAM's preparatory work for the compilation of the 2017-2022 IDP culminated in a political and administrative leadership multi-day strategic session during December 2016. At this session, municipal leadership considered the inputs received during the initial community participation process and developed the guiding framework for managing the municipality during its term of office and the IDP. This includes a vision,

mission, and values for managing the CAM, and medium term strategic goals and objectives.

The high-level strategic framework for CAM included in the IDP is reflected in Table 5.

TABLE 5. HIGH-LEVEL IDP STRATEGIC FRAMEWORK FOR CAM

ASPECT	AGREED MEANING/ FOCUS
<b>Vision</b>	<p>"Together for excellence"</p> <p>"Saam vir uitnemendheid"</p> <p>"Sisonke siyagqwesa"</p>
<b>Mission</b>	<p>"To render excellent services through good governance, public ownership and partnership, to create a safer environment that will promote socio-economic growth and ensure future financial sustainability in a prosperous southernmost community"</p>
<b>Values</b>	<ul style="list-style-type: none"> <li>• Fairness</li> <li>• Integrity</li> <li>• Accountability and responsibility</li> <li>• Transparency</li> <li>• Innovativeness</li> <li>• Responsiveness</li> <li>• Empathy</li> </ul>
<b>Strategic goals for 2017-2022</b>	<ul style="list-style-type: none"> <li>• <b>Local Economic Development</b> as the key to unlock much needed employment opportunities Agri-processing must be explored as part of the local economic development strategy</li> <li>• <b>Tourism</b> research showed that it is a major contributor to the provincial GDP and CAM must design appropriate strategies with the various partners to grow the local tourist industry</li> <li>• <b>Youth Development</b> and the improvement of social <b>welfare services</b> This is a high priority strategic area and requires urgent attention</li> <li>• <b>Quality and sustainable basic service delivery</b> (the core mandate of the municipality)</li> </ul>
<b>Strategic objectives for 2017-2022</b>	<ul style="list-style-type: none"> <li>• To establish a culture of good governance</li> <li>• To ensure long-term financial sustainability</li> <li>• To ensure that infrastructure is provided and maintained</li> <li>• To provide community services</li> <li>• To create a safe and healthy environment</li> </ul>

## 1.10 GUIDING PRINCIPLES

Given the significance of SPLUMA in the national spatial planning and land use management system, as well as the need to achieve greater inter-governmental alignment in planning, CAM agreed to use the SPLUMA guiding principles as the overall normative context for preparing the SDF.

These principles and the meaning of each is outlined in Table 6.

## 1.11 GUIDING VISION STATEMENT

In step with the SPLUMA principles, the following “working” vision for preparation of the CAM SDF could be:

*“Settlements and activities in CAM distributed and of a nature and form which ensures justice, sustainability, efficiency, livelihood opportunity, and a rich life experience for all residents, citizens, and visitors.”*

TABLE 6. SPLUMA PRINCIPLES

PRINCIPLE	EXPLANATION IN ACT
<b>Spatial justice</b>	<ul style="list-style-type: none"> <li>• Past spatial and other development imbalances must be redressed through improved access to and use of land.</li> <li>• SDFs (and associated policies) must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation.</li> <li>• Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons.</li> <li>• Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements.</li> <li>• Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas.</li> <li>• In considering an application, a Municipal Planning Tribunal may not be impeded or restricted in the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.</li> </ul>
<b>Spatial sustainability</b>	<ul style="list-style-type: none"> <li>• Promote land development that is within the fiscal, institutional and administrative means of government.</li> <li>• Give special consideration to the protection of prime and unique agricultural land.</li> <li>• Uphold consistency of land use measures in accordance with environmental management instruments.</li> <li>• Promote and stimulate the effective and equitable functioning of land markets.</li> <li>• Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments.</li> <li>• Promote land development in locations that are sustainable, limit urban sprawl, and result in communities that are viable.</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• Land development must optimise the use of existing resources and infrastructure.</li> <li>• Decision-making procedures must be designed to minimise negative financial, social, economic or environmental impacts.</li> <li>• Development application procedures must be efficient, streamlined, and timeframes adhered to by all parties.</li> </ul>
<b>Spatial resilience</b>	<ul style="list-style-type: none"> <li>• Spatial plans, policies and land use management systems must be flexible to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.</li> </ul>
<b>Good administration</b>	<ul style="list-style-type: none"> <li>• All spheres of government must ensure an integrated approach to land use and land development.</li> <li>• All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of SDFs.</li> <li>• The requirements of any law relating to land development and land use must be met timeously.</li> <li>• The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, must include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them.</li> <li>• Policies, legislation and procedures must be clearly set out in a manner which informs and empowers the public.</li> </ul>

## 2 SPATIAL CHALLENGES AND OPPORTUNITIES

### 2.1 THE PREVIOUS CAM SDF

The previous SDF for CAM was approved by Council in 2012. In discussion with the CAM administration, the following issues were identified with the previous SDF:

- The bulkiness of the document – including lengthy conceptual and analytical sections not necessarily focused on spatial matters – which detracts from the SDF's user-friendliness and actual use.
- An agenda of proposed interventions – large and small – beyond the management and fiscal resource capability of CAM (and because of the lack of focus, ineffective change and even inertia).
- An inordinately generous proposing of non-residential land use and development along major entrance routes to settlements (specifically Arniston/ Waenhuiskrans, and Struisbaai), perhaps over estimating demand and resulting in amorphous distribution of activities and the degrading of amenity in residential areas.



### 2.2 EXISTING SECTOR PLANS AND SERVICE INPUTS

Table 7 summarises challenges and opportunities identified in the existing sector plans of different services/ departments of CAM or during discussions with the services/ departments during the preparation of the SDF.

Many of the service inputs do not have direct spatial implications (at the level of concern

addressed by an SDF for the overall municipality). Nevertheless, the inputs are provided as a “context” for spatial analysis and planning.

TABLE 7. CHALLENGES/ OPPORTUNITIES AS REFLECTED BY SERVICES (CONTINUED OVERLEAF)

SECTOR PLAN/ SERVICE INPUT	CHALLENGES	IMPLICATIONS AND/ OR OPPORTUNITIES
<b>Municipal revenue</b>	<ul style="list-style-type: none"> <li>Decreasing rates base.</li> <li>Decrease in conditional operating grants.</li> <li>Increasing consumer debtors.</li> <li>Increase in the number of indigent citizens.</li> </ul>	<ul style="list-style-type: none"> <li>A long term financial plan has been completed.</li> <li>A revenue enhancement strategy has been completed.</li> <li>The feasibility (and value for money to the municipality) of PPPs with concessionaires for operating/ managing the public resorts in L'Agulhas, Struisbaai, Arniston and Bredasdorp and financing/ building/ management of the Bredasdorp WWTW upgrade will be investigated.</li> <li>Opportunity to develop additional erven at Arniston/ Waenhuiskrans for enhanced income/ rates base.</li> </ul>
<b>Economic development</b>	<ul style="list-style-type: none"> <li>Inadequate economic development.</li> </ul>	<ul style="list-style-type: none"> <li>A comprehensive LED Strategy should be prepared.</li> <li>Explore the feasibility of utilising the SANDF airport in the municipality's jurisdiction for commercial purposes.</li> </ul>
<b>Water services</b>	<ul style="list-style-type: none"> <li>Additional water sources for Bredasdorp, Napier, and Struisbaai to unlock development opportunity.</li> <li>Upgrading of WWTW in Bredasdorp and Napier.</li> <li>Refurbishment or replacement of old water and sewer networks.</li> <li>Minimization of non-revenue water.</li> <li>Maintenance of communal ablution facilities in informal settlements.</li> <li>Replacement of old honey suckers.</li> </ul>	<ul style="list-style-type: none"> <li>Funding to be provided in budget.</li> <li>Clearer prioritization to be determined in preparation of Infrastructure Development/ Maintenance Plan.</li> </ul>
<b>Roads and stormwater</b>	<ul style="list-style-type: none"> <li>Backlog in road/ stormwater construction.</li> <li>Taxi-rank for BD to facilitate transport in different directions.</li> <li>Poor sidewalks, particularly in business districts (and near old age facilities).</li> <li>Inadequate budget for reseal programmes.</li> <li>Parking issues (particularly during holiday season).</li> </ul>	<ul style="list-style-type: none"> <li>Additional funding for roads and stormwater to be considered in budget to eradicate backlogs/ challenges over 5-10 years.</li> <li>Clearer prioritization to be determined in preparation of Infrastructure Development/ Maintenance Plan.</li> </ul>
<b>Solid waste and fleet</b>	<ul style="list-style-type: none"> <li>Bredasdorp landfill requires an additional cell.</li> <li>Absence of a wheelie bin-system.</li> <li>Illegal dumping.</li> <li>Poor participation in recycling initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>Funding to be provided in budget.</li> <li>Clearer prioritization to be determined in preparation of Infrastructure Development/ Maintenance Plan.</li> <li>Investigation related to a new landfill for CAM/ Swellendam to proceed.</li> <li>Wheelie bin system to be implemented.</li> </ul>
<b>Electricity services</b>	<ul style="list-style-type: none"> <li>Electricity losses (technical and non-technical).</li> <li>Increasing incidences of copper/ brass theft.</li> <li>Long lead times on supply of electrical equipment.</li> <li>Eskom approaching their installed capacity in all towns.</li> <li>Large deposits required when upgrading network capacity.</li> </ul>	<ul style="list-style-type: none"> <li>Funding to be provided in budget.</li> <li>Clearer prioritization to be determined in preparation of Infrastructure Development/ Maintenance Plan.</li> </ul>

SECTOR PLAN/ SERVICE INPUT	CHALLENGES	IMPLICATIONS AND/ OR OPPORTUNITIES
<b>Community services/ welfare support</b>	<ul style="list-style-type: none"> <li>Youth unemployment.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthening partnership with businesses to provide opportunity.</li> <li>Youth employment to be addressed specifically in the LED Strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>Youth amenity/ recreational opportunity.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthening partnerships with WCG for sports development, development of clubs.</li> <li>Arranging special tournaments (i.e. a "Mayor's CUP").</li> </ul>
	<ul style="list-style-type: none"> <li>Alcohol and women abuse.</li> </ul>	<ul style="list-style-type: none"> <li>Stronger partnerships with SAPS, NGOs, and so on.</li> <li>Advocacy for a frail-case centre.</li> <li>Stronger support for a soup kitchen.</li> <li>Ensuring that housing is allocated to vulnerable groups.</li> </ul>
<b>Resorts and open space</b>	<ul style="list-style-type: none"> <li>Vandalism and theft at resorts.</li> </ul>	<ul style="list-style-type: none"> <li>Possible PPP management arrangements for resorts (guided by principles).</li> </ul>
	<ul style="list-style-type: none"> <li>Vandalism of play equipment at parks.</li> </ul>	<ul style="list-style-type: none"> <li>Increased staff.</li> </ul>
<b>Cemeteries</b>	<ul style="list-style-type: none"> <li>Inadequate land for cemeteries in Bredasdorp, Napier, and Struisbaai</li> </ul>	<ul style="list-style-type: none"> <li>Budget for purchasing land for cemeteries to be secured.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>In-migration.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	<ul style="list-style-type: none"> <li>Upgrading of informal settlements.</li> </ul>	<ul style="list-style-type: none"> <li>Increased focus, budget, and staff.</li> </ul>
	<ul style="list-style-type: none"> <li>Human settlement plan requires review.</li> </ul>	<ul style="list-style-type: none"> <li>The review could address a "paradigm shift" (required in higher policy) from "quantity of opportunity" to "quality of opportunity", a broader range of products, allocation to vulnerable groups, and so on.</li> </ul>
	<ul style="list-style-type: none"> <li>Land invasions.</li> </ul>	<ul style="list-style-type: none"> <li>Strong leadership position on land invasions.</li> </ul>
	<ul style="list-style-type: none"> <li>Lengthy town planning processes.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthening inter-departmental cooperation.</li> </ul>
	<ul style="list-style-type: none"> <li>Funding for solar heater programme.</li> </ul>	<ul style="list-style-type: none"> <li>Funding from National Government.</li> </ul>
<b>Law enforcement</b>	<ul style="list-style-type: none"> <li>Inadequate law enforcement (related to speeding, payment of fines, illegal land uses, and so on).</li> </ul>	<ul style="list-style-type: none"> <li>Expansion of law enforcement capacity (including municipal transport for law enforcement officers between settlements).</li> </ul>
<b>Land/ building development management</b>	<ul style="list-style-type: none"> <li>Illegal land use.</li> </ul>	<ul style="list-style-type: none"> <li>Expansion of law enforcement capacity.</li> <li>Strengthening inter-departmental cooperation.</li> <li>Strengthening the municipal/court relationship.</li> </ul>
	<ul style="list-style-type: none"> <li>Illegal building work on farms.</li> </ul>	<ul style="list-style-type: none"> <li>Expansion of law enforcement capacity.</li> </ul>
	<ul style="list-style-type: none"> <li>Incomplete survey of rural/ farm land use.</li> </ul>	<ul style="list-style-type: none"> <li>To be completed during 2017.</li> </ul>
<b>Environment/ coastal management</b>	<ul style="list-style-type: none"> <li>Incomplete coastal setback line promulgation.</li> <li>Incomplete coastal access determination</li> <li>No municipal environmental management capacity</li> <li>Lack of alien invasive species control plan required in terms of NEMBA</li> </ul>	<ul style="list-style-type: none"> <li>Coastal management line project in process of finalisation.</li> <li>Provincial coastal access strategy under development</li> <li>National Department of Environmental Affairs' Local Government Support programme could provide assistance</li> </ul>
<b>Air and noise quality management</b>	<ul style="list-style-type: none"> <li>Inadequate awareness and control.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthening air and noise quality awareness programmes.</li> </ul>

## 2.3 COMMUNITY VIEWS

During the initial public participation process informing the preparation of the 2017-2022 IDP, the administration led a very extensive ward-based public participation process with citizens, community organization, local leaders, and business representatives.

As could be expected, many of the discussions and inputs received at these sessions were very detailed and focus on participants' immediate living environment, relate to issues of settlement management, and do not have direct spatial implications.

The inputs of citizens in all six wards emphasised:

- Safety and security.
- Youth development.
- Job creation.
- Public transport.

In more detail, the IDP summarises ward concerns as indicated in Table 8.

Compared to previous IDP cycles, the 2017-2022 participation process is characterised by a stronger emphasis on socio economic priorities as compared to infrastructure needs.

TABLE 8. SUMMARISED IDP INPUTS

<b>Safety and security</b>	<ul style="list-style-type: none"> <li>• The need for CTV Cameras.</li> <li>• Traffic calming (speed bumps).</li> </ul>
<b>Economic development / job creation</b>	<ul style="list-style-type: none"> <li>• Many people are looking for work.</li> <li>• The “appearance” of towns, especially entrances.</li> <li>• The need for skills development (people want more than EPWP opportunities).</li> <li>• Market and business facilities (especially for emerging entrepreneurs).</li> </ul>
<b>Social development</b>	<ul style="list-style-type: none"> <li>• Care facilities (including safe houses and homes for the elderly).</li> <li>• Youth development and facilities.</li> <li>• Play parks.</li> <li>• Sport and recreation facilities (especially swimming pools).</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Public transport (specifically subsidized public transport).</li> <li>• Bus stops and facilities.</li> <li>• Taxi facilities.</li> </ul>
<b>Infrastructure development</b>	<p><b>Electricity</b></p> <ul style="list-style-type: none"> <li>• Lighting in all areas.</li> </ul> <p><b>Waste</b></p> <ul style="list-style-type: none"> <li>• Wheelie bins.</li> <li>• An improved disposal facility.</li> </ul> <p><b>Roads</b></p> <ul style="list-style-type: none"> <li>• Upgrading of roads.</li> <li>• Upgrading of pavements.</li> <li>• Better road signage.</li> </ul> <p><b>Storm water</b></p> <ul style="list-style-type: none"> <li>• Upgrading of storm water infrastructure.</li> </ul> <p><b>Water and sanitation</b></p> <ul style="list-style-type: none"> <li>• General upgrades to enable future development.</li> <li>• Improved facilities in informal areas.</li> <li>• Building of bathroom in informal areas.</li> </ul>

## 2.4 BIO-PHYSICAL ENVIRONMENT

### 2.4.1 Municipal overview

The CAM is located at the southern tip of Africa, within the Overberg District of the Western Cape Province. The Cape Fold Belt mountains lie to the north, separating the country's arid interior from the flat coastal

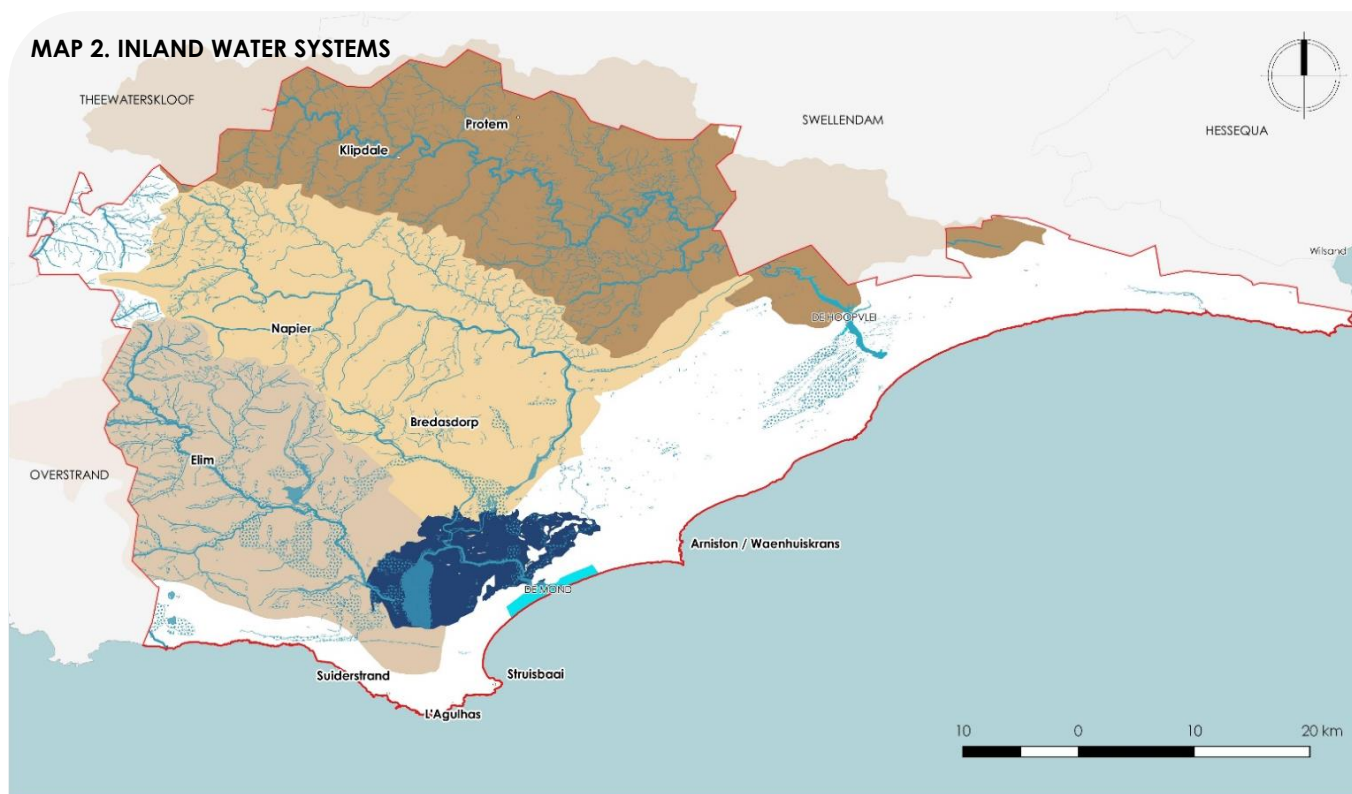
plains. At the foot of the mountains are the gently rolling Rûens hills.

Intensive agriculture constitutes 43% of the district's land use, much of which is under irrigation. Formally protected areas and core biodiversity areas comprise 17% of the municipality, whilst an additional 26% has been identified as Critical Biodiversity Areas.

A total of 51.25% of the district municipality has been transformed from a natural state.

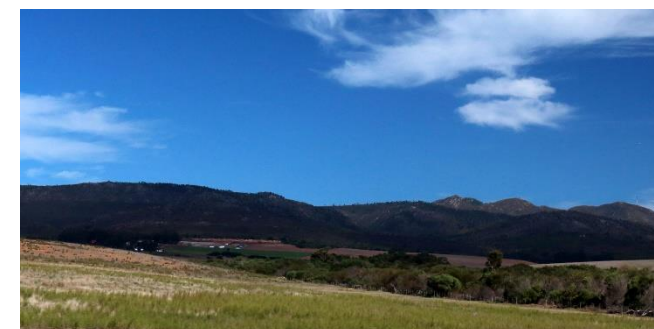
#### Topography

The CAM area is made up of two distinct topographical regions. In the northwest are the rolling hills of the Rûens, situated at 250 to 400m above sea level. The Bredasdorp, Heuningberg and Soetmuisberg mountains, at up to 1 000m altitude, separate the Rûens from the large coastal lowland known as the Agulhas Plain. Several deep river valleys transect the municipal area.



### WATER: INLAND WATER SYSTEMS

CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017



PHOTOGRAPH 1. BREDASDORP MOUNTAINS

#### Hydrology

The municipality falls within the Overberg East sub-catchment of the Breede Gouritz Catchment Management Area. Two major river systems, the Sout and the Heuningnes-Kars-Nuwejaars, feed large wetlands and inland waterbodies on the Agulhas Plain. The Sout River drains the eastern part of the municipality, flowing into the De Hoop Vlei

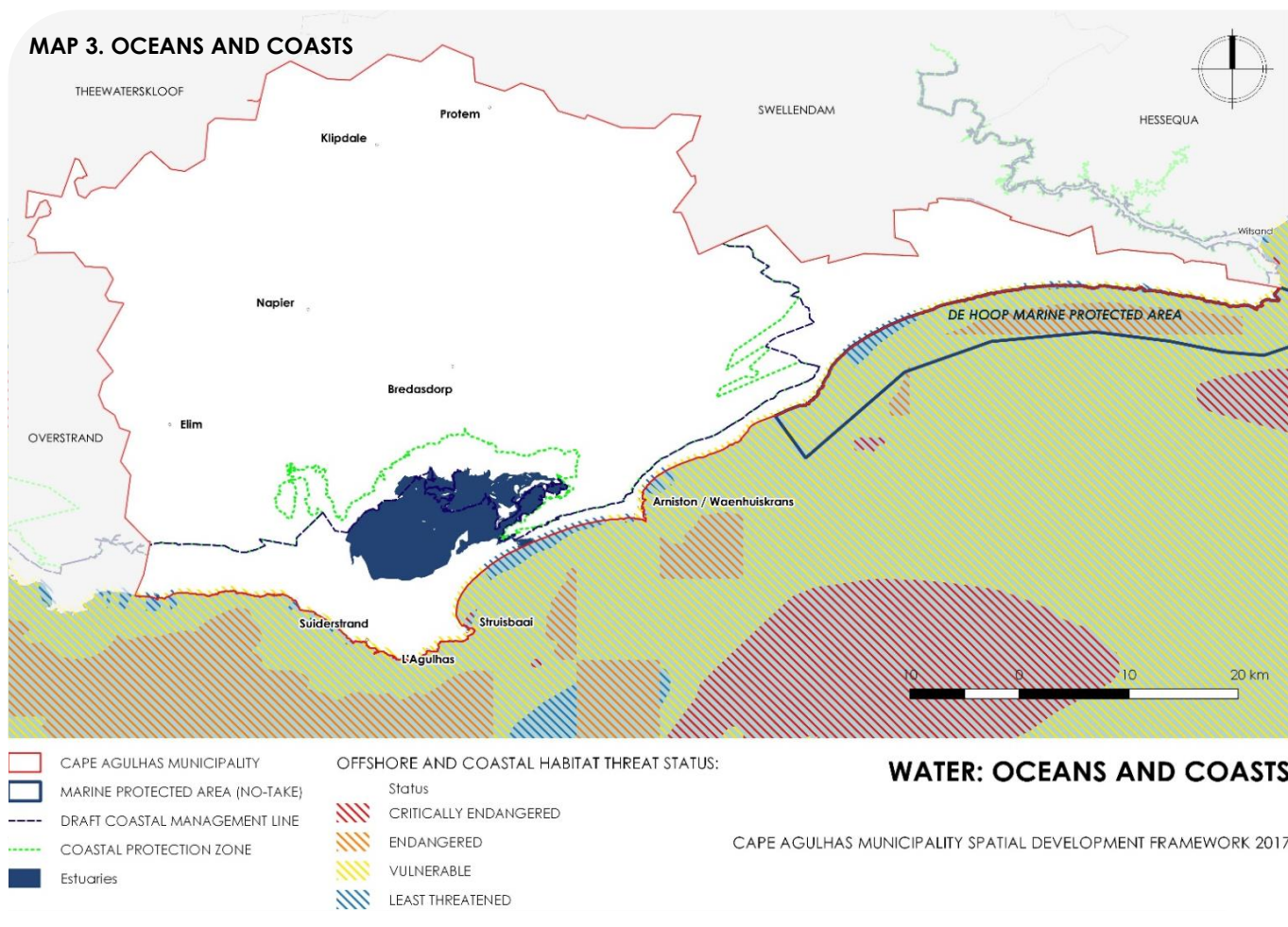
with no outlet to the sea. The Heuningnes River, and its tributaries the Kars and Nuwejaars rivers, drain the western part of the municipality. The Kars and the Nuwejaars

Rivers both empty into the Soetendalsvlei, one of the largest freshwater lakes in South Africa and an important nursery area for marine fish.<sup>1</sup> The vlei forms part of a complex

wetland system with an outlet to the sea via the Heuningnes River in De Mond Nature Reserve. De Hoop and De Mond are Rasmars wetlands of international importance.

The municipality's rivers are generally in fair to good condition,<sup>2</sup> primarily impacted by agricultural activities and alien invasive plants, particularly acacias. Only the upper reaches remain in a good or natural state. Near urban areas, and where good farming practices are not followed, the health of the rivers deteriorates into a poor state. The excessive use of fertiliser has led to eutrophication and habitat modification in the Sout River, while the upper Kars River is impacted by alien invasive vegetation. The watercourses of the Agulhas Plain are important for the conservation of various indigenous fish species,<sup>3</sup> and many are targeted for rehabilitation by CapeNature.

The municipal area has approximately 170km of coastline, much of which is under formal protection (Agulhas NP, De Mond NR, De Hoop NR, and De Hoop Marine Protected Area). The low-lying Agulhas Plain is very vulnerable to sea level rise and other associated climate change impacts,



<sup>1</sup> Cleaver-Christie, G., Hoekstra, T., Huisamen, J., Lamberts, C. & L. Waller, 2013. De Mond Nature Reserve Complex Protected Area Management Plan 2014- 2019.

<sup>2</sup> Department of Water Affairs, 2005. River Health Programme Technical Report: Ecological Status for Rivers of the Overberg Region 2004/2005

<sup>3</sup> Including the Cape Galaxias and the critically endangered Heuningnes redfin



including groundwater pollution, inundation, erosion, and storm surges. A coastal management plan has been prepared for the ODM, with a supplementary component specific to CAM.<sup>1</sup> and Coastal Management Lines and EIA Setback Lines have been drafted to inform land use planning along the coast. The technical determination of the lines is completed; they are however yet to be adopted by the provincial government. Their inclusion in this SDF is a key step towards their implementation.

Access to the coast is limited within the municipality due to the formal protected areas along the coast. The Overberg District is the subject of a pilot coastal access strategy prepared by the WCG. Proclaimed fishing harbours with public slipways are situated at Arniston/ Waenhuiskrans and Struisbaai. A public boat launching site exists at Suiderstrand.

The Heuningnes River discharges to the sea, at a large estuary on the Agulhas Plain east of Struisbaai, listed as a Ramsar wetland. It extends for approximately 12km across the coastal plain of the Zoetendals Valley. The estuary experiences pressures from habitat

loss, changes in hydrology and pollution and is in a poor ecological state.<sup>2</sup> A draft Estuary Management Plan and an Estuary Advisory Forum are in place for the estuary, managed by CapeNature. Floodline determination for the estuary was completed in 2017.

#### *Biodiversity planning*

Six Critically Endangered, two Endangered and one Vulnerable vegetation type occur within the municipal area. Very little remains of the critically endangered Rûens shale renosterveld vegetation types that once covered the north of the municipal area, now extensively farmed for cereal crops. The remnants that still occur are designated as critical biodiversity areas and priority clusters are identified for conservation.<sup>3</sup> Largely intact Overberg Sandstone Fynbos dominates the Bredasdorp mountains, and Elim Ferricrete Fynbos occurs in patches in the southwest of the municipality.

Critical biodiversity areas (CBAs) and Ecological Support Areas (ESAs) are designated for the municipal area by the Western Cape Biodiversity Spatial Plan (WCBSP) 2017 (Box 1 overleaf). The WCBSP is a systematic biodiversity planning assessment that selects areas which require

safeguarding to ensure the continued existence and functioning of species and ecosystems, including the delivery of ecosystem services. These spatial priorities are used to inform sustainable development in the Western Cape. The 2017 WCBSP replaces all previous systematic biodiversity planning products and sector plans.

Box 1 outlines the definitions, management objectives, and land use implications for CBAs, ESAs, and Other Natural Areas (ONAs) as defined in the WCBSP. They include both aquatic and terrestrial components, and are further divided into natural (CBA1) and degraded (CBA2) areas based on past land use.

CBAs in the CAM area include:

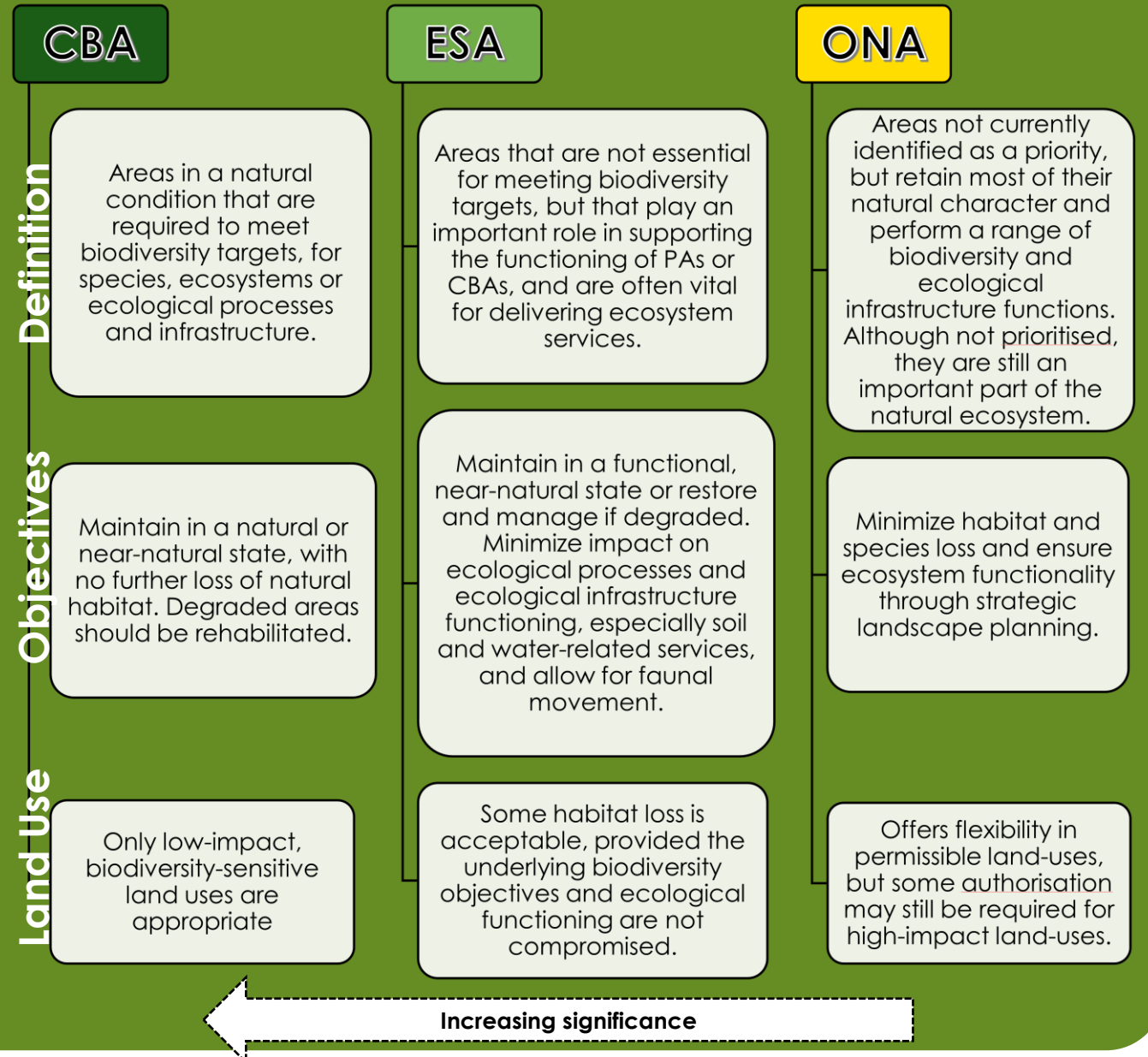
- River corridors and wetlands
- Remnant renosterveld patches in the Rûens
- Parts of the Agulhas Plain adjacent to the Agulhas National Park and along the coast near the De Hoop Nature Reserve

<sup>1</sup> Mott McDonald & Royal HaskoningDHV, 2016. *Overberg District Municipality Coastal Management Programme 2016: Cape Agulhas Local Municipality Supplementary Component*

<sup>2</sup> HillLand Associates, 2010. *Draft Estuary Management Plan for the Heuningnes Estuary*

<sup>3</sup> Fine Scale Conservation Plan for Cape Lowlands Renosterveld, 2003.

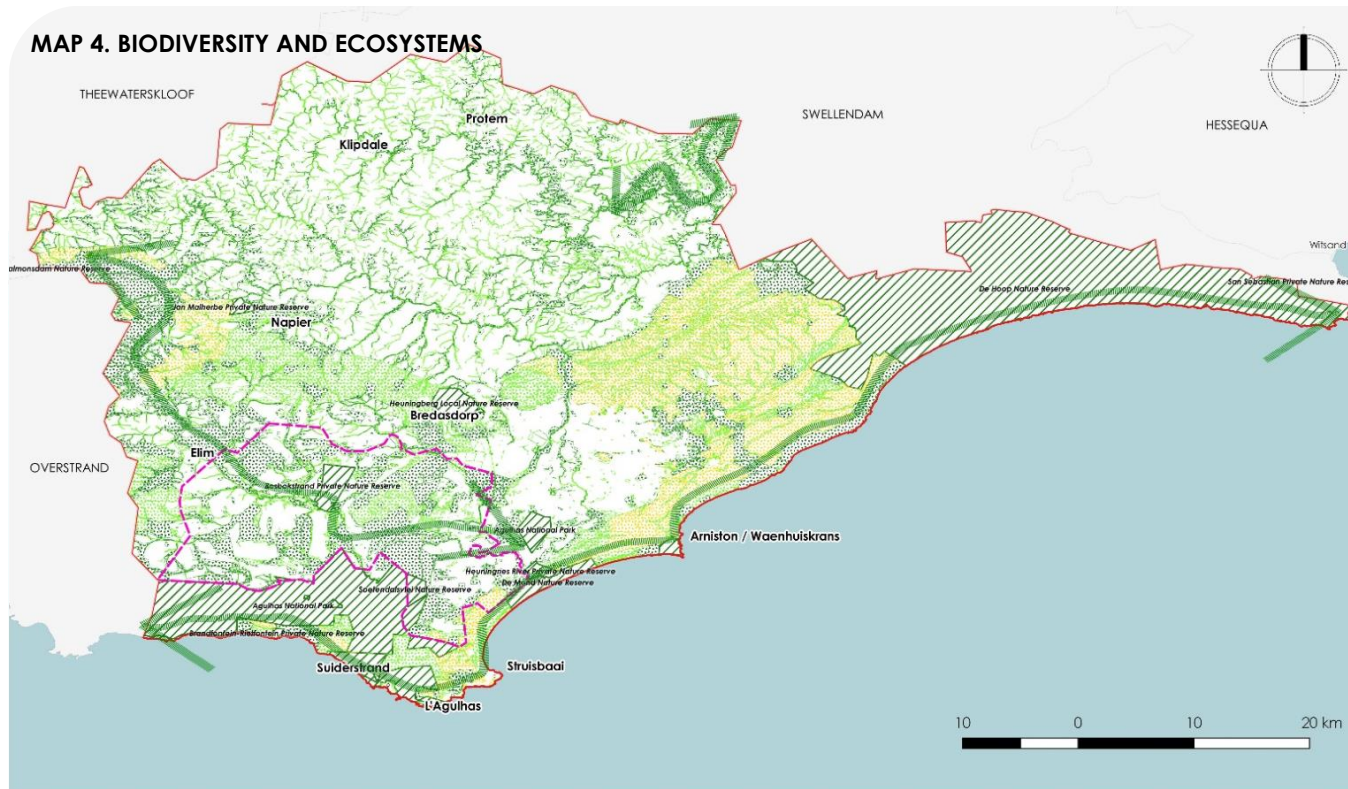
BOX 1. CBAS, ESAS AND ONAS: DEFINITIONS AND OBJECTIVES



Land uses within CBAs and ESAs must be carefully reviewed for suitability; development within a CBA would require strong motivation and is likely to be subject to an environmental authorisation and EIA.

Three Important Bird and Biodiversity Areas (IBAs) occur in the municipal area. IBAs are designated (by Birdlife South Africa) on the basis that they are critical for the long-term survival of bird species that: are globally threatened, have a restricted range, and are restricted to specific biomes/vegetation types. The Overberg Wheatbelt IBA makes up much of the northern part of the municipality, including the large areas of intensive agriculture used by Blue Cranes. The Agulhas Plain-Heuningnes Estuary IBA incorporates the wetlands in the southwest of the study area and is habitat for several globally and locally threatened bird species while the De Hoop IBA is located within the De Hoop Nature Reserve. The Cape vulture, a threatened species, breeds within the reserve.

## MAP 4. BIODIVERSITY AND ECOSYSTEMS



## BIODIVERSITY AND ECOSYSTEMS

CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

### Protected areas

The municipal area includes several protected areas, including a national park (Agulhas), provincial nature reserves (De Hoop and De Mond), and local authority reserves (Bredasdorp). The De Hoop Marine Protected Area is located along the De

Hoop coast, supporting biodiversity and maintaining fish stocks in a protected marine environment.

Private nature reserves are located along the coast near the Agulhas National Park. The Nuwejaars Wetland Special Management

Area is a large area of private land on the Agulhas Plain, the owners of which are signatory to an agreement to conserve and manage the land in sustainable ways. This, and the conservation stewardship programme run by CapeNature, is a major contribution to the protection of biodiversity outside of formal protected areas.

Formal protected areas comprise 16% of the municipality, whilst an additional 35% has been identified as Critical Biodiversity Areas or Ecological Support Areas. A total of 55.2% of the municipality has been transformed.

### Agriculture

Agricultural activities comprise the most significant land use of the municipal area. Provincial data indicates that approximately 42% of the municipal area is cultivated land, predominantly lucerne (55 000ha), wheat (34 000ha), barley (22 000ha) and canola (11 000ha).

Approximately 12 600ha is utilised for grazing, largely by sheep and to a lesser extent cattle. Agriculture constitutes 47% of the municipality's land use.<sup>1</sup>

<sup>1</sup> Western Cape Department of Agriculture Agristats, 2013

### Natural resource extraction activities

Mining is not currently a significant economic sector in the municipality. Sand mines and hard rock quarries are present in the mountains surrounding Bredasdorp, but on a relatively small scale.

Wild fynbos flower harvesting is a form of natural resource collection practiced on the Agulhas Plain. The Agulhas Biodiversity Initiative is a landscape initiative aimed at making economically viable land use of the Agulhas Plain, improving conservation planning and management, and enabling the sustainable use of wild Fynbos flowers.

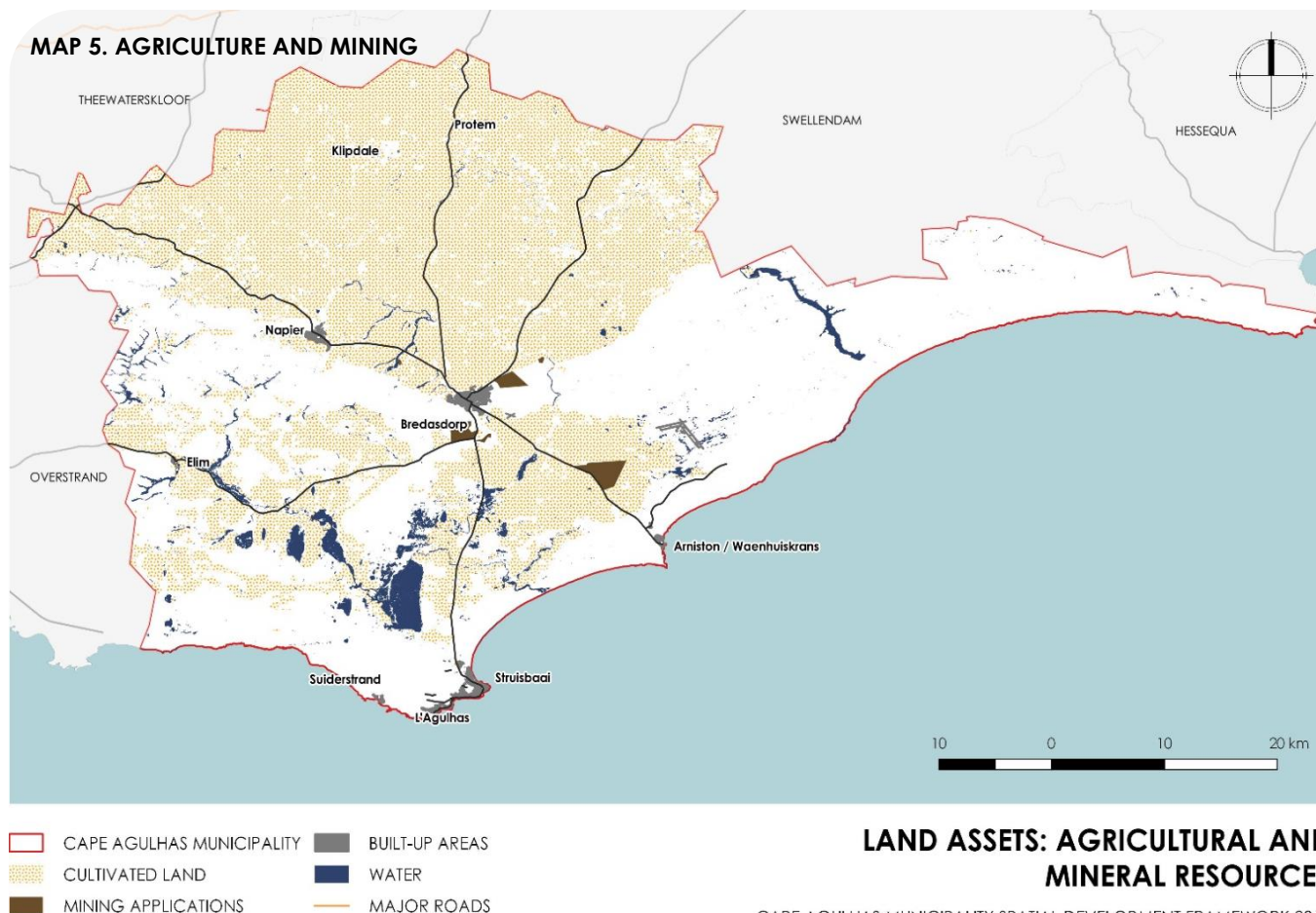
### Heritage

Several heritage sites are located within the municipality, including historic buildings in Bredasdorp and Napier town centres, fishermen's cottages in Kassiesbaai, the Elim mission station, and the Struisbaai Hotagtersklip area. The intertidal zone along the rocky Agulhas shoreline contains shell middens indicative of the exploitation of shellfish species by Later Stone Age hunter-gatherers. Cape Agulhas, Rasperpunt and Suiderstrand host well-preserved examples of "viswywers", ancient fish traps constructed by Khoikhoi pastoralists, and rare limestone

shelters are situated high up in the cliffs overlooking Rasperpunt.

The Cape Agulhas Lighthouse is a Provincial Heritage Site and the second-oldest lighthouse in the country. The De Hoop Nature Reserve, a World Heritage Site,

contains some of the best-preserved examples of coastal Stone Age archaeology and extensive cave systems are also found within the reserve.<sup>1</sup>



<sup>1</sup> Mott MacDonald PDNA. 2015. Overberg District Coastal Management Plan (CMP) Situation Analysis Report

### Climate change

The CAM municipal area is impacted on by global changes in climate and their effects on weather patterns, sea level, and temperatures. Modelling of sea level rise and flood risk for the ODM<sup>1</sup> identified much of CAM's coastline west of Arniston, as well as de Hoop Vlei, as at moderate risk of coastal erosion and inundation. L'Agulhas and Arniston Waenhuiskrans are at moderate risk, while Struisbaai is at risk of extreme coastal events such as large storm surges.<sup>2</sup> The Overberg Climate Change Response Framework notes that losses of coastal public and private property to coastal erosion have already been experienced at Struisbaai nostra, north of the Struisbaai Harbour. Struisbaai and L'Agulhas are the most at-risk areas of the ODM coastline, according to the framework.

Coastal Management Lines (CMLs) and associated risk zones were developed in 2015 for the Overberg coast based on projected sea level rise, littoral active zones (mobile sand), projected sea level rise, storm-driven coastal inundation and projections of storm-

driven coastal erosion. The low, medium and high risk zones corresponds to 1:20 year storm event and 20cm sea level rise, 1:50 year storm event and 50cm sea level rise and 1:100 year storm event and 100cm sea level rise, respectively. The lines are yet to be adopted by the Minister of Environmental Affairs and Development Planning, after which these zones will be integrated into municipal zoning schemes; until then municipalities have been encouraged to consider the risk zonings in their spatial planning. Risk zones are depicted in the settlement SDFs in section 0 of this document. Appendix 7 outlines suggested development guidelines for coastal risk zones.

### Invasive alien species

The fynbos vegetation which predominates in CAM is naturally fire-prone, particularly in the region's dry, warm and windy summers. This creates a fire

risk which is significantly exacerbated by the spread of invasive alien plants (IAPs); in 2011 approximately 31% of the Agulhas Plain was estimated to be invaded by IAPs to a density of more than 50%.<sup>3</sup> Invasion of fynbos by IAPs leads to an increase in fuel loads, which leads to more intense and devastating fires. IAPs also tend to use more water than indigenous species, which can cumulatively have a large impact on water availability in heavily invaded areas<sup>4</sup>.



**PHOTOGRAPH 2. A DENSELY ALIEN-INVADDED SITE IN BREDASDORP**

<sup>1</sup> DEA&DP (2012). *Sea Level Rise and Flood Risk Assessment for a Select Disaster Prone Area along the Western Cape Coast, Phase B: Overberg District Municipality*.

<sup>2</sup> DEA&DP (2017). *3<sup>rd</sup> Draft Overberg Climate Change Response Framework*.

<sup>3</sup> Nowell, M. (2011). *Determining the hydrological benefits of clearing invasive alien vegetation on the Agulhas Plain South Africa*. M.Sc. Thesis, University of Stellenbosch, Conservation ecology and entomology, Stellenbosch.

<sup>4</sup> Water losses in the Western Cape caused by IAPs are estimated to be worth ~R1.29 billion per annum. DEA&DP (2014). *Western Cape Eco-Invest Project. Phase I: A preliminary assessment of priorities and opportunities for mobilising private sector investment in the Western Cape's natural capital*.

## 2.4.2 Issues

Box 2 summarises legacy, current, and future issues in relation to the bio-physical environment to be redressed, addressed, and mitigated.

### BOX 2. BIOPHYSICAL ISSUES

#### LEGACY ISSUES: REDRESS

- Past erosion and degradation of critical biodiversity areas and natural resources.

#### CURRENT ISSUES: ADDRESS

- Implementation of biodiversity planning and risk management frameworks including CBAs and the Coastal Management Line
- Limited access to nature and the coast for poorer communities.
- Poor land management and fire regimes in agricultural areas.
- The impact of climate change, sea level rise, energy, water, and food insecurity.
- Encourage private landowners to implement stewardship programmes or create conservancies, private or contract nature reserves to extend effective protected areas.

#### FUTURE ISSUES: MITIGATE

- Further impacts of climate change through active adaptation, including implementation of provincial guidelines for land use in coastal risk areas.
- Alien invasive vegetation impacts on fire regimes and water supply, by preparing and implementing a municipal control plan.

## 2.4.3 Implications and opportunities

### *Key natural and ecological elements to be protected*

Areas important for ecological processes and ecosystem services are designated as Critical Biodiversity Areas and Ecological Support Areas.

Key focus areas are to:

- Prevent urban creep into CBAs and ESAs by managing urban edges and directing development toward infill and appropriately located already-transformed sites before greenfields development.
- Maintain and manage municipal land designated as CBAs through effective alien invasive management and monitoring.
- Support expanded stewardship and conservation initiatives by private landowners and government.

### **Key natural and ecological elements to be protected**

- Critical Biodiversity Areas and Ecological Support Areas.
- Protected areas.
- Areas under stewardship and conservation agreements.

### *Agricultural resources*

Given the significance of agriculture to the provincial and municipal economy, a core principle of the spatial framework should be to prevent inappropriate development which depletes agricultural opportunity.

#### **Key agricultural resources to be protected**

- Cultivated land.
- Pasture.
- Fynbos areas used for flower harvesting.
- Streams, aquifer recharge areas, and catchments.

### *Water resources*

Surface water resources (CAM's primary water source) are unevenly distributed, currently used to their limits, and offer few opportunities for further extractive uses. Protection and rehabilitation of river systems and ground water recharge areas is required. Urban development that threatens water resources through inappropriate placement or poor stormwater management should be avoided.

#### **Key aquatic systems to be protected**

- Heuningnes Estuary.
- Wetlands, lakes and Ramsar sites.
- Rivers and riparian areas, including watercourses within settlements.

### *Major environmental threats to be mitigated and adapted to*

Complex and broad-scale environmental challenges such as climate change, food insecurity, sea level rise, and coastal erosion cannot be effectively managed at the municipal scale. Responses should focus on adaptation, particularly through:

- Adoption of a conservative approach to further coastal development, guided by coastal management lines and coastal protection zones delineated by provincial government.
- Ensuring resource efficiency in building, including for affordable housing, by reducing energy use through building massing and configuration, and by exploiting passive energy design.
- Compacting settlements (also enabling non-motorised transport).
- Mainstreaming water conservation and demand management in settlement making and upgrading.
- Management and control of alien invasive vegetation, particularly in catchment areas and protected areas.
- Protecting significant agricultural land with long term food security value from urban encroachment.

#### **Areas vulnerable to climate change impacts**

- Low-lying Agulhas Plain and Heuningnes area.
- Coastal settlements.
- Riparian land.

### *Access to natural assets*

Development along the coast, lakes, estuaries, and rivers should not compromise ecological integrity, tourism potential and landscape character. While public assets to aquatic assets should be enabled, development should be contained within a limited footprint, preferably within or adjacent to existing settlements, and the required ecological buffers and setbacks must be adhered to.

#### **Public access to be improved**

- Improve access to the coast, particularly for the poor and marginalised (both in relation to amenity and entrepreneurship opportunity).

### *Scenic, historic, and cultural assets*

The overall natural and cultural landscape and the layered pattern of settlements in response to the natural landscape over time

are a provincial asset worthy of protection. Maintaining landscape integrity requires:

- Retaining the essential character and intactness of wilderness areas in the face of fragmentation by unstructured urbanisation and commercial agriculture.
- Retaining continuity and interconnectedness of wilderness and agricultural landscapes (for example, through ecological corridors and green linkages).

#### Scenic landscapes to be protected

- Bredasdorp/ Heuningberg mountains.
- Strandveld Plain and Agulhas Plain.
- Rûens farming areas.

#### Scenic routes to be protected

- R319 road.
- R316 road.
- R43 road.

#### Historic & culturally significant precincts & places

- Bredasdorp and Napier town centres.
- Fishermen's cottages in Kassiesbaai and Arniston/ Waenhuiskrans village.
- Elim mission settlement.
- Struisbaai Hotagtersklip area.
- Coastal middens and fishtraps.



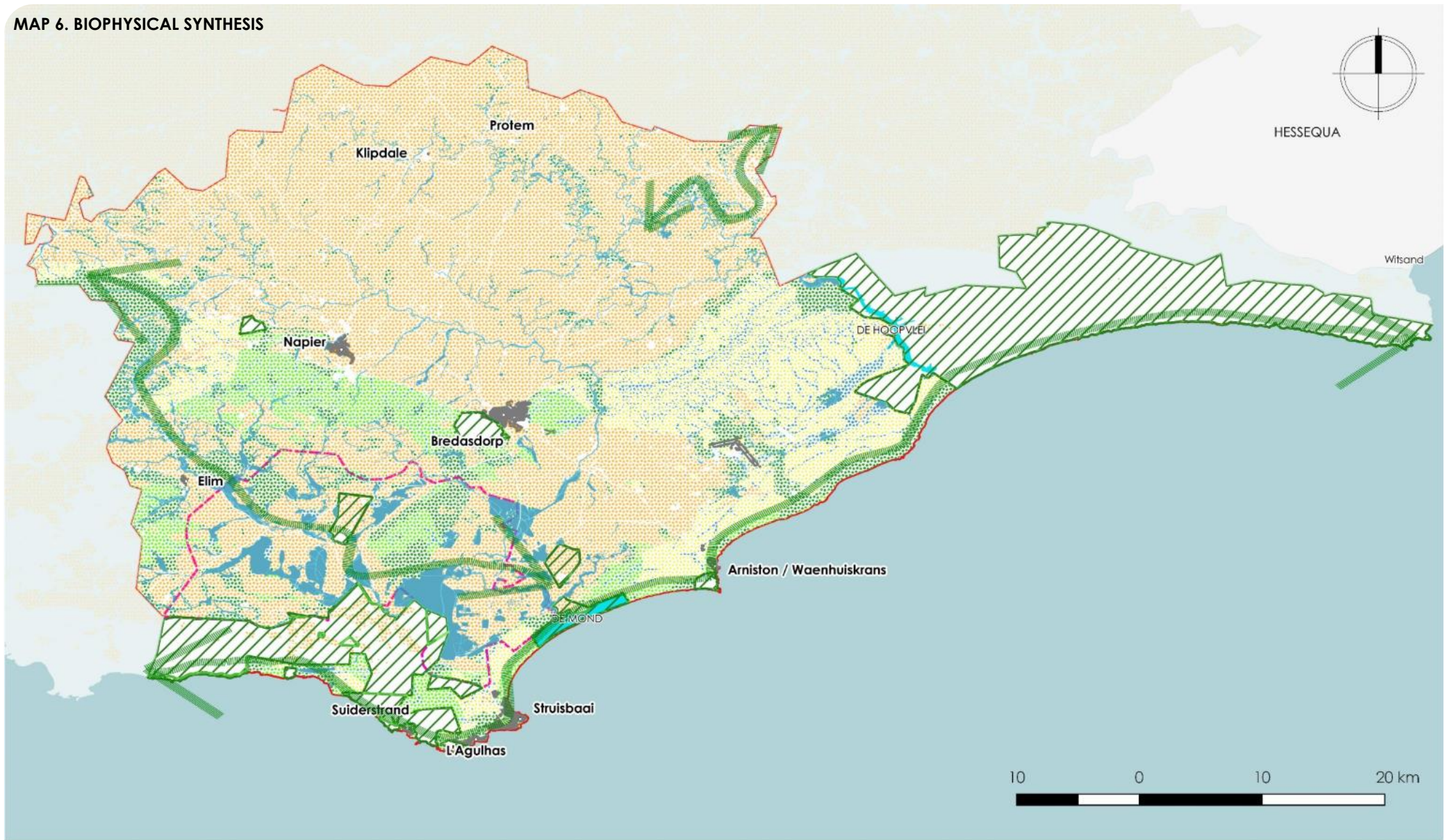
PHOTOGRAPH 3. SCENIC VIEWS FROM THE R316













PHOTOGRAPH 4. HISTORIC BUILT ENVIRONMENT IN ELIM (LEFT) AND BREDASDORP (RIGHT)



MAP 6. BIOPHYSICAL SYNTHESIS



- |  |                                   |   |                                    |
|--|-----------------------------------|---|------------------------------------|
|  | CAPE AGULHAS MUNICIPALITY         |  | ECOLOGICAL SUPPORT AREA            |
|  | AGRICULTURE                       |  | ECOLOGICAL SUPPORT AREA: AQUATIC   |
|  | FORMAL PROTECTED AREA             |  | OTHER NATURAL AREAS                |
|  | CRITICAL BIODIVERSITY AREAS       |  | BIODIVERSITY AGREEMENT AREA        |
|  | WETLANDS, RIVERS, AND AQUATIC CBA |  | COASTAL OR CLIMATE CHANGE CORRIDOR |

## BIOPHYSICAL SYNTHESIS

CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

## 2.5 SOCIO-ECONOMIC ENVIRONMENT

### 2.5.1 Municipal overview

#### *Population*

The 2011 Census estimated the total CAM population at 33 038 (the 2016 Community Survey indicates a population of 34 698, 5.9% of the district population). Per population estimates by the WCG Department of Social Development, CAM's population is expected to grow by 1.04% per annum over the immediate term.

#### *Education*

The provincial literacy rate was 87.2% in 2011. Literacy rates in the Overberg district were highest in Overstrand Municipality (87.5%) followed by Cape Agulhas (81.1%). In 2013, CAM had the highest Matric pass rate (92.1%) in the Overberg District (followed by Overstrand 92%). In 2016, Overberg achieved a matric pass rate of 92.7%, a 3% increase from 2015.

The WCG Education Department has indicated that the following new facilities are required as part of the 10-year education plan:

- A new primary school in Bredasdorp (earmarked for 2024/ 5).

- Replacement of the Struisbaai Primary School (earmarked for 2025/ 6).
- A new hostel in Bredasdorp (earmarked for 2027/ 8).

#### *HIV/ AIDS and TB treatment and care*

The Antiretroviral treatment (ART) patient load at Cape Agulhas increased by 24.4% between March 2013 and March 2014 (for the Province, the ART patient load increased by 18.9% 2013 and 2014). In terms of Tuberculosis (TB), all municipalities in the Overberg District reported decreases in the number of patients with TB (with the highest decrease of - 12.1% in CAM).

#### *Child and maternal health*

The Overberg District is ranked fourth in the Province in terms of the full immunisation coverage rate (81.6%), outperforming the provincial average of 80.3%. The Overberg District also has the second lowest number of severely malnourished children under 5 years (60), compared to 544 for the City of Cape Town, 218 for Cape Winelands District and 168 for the Eden District. The number of cases of children under 5 with severe malnutrition per 100 000 population in the Overberg District (156) is lower than the provincial average of 180 children.

In relation to maternal health, CAM reported zero maternal mortality rates per 100 000 live births in 2013/ 14. Out of a total of 241 deliveries to women under the age of 18 years reported in the Overberg District in 2013/ 14, the least were reported in CAM (33). CAM also has the lowest terminations of pregnancies per 100 000 population (23), while the highest cases were reported at Overstrand (874), followed by Theewaterskloof (469) and Swellendam (368).

#### *Health facilities*

In relation to health facilities, the WCG Health Department has planned the following projects for implementation the MTEF period:

- Napier Clinic replacement
- Otto Du Plessis Hospital (Acute Psychiatric Ward)

#### *Poverty*

CAM reported the lowest poverty rates (19.1%) in the Overberg District in 2010. During the period 2011-2013, CAM also had the highest GDP per capita in the district (R41 536 compared to Overstrand's R33 082).

#### *Crime*

Drug-related crime and burglaries at residential premises are the most prevalent

forms of crime in CAM, and both have been trending upward since the late 2000's.

### Access to basic services

The clear majority of CAM citizens have access to basic services. Access for services compare well to overall figures for the Province and other district municipalities with 97% of citizens having access to water, 97% to housing, 97% to energy, and 90.1% to sanitation. In relation to refuse removal, CAM's access level (80.1%) lag the Province.

### Employment

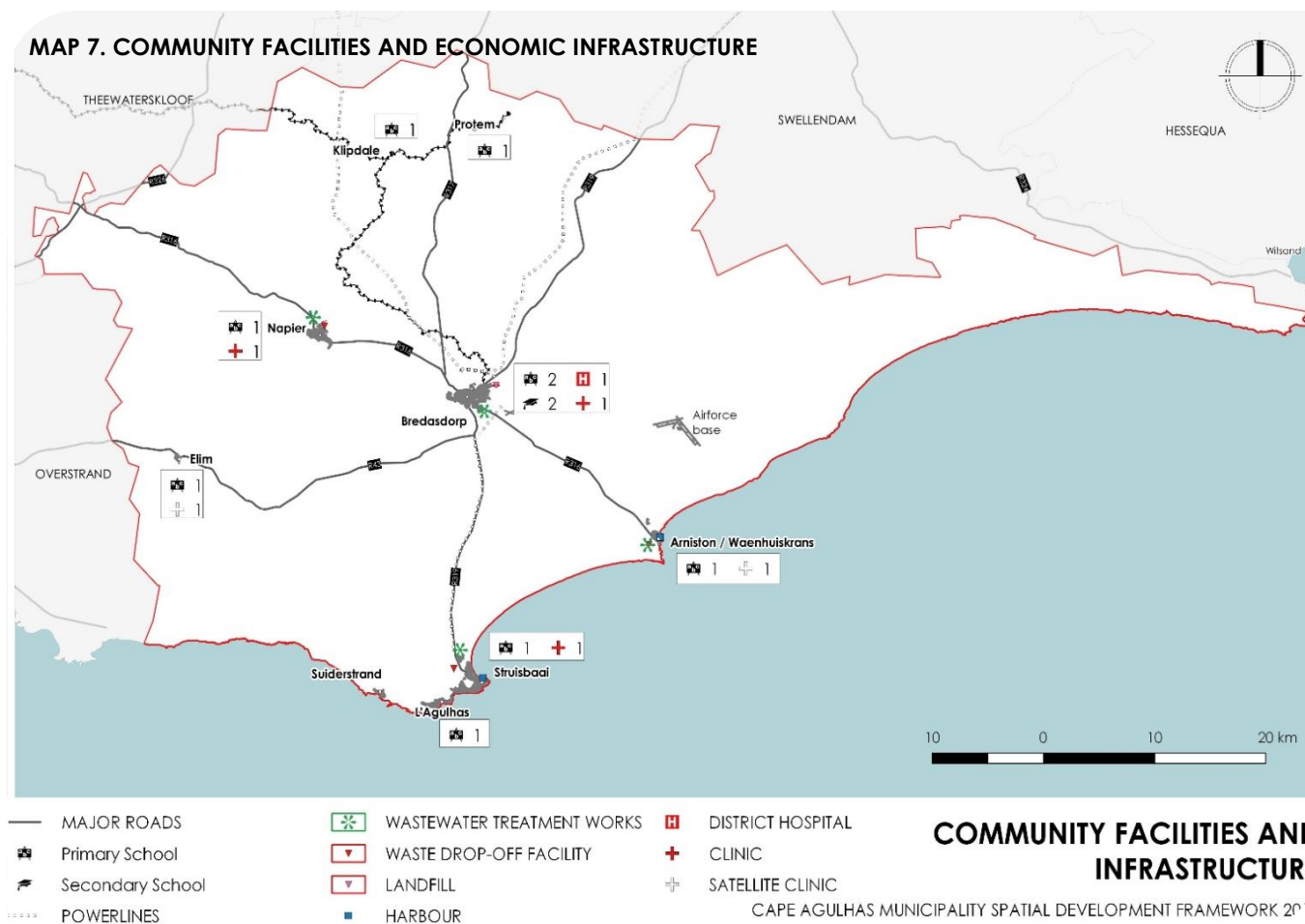
Census 2011 estimated the unemployment rate in the Overberg District at 17.0% (compared to the 21.6% for the Province and 29.8% for South Africa). CAM's unemployment rate of 13.8% was the second lowest in the region after Swellendam (11.4%). CAM had a youth unemployment rate of 19.5% in 2011, which was the second lowest out of the four municipalities in the region, and significantly lower than the City of Cape Town's rate of 31.9%.

Approximately 770 formal jobs were lost in the Agriculture sector over the period 2000-2013. At the same time, 50 jobs were gained in the manufacturing sector and 2 580 in the services sector. There appears to be a trend towards employing highly skilled and skilled individuals within the Overberg District. The

Municipal Economic Review and Outlook (MERO) of 2014 indicates that the demand for highly skilled labour grew by 2.8% per annum from 2000-2013, demand for skilled labour by 1.8%, while that for unskilled and semi-skilled workers declined by 2.6%.

### The economy

The Overberg District regional economy generated 3.1% of the Western Cape GDP during 2013 (R13.3bn of the total R431bn). In 2013, Cape Agulhas's GDP was estimated at R1 400 million, a 0.53% share of the provincial economy. When non-metropolitan municipalities in the Province are ranked in terms of their contribution to real GDP,



Cape Agulhas is ranked 15<sup>th</sup> (Overstrand is 5<sup>th</sup>, while Theewaterskloof is 11<sup>th</sup> and Swellendam is 16<sup>th</sup> respectively).

The CAM economy grew by 5.3% between 2000 and 2013 (the second fastest in the district, after Overstrand Municipality at 6.3%). The competitive strengths of the district reside in its food value chain, including a stable agriculture sector producing for export market, associated food and beverage processing industries, a strong building and construction sector, business services, tourism, and furniture manufacturing.

During the economic recovery period (2010-2013), the Overberg District was the second fastest growing region in the Province at 3.4% (following Eden District which recorded a real GDP growth rate of 3.8%). The fastest growing sectors within the Overberg District were finance, insurance, real estate, and business services (5.6%), wholesale and retail trade, catering, and accommodation (4.1%), and General government (3.8%). Notable growth rates in the recovery period were also recorded for manufacturing, mining, and quarrying as well as the community, social, and personal services sectors (each at 2.6%). Agriculture, forestry and fishing sector grew by 0.6% and electricity, gas and water by 0.4%.

### *Current local economic development initiatives*

#### CAM Participatory Appraisal of Competitive Advantage process (2014)

The WCG Department of Economic Development and Tourism provided support to the Municipality to apply and facilitate a PACA process, aimed at identifying medium and short term catalytic projects or economic opportunities that will make a tangible contribution to economic growth. Local stakeholders participated actively in the process. The process identified the following sectors as being key to development of the local economy:

- Agriculture, which has had good crop yields in recent years and contributed to growth, despite declining employment.
- Agro-processing and tourism.
- Fishing, albeit on a steady decline due to reduced stock and quotas.
- Property, which despite a steady decline has recently begun showing improvement.
- Government services and social grants.
- Private sector income from external markets, in turn, increasing local buying

power which benefits local retail, services and small business.

#### The Overberg District Agri-Parks Master Business Plan (2016)

The Department of Rural Development and Land reform (DRDDL) is custodian of a national project which aims to establish Agri-Parks as "a networked innovation system of agro-production, processing, logistics, marketing, training and extension services located in District Municipalities."

Agri-Parks are to be farmer controlled and comprise three key elements:

- Farmer Production Support Unit (FPSU), with a focus on primary production towards food security.
- Agri-Hub (AH).
- A Rural Urban Market Centre (RUMC).

The Department of Rural Development and Land Reform commissioned the development of an Agri-Parks Master Business Plan – agreed to in 2016 – to provide high level guidance on the development of the Overberg District Agri-Park.

The objectives of the plan are to:

- Transform and modernise rural areas and small towns in the Overberg DM through the development of the agricultural sector over the next 10 years.
- Develop integrated and networked Agri-Park Infrastructure over the next 10 years.
- Enhance agricultural productivity through enabling producer ownership of 70% of the equity in the Agri-Park, with the state and commercial interests holding the remaining 30% minority shares (as the lead sponsor, the DRDLR must appoint a suitably qualified and experienced Agri-Park Manager who will facilitate the formal establishment of the Agri-Park and its constituent institutional arrangements to ensure that the Agri-Park provides a comprehensive range of Farmer Support Services).
- Facilitate funding and investment for the development of the Agri-Park over the next 5 years.
- Provide technical support and extension services to Agri-Park beneficiaries over the next 10 years and beyond.
- Enhance the capacity and capability of officials responsible for the implementation of the Agri-Park over the next 3 years.

The Overberg DM's Agri-Park is to focus on both the agricultural and ocean economy. The Agri-Pub will be developed in CAM and the Aqua-hub in the Overstrand Municipal Area. Each will support Farmer Support Units (FSU).

Conceptually, the Agri-Hub – proposed for Bredasdorp – will include the following facilities and support services:

- Possible shares in the local Abattoir which needs to expand capacity with linked irrigated pastures (10 to 20ha) to round off animals for the premium meat market. The abattoir should further be linked to the upgrade of the local waste water plant to deliver water of irrigation standard to be used on land made available by the local municipality to establish irrigated pastures to accommodate small farmers. The abattoir will receive stock from the Napier, Genadendal, and Suurbraak FPSUs.
- An animal feed production plant to produce formulated animal feed from locally produced lucerne. It should have an estimated capacity of 500 tons per month. It will receive lucerne from the Napier, Genadendal, and Suurbraak FPSUs.

- An intake, storage and dispatch facility of about 2 000m<sup>2</sup> for produce from the feeder FPSUs.
- A small packing and cooling facility for vegetables to handle about 200 tons of vegetables per month.
- A fish Intake, storage (cold-room) and dispatch facility for fish from the Arniston and Struisbaai FPSUs.
- A market facility to sell local produce.
- Office space and secretarial services for local emerging farmers.
- A main production input supply facility to purchase production inputs like fertilizer, chemicals, seed irrigation equipment, small tools, and so on.
- A mechanization centre and equipment servicing and repair centre to effect major repairs to the fleet of trucks, tractors and vehicles that service the hub and its feeder FPSUs.
- Extension services with shared offices at the training centre.
- A market information centre with shared offices at the training centre.

The Farmer Production Support Unit is proposed for Napier – serving Spanjaardsloof and Elim – in support of stock, vegetable, and flower farmers. The FPSU will include the following facilities and support services:

- A small produce handling facility for the receipt and dispatch of produce from the catchment areas, including animals, vegetables, flowers / proteas and in future rooibos and honey bush tea.
- A packing and cooling facility for handling and packing of flowers.
- A mechanization and repair centre.
- A market facility to sell produce locally.
- A production input supply facility.
- A small meeting and internet facility.

Harbour Spatial and Economic Development Framework (2014)

The Harbour Spatial and Economic Development Framework project – part of Operation Phakisa – is headed by the GWC Department of Public Works (DPW). It aims to:

- Ensure that DPW develops each harbour to unlock the economic potential and creating sustainable livelihoods for local communities.
- Develop a Spatial and Economic Development Framework for each harbour to guide planning and development.
- To enable a proactive and planned approach to addressing issues currently experienced by the Harbour Steering Committee, DPW, and other stakeholders.

The two fishing harbours in CAM earmarked for development are the Arniston and Struisbaai Harbours.

Comprehensive Rural Development Programme (2013)

The Comprehensive Rural Development Programme is aimed at strengthening the response to poverty and food insecurity by maximizing the use and management of natural resources to create vibrant, equitable and sustainable rural communities. The program was implemented in various municipalities within the Province and is presently focusing on Arniston and Struisbaai.

Conversion of the military airport into a commercial facility

The conversion of the currently military airport into a commercial facility, specifically for the export of agricultural produce, has been mooted for some time.

**2.5.2 Issues**

Box 3 summarises legacy, current, and future issues in relation to the socio-economic environment to be redressed, addressed, and mitigated.

**BOX 3. SOCIO-ECONOMIC ISSUES**

**LEGACY ISSUES:  
REDRESS**

- Historic view of agricultural land as of less value than urban land.
- Marginalisation of poorer communities (in relation to well-located land and access to opportunity).

**CURRENT ISSUES:  
ADDRESS**

- Increased benefit from natural resources for citizens.
- Access to land and opportunity for new entrepreneurs.
- Maximising existing infrastructure and resources for economic development and increased livelihood opportunity.

**FUTURE ISSUES:  
MITIGATE**

- The potential deepening of poverty through poor location and form of affordable housing, inadequate urban opportunities in proximity to the poor, and inadequate access to entrepreneurship and livelihood opportunity for the poor.

### 2.5.3 Implications and opportunities

The sections below outline implications and opportunities related to the socio-economic environment.

#### *Public facilities*

Public facilities fulfil a critical role in community development and welfare. The municipality should assist in maintaining these facilities to a high standard. From a spatial perspective, it is important to cluster facilities as far as is possible, in this way maximizing management capacity and user experience.

The WCG Education Department's requirement for new school facilities in Bredasdorp and Struisbaai should be integrated with planning for future housing development.

#### *The location and form of public investment and poverty*

From a spatial perspective, public investment can assist to curtail poverty through:

- Locating and designing publicly assisted housing in a manner where the opportunity provided becomes an asset as opposed to a burden which further impoverishes beneficiaries.
- Providing other urban opportunity – commercial, work and public facilities –

within walking distance from citizens to minimise travel costs.

- Increasing access for ordinary citizens to entrepreneurship and livelihood opportunity associated with agriculture, nature (and tourism), trading locations along major routes, and so on.

#### *Infrastructure and socio-economic development*

Given the capital budget focus on infrastructure, it is important to maximize associated socio economic benefits. For example, the municipal entrepreneurship assistance and development agenda should be directly linked to infrastructure development. Priority should perhaps be given to assisting people in establishing enterprises or acquiring skills directly related to the infrastructure development and maintenance programme.

#### *Economic infrastructure*

Few formal market spaces for emerging entrepreneurs exists. With the above in mind, it appears sensible for CAM to develop an approach to enabling development of a “hierarchy” of markets in various places. This could range from larger

formalized spaces (as perhaps the one contemplated by political leadership for Napier; a dedicated formal structure which exposes regional craft, produce, cuisine, and culture, and acts as an enabler of livelihood development and cultural and regional understanding) to small street spaces where individuals can trade in food and goods on a daily or intermittent basis. In this way, the full range of needs in the municipal area could be met, while greater certainty is assured that the requirements of leadership are met or public funds assist targeted beneficiaries.

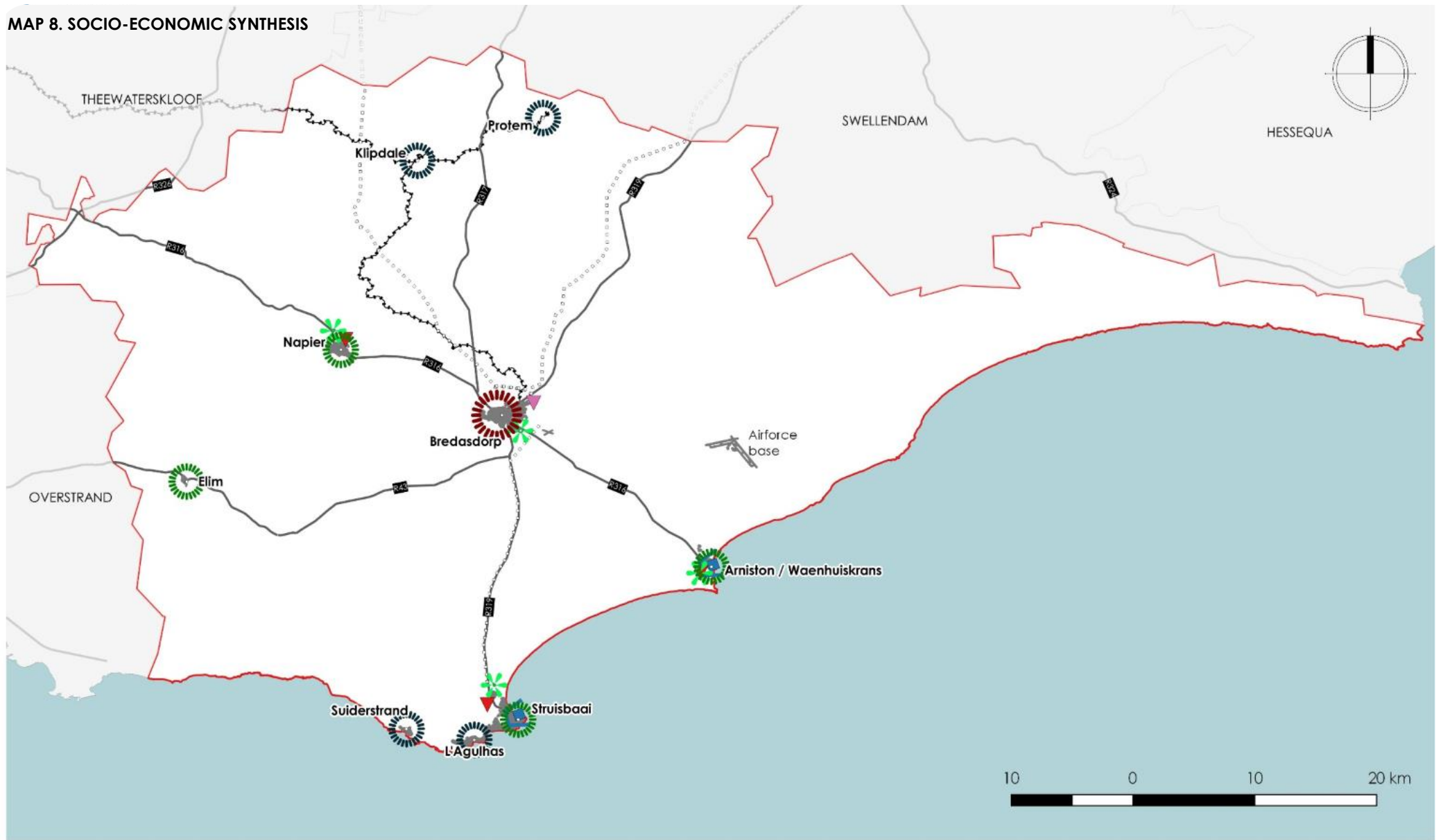
#### *Catalytic interventions*

CAM should continue to participate actively in inter-governmental initiatives to establish the Agri-Park and Farmer Production Support Unit, upgrade existing harbours, and commercialization of the military airport.



PHOTOGRAPH 5. INFORMAL DWELLINGS IN PHOLA PARK, BREDASDORP

MAP 8. SOCIO-ECONOMIC SYNTHESIS



- MAJOR ROADS
- ..... POWERLINES
-  WASTEWATER TREATMENT WORKS
-  WASTE DROP-OFF FACILITY
-  LANDFILL
-  HARBOUR
-  RURAL SETTLEMENT WITH PERMANENT SOCIAL SERVICES
-  RURAL SETTLEMENT WITHOUT PERMANENT SOCIAL SERVICES
-  REGIONAL SERVICE CENTRE

## SOCIO-ECONOMIC SYNTHESIS

CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017



## 2.6 BUILT ENVIRONMENT

### 2.6.1 Municipal overview

CAM's settlement structure comprises nine towns and settlements of various size and function, as outlined in Table 9.

TABLE 9. SETTLEMENT STRUCTURE

SETTLEMENT	POPULATION	FUNCTION/ ROLE
<b>Bredasdorp</b>	15 524	Primary settlement in CAM, seat of government, regional services centre.
<b>Napier</b>	4 212	Secondary services centre, sought-after retirement/ second home area.
<b>Struisbaai</b>	3 877	Coastal settlement, sought-after retirement/ second home area and holiday destination.
<b>Elim</b>	1 412	Historic missionary settlement.
<b>Arniston/ Waenhuiskrans</b>	1 267	Historic fishing and coastal settlement, sought-after retirement/ second home area and holiday destination.
<b>L'Agulhas</b>	548	Coastal settlement, sought-after retirement/ second home area and holiday destination.
<b>Suiderstrand</b>	44	Small coastal settlement, retirement/ second home area.
<b>Protém</b>		Small rural service centre.
<b>Klipdale</b>		Small rural service centre.

In terms of provincial guidelines for the provision of social facilities<sup>1</sup>, CAM settlements are classified as shown in Table 10.

No settlement in CAM is classified as of high or medium-high growth potential and high social needs in terms of the Provincial Growth Potential Study (2013). Bredasdorp and Napier is classified as having medium growth potential and the rest of CAM settlements as having low growth potential. The whole of CAM is classified as having medium social needs.

#### Rural settlement

Some 19% of CAM's population lives in dispersed homesteads on farms. Limited municipal services (e.g. the occasional

emptying of septic tanks) are provided to the farming community.

CAM has commissioned a study of land use on farms. While this work is in progress, the PSDF's policy directives in relation to strengthening the rural economy should be considered. This includes that:

- Rural considerations are to be factored into all municipal IDPs and SDFs, with priority given to getting rural coverage in all district SDFs and then refining the detail of the planning at local municipality level.
- SDFs should be able to assist in the identification of strategically located land for land reform purposes in terms of the Pro-active Land Acquisition Strategy (PLAS).

TABLE 10. SETTLEMENT CLASSIFICATION

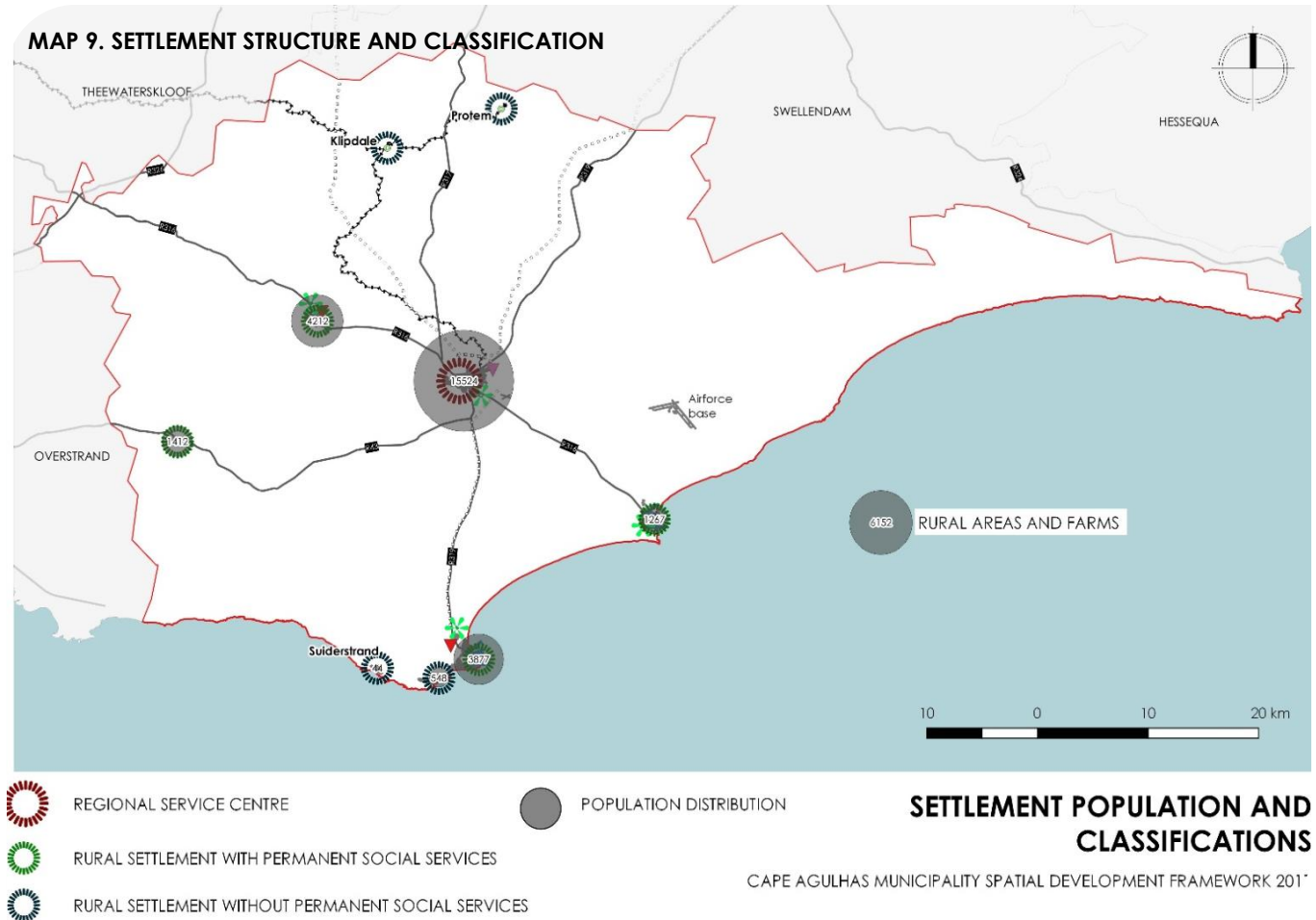
TYPE OF CENTRE	CAM SETTLEMENTS	POPULATION	OTHER WESTERN CAPE EXAMPLES
<b>Regional Centre</b>	-	> 70 000	Cape Town, George, Paarl, Worcester, Mossel Bay
<b>Primary regional service centre</b>	-	20 000-70 000	Knysna, Malmesbury, Swellendam, Beaufort West,
<b>Secondary regional service centre</b>	<b>Bredasdorp</b>	5 000-20 000	Villiersdorp, Langebaan, Ashton
<b>Rural settlement with threshold to support permanent social services</b>	<b>Napier, Struisbaai, Elim, Arniston/ Waenhuiskrans</b>	1 000- 5000	Gouda, McGregor, Yzerfontein
<b>Rural settlement without threshold to support permanent social services</b>	<b>L'Agulhas, Suiderstrand, Protém,</b>	< 1 000	Witsand, Buffelsbaai, Matjiesfontein

<sup>1</sup> Based on *Guidelines For The Provision Of Social Facilities In South African Settlements*, CSIR, 2012

- Compatible and sustainable rural activities (i.e. activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate) and of an appropriate scale and form can be accommodated outside the urban edge (except in bona fide wilderness areas).
- While the 2009 PSDF draft Rural Land Use Planning and Management Guidelines are to be reviewed and updated to serve as basis for clarifying the interpretation of this policy, the following criteria should be applied:
  - Environmental authorization, compatibility with land use activities suitable in the CBA it is situated in, and subject to an EIA.
  - The use does not alienate unique or high value agricultural land, or compromise existing farming activities.
  - The use does not compromise the current or future possible use of mineral resources.
  - The use is consistent with the cultural and scenic landscapes within which it is situated.
  - The use does not involve extensions to the municipality's reticulation

- networks (i.e. served by off-grid technologies).
- The use does not impose actual costs or risks to the municipality delivering on their mandate.
  - The use does not infringe on the authenticity of rural landscapes.

Given limited staff resources, building development and land use management on farms is a major challenge.



### *Public facilities*

The CAM Library Service consists of nine libraries, serving 10 896 members (almost a third of the CAM population). The main library is situated in Bredasdorp, while there are also library facilities at Welverdiend (Bredasdorp) Struisbaai, Waenhuiskrans, Napier, Klipdale, Proteem and Elim. The internet is available free of charge in seven of these libraries (with access available at the other two through the "Cape Access" programme). Safety upgrades at libraries – a core challenge identified by staff – has been budgeted for.

CAM has seven cemeteries. To meet future demand, extensions are planned to current cemeteries in Bredasdorp, Struisbaai, and Napier.

The Municipal Area currently has 18 parks with playground equipment, as well as a community park in every ward. There are also sports grounds/ fields and community halls in every ward as well as camp sites/ resorts at Bredasdorp, Arniston, Struisbaai and L'Agulhas.

CAM has an on-going park enhancement and maintenance programme. The Municipality also has a nature reserve – Heuningberg – for which there is a management plan exists. The Municipality

has Camp Sites and Resorts at Bredasdorp, Arniston, Struisbaai and L'Agulhas. The Municipality manages the camp sites/ resorts and maintains beach related facilities such as ablution blocks and ablution facilities on an on-going basis.

There are sports grounds/ fields in each settlement. Maintenance, ground preparation, and reservation functions are performed on an on-going basis. CAM has concluded an MOU with the WCG Department of Sport, Art and Culture to develop the Bredasdorp sports grounds as a sports academy (included is grant funding provided for in the MTEF).

### *Infrastructure and services*

#### Access to services

In terms of the 2011 census, of CAM's 10 162 households (at the time):

- 72% had access to connected sewerage.
- 81.8% had access to piped water.
- 96.7% of residents receive electricity.

#### Free basic services

In terms of CAM's Indigent Policy, all households earning less than R2 860 per

month will receive the free basic services as prescribed by national policy. In 2014/

15, 3 429 households qualified for free basic services. The number of households registered for indigent support has increased to 3 485 in 2016/ 17 (almost 31% of total households).

Free services entail:

- 6kl water.
- 50kw electricity.
- A 40% or 80% rebate on sanitation (depending on household income).
- A 40% or 80% rebate on refuse removal (depending on household income).

#### Water

The Municipality's primary water sources are ground water from various boreholes in the area. Bredasdorp has, in addition, the Uitvlucht spring and the Sanddrift Dam.

All households in the municipal area have access to minimum water standards, defined as access to 25lt of potable water per day supplied within 200m of a household and with a minimum flow of 10lt per minute.

All towns have sufficient water sources except for Struisbaai where the water source is under ever increasing pressure owing to numerous residential developments and

holidaymakers. Various Water Purification Works are operational throughout the Municipal Area and have adequate capacity and are operating at a satisfactory level. Although none of the CAM's water treatment works have Blue Drop Status, drinking water is of an excellent quality with a compliance level of 95%. Problems are experienced in L'Agulhas and Struisbaai with brackish water but the possibility of developing ground water Reverse Osmosis (RO) plants is currently being investigated (RO is a water purification technology that uses semi-permeable membranes to remove ions molecules and larger particles from drinking water).

Unaccounted water of some 20% remains a challenge. Losses are highest in Napier which attests to a direct correlation with ageing infrastructure.

#### Sanitation (waste water)

All formal households in CAM have access to sanitation services (with no household serviced by CAM dependent on the bucket toilet system). Informal areas are serviced by communal toilets, generally exceeding the minimum norm of a communal toilet per five families.

Excluding Bredasdorp and Napier, Waste Water Treatment Works (WWTW) in CAM have sufficient capacity and are operating at a satisfactory level. An effluent quality control program is in place to minimise the risk of pollution of public streams or ground water sources. The most critical priority for upgrading is Bredasdorp WWTW. The project is in the planning phases and is registered as a MIG project for the 2017/18 fiscal year.

Bredasdorp has a full waterborne sewerage system in place. The lower income areas in Napier, Arniston and Struisbaai also have full waterborne sewerage systems, whilst the higher income areas of these towns are serviced with conservancy tanks.

Conservancy tanks are not deemed a backlog and the service is adequate except for the Struisbaai CBD where the tanker services is under immense pressure during summer tourist season and is placing a limitation on potential development.

Elim has its own waste water treatment works and reticulation network which is managed by the Elim Opsiensraad. The high cost and expertise required to maintaining this infrastructure remains a challenge (it is understood that the WCG is leading an initiative aimed at full incorporation of

missionary towns with municipal service delivery systems).

#### Electricity

Electricity distribution in the Municipal Area is done by CAM and Eskom (Struisbaai North, Elim, Kassiesbaai, Proteem and Klipdale). All formal households and households in informal settlements have access to electricity and street lighting. Informal settlements where some type of township development has taken place also have access to electricity. Electricity capacity is adequate to cover current demand for electricity in the area. The Municipality's electricity losses increased from 6.45% in 2014/ 15 to 7.20% in 2015/ 16 (still well below the norm). All existing households within the Municipal supply area have access to minimum standards of electricity, defined as an electricity connection at the dwelling.

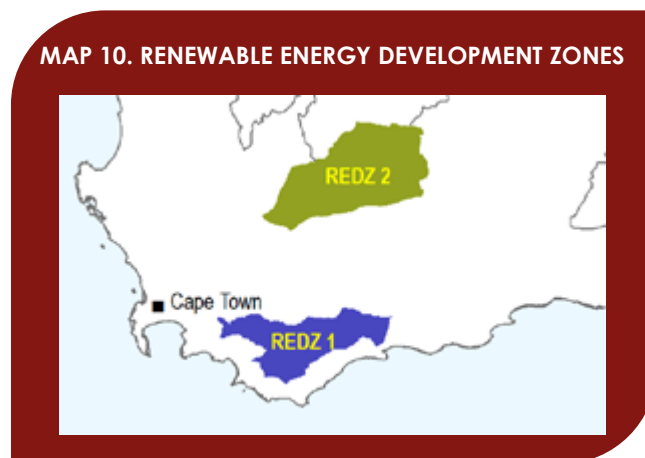
The installed capacity of CAM's electrical infrastructure is approximately three times the Eskom notified maximum demand. This contributes to relatively low technical losses – because of heat, hot connections, and transformers not operating in ideal zones. The upgrading and maintenance of electrical infrastructure is ongoing and CAM has seven sophisticated quality of supply recorders that

continuously monitor the quality of supply per the relevant IEC and NRS standards.

Major challenges relate to Eskom capacity limitations, curtailing development. These include:

- Eskom's indication that they cannot meet a request for an increase in Notified Maximum Demand (NMD) for Bredasdorp and Napier from 11MVA to 13MVA before 2021 (the installed infrastructure capacity is 15MVA). The increase is required for a proposed upgrade at P&B Lime and planned publicly assisted housing development.
- The quality of service delivery in the Eskom supply area of Arniston/ Waenhuiskrans which is inferior to that of the municipally supplied area, and the physical state of the 66KV line that feeds the substation at the Overberg Test Range. Eskom is planning the replacement of this line, but not in the short term.
- The Struisbaai Eskom substation has adequate capacity to supply Struisbaai in the short to medium term but would not be sufficient to supply extensions to Struisbaai North (currently fed by an old 22KV farmer's line with the associated lack of service reliability).

Much of CAM falls within the Overberg Renewable Energy Development Zone (Map 10) identified by national government as being of strategic importance for large scale wind and photovoltaic development. The area is intended to be incentivised for renewable energy development and grid expansion. Reduced environmental assessment process and decision criteria are applicable to projects within the identified area.



#### Waste management

All households in the Municipal Area have access to a weekly refuse collection service. In low income areas, bags are carried out to the nearest collection point. Each household receives 60 black bags per annum free of charge.

The Municipality has a recycling programme in place and the separation of waste takes place at source. A two-bag system has been implemented for collecting of waste. Material that can be recycled is placed in clear bags and other waste in black bags. Businesses also take part in the recycling project and separate the waste for collection. This programme also creates jobs and extensive use is made of the EPWP.

The Municipality has a licensed landfill site in Bredasdorp and three drop-off areas (Napier, Waenhuiskrans and Struisbaai). There is also a licensed landfill site in Elim operated by the Elim Opsiensersraad. Waste from drop-offs is collected and transported to the Bredasdorp landfill site.

Municipal landfill sites are either at or nearing the limit of their design capacity and maintenance does not comply with legislative and national norms and standards (mainly as site were established prior to stringent environmental legislation, and limited resources for upgrades which will ensure compliance). The WCG is assisting to increase the lifespan of the existing landfill sites through the Back-to-Basics Support Plan. Work is also proceeding to explore a shared new landfill for CAM and Swellendam Municipality.

Street cleaning takes place on a continuous basis throughout the year (in support of the EPWP).

### Stormwater

Storm water drainage is a major challenge in CAM owing to backlogs and inadequate storm water systems. All new roads are constructed with storm water drainage and the Municipality aims to construct a minimum of 500m of storm water pipes annually to address the backlog.

Of specific concern, spatially, are the stormwater implications should extensive further development east of Bredasdorp take place.

### ICT systems

As part of its OneCape2040 strategy, the WCG has prioritised the roll-out of a strong broadband network. At first, it is intended to develop an initial backbone to link all Provincial Government buildings and pilot wireless mesh networks in municipalities. It is planned to provide public ICT access within a 2km radius of anyone by 2019 and make available higher connection speeds to businesses. Bredasdorp to Swellendam and Bredasdorp to Caledon Fibre Build-out Plans

are respectively part of Phase 1 and Phase 2 of the Provincial roll-out programme.

### Housing

#### Affordable and GAP housing opportunity

Consistent with National and Provincial policy directives, CAM strives to improve basic service provision to informal settlements while simultaneously decreasing the number of informal dwellings and provide formal new dwellings.

The existing demand for housing is based on the official CAM Municipal Housing Waiting List. There are currently approximately 3 430 applicants/ potential beneficiaries on the CAM's housing waiting list. Some 60% of the waiting list beneficiaries are in Bredasdorp and 23 % in Napier.

Since 2009/ 2010, CAM has provided approximately 1 220 new low income housing in Bredasdorp, Napier, Struisbaai and Arniston. Over the last six-year period, this equates to an average of 203 units per fiscal year. Housing delivery is largely aligned to the housing waiting list,

with approximately 65% (793 units) of the units built located in Bredasdorp.

Since 2009/ 10, CAM has provided approximately 1 220 low income houses in Bredasdorp, Napier, Struisbaai, and Arniston/ Waenhuiskraal. Some 65% of these have been in Bredasdorp (consistent with the proportion of housing beneficiaries in Bredasdorp). Given the current rate of supply, and assuming no growth in the waiting list, it would take the CAM approximately 17 years to meet the current waiting list.



PHOTOGRAPH 6. SUBSIDISED HOUSING IN BREDASDORP

The current five-year housing pipeline provides for some 1 980 opportunities. Notably, the approved pipeline for the next three years shows an increase in the planned delivery of housing units. This would contribute to halving the overall waiting list (if everyone on the waiting list is eligible for a housing opportunity) and largely meeting the waiting list of those 35 years and older.

The supply of GAP housing – and housing for lower or emergent middle income groups – appear very limited in CAM.

A more detailed account of the housing challenge and related land supply and opportunity per settlement is provided in Section 3.2 Future Land Demand Statement.

### Higher income housing opportunity

Three projects for higher income housing opportunity were mooted during the status quo work phase.

- A retirement village on municipal land at the Napier entrance to Bredasdorp.
- An extension of Arniston/Waenuiskraal north of the main beach area (behind the existing row of houses on Harbour Road).
- The proposed Eco Estate at L'Agulhas

These proposals should be carefully considered in relation to existing service capacity and the built character of surrounding areas.



**PHOTOGRAPH 7. HIGH-INCOME HOUSING IN STRUISBAAI**




### *Public transport*

Based on information from the Provincial Land Transport Framework (2014), the transport modal split for the Overberg District is as shown in Table 11.

CAM does not enjoy access to passenger rail services. As private taxi services are intermittent, public transport between the various settlements remain a significant challenge.

To enable access to schools, the WCG Education Department provides for the transport of learners in rural areas to public schools, typically where learners are located more than five kilometres from schools and no public transport service exists.

**TABLE 11. TRANSPORT MODAL SPLIT**

NON-MOTORISED TRANSPORT	PRIVATE TRANSPORT	PUBLIC TRANSPORT
 <p><b>57%</b></p> <p>(compared to 20% in Cape Town and 34% in Eden).</p>	 <p><b>26%</b></p> <p>(the lowest in the Province; compared to 45% in Cape Town and 46% in Eden).</p>	 <p><b>15%</b></p> <p>(mainly bus; no rail and limited mini-bus taxis; with Cape Winelands, the lowest in the Province; compared to 20% in Eden and 35% in Cape Town).</p>

The quality of the provincial roads linking the area to the N2 is good. CAM has approximately 28 gravel roads, maintained on a quarterly basis to a good drivable condition. The intention is to surface all these roads by 2050.

Two major roads have been prioritised for upgrading to a tarred surface owing to potential economic impact. The first is 56km leading to the De Hoop Nature Reserve and the 5km gravel road which links L'Agulhas and Suiderstrand (this road was recently transferred to CAM). Given associated costs, upgrading will occur in partnership with the National and Provincial Departments of Public Works as well as ODM. Upgrading of the road linking Gansbaai and Elim has been completed.

CAM aims to build no less than 1,5km new roads annually. All projects employ labour intensive construction methods and job allocation through the EPWP.

#### *Building development and land use management*

On average CAM received some 20 applications for rezoning and land use change and almost 400 applications for building development over the past two to three years.

In 2016, there were 106 new private houses built in CAM to a value of approximately R158m and non-residential buildings to a value of approximately R152.6m. Applications for building development are recommended and approved within the 30 day time limit of but most are completed in 15 days in a bid to reduce “red tape” and stimulate the economy. Given limited staff resources, and the spatial expanse of CAM, building development and land use management on farms is a major challenge.

#### 2.6.2 Issues

Box 4 summarises legacy, current, and future issues in relation to the built environment to be redressed, addressed, and mitigated.



**PHOTOGRAPH 8. AN EXAMPLE OF REDEVELOPMENT SENSITIVE TO THE HISTORIC BUILT FABRIC IN BREDASDORP**

#### BOX 4. BUILT ENVIRONMENT ISSUES

##### LEGACY ISSUES: REDRESS

- Historic view of agricultural land as of less value than urban land.
- Marginalisation of poorer communities (in relation to well-located land and access to opportunity).

##### CURRENT ISSUES: ADDRESS

- Increased benefit from natural resources for citizens.
- Access to land and opportunity for new entrepreneurs.
- Maximising existing infrastructure and resources for economic development and increased livelihood opportunity.

##### FUTURE ISSUES: MITIGATE

- The potential deepening of poverty through poor location and form of affordable housing, inadequate urban opportunities in proximity to the poor, and inadequate access to entrepreneurship and livelihood opportunity for the poor.



### 2.6.3 Implications and opportunities

The sections below outline implications and opportunities related to the built environment.

#### *Settlement hierarchy and role*

In relation to settlement hierarchy and role:

- Bredasdorp should be reinforced as the primary settlement in CAM. It is here where most can benefit from investment in higher order facilities and infrastructure. Given limited staff resources, and the spatial expanse of CAM, building development and land use management on farms is a major challenge.
- Napier is also a major settlement, but the primary investment focus should be more on tourism and culture as opposed to commercial services.
- The focus in Struisbaai and L'Agulhas should be on tourism and leisure development, and specifically improved facilities and places along the coast.
- Elim and Arniston/ Waenhuiskrans should be maintained and carefully managed for their special historic and cultural characteristics (including the relationship between settlement and the natural environment).

- Significant expansion of the small rural settlements of Klipdale and Proteem should not be considered.

#### *Lateral growth and expansion of settlements*

There appears to be no need to significantly grow any settlement "outwards". Sufficient land is available for infill development in towns and significant subdivided and zoned coastal land has not yet been developed. This strategy has several benefits, including:

- Protecting places of nature and agricultural value.
- Compacting settlements for greater efficiency.
- Reducing infrastructure services and management costs.

#### *Land use on farms*

CAM is currently engaged in undertaken a detailed land use survey of farms. Once this work is completed, careful consideration must be given to a system which both provides reasonable protection to rural and agricultural area and recognises the public resource constraints in implementing the system.

#### *Infrastructure*

The dispersed settlement structure of CAM – together with substantial temporary service user increases during peak holiday periods

and a growing indigent population – create significant challenges to infrastructure provision in CAM. It appears important to:

- Focus resources for infrastructure expansion in areas where the most people will benefit and the leverage of infrastructure for further economic development and job creation will be the greatest. In practice, this implies a focus on Bredasdorp and Napier as opposed to smaller settlements.
- Not to grow coastal settlements laterally significantly.
- Focus further development within settlements on infill and the use of underdeveloped land, in this way minimizing the length of service runs.
- Pursuing reasonable densification in all settlements (while respecting the specific character of places).
- Ensuring that new affordable housing is provided in places and a manner where housing becomes real assets, in this way enabling service users to contribute to service charges.

- Focus new development in areas where infrastructure can be provided in the most affordable way.<sup>1</sup>

Also important is expanding the scope of infrastructure investment and projects to meet other needs. For example, the establishment of small market spaces and tree planting should be planned and implemented as part of roads infrastructure projects.

Albeit not a spatial matter, careful consideration should be given to align CAM's local business development initiatives – for example, assistance in business registration – and the infrastructure plan and programme to assist in the employment of local people and businesses on infrastructure projects.

#### *Public transport*

It is unlikely that CAM will ever enjoy the benefit of a comprehensive government supported public transport system – including specialised routes, vehicles and systems – to enable inter-settlement people movement.

User numbers are simply too low and distances between settlements substantial.

In this context, it would be important to assist (where possible), private sector taxi operators to run regular services enabling people to access opportunity such as work in the different settlements. At the same time, it would appear logical to:

- Focus significant new settlement growth and development in the place of greatest opportunity to minimize inter-settlement movement. In practical terms, it means that significant infrastructure initiatives, job creation initiatives, public facilities, or housing projects should be in Bredasdorp.
- Progressively pursue a compact form for all settlements as far as possible to enable use of non-motorised transport.
- Ensure that each settlement contains a range of facilities required to meet at least the daily needs of citizens, in this way minimizing the need for excessive movement.

#### *Housing*

Affordable housing remains a key challenge in CAM. Given the small proportion of farm workers living on farms, it appears that the movement of workers to town has – in recent years – created an additional burden on the municipality to house citizens. The SDF should consider:

- The principles of SPLUMA, demanding the location of affordable housing in a manner which maximizes livelihood opportunities for poorer citizens.
- A focus of affordable housing expenditure in settlements which provide optimum work and other opportunities and minimizes inter-settlement movement.
- Ensuring that the layout and form of affordable housing allow for changing user demands, lifestyles, and increased livelihood opportunity (including sufficient on-site space to grow food and extend units to enable rental, accommodating extended families, or income generating work space).

---

<sup>1</sup> Traditionally, it is the norm for infrastructure services to depend on spatial planning to indicate where best to focus infrastructure development. Arguably, given the extent to which infrastructure development and maintenance dominate the municipal resource base, it is as important – through an analysis of its own cost structure – for infrastructure services to also present a case on where and how infrastructure should be provided in the most sustainable way. This issue should be a specific output of the proposed Infrastructure Development Plan (to be prepared during 2017).

There is significant demand for GAP housing in CAM. Many younger people – including CAM staff – find it difficult to find suitable accommodation in CAM. The municipality should support the provision of GAP housing by private developers through land availability incentives.

#### *Public facilities*

Social development and welfare are significant issues raised during the IDP public participation process and leadership strategic sessions. It is also a very significant provincial strategic and policy focus area. From a spatial perspective, this requires a specific emphasis on public facilities. Specifically, it is believed that:

- Cluster social facilities and activities within nodes to optimise accessibility and convenience while also improving operations, security and maintenance.
- Place higher order public facilities and activity on the most important routes and smaller ones on the main route or at cross roads within communities.
- Promote Bredasdorp as the location for higher order public facilities.

#### *Economic infrastructure*

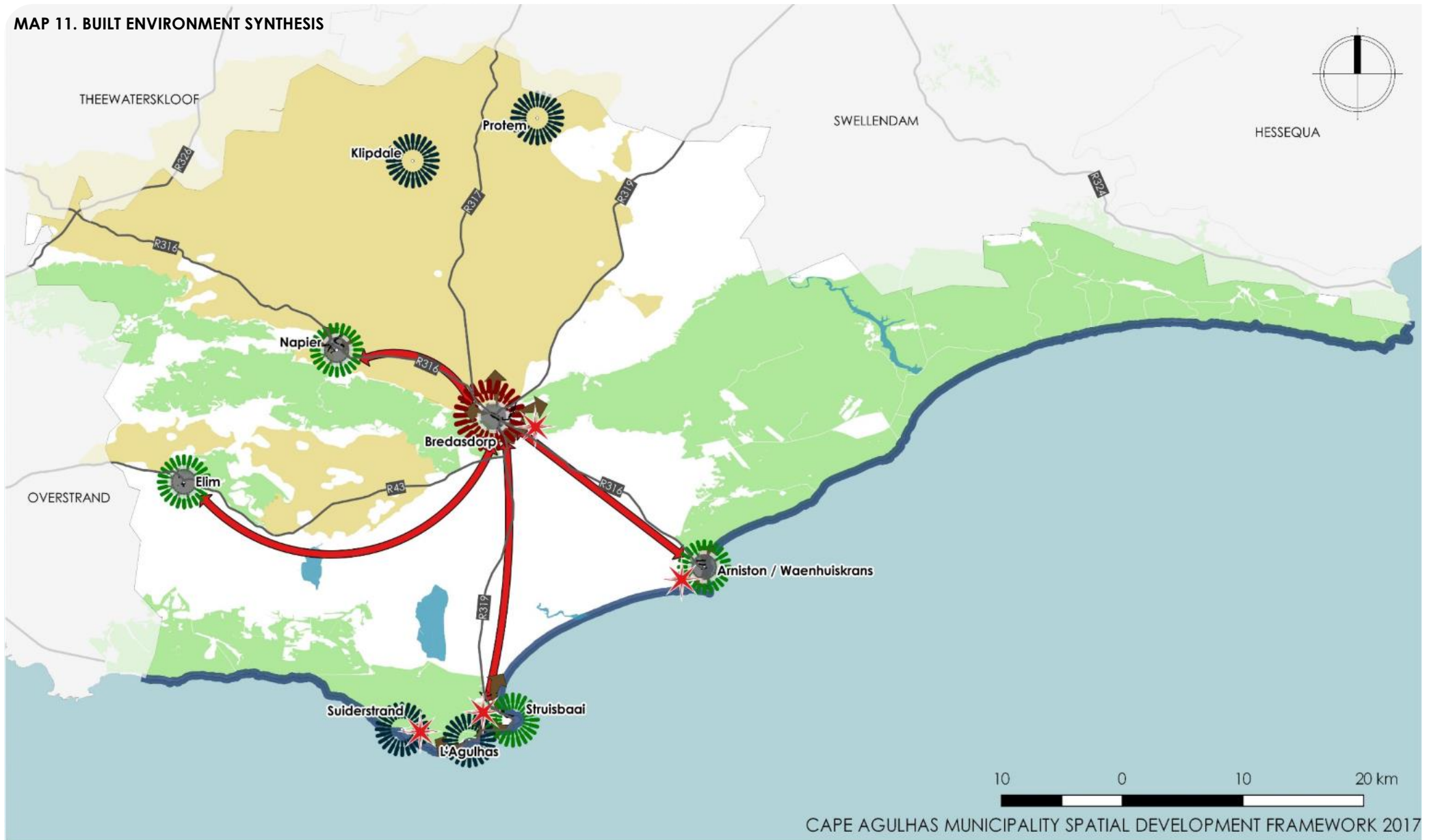
Providing an enabling environment for the development of small enterprises has been a longstanding concern of CAM. Thus, some

funds have been provided for establishing a market in Bredasdorp. The SDF needs to consider that the informal economy comprises a “continuum” of economic activities, requiring decision-makers and service providers to differentiate what is provided to the needs of different sectors and local areas. Depending on who is to benefit – or the kind of market contemplated – the location of the facility, the services provided to assist traders or visitors, and management arrangements, may differ substantially. With the above in mind, it appears sensible for CAM to develop an approach to enabling development of a “hierarchy” of markets in various places. This could range from larger formalized spaces (as perhaps the one contemplated by political leadership for Napier; a dedicated formal structure which exposes regional craft, produce, cuisine, and culture, and acts as an enabler of livelihood development and cultural and regional understanding) to small street spaces where individuals can trade in food and goods on a daily or intermittent basis. In this way, the full range of needs in the municipal area could be met, while greater certainty is assured that the requirements of leadership are met or public funds assist targeted beneficiaries.












#### *Catalytic projects*

Several larger projects which could provide significant impetus to the local economy have been mooted for CAM. These include conversion of the currently military airport into a commercial facility (specifically for the export of agricultural produce), the establishment of an AgriPark in Bredasdorp as part of the Provincial programme to enable agricultural production and entrepreneurship, and the expansion of small craft harbors at Arniston/ Waenhuiskrans and Struisbaai to meet the needs of the fishing industry. These projects can no doubt assist local economic development. However, all of them involve a range of partner organisations and interest, and require resources beyond the means of CAM. Nevertheless, it is important for CAM to remain engaged in exploring these initiatives, and assist through local infrastructure alignment, and so on. Most critical is finalisation of land agreements and infrastructure needs related to the AgriPark in Bredasdorp.

MAP 11. BUILT ENVIRONMENT SYNTHESIS



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

- |  |  |   |   |   |  |
|--|--|---|---|---|--|
|  | RURAL SETTLEMENT WITH PERMANENT SOCIAL SERVICES    |  | CULTURALLY AND HISTORICALLY IMPORTANT SETTLEMENTS     |  | MOVEMENT CONSTRAINTS BETWEEN SETTLEMENTS (ESPECIALLY PUBLIC TRANSPORT) |
|  | RURAL SETTLEMENT WITHOUT PERMANENT SOCIAL SERVICES |  | INFRASTRUCTURE PRESSURES (VARIES BETWEEN SETTLEMENTS) |  | AGRICULTURAL LANDSCAPES  |
|  | REGIONAL SERVICE CENTRE                            |  | MAJOR ROADS   |  | COASTAL LANDSCAPES   |
|  |  |  | URBAN SPRAWL PRESSURES                                |  | NATURAL LANDSCAPES   |

## 2.7 GOVERNANCE

### 2.7.1 Municipal overview

#### National and Provincial Government funding contributions

Eight infrastructure and/or capital investment projects with a total budgeted value of R16,3m are planned by WCG for CAM over the MTEF period. The WCG projects are outlined in the table below.

The WCG has also allocated Human Settlements Grant funding of R20,25m to CAM in 2017/ 18, R20m in 2018/ 19, and R40,10m in 2019/ 20. Library service replacement funding of R5,6m in 2017/ 18, R5,8m in 2018/ 19, and R6,2m in 2019/ 20 has been provided for.

The most significant National government allocations to CAM (with spatial implications) is Municipal Infrastructure Grant (MIG)

funding of between R11,1m and R11,9m per annum over the MTEF period, and Integrated National Electrification Programme funding of between R1m and R7m per annum over the MTEF period.

#### Municipal budget

The CAM Draft Capital Budget for the MTEF period is attached as Appendix 3 The draft budget (approximately R24,75m in 2017/ 18 and dropping to approximately R20,92m in 2019/20) indicates:

- The emphasis on infrastructure maintenance and development, comprising approximately 77% of the budget.
- Significant spending – within the limited means of CAM – to maintain and upgrade amenity and facilities associated with beaches.

- Significant spending – within the limited means of CAM – to extend, maintain and safeguard sports and public facilities.

#### Staff resources

The IDP reports on the staffing constraints raised as a challenge by various services in CAM. From a spatial perspective, two issues are significant. The first – as highlighted in Section 2.5 – relates to the need to develop institutional arrangements to integrate and coordinate the work of various extra-municipal organisations involved in community welfare and community development initiatives. The second concerns limited staff resources to undertake spatial planning, and land use and building development management. Partnerships are key in implementing CAM's spatial strategy and plans.

#### Public investment and space

As indicated in the IDP, the number of households registered for indigent support in CAM has increased from 3 431 in 2014/ 15 to 3 485 in 20116/ 17 (almost 31% of all households in CAM). Further, CAM has found that the indigent grant which is financed from the equitable share in terms of the Division of Revenue Act (DORA) is no longer adequate to cover actual service costs.

TABLE 12. PROVINCIAL FUNDING CONTRIBUTIONS

WCG DEPT	PROJECT	TYPE OF PROJECT	BUDGET
Transport and Public Works	Stormsvlei-Bredasdorp road reseal	Refurbish-ment and rehabili-tation	R2m
	Riversdale-Ladismith road reseal		
Health	<ul style="list-style-type: none"> <li>• Napier Clinic replacement</li> <li>• Otto Du Plessis Hospital (Acute Psychiatric Ward)</li> </ul>	Development	R14,3m
DEA&DP	De Mond Nature Reserve	Construction of tourism cabins and related management infrastructure	TBD

From a spatial perspective three issues appear important in relation to curtailing an increase in the number of indigent households:

- Locating and designing publicly assisted housing in a manner where the opportunity provided becomes an asset as opposed to a burden which further impoverishes beneficiaries.
- Providing other urban opportunity – commercial, work and public facilities – within walking distance from citizens to minimise travel costs.
- Increasing access for ordinary citizens to entrepreneurship and livelihood opportunity associated with agriculture, nature (and tourism), trading locations along major routes, and so on.

### 2.7.2 Issues

Box 5 summarises legacy, current, and future issues in relation to governance to be redressed, addressed, and mitigated.

### 2.7.3 Implications and opportunities

The sections below outline implications and opportunities related to governance.

#### *Land use management*

CAM covers a vast spatial area and numerous land use activities occur across the rural area. Further, many areas are of a character that requires a unique land use management response sensitive to local conditions. Ideally, CAM requires a much stronger land use management staff complement to management the many different conditions in the municipal area. Given competing needs, more resources are, however, unlikely. Thus, CAM needs to follow a land use management system and guidelines which is minimalist and relies to a

greater degree on management by communities and interest groups.

#### *Project implementation*

Given the limited resources of CAM – both capital and human – implementation of proposals (and particularly those not primarily focused on smaller infrastructure investment and publicly assisted housing for the lowest income beneficiary groups), will require considerable private sector partnership and investment.

#### *Extra-municipal institutional arrangements*

There appears to be an opportunity to focus more on institutional arrangements to integrate and coordinate the work of various extra-municipal organisations involved in community welfare and community development initiatives.

#### BOX 5. GOVERNANCE ISSUES

##### LEGACY ISSUES: REDRESS

- Traditionally mono-functional lower income housing areas resulting in disproportionate travel cost and stress on household funds.

##### CURRENT ISSUES: ADDRESS

- Coordination of the contributions of business, NGOs and other public organisations to socio-economic development.
- Limited capital and staff resources for implementing spatial strategy and plans.

##### FUTURE ISSUES: MITIGATE

- The impact of housing location and form on indigence and the sustainability of municipal finances.

### *Publicly assisted housing and access to opportunity*

To avoid a spatial decision-making from contributing to an increase in indigence and long term municipal financial sustainability:

- Publicly assisted housing should be located and designed in a manner where the opportunity provided becomes an asset as opposed to a burden which further impoverishes beneficiaries.
- Further urban opportunity – commercial, work and public facilities – should be provided within walking distance from citizens to minimise travel costs.
- Access for ordinary citizens to entrepreneurship and livelihood opportunity associated with agriculture, nature (and tourism), trading locations along major routes, should be increased.



**PHOTOGRAPH 9. RECENT HOUSING DEVELOPMENT IN ARNISTON**

## 2.8 SYNTHESIS

### 2.8.1 Key issues

TABLE 13. LEGACY, CURRENT, AND FUTURE ISSUES

LEGACY ISSUES: REDRESS	CURRENT ISSUES: ADDRESS	FUTURE ISSUES: MITIGATE
<b>BIO-PHYSICAL ENVIRONMENT</b>		
<ul style="list-style-type: none"> <li>• Past erosion and degradation of critical biodiversity areas and natural resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation of biodiversity planning and risk management frameworks including CBAs and the Coastal Management Line</li> <li>• Limited access to nature and the coast for poorer communities.</li> <li>• Poor land management and fire regimes in agricultural areas.</li> <li>• The impact of climate change, sea level rise, energy, water, and food insecurity.</li> <li>• Encourage private landowners to implement stewardship programmes or create conservancies, private or contract nature reserves to extend effective protected areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Further impacts of climate change through active adaptation, including implementation of provincial guidelines for land use in coastal risk areas.</li> <li>• Alien invasive vegetation impacts on fire regimes and water supply, by preparing and implementing a municipal control plan.</li> </ul>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>		
<ul style="list-style-type: none"> <li>• Historic view of agricultural land as of less value than urban land.</li> <li>• Marginalisation of poorer communities (in relation to well-located land and access to opportunity).</li> </ul>	<ul style="list-style-type: none"> <li>• Increased benefit from natural resources for citizens.</li> <li>• Access to land and opportunity for new entrepreneurs.</li> <li>• Maximising existing infrastructure and resources for economic development and increased livelihood opportunity.</li> </ul>	<ul style="list-style-type: none"> <li>• The potential deepening of poverty through poor location and form of affordable housing, inadequate urban opportunities in proximity to the poor, and inadequate access to entrepreneurship and livelihood opportunity for the poor.</li> </ul>
<b>BUILT ENVIRONMENT</b>		
<ul style="list-style-type: none"> <li>• <b>Infrastructure responding to demand as opposed to directing urban development.</b></li> <li>• <b>Limited typology of government housing.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Settlement sprawl and further loss of agricultural and natural assets.</li> <li>• The location of land uses in a manner which minimises private transport.</li> <li>• Degradation of the special character of settlements and precincts.</li> <li>• Marginalised, dormitory nature of some townships/ poorer areas.</li> <li>• Upgrading informal settlements.</li> <li>• Proactively providing settlement opportunity.</li> <li>• Inadequate access to public and commercial facilities to all citizens.</li> <li>• Appropriate and sustainable housing opportunities to all citizens.</li> </ul>	<ul style="list-style-type: none"> <li>• Development in “peak season” coastal settlements of a nature which results in inequitable and unsustainable demands on municipal infrastructure provision.</li> </ul>
<b>GOVERNANCE</b>		
<p>Traditionally mono-functional lower income housing areas resulting in disproportionate travel cost and stress on household funds.</p>	<ul style="list-style-type: none"> <li>• Coordination of the contributions of business, NGOs and other public organisations to socio-economic development.</li> <li>• Limited capital and staff resources for implementing spatial strategy and plans.</li> </ul>	<ul style="list-style-type: none"> <li>• The impact of housing location and form on indigence and the sustainability of municipal finances.</li> </ul>



## 2.8.2 Key opportunities

TABLE 14. MAJOR OPPORTUNITIES

THEME	OPPORTUNITY
<b>BIO-PHYSICAL ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>• Expansion of protected areas through incorporation/ stewardship.</li> <li>• Further development of guidelines associated with risk areas.</li> <li>• Protection of agricultural land through containing settlement.</li> <li>• Introducing measures to promote alternative energy, careful water use, and waste minimisation.</li> <li>• Protection of scenic assets.</li> <li>• Partnerships with landscape initiatives such as the Nuwejaars SMA, Agulhas Biodiversity Initiative and Lowlands Conservation Trust</li> <li>• Control of alien invasive vegetation to reduce fire risk and water stress</li> </ul>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>• Regional and municipal infrastructure assets that could be enhanced and offer more opportunity to assist economic development.</li> <li>• Cultural assets and historic settlements which could assist to grow tourism.</li> <li>• Municipal land in good locations that could be employed for entrepreneurship development.</li> </ul>
<b>BUILT ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>• A relatively clear existing settlement structure as a basis for future development which enables sustainability, user convenience, and recognising the unique and different characteristics of places.</li> <li>• Municipal land in good locations that could be employed for well-located publicly assisted housing.</li> <li>• Existing strong public facilities with locations and surrounding land which could form the basis of public facility clusters.</li> <li>• A relatively manageable proportion of informal dwellings.</li> </ul>
<b>GOVERNANCE</b>	<ul style="list-style-type: none"> <li>• Existing business enterprises, NGOs and public institutions which could be harnessed to deliver services in a more coordinated way, aligned with the municipal agenda.</li> <li>• Existing private sector interest to partner in the implementation of development projects.</li> </ul>

## 2.8.3 Implications

The table overleaf highlights the implications of current challenges on components of settlement structure and management.

**TABLE 15. IMPLICATIONS OF CURRENT CHALLENGES ON COMPONENTS OF SETTLEMENT STRUCTURE AND MANAGEMENT**

THEME	SUB-THEME	IMPLICATIONS FOR THE CAM SDF
<b>BIO-PHYSICAL ENVIRONMENT</b>	<b>Biodiversity and ecosystem services</b>	<ul style="list-style-type: none"> <li>• Protection of Critical Biodiversity Areas and Ecological Support Areas, protected, and vulnerable areas</li> <li>• Support for expanded private stewardship and conservancy programmes.</li> <li>• Identification of priority areas for disaster risk management</li> <li>• Precautionary approach to climate change and sea level rise</li> </ul>
	<b>Water</b>	<ul style="list-style-type: none"> <li>• Responsible water use</li> <li>• Protection of water resources from urban development and poor land management practices</li> </ul>
	<b>Soils and mineral resources</b>	<ul style="list-style-type: none"> <li>• Protection of valuable agricultural land from urban development</li> <li>• Environmentally responsible mineral extraction</li> </ul>
	<b>Resource consumption and disposal</b>	<ul style="list-style-type: none"> <li>• Promoting off-grid development and renewable energy programmes</li> <li>• Supporting recycling and waste minimisation</li> </ul>
	<b>Landscape and scenic assets</b>	<ul style="list-style-type: none"> <li>• Retaining the essential character and intactness of rural landscapes and wilderness areas</li> </ul>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>	<b>Municipal economic infrastructure</b>	<ul style="list-style-type: none"> <li>• Developing and maintaining infrastructure as a basis for economic development and growth</li> </ul>
	<b>Rural space-economy</b>	<ul style="list-style-type: none"> <li>• Protection of agricultural land, enablement of its use and expansion of agricultural output</li> <li>• Identification of land for agricultural land reform/ peri-urban agriculture.</li> <li>• New development to focus on undeveloped and underdeveloped land in proximity to existing concentrations of activity and people and as far as possible within the existing footprint of settlements.</li> <li>• Protection and expansion of tourism assets.</li> <li>• Expansion of entrepreneurial opportunity (also for emergent entrepreneurs in agriculture &amp; tourism).</li> </ul>
	<b>Settlement space-economy</b>	<ul style="list-style-type: none"> <li>• Prioritise new growth in those areas that have both high growth potential and high social need.</li> <li>• Better linkages between informal settlements/ poorer areas and centres of commercial/ public activity.</li> <li>• A richer mix of activities in or proximate to informal settlements (including employment opportunity).</li> <li>• Land incentives to enable business development proximate/ within township areas.</li> <li>• Market opportunities for small entrepreneurs.</li> <li>• Protection and expansion of tourism assets.</li> <li>• Expansion of entrepreneurial opportunity (also for emergent entrepreneurs).</li> </ul>
<b>BUILT ENVIRONMENT</b>	<b>Sense of place &amp; settlement patterns</b>	<ul style="list-style-type: none"> <li>• Protection of places and buildings of heritage/ cultural value (while ensuring reasonable public access)</li> </ul>
	<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Focus on public and non-motorised transport for user convenience and reduced dependence on private vehicles</li> </ul>
	<b>Land use and density</b>	<ul style="list-style-type: none"> <li>• Compact, denser development</li> <li>• Pedestrian friendly development</li> </ul>
	<b>Facilities and social services</b>	<ul style="list-style-type: none"> <li>• A focus on improving and expanding existing facilities (schools, libraries, and so on) to be more accessible and offer improved services</li> <li>• The significance of well-located and managed public facilities as a platform for growth, youth development, increased wellness, safety, and overcoming social ills</li> <li>• The clustering of public facilities to enable user convenience and efficient management</li> </ul>
	<b>Informality, housing delivery, inclusion and urban land markets</b>	<ul style="list-style-type: none"> <li>• The upgrading of informal settlements</li> <li>• Housing typologies which meet the different needs of households and income groups</li> </ul>
<b>GOVERNANCE</b>	<b>Way of work</b>	<ul style="list-style-type: none"> <li>• A more coordinated and integrated approach in government planning, budgeting and delivery</li> <li>• Partnering with civil society and the private sector to achieve agreed outcomes (as reflected in the IDP)</li> <li>• Active engagement with communities in the planning, resourcing, prioritization, and execution of programmes and projects</li> </ul>
	<b>Spatial planning and development management instruments</b>	<ul style="list-style-type: none"> <li>• User friendly instruments</li> <li>• Instruments not dependent on extensive resources.</li> </ul>

## 3 SPATIAL PROPOSALS

### 3.1 SPATIAL CONCEPT

#### 3.1.1 Final vision statement

In response to inputs received during the public participation process, the guiding vision statement was adjusted to be more succinct while maintain linkages with the core themes of the SDF and the SPLUMA principles.

***“An environment, space economy, and settlements in CAM which ensure justice, sustainability, efficiency, livelihood opportunity, and a rich life experience for all residents, citizens, and visitors.”***

#### 3.1.2 Concept statement

The spatial concept for CAM – aimed at achieving the desired spatial form for CAM while ensuring alignment with the SPLUMA spatial development principles – comprises eight key strategies:

##### *Key strategy 1*

Protect, maintain and enhance the natural resource base of the municipality – including areas of high biodiversity, high-potential agricultural land, inland and coastal waters,

and scenic landscapes – which is the basis of life and the local economy.

##### *Key strategy 2*

Make allowance for extended opportunity in key sectors reliant on the natural resource base of CAM, including agriculture, agri-processing, and tourism.

##### *Key strategy 3*

Maintain and improve CAM's major inter- and intra-regional infrastructure and movement routes.

##### *Key strategy 4*

Work to increase the potential benefits associated with key public infrastructure elements in CAM (including the airport, harbours, and rail).

##### *Key strategy 5*

Maintain a settlement hierarchy which minimises resource impacts, maximises livelihood opportunity, enable the efficient and cost effective provision of infrastructure and services, minimises vehicular movement, and maintains the positive settlement and life style characteristics of places.

##### *Key strategy 6*

Within all settlements prioritise infill development, the efficient use of land, and adaptive re-use of existing assets.

##### *Key strategy 7*

Within all settlements, actively seek to upgrade and integrate marginalised and informal settlements, cluster public facilities, provide opportunity for entrepreneurs, and increase housing choice and asset value.

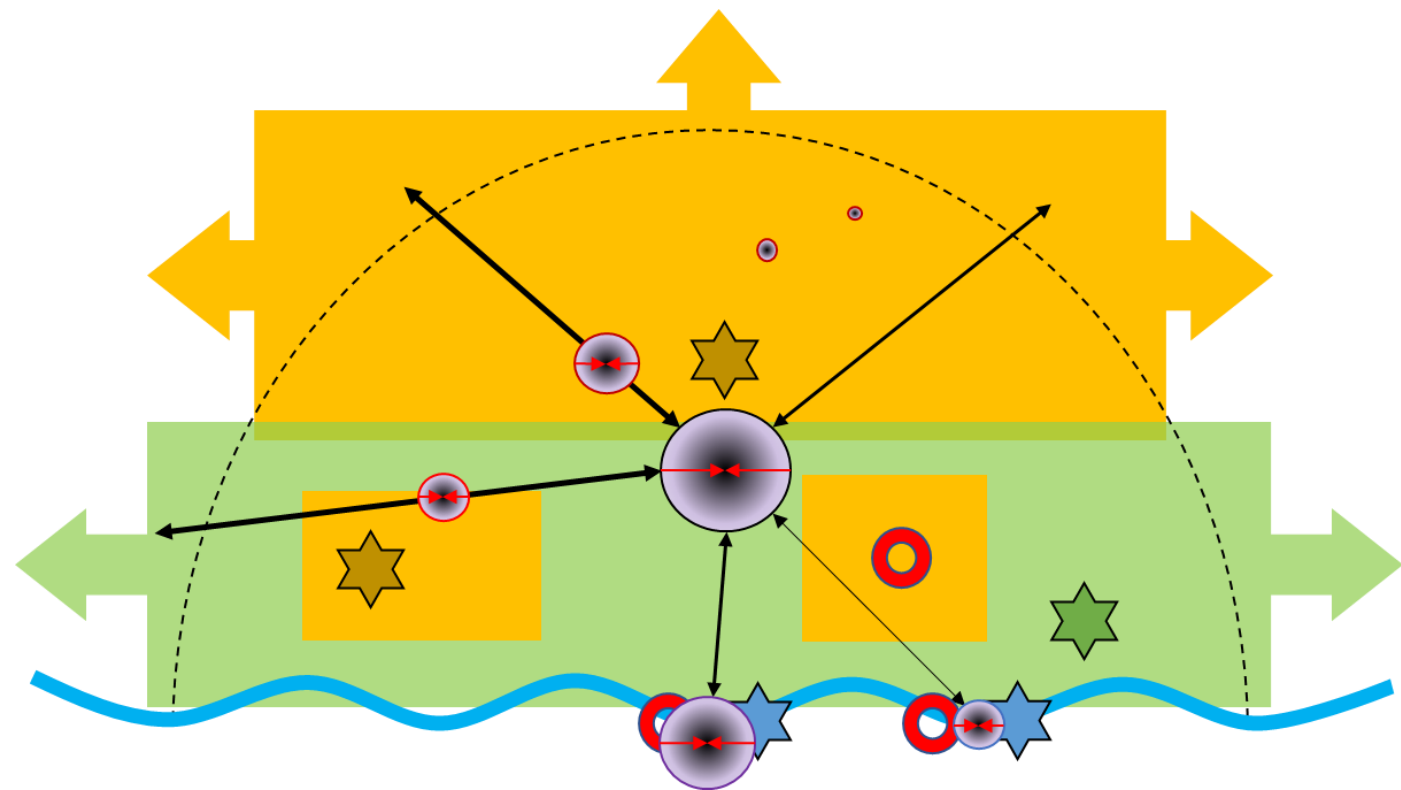
##### *Key strategy 8*

Actively seek partnerships to develop and manage CAM to achieve the SDF principles and proposals.

#### 3.1.3 Concept diagram

The spatial concept for CAM is illustrated in Figure 2 overleaf.

- Municipal boundary
- ↔ Inter regional routes to be protected for economic and scenic value
- Agricultural areas to be protected
- Nature areas to be protected
- Infrastructure to be maximised
- ★ Increased opportunity related to nature/ agriculture
- ★ Increased coastal opportunity/ access
- Distinct, contained settlements focused on inward growth and efficiency
- ~ Coastal asset to be protected and used for growth



**FIGURE 2. SPATIAL CONCEPT**

### 3.2 FUTURE DEMAND APPROACH STATEMENT

In relation to urban settlement, the major sector requiring land is housing, and specifically publicly assisted, affordable housing. In terms of demand for land, other than the provision of roads, infrastructure is generally not considered be a high consumer of land. Once the core infrastructure of waste water treatment plants, substations and landfill site are allocated, the primary infrastructure required with spatial implications is that of the provision of new road networks.

Future demand for land to accommodate publicly assisted, affordable housing, is informed by population growth expectations,

changes in household dynamics, and socio-economic means, and current housing need.

As indicated in Section 2.5.1, the WCG Department of Social Development estimates CAM's 2017 population at 35 017. It is expected that this population will gradually increase over the 5-year planning cycle to 36 773 by 2023, approximately 1% per annum.

CAM had 10 162 households in 2011. This has grown to 11 321 in 2017 (approximately 1,7% per annum).

The poverty headcount shows that the number of poor people within the CAM area increased from 2,2% of the population in 2011 to 6,7% in 2016. The intensity of poverty – i.e. the proportion of poor people that are below the poverty line – within CAM increased from 41,0% in 2011 to 45,4% on 2016. Although

there is a rise in the number of households entering the middle and high-income brackets, 49,1% of households in the Municipal Area fall within the low-income bracket. Average household size has decreased somewhat from 3,3 persons per household to 3,2 between 2011 and 2016.

The number of households registered for indigent support has grown from 3 431 in 2014/15 to 3 485 in 2016/17 (almost 31% of total households).

The existing demand for housing is based on the official CAM Municipal Housing Waiting List. The distribution between settlements is set out in Table 16 (based on information provided by CAM).

If it is assumed that CAM's population will increase by 2 000 people over the next five years (constituting approximately 660 households), and, conservatively estimated, 90% of these households will require public assistance (in the form of an erf and/ or unit), the five-year demand will be approximately 600 units.

If the current demand of informal dwelling units, totalling 705, are not formalised, with the new five-year demand of approximately 600 units, the number of people living in informal settlements will almost double.

TABLE 16. HOUSING DEMAND BY SETTLEMENT

SETTLEMENT	INFORMAL DWELLINGS	% OF TOTAL	WAITING LIST	% OF TOTAL	WAITING LIST OVER 35	% OF TOTAL
BREDASDORP	463	65,7	2 181	61,7	1 269	62,8
NAPIER	144	20,4	707	20,0	302	15,0
STRUISBAAI	62	8,8	326	9,2	187	9,2
ARNISTON	0	0	143	4,0	119	5,9
ELIM, KLIPDALE, PROTEM	36	5,1	181	5,1	143	7,1
<b>TOTAL</b>	<b>705</b>	<b>100</b>	<b>3 538</b>	<b>100</b>	2 020	100

If allocated based on the existing backlog split between settlements, the allocation

**TABLE 18. PROPORTIONAL HOUSING ALLOCATION BY SETTLEMENT**

SETTLEMENT	ALLOCATION
BREDASDORP	370
NAPIER	120
STRUISBAAI	55
ARNISTON	24
ELIM, KLIPDALE, PROTEM	31
<b>TOTAL</b>	<b>600</b>

**TABLE 17. LAND REQUIREMENTS IN HECTARES**

	Backlog (ha)	Future demand (ha)	Total land demand (ha)
BREDASDORP	62,3	10,6	72,9
NAPIER	20,2	3,4	23,6
STRUISBAAI	9,3	0,5	10,9
ARNISTON	4,1	0,2	4,8
ELIM, KLIPDALE, PROTEM	5,2	0,3	6,1
<b>TOTAL</b>	<b>101,1</b>	<b>17,1</b>	<b>118,2</b>

between settlements will be as indicated in Table 18.

Based on average unit densities of 35 per ha, the demand for land to accommodate current backlogs and five-year growth will be as indicated in Table 17.

### 3.2.1 Current and planned rate of housing delivery

Since 2009/ 2010, CAM has provided approximately 1 220 new low income housing units in Bredasdorp, Napier, Struisbaai and Arniston. Over the last six-year period, this equates to an average of 203 units per fiscal year. Housing delivery is largely aligned to the settlement split of the housing waiting list, with approximately 65% (793) of the units built located in Bredasdorp.

Given the current rate of supply, and assuming no

growth in the waiting list, it would take the CAM approximately 17 years to meet the current waiting list. With the anticipated growth increasing by approximately 600 units over the next five years, it would take the municipality approximately 20 years to meet the current waiting list.

The current five-year housing pipeline and the distribution between the settlements are set out in Table 19.<sup>1</sup> Where projects are split over budget years, an equal split of units is assumed per annum. Notably, the approved pipeline for the next three years shows an increase in the planned delivery of housing units. This would contribute to halving the overall waiting list (if everyone on the waiting

**TABLE 19. CURRENT HOUSING PIPELINE**

Projects	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	Total	% of Total
BREDASDORP	318	318	239	71	71	1 017	51
NAPIER	50	236	234	-	-	521	26
STRUISBAAI	110	111	110	111	-	442	22
ARNISTON	-	-	-	-	-	0	0
ELIM, KLIPDALE, PROTEM	-	-	-	-	-	0	0
<b>TOTAL</b>	<b>478</b>	<b>664</b>	<b>585</b>	<b>182</b>	<b>71</b>	<b>1 980</b>	<b>100</b>

<sup>1</sup> It should be noted that the figures in Table 19 represent what has been approved by the CAM for the next five-year period and does not consider the projects which are currently under consideration or in the pre-planning process. The figures in the above table therefore differs from that presented in the WCG Department of Human Settlements pipeline, as these figures represent projects tabled and in various stages of the review process.

list is eligible for a housing opportunity) and largely meeting the waiting list of those 35 years and older.

### 3.2.2 Developable Land Areas and Densities

The housing pipeline has considered various sites for housing projects. As part of the SDF process, the sites have been mapped and assigned the status as provided by the WCG Department of Human Settlements. The land allocation to meet current and future demand, along with their status is shown in Table 20. Based on unit densities of approximately 35 per ha, the demand for land to accommodate current backlogs and five-year growth will be as indicated in Table 21.

The detailed CAM Housing Pipeline (2016) list is provided in Appendix 5. These sites, considered suitable for housing, has been identified and mapped and is attached as Appendix 6.

With cognizance given the housing demand, Table 21 shows the extent to which the current land pipeline and the post 2025 pipeline meets demand.

TABLE 20. PIPELINE HOUSING PROJECTS AND POST-2025 DEMAND

		Current	Supported	Not Supported	Total land pipeline	Pipeline (Post 2025)	Total land pipeline + pipeline post 2025
<b>BREDASDORP</b>	Sites	187	1 723	81	1 991	3 249	5 240
	Ha	8	28	2	37	117	154
<b>NAPIER</b>	Sites	130	262	-	392	227	619
	Ha	14	6	-	19	9	29
<b>STRUISBAAI</b>	Sites	-	437	80	517	-	517
	Ha	-	8	6	13	-	13
<b>ARNISTON</b>	Sites	-	-	-	-	200	200
	Ha	-	-	-	-	2	2
<b>ELIM, KLIPDALE, PROTEM</b>	Sites	-	-	-	-	-	-
	Ha	-	-	-	-	-	-
<b>Total</b>	<b>Sites</b>	<b>317</b>	<b>2 422</b>	<b>161</b>	<b>2 900</b>	<b>3 676</b>	<b>6 576</b>
	<b>Ha</b>	<b>22</b>	<b>41</b>	<b>7</b>	<b>70</b>	<b>128</b>	<b>198</b>

TABLE 21. CURRENT PIPELINE LAND ALLOCATION (WESTERN CAPE GOVERNMENT)

	Total land demand (ha)	Total land pipeline (ha)	% land pipeline meet demand	Total land pipeline + pipeline post 2025	% demand met by total land pipeline and pipeline post 2025
<b>BREDASDORP</b>	72.9	37	51	154	211
<b>NAPIER</b>	23.6	19	82	29	121
<b>STRUISBAAI</b>	10.9	13	121	13	121
<b>ARNISTON</b>	4.8	-	0	2	46
<b>ELIM, KLIPDALE, PROTEM</b>	6.1	-	0	-	0
<b>Total</b>	<b>118.2</b>	<b>70</b>	<b>59</b>	<b>198</b>	<b>167</b>

From the above, it appears that:

- The current housing pipeline does not meet the anticipated housing demand. The current pipeline addresses approximately 51% of the housing demand for Bredasdorp and 82% of Napier's demand up to 2022. Struisbaai's demand is exceeded (things remaining constant, this settlement should not need further developable land until 2022).
- In terms of the current land demand estimates, Bredasdorp does not meet its projected land demand. Further infill development sites would need to be sought to meet the demand, or alternatively, one of the larger housing projects identified for Erf 1148 (Site F1 extended or Site F2) could be prioritised for implementation for the next five-year period. By incorporating one or both sites, Bredasdorp could meet its projected land demand and have sufficient land "banked" for future development phases as the need arises. Alternatively, the sites could be developed for both subsidy and GAP housing, for which there appears significant demand. This option should be considered considering the effort and costs expended on smaller pieces of land are similar, if not higher than the pro-rata effort spent on larger projects.



**PHOTOGRAPH 10. SUBSIDISED HOUSING DEVELOPMENTS IN BREDASDORP**



### 3.3 THE COMPOSITE AND SETTLEMENT AREA SDF FOCUS AND STRUCTURE

Broadly – and aligned to the SPLUMA SDF guidelines – the SDF entails three types of actions or initiatives:


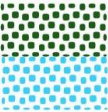





- **Protective actions** – things to be protected and maintained to achieve the vision and spatial concept.
- **Change actions** – things that need to be changed, transformed, or enhanced to achieve the vision and spatial concept.
- **New development actions** – new development or initiatives to be undertaken to achieve the vision and spatial concept.

The tables overleaf outline the legend for SDF diagrams. Although the same legend is used for the composite SDF and proposals for different settlement areas (towns), all aspects of the legend are not necessarily applicable to all settlements.




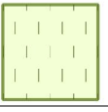







PHOTOGRAPH 11. THE EXISTING WALKWAY ALONG THE COAST AT STRUISBAAI IS PROPOSED TO BE EXTENDED TO FORM A CONTINUOUS ROUTE LINKING STRUISBAAI NOORD WITH L'AGULHAS




## PROTECTIVE ACTIONS

NATURAL/ ECOLOGICAL ELEMENTS TO BE PROTECTED		Protected Area
		Critical Biodiversity Area: Terrestrial Aquatic
		Ecological Support Area: Terrestrial Aquatic
		Agricultural land
		Coastal risk areas: High   Rural Medium Low
LANDSCAPE AND SETTLEMENT ELEMENTS TO BE PROTECTED		Historic and culturally significant places and precincts
		Scenic routes

## CHANGE ACTIONS

AREAS OR PLACES TO BE UPGRADED		Informal settlements/ affordable housing areas
AREA FOR ENHANCED ECONOMIC OPPORTUNITY		Integration areas between informal areas/ affordable housing areas and centres of commercial activity
		Focus area for public markets
		Areas for peri-urban agriculture
		Enhanced commercial and industrial accommodation
		Residential infill and densification
		Places for clustering public facilities
IMPROVED LANDSCAPING		Streets or places where landscaping and tree planting should be focused
IMPROVED PUBLIC AMENITY		Public recreation places and amenity (e.g. ablution facilities)

## NEW DEVELOPMENT ACTIONS

NEW DEVELOPMENT OF SIGNIFICANT SCALE		New residential development
		Future publicly assisted housing
		New commercial, tourism or public places

### 3.4 THE COMPOSITE SDF

The composite CAM SDF is illustrated in Table 22 and Map 12. The proposals contained within the framework aim to achieve the desired spatial form and strategies for CAM while ensuring alignment with the SPLUMA spatial development principles.













**TABLE 22. SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	Maintain the integrity of and enhance the continuity of Formally Protected Areas, Critical Biodiversity Areas, wetlands, rivers, aquatic Critical Biodiversity Areas, Ecological Support Areas, and Marine Protected Areas.
		Agricultural land	Maintain productive agricultural land.
		Urban edge	Maintain tight edges to urban settlement to protect agricultural land, nature, and enable settlement efficiency and convenience.
		Coastal management line and risk zones	Limit and manage development seaward of the coastal management line to reduce risk.
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	Maintain the scenic quality of the natural and agricultural landscape, associated routes, and the unique but different arrival places which mark the transition between rural and urban settlements.
		Historic and culturally significant precincts and places	Maintain the unique historic quality of different settlements and precincts, including Napier, Bredasdorp old town, Elim, Arniston/ Waenhuiskraal, the Hotagterklip area, and L'Agulhas light house precinct.
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	Upgrade informal settlements (specifically in Bredasdorp and Struisbaai).
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	<ul style="list-style-type: none"> <li>• Strive to break down activity barriers between informal areas/ affordable housing areas and centres of commercial activity through the location of new entrepreneurship opportunity and public facilities.</li> <li>• Provide incentives to assist in breaking down activity barriers between informal areas/ affordable housing areas and centres of commercial activity (e.g. using municipal land).</li> <li>• Prioritise Ou Meule Street in Bredasdorp for integration and entrepreneurship development.</li> </ul>
		Enhanced industrial accommodation	Enable industrial expansion in Bredasdorp and Struisbaai (while maintaining Bredasdorp as the key focus for future industrial development).
		Focus area for public markets	Enable the development of a hierarchy of public markets in all settlements, focusing on visible locations along or at the intersection of major routes.
		Areas for peri-urban agriculture	Enable peri-urban culture on commonage surrounding settlements.
	Areas for densification and infill	Residential infill and densification	Prioritise infill and densification of all settlements as opposed to lateral growth.
	Areas for efficient/ improved access to public services	Places for clustering public facilities	Prioritise existing larger public facilities as the location for public facility clusters in settlements (e.g. the Thusong Centre in Bredasdorp and Napier Community Services Centre).

	Improved landscaping	Streets or places where landscaping and tree planting should be focused	Focus landscaping on the main streets of settlements or at the intersection of major routes (overlapping with public markets).
	Improved public amenity	Public recreation places and amenity (e.g. ablution facilities)	<ul style="list-style-type: none"> <li>• Explore enhanced recreation access along the coast (specifically north of Kassiesbaai in Arniston/ Waenhuiskraal, Struisbaai North, and Struisbaai Central (including a continuous NMT route from Struisbaai North to L' Agulhas).</li> <li>• Maintain and upgrade beach amenity (e.g. ablutions, steps, parking areas) while recognising the unique character of places.</li> </ul>
<b>New development actions</b>	New development of significant scale	New residential development	<ul style="list-style-type: none"> <li>• Focus new publicly assisted housing in Bredasdorp and Napier, while meeting backlogs in Struisbaai, Arniston/ Waenhuiskrans, and Elim.</li> <li>• While persisting with a strategy of infill publicly assisted housing, commence planning of larger municipal landholdings in Bredasdorp, Napier, and Struisbaai for integrated human settlement.</li> <li>• Ensure that planning for larger municipal land holdings include the needs of the WCG Education Department.</li> </ul>
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>• Explore new commercial/ tourism related development in Struisbaai and Arniston/ Waenhuiskraal.</li> </ul>
		New routes	Continue to establish critical movement links integrating communities and unlocking public development benefit.

MAP 12. CAM SDF



- |   |   |  |
|---|---|--|
|  PROTECTED AREA                            |  OTHER NATURAL AREAS     |  RURAL SETTLEMENT WITH PERMANENT SOCIAL SERVICES    |
|  CRITICAL BIODIVERSITY AREA<br>AQUATIC CBA |  WATERCOURSES            |  RURAL SETTLEMENT WITHOUT PERMANENT SOCIAL SERVICES |
|  ECOLOGICAL SUPPORT AREA<br>AQUATIC ESA    |  SCENIC ROUTES           |  REGIONAL SERVICE CENTRE                            |
|  AGRICULTURAL LAND                         |  COASTAL MANAGEMENT LINE |  |
|   |  MARINE PROTECTED AREA   |  |

### 3.5 PROPOSALS PER SETTLEMENT AREA

The following sections outline spatial proposals for each of the nine settlement areas in CAM.

#### 3.5.1 Bredasdorp

As indicated in the analytic section of the SDF, Bredasdorp is the primary settlement in CAM, seat of government, and regional services centre. Bredasdorp should be reinforced as the primary settlement in CAM. It is here where most can benefit from investment in higher order facilities and infrastructure. This is specifically important as it is unlikely that CAM will ever enjoy the benefit of a comprehensive government supported public transport system – including specialised routes, vehicles and systems – to enable inter-settlement people movement. User numbers are simply too low and distances between settlements substantial. Thus, significant new settlement growth and development should be focused in the place of greatest opportunity to minimize inter-settlement movement.

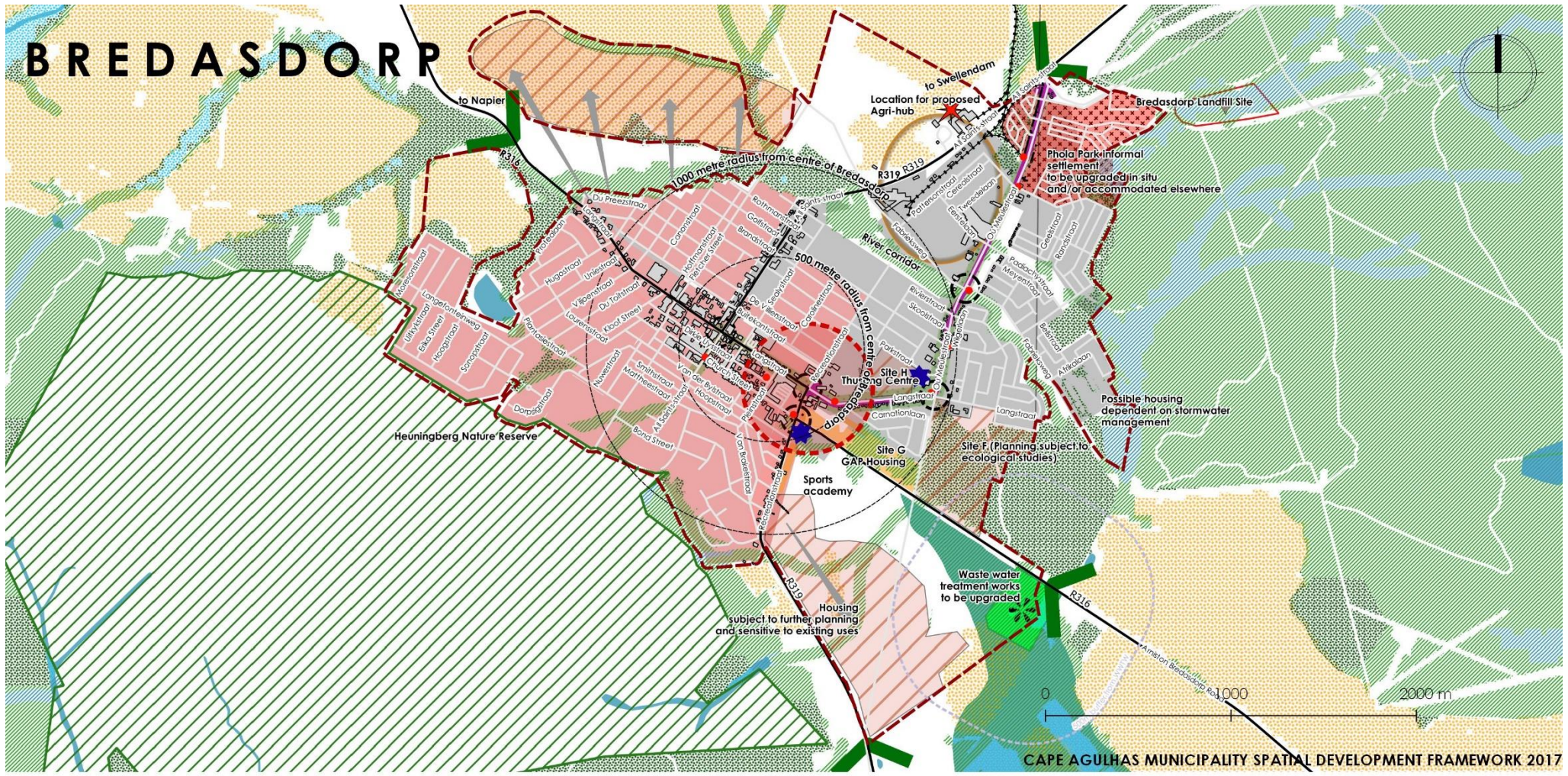
While CAM has done well to promote affordable housing in proximity to existing commercial opportunity and public facilities through infill development, housing planning for Bredasdorp, in terms of current land demand estimates, does not meet demand. Further infill development sites would need to be sought to meet the demand, or alternatively, one of the larger housing projects identified for Erf 1148 (Site F1 extended eastwards or Site F2) could be prioritised for implementation for the next five-year period. By incorporating one or both sites, Bredasdorp could meet its projected land demand and have sufficient land “banked” for future development phases as the need arises.

A key proposal for Bredasdorp is to declare Ou Meule Street a “restructuring”, “integration” or “business promotion” zone and provide incentives to assist emergent or previously disadvantaged entrepreneurs to establish businesses which will add to the convenience of adjacent residents and serve to integrate parts of the town.

**TABLE 23. BREDASDORP SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBAs, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>• Protect CBAs, ESAs, and Heuningnberg Nature Reserve from development.</li> <li>• Resist any development within the river corridor or 1:100 year floodline.</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>• Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>• Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	<ul style="list-style-type: none"> <li>• -</li> </ul>
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>• Maintain the current sense of arrival to the settlement from Napier.</li> <li>• Carefully consider the visual impact of any future development on Re Erf 1148 south of Long Street at the Napier entrance to the town.</li> </ul>

STRATEGIC FOCUS		SDF ELEMENT	PROPOSALS
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>• Maintain the rural town character of Long Street (with active street frontages facing the street).</li> <li>• Maintain the character of the old town structured around Long Street and All Saints Road.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	<ul style="list-style-type: none"> <li>• Progressively upgrade Phola Park (while considering the impact of the adjacent landfill).</li> </ul>
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and existing centres of commercial activity	<ul style="list-style-type: none"> <li>• Declare Ou Meule Street a “restructuring”, “integration” or “business promotion” zone and provide incentives to assist emergent or previously disadvantaged entrepreneurs to establish businesses which will add to the convenience of adjacent residents and serve to integrate parts of the town.</li> </ul>
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>• Declare Ou Meule Street a “restructuring”, “integration” or “business promotion” zone.</li> <li>• Enable further industrial development on Erf 1148.</li> <li>• Accommodate the proposed Agri-hub on municipal land adjacent to and north of the R319.</li> </ul>
		Focus area for public markets	<ul style="list-style-type: none"> <li>• Consider small public market spaces at serviceable places along major routes and the intersections of major routes (Long Street, Church Street, Dirkie Uys Streets, All Saints Street, and Ou Meule Street).</li> </ul>
		Areas for peri-urban agriculture	<ul style="list-style-type: none"> <li>• Reserve areas to the east of the existing settlement for peri-urban agriculture.</li> </ul>
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>• Continue to target the broad area east of Recreation Road and the R316 (with Ou Meule Road as a central route) for infill publicly assisted housing development.</li> <li>• Allow sensitive densification of residential fabric in older parts of Bredasdorp subject to the general height and character of surrounding development.</li> <li>• Consider limited infill development along the edges of the Sports Grounds (subject to detailed precinct planning).</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	<ul style="list-style-type: none"> <li>• Develop Erf 3546 as a public facility cluster (focused on the Thusong Centre).</li> <li>• Cluster new sport facilities serving a municipal-wide function at the existing sports ground abutting the R316 and R319.</li> </ul>
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>• Focus tree planting along the main routes of the settlement: Long Street, All Saints Road, and Ou Meule Street.</li> </ul>
	Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>• Provide public amenity in association with market facilities.</li> </ul>
	<b>New development actions</b>	New development of significant scale	New residential development
New commercial, tourism or public places			<ul style="list-style-type: none"> <li>• Should plans to establish a OD Agri-hub in Bredasdorp materialise, the best location (depending on the extent of land required and detailed logistical needs) appears to be the Re Erf 4102, Re Erf 1148, and Erf 4746, north of the R319 and east of Fabrieks Road.</li> <li>• Stimulate new commercial development along the Ou Meule Street “restructuring”, “integration” or “business promotion” zone.</li> </ul>
New routes		-	-



**PROTECTIVE ACTIONS**

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

**CHANGE ACTIONS**

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

**NEW DEVELOPMENT ACTIONS**

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT



### 3.5.2 Napier

Napier is a secondary services centre and sought-after retirement/ second home area with a unique rural settlement character. Erf 513 (Site A2) can provide for affordable, publicly assisted housing for the foreseeable future and plans are in place to cluster public facilities near the Napier Community Services Centre and Site A2. Maintaining the special historic character of the Sarel Cilliers Street area requires careful consideration of land use and building development applications.



**PHOTOGRAPH 12. HISTORIC CHARACTER OF SAREL CILLIERS STREET TO BE MAINTAINED**

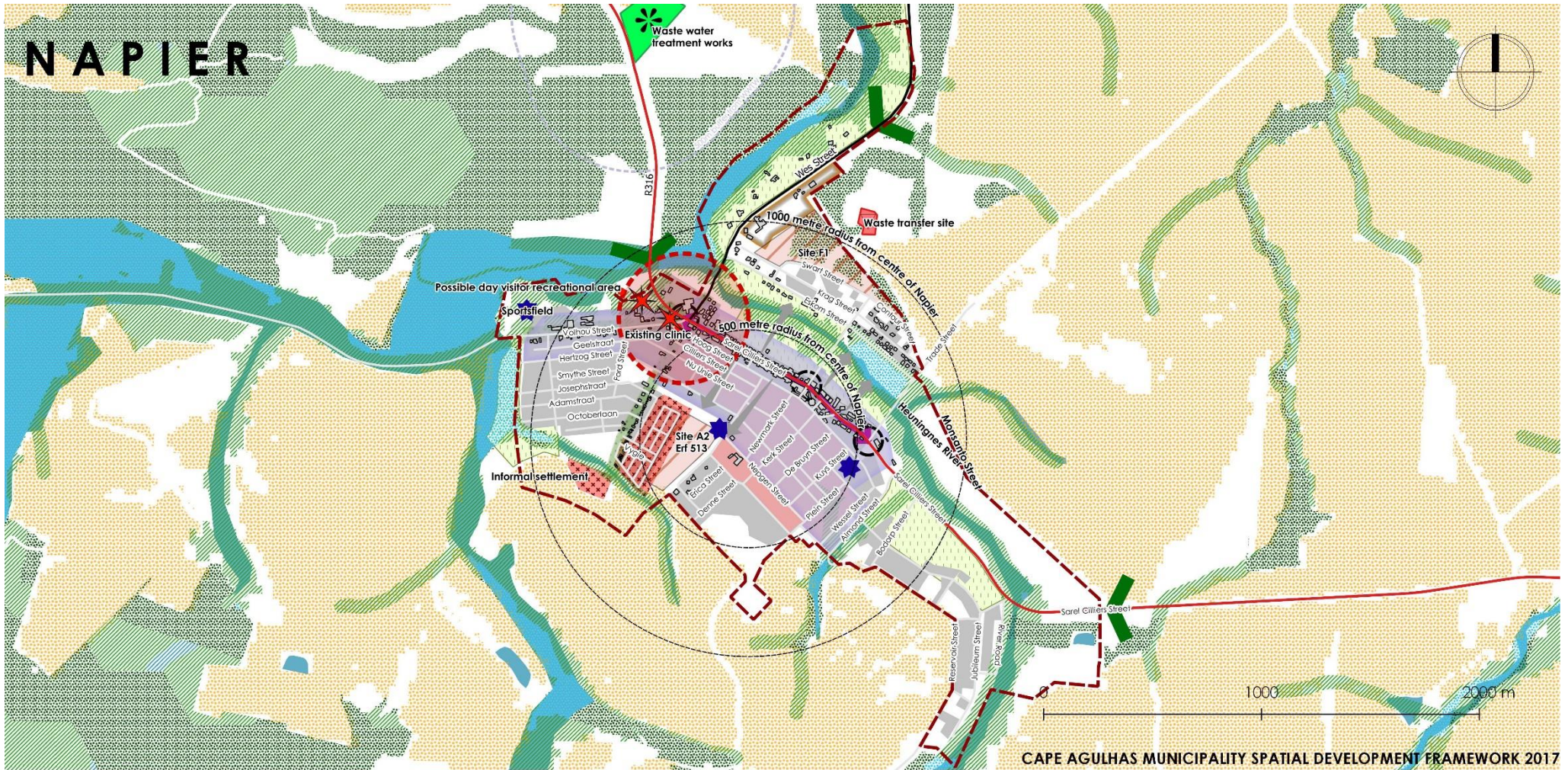


**PHOTOGRAPH 13. CURRENT NAPIER CLINIC AS A POSSIBLE TOURIST AREA**

**TABLE 24. NAPIER SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs, and river corridor from development</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> <li>Resist further urban development westwards of Site A on the municipally owned Erf 513.</li> </ul>
		Coastal management line and risk zones	-
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>Maintain the current sense of arrival to the settlement from Caledon and Bredasdorp.</li> <li>Maintain the rural town character of the R316 (Sarel Cilliers Street) with active street frontages (and stoeps) facing the street.</li> </ul>
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>Maintain the character of the old town settlement, comprising a mix of larger and smaller erven.</li> </ul>

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	<ul style="list-style-type: none"> <li>Upgrade the informal settlement comprising 130 units on Erf 513 (Site B).</li> </ul>
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>Focus smaller scale growth in commercial use on the R316 (Sarel Cilliers Street).</li> </ul>
		Focus area for public markets	<ul style="list-style-type: none"> <li>Explore the forecourt to the current clinic as a tourism and local craft/ market facility.</li> </ul>
		Areas for peri-urban agriculture	<ul style="list-style-type: none"> <li>Maintain peri-urban agriculture west of Engel Laan and on both sides of Wes Street (east of the R316).</li> </ul>
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>Allow sensitive densification of residential fabric in older parts of Napier subject to the general height and character of surrounding development.</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	<ul style="list-style-type: none"> <li>Cluster public facilities near the Napier Community Services Centre and Erf 513 (Site A2).</li> </ul>
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Prioritise landscaping along the R316 (Sarel Cilliers Street), Wes Street, and Volhou Street.</li> </ul>
Improved public amenity	Public recreation places and amenity (e.g. ablution facilities)	<ul style="list-style-type: none"> <li>See new commercial, tourism or public places below.</li> </ul>	
<b>New development actions</b>	New development of significant scale	New residential development	<ul style="list-style-type: none"> <li>Prioritise Erf 513 (Site A2) for publicly assisted housing.</li> <li>Consider Erf 513 (Site F1) for publicly assisted housing if additional demand arises after the development of Site A2.</li> <li>Reserve the municipally owned land along the south side of Monsanto road for future settlement expansion (the nature of expansion to be determined by future need and the extent to which current projects for publicly assisted housing expansion can be implemented).</li> </ul>
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>Consider a day visitor recreational area along the river north of Volhou Street and west of the R316 at the entrance to the settlement.</li> <li>Should the current clinic not be required in future, consider its re-use as a tourism and local craft/ market facility (linked to the proposed recreational area).</li> </ul>
	New routes	-	



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

**PROTECTIVE ACTIONS**

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

**CHANGE ACTIONS**

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

**NEW DEVELOPMENT ACTIONS**

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

### 3.5.3 Struisbaai

Struisbaai is the largest coastal settlement in CAM, and sought-after retirement/ second home area and holiday destination. Key proposals in the SDF are to:

- Explore expanded tourism and day visitor recreational facilities on the coast west of Struisbaai North (subject to detailed precinct planning).
- Focus new tourism related facilities (including day visitor, accommodation, and commercial uses) in the general area of the caravan park, business district and harbour (subject to detailed precinct planning for the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road with a view to maximise tourism related facilities, rationalise vehicular movement and parking (including boat trailers), improve pedestrian and NMT movement ensure efficient harbour use, and manage visitor impact on private residences).
- A continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas (this will require dedicated implementation and negotiation with developers over an extended period of time).



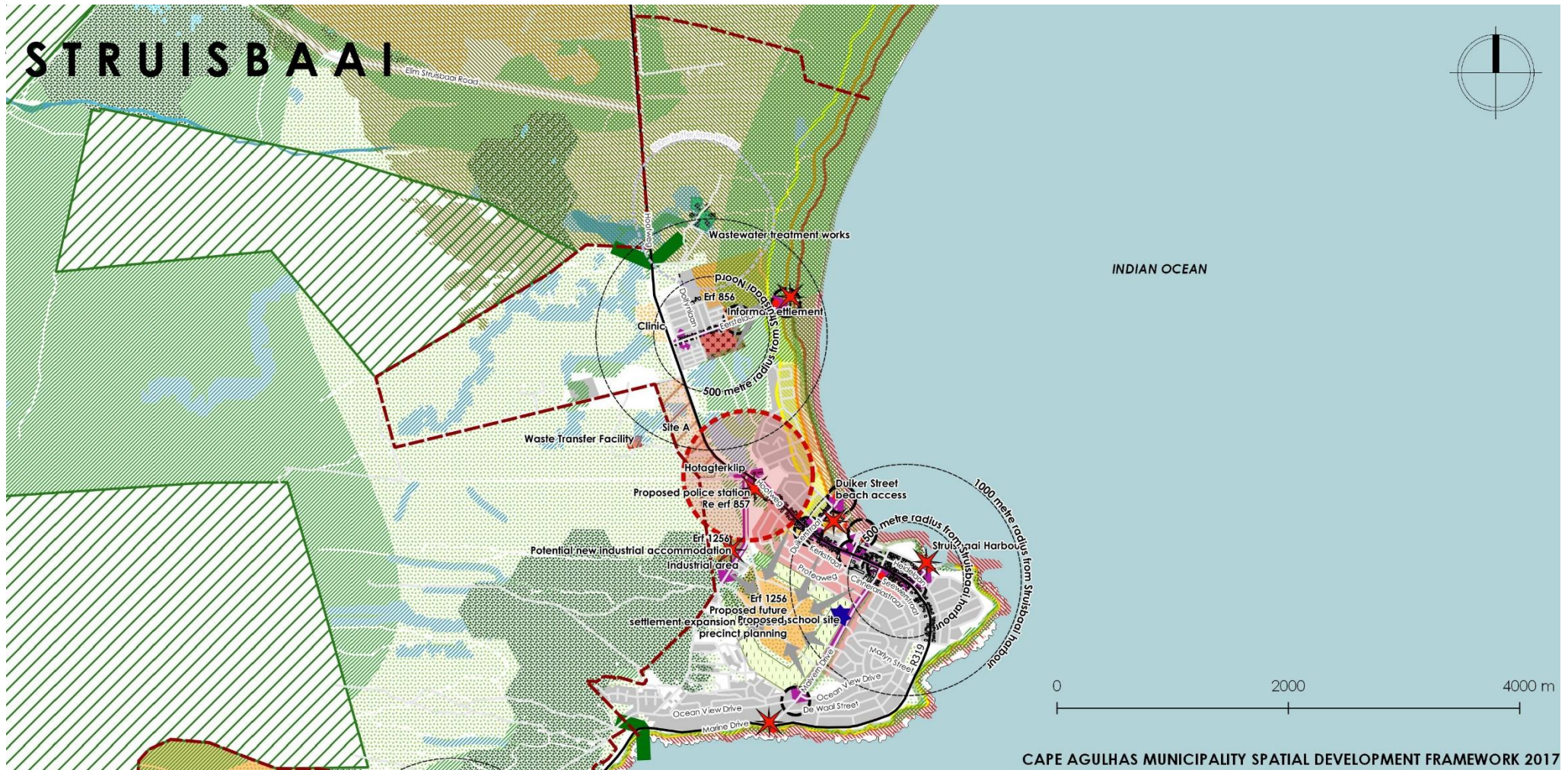
PHOTOGRAPH 14. STRUISBAAI HARBOUR

Future land demand for affordable, publicly assisted housing in Struisbaai is not significant (some 11 ha). Although planning has commenced for Site A (west of and abutting the R319) it would be preferable to accommodate part of demand on the municipally owned land off Adelle Street (Erf 1256). This site requires detailed precinct planning which addresses linkages with the existing settlement, typology, social facilities, and open space needs).

TABLE 25. STRUISBAAI SDF PROPOSALS

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>• Protect CBAs, ESAs and coastal corridors from development.</li> </ul>
		Agricultural land	-
		Urban edge	<ul style="list-style-type: none"> <li>• Maintain a tight urban edge around the existing footprint of the settlement.</li> <li>• Resist urban development on the agricultural holdings west of Struisbaai North and the R319.</li> </ul>
	Landscape and settlement elements to be protected	Coastal management line and risk zones	<ul style="list-style-type: none"> <li>• Resist development within the coastal setback and associated risk areas.</li> </ul>
		Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>• Should consideration be given to “celebrate” the entrance to Struisbaai/ L'Agulhas (as the most southern settlement in Africa), favour linear design elements along (e.g. low white walls and trees) along the R319 which leads up to the fisherman's cottages (as opposed to an arch or “gate” structure).</li> </ul>

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>Maintain the Hotagterklip fisherman's cottages and environs in terms of SAHRA guidelines.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	<ul style="list-style-type: none"> <li>Upgrade the informal settlement on Erf 856 (extension of 117) or incorporate residents as part of the housing development on Site A (abutting the R319).</li> </ul>
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	<ul style="list-style-type: none"> <li>Should the proposed Langezandt business village proceed, ensure ready access for residents of Struisbaai North.</li> <li>Consider commercial use near/ on the R319 at Struisbaai North to expand convenience and economic opportunity for this area (while guarding against "strip" commercial development along the R319).</li> </ul>
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>Consider an extension to the existing industrial area on Erf 1256 along Industria Road to meet local demand and increase entrepreneurship opportunity.</li> <li>Resist "strip" commercial development along the R319 (Main Road). Rather consider small foci of commercial activity at key intersections with Main Road.</li> </ul>
		Focus area for public markets	<ul style="list-style-type: none"> <li>Investigate the harbour area as a periodic market area.</li> </ul>
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>Allow sensitive densification of residential fabric in older parts of Struisbaai subject to the general height and character of surrounding development.</li> <li>Explore small infill opportunity on municipal land/ open space within the old town (subject to a detailed investigation of open space usage/ need).</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	<ul style="list-style-type: none"> <li>Support a new police station and associated public service facilities on the Re Erf 857 fronting the R319 (subject to building design sensitive to the Hotagterklip Fisherman's cottages and environs).</li> </ul>
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Focus landscaping initiatives on a continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas.</li> </ul>
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>Maintain and upgrade beach-side parking areas, pedestrian routes, ablution facilities, and stairs/ steps (without creating large tarmacked areas).</li> </ul>	
<b>New development actions</b>	New development of significant scale	New residential development	<ul style="list-style-type: none"> <li>Reserve the municipally owned land off Adelle Street (Erf 1256) for future settlement expansion (including publicly assisted housing, subject to detailed precinct planning which addresses linkages with the existing settlement, typology, social facilities, and open space needs).</li> </ul>
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>Explore expanded day visitor recreational facilities on the coast west of Struisbaai North (subject to detailed precinct planning).</li> <li>Focus new tourism related facilities (including day visitor, accommodation, and commercial uses) in the general area of the caravan park, business district and harbour (subject to detailed precinct planning for the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road with a view to maximise tourism related facilities, rationalise vehicular movement and parking (including boat trailers), improve pedestrian and NMT movement ensure efficient harbour use, and manage visitor impact on private residences).</li> </ul>
		New routes	<ul style="list-style-type: none"> <li>Explore a continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas.</li> </ul>



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

**PROTECTIVE ACTIONS**

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

**CHANGE ACTIONS**

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

**NEW DEVELOPMENT ACTIONS**

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

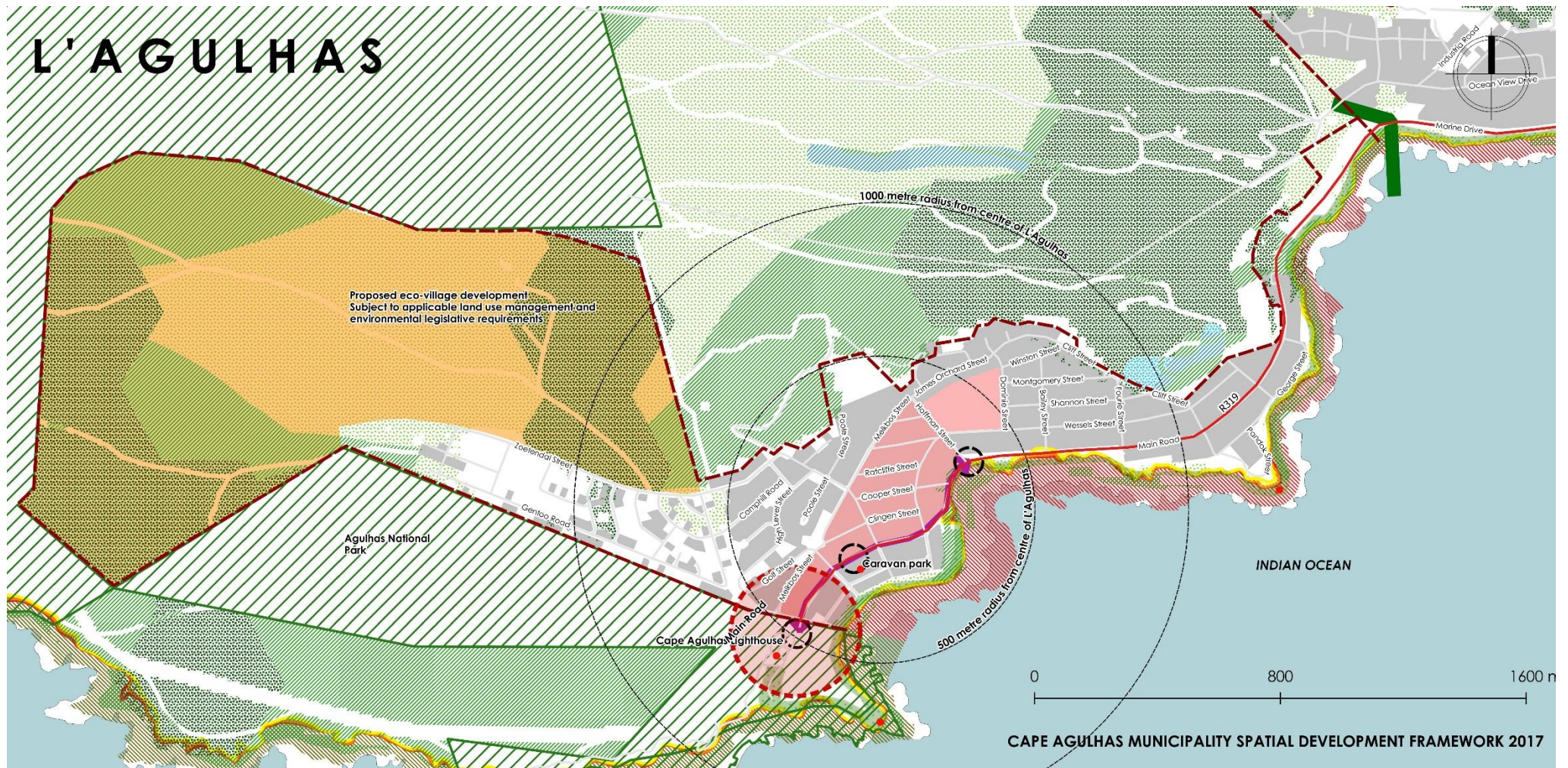
### 3.5.4 L'Agulhas

The focus for L'Agulhas remains to enhance tourism and visitor amenity at the Lighthouse precinct and accommodating an Eco Estate sensitive to the general environment of the settlement.

**TABLE 26. L'AGULHAS SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs and coastal corridors from development.</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	<ul style="list-style-type: none"> <li>Resist development within the coastal setback and risk areas</li> </ul>
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>Ideally, maintain the unbuilt character of land abutting the section of Main Road linking Struisbaai and L'Agulhas.</li> </ul>
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>Support initiatives to enhance the Lighthouse precinct.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	-
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>Integrate commercial and non-residential development as far as possible abutting Main Road west of the caravan park.</li> </ul>
		Focus area for public markets	-
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>Allow sensitive densification of residential fabric in L'Agulhas subject to the general height and character of surrounding development.</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Focus landscaping initiatives on a continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas.</li> </ul>
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>Maintain and upgrade beach-side parking areas, pedestrian routes, ablution facilities, and stairs/ steps (without creating large tarmacked areas).</li> </ul>	
<b>New development actions</b>	New development of significant scale	New residential development	-
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>Support initiatives to enhance the Lighthouse precinct.</li> </ul>
		New routes	<ul style="list-style-type: none"> <li>Explore a continuous NMT route linking Struisbaai North – and focal public places in between – to the Lighthouse precinct in L'Agulhas.</li> </ul>

# L'AGULHAS



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

## PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

## CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

## NEW DEVELOPMENT ACTIONS

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT



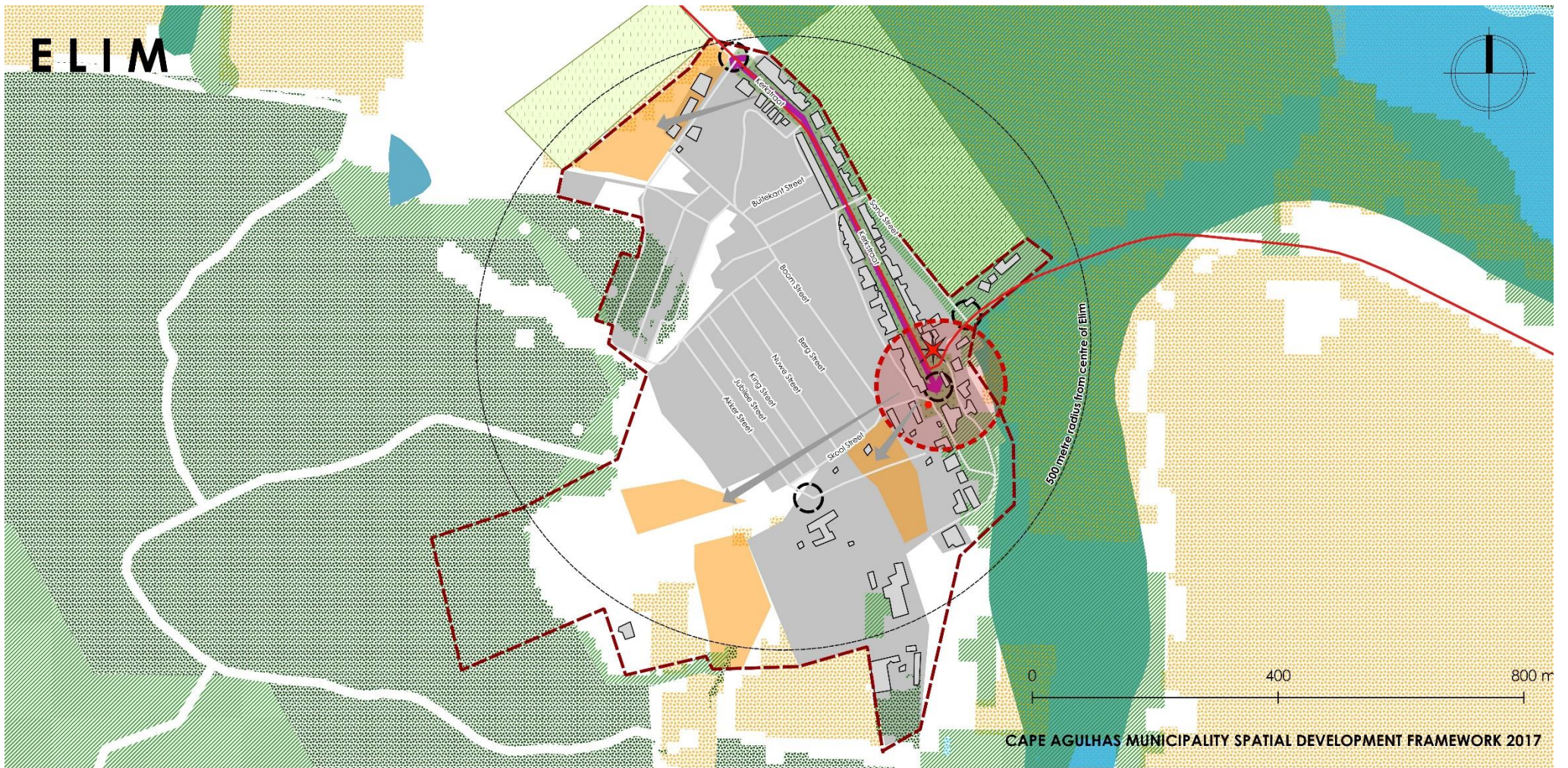
### 3.5.5 Elim

The SDF proposals aim to maintain the special characteristics of Elim while supporting increased tourism exposure through a public market on Main Street.

**TABLE 27. ELIM SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBAs, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs and the Nuwejaars riparian area from development</li> <li>Resist any development within the river corridor or 1: 100 year floodline.</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	-
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>Maintain the rural sense of arrival to the settlement from surrounding towns.</li> </ul>
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>Maintain the unique settlement layout and architectural character of the settlement.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	-
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	-
		Focus area for public markets	<ul style="list-style-type: none"> <li>A public market on Church Street (possibly towards the southern side of the settlement) can attract tourism traffic passing along Main Street.</li> </ul>
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>Little scope for densification of the existing built fabric exists (without harming the character of the settlement).</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Focus new landscaping on Church Street.</li> </ul>
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	-	
<b>New development actions</b>	New development of significant scale	New residential development	<ul style="list-style-type: none"> <li>Should the need arise, new residential opportunity – following the grid lay-out of the original settlement – could be provided to the north and southwest of the settlement.</li> </ul>
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>Focus new tourism facilities on Church Street.</li> </ul>
		New routes	-

# ELIM



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

### PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

### CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

### NEW DEVELOPMENT ACTIONS

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

### 3.5.6 Arniston/ Waenhuiskrans

Arniston/ Waenhuiskraal is a historic fishing and coastal settlement and sought-after retirement/ second home area and holiday destination. The focus of the SDF for the settlement is to maintain its distinctive character while improving opportunity for residents and visitors.

New housing development proposed is broadly of two kinds. The first is affordable housing. The second is housing in higher income brackets for those who choose to build in Arniston/ Waenhuiskraal. Both kinds are publicly assisted in that municipally owned land and infrastructure could be utilised. The CAM Municipal Housing Waiting List suggests that there is a backlog of some 140 units in Arniston/ Waenhuiskraal. New five-year demand is estimated at just over 20. While the SDF favours providing opportunity for new growth in CAM in areas where the best livelihood opportunity exists and inter-settlement movement could be minimised, past backlogs need to be addressed where citizens reside as resources become available.

The SDF proposes infill development to improve the environment of the residential area north of Kamp Street, while Site C appears on the approved housing project pipeline. Housing development on Site C should be preceded by a detailed precinct plan, clustering housing at points most appropriate in relation to infrastructure provision and maintaining green space.

It is believed possible to provide limited higher income opportunity on Erf 325, and Erf 216 – specifically utilising existing road infrastructure – while maintain significant green space. Erf 260 provides the opportunity to explore limited higher income opportunity, tourism development, and rationalisation of the caravan park/ camp site (e.g. parking for the holiday makers/ users). Again, any development of these sites, should be preceded by detailed precinct planning.<sup>1</sup>

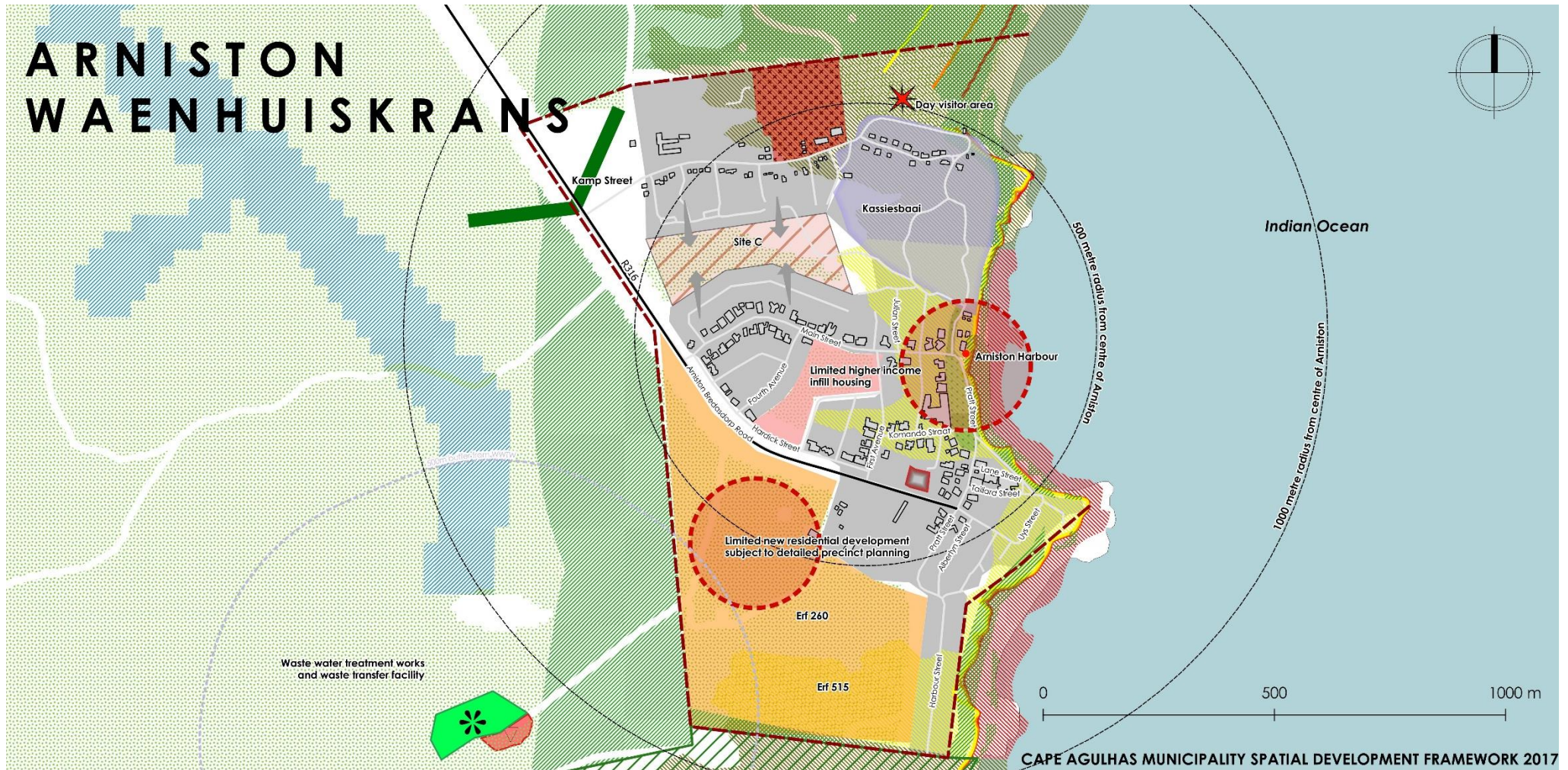
**TABLE 28. ARNISTON SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs, Waenhuiskrans Nature Reserve, and coastal corridors from development</li> </ul>
		Agricultural land	-
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	<ul style="list-style-type: none"> <li>Resist development within the coastal risk areas and implement the coastal management line and development setback</li> </ul>

<sup>1</sup> Erven 325, 216, and 260 are classified as “Other Natural Areas” in the WCBSP of 2017. This means that these areas are not currently identified as a priority, but retain most of their natural character and perform a range of biodiversity and ecological infrastructure functions. Although not prioritised, they are still an important part of the natural ecosystem. The objective is to minimise habitat and species loss and ensure ecosystem functionality through strategic landscape planning. Flexibility in permissible land-use is offered, but some authorisation may still be required for high-impact land-uses.

	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>• Maintain the current sense of arrival to the settlement driving through the Agulhas Plain, characterised by a slow “revealing” of relatively dispersed and low rise buildings at the entrance to town (including development well set back from the R316 surrounding the intersection with Kamp Street).</li> <li>• Resist “strip” commercial development along the R316.</li> </ul>
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>• Maintain Kassiesbaai in terms of SAHRA guidelines.</li> <li>• Upgrade the cemetery on Erf 33 (possibly in parallel with a commercial development on Erf 599).</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	<ul style="list-style-type: none"> <li>• Undertake infill development to improve the environment of the residential area north of Kamp Street.</li> </ul>
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and existing centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	<ul style="list-style-type: none"> <li>• Resolution of the ownership, nature, and form, of a commercial facility on Erf 599.</li> <li>• Maintain and improve the harbour/ slipway (within the context of its low-key, small settlement character).</li> </ul>
		Focus area for public markets	<ul style="list-style-type: none"> <li>• If needed, investigate the hotel forecourt, harbour/ slipway, “Vishuis” area as a periodic market area.</li> </ul>
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>• Undertake infill development to improve the environment of the residential area north of Kamp Street.</li> <li>• Meet future affordable, publicly assisted housing need on Site C.</li> <li>• Explore limited higher income infill housing on Erf 325, and Erf 216 (subject to detailed precinct planning).</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>• Improve landscaping in the hotel forecourt, harbour/ slipway, “Vishuis” area.</li> </ul>	
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>• Maintain and upgrade beach-side parking areas, pedestrian routes, ablution facilities, and stairs/ steps (without creating large tarmacked areas).</li> </ul>	
<b>New development actions</b>	New development of significant scale	New residential development	<ul style="list-style-type: none"> <li>• Explore limited new residential development on Erf 260 (subject to precinct planning).</li> </ul>
		New commercial, tourism or public places	<ul style="list-style-type: none"> <li>• Explore expanded day visitor beach facilities north of Kassiesbaai.</li> <li>• Explore limited new tourism development on Erf 260 (subject to precinct planning).</li> <li>• Completion of “Vishuis”.</li> <li>• Consider future management arrangements for the caravan park/ camp site within the context of precinct planning for Erf 260.</li> </ul>
	New routes	<ul style="list-style-type: none"> <li>• Explore a new route linking the R316 through Erf 260 to Harbour Street (providing access to Erf 316 and the beach).</li> </ul>	

# ARNISTON WAENHUISKRANS



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

## PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD

## CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS

- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

## NEW DEVELOPMENT ACTIONS

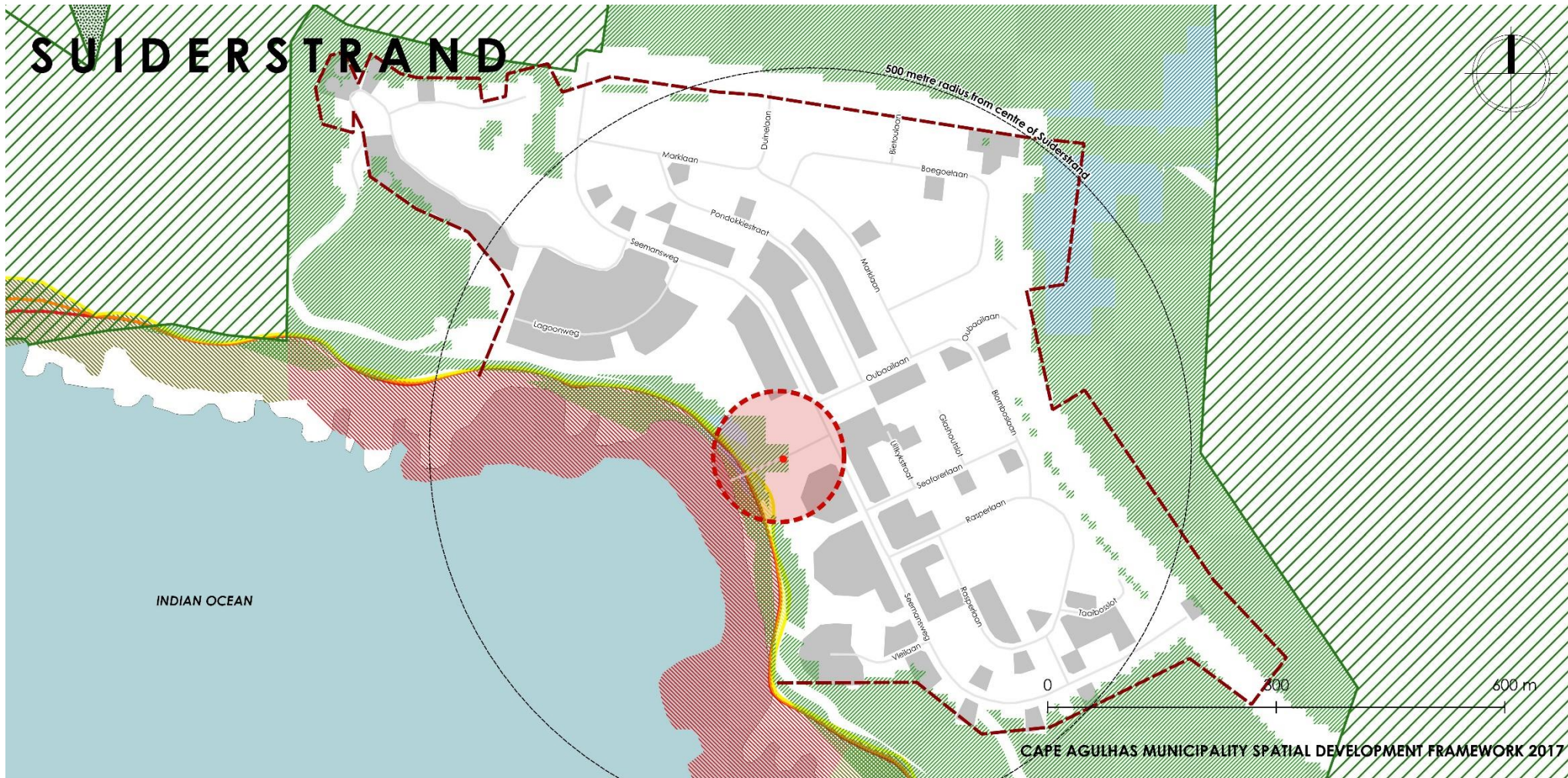
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

### 3.5.7 Suiderstrand

Suiderstrand is a small coastal retirement/ second home area. Rather than significant growth, gradual infill of available residential erven is foreseen. As in other coastal settlements, maintenance and upgrading of beach-side parking areas, pedestrian routes, ablution facilities, and stairs/ steps (without creating large tarmacked areas) is a priority for CAM, as resources become available.

**TABLE 29. SUIDERSTRAND SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBAs, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs and coastal corridors from development</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	<ul style="list-style-type: none"> <li>Resist development within the coastal setback and associated risk areas.</li> </ul>
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	<ul style="list-style-type: none"> <li>Ideally, maintain the unbuilt character of land between L'Agulhas and Suiderstrand.</li> </ul>
		Historic and culturally significant precincts and places	-
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	-
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	-
		Focus area for public markets	-
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	-
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	-
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	<ul style="list-style-type: none"> <li>Maintain and upgrade beach-side parking areas, pedestrian routes, ablution facilities, and stairs (without large tarred areas).</li> </ul>	
<b>New development actions</b>	New development of significant scale	New residential development	-
		New commercial, tourism or public places	-
		New routes	-



### PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

ROAD

RAIL

MAJOR ROAD

WATERCOURSE

EXISTING BUILT UP AREAS

OTHER NATURAL AREAS

### CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

### NEW DEVELOPMENT ACTIONS

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

### 3.5.8 Klipdale

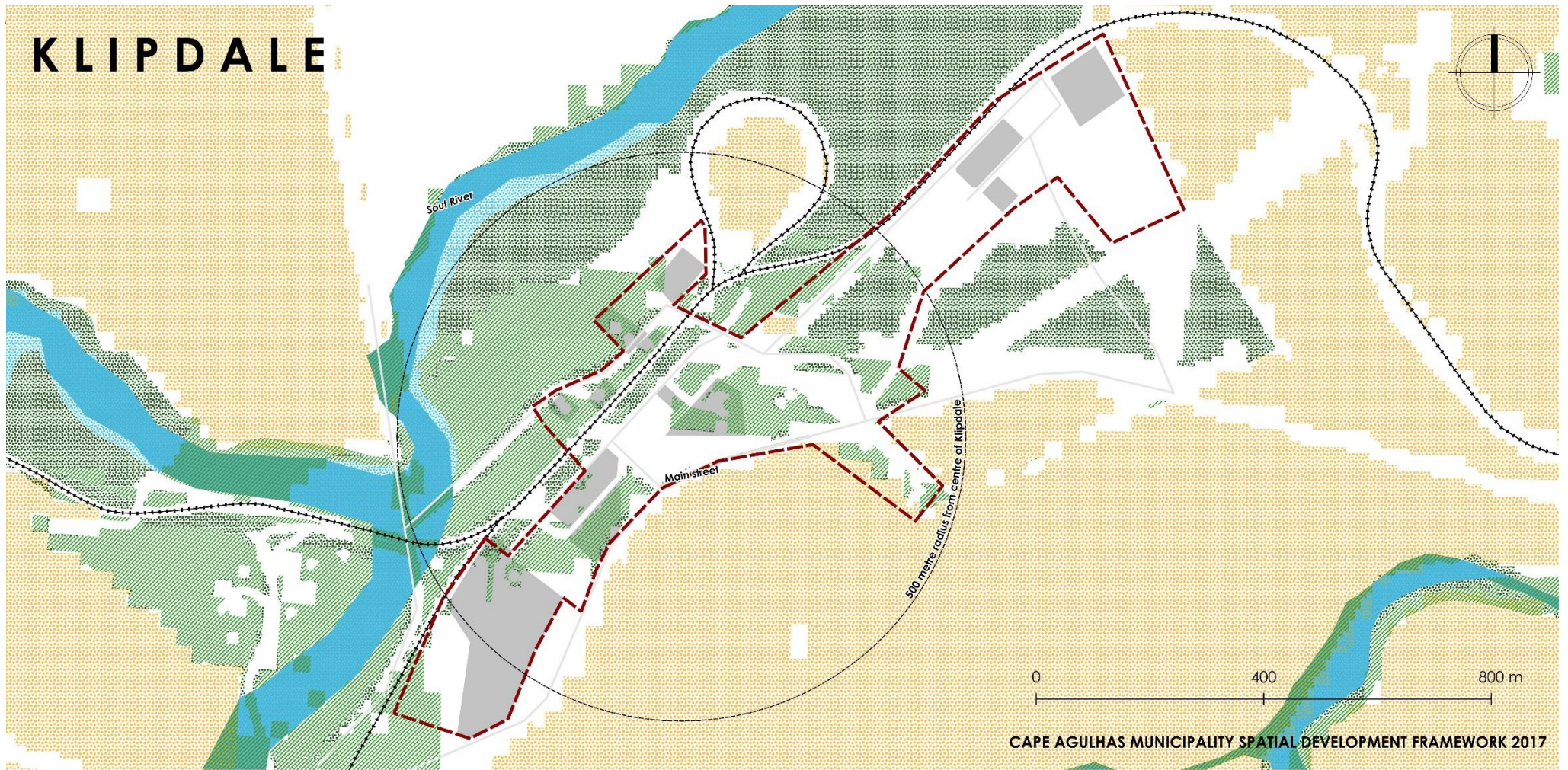
Klipdale and Proteem are small rural settlements. The focus is to assist residents as far as possible, and not to uproot people in search of housing opportunity in bigger settlements (affordable housing policy at national and provincial level do not enable the building of houses in these settlements).

**TABLE 30. KLIPDALE SDF PROPOSALS**

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>• Protect CBAs, ESAs and watercourses from development</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>• Maintain the productive capacity of agricultural land surrounding the town.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>• Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	-
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	-
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>• Maintain the small settlement – dispersed but contained – character of the settlement.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	<ul style="list-style-type: none"> <li>• Explore utilising municipal land adjoining existing developed erven to accommodate informal settlers.</li> </ul>
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	<ul style="list-style-type: none"> <li>• Should the need arise, further small commercial development can be established on the main street</li> </ul>
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	-
		Focus area for public markets	<ul style="list-style-type: none"> <li>• Should the need arise, a periodic market can be established on the main street.</li> </ul>
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>• Focus additional planting on the Main Street.</li> </ul>
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	-	
<b>New development actions</b>	New development of significant scale	New residential development	-
		New commercial, tourism or public places	-
		New routes	-



# KLIPDALE



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

## PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

— ROAD

--- RAIL

— MAJOR ROAD

■ WATERCOURSE

■ EXISTING BUILT UP AREAS

■ OTHER NATURAL AREAS

## CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

## NEW DEVELOPMENT ACTIONS

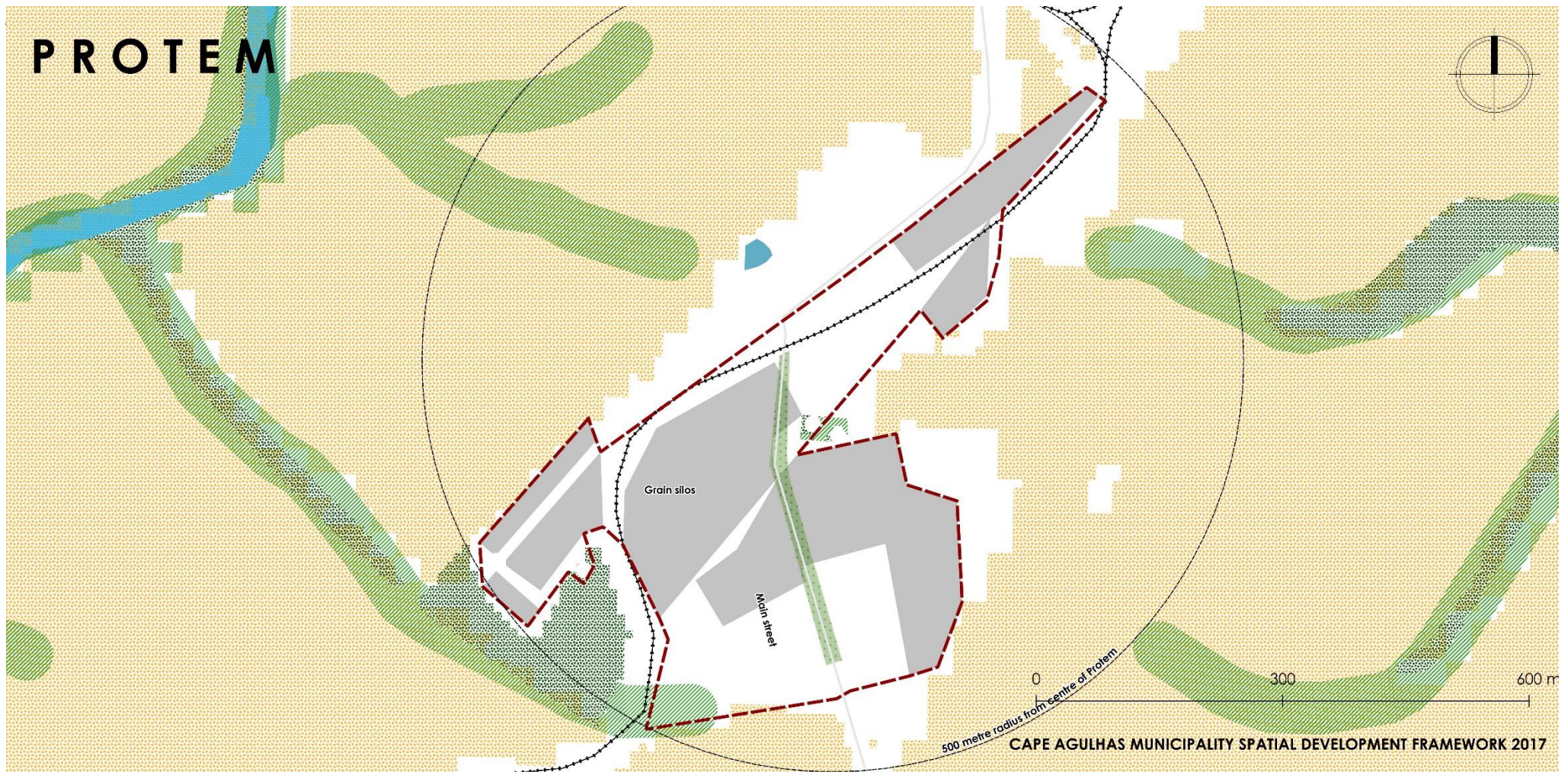
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

### 3.5.9 ProteM

TABLE 31. PROTEM SDF PROPOSALS

	STRATEGIC FOCUS	SDF ELEMENT	PROPOSALS
<b>Protective actions</b>	Natural/ ecological elements to be protected	CBA, ESAs, Protected Areas and watercourses	<ul style="list-style-type: none"> <li>Protect CBAs, ESAs and conservancy areas from development</li> </ul>
		Agricultural land	<ul style="list-style-type: none"> <li>Maintain the productive capacity of agricultural land surrounding the town as far as is possible.</li> </ul>
		Urban edge	<ul style="list-style-type: none"> <li>Maintain a tight urban edge around the existing footprint of the settlement.</li> </ul>
		Coastal management line and risk zones	-
	Landscape and settlement elements to be protected	Scenic landscapes, scenic routes, and special places of arrival	-
		Historic and culturally significant precincts and places	<ul style="list-style-type: none"> <li>Maintain the small settlement – dispersed but contained – character of the settlement.</li> </ul>
<b>Change actions</b>	Areas or places to be upgraded	Informal settlements/ affordable housing areas	-
	Area for enhanced economic opportunity	Integration areas between informal areas/ affordable housing areas and centres of commercial activity	-
		Enhanced commercial or industrial accommodation for user convenience, entrepreneurship development, and work opportunity.	-
		Focus area for public markets	<ul style="list-style-type: none"> <li>Should the need arise, a periodic market can be established on the Main Street.</li> </ul>
		Areas for peri-urban agriculture	-
	Areas for densification and infill	Residential infill and densification	<ul style="list-style-type: none"> <li>Should the need arise, limited further residential development can occur in the area south of the grain silos.</li> </ul>
	Areas for efficient/ improved access to public services	Places for clustering public facilities	-
	Improved landscaping	Streets or places where landscaping and tree planting should be focused	<ul style="list-style-type: none"> <li>Focus additional planting on the Main Street.</li> </ul>
Improved public amenity	Public amenity (e.g. ablution facilities) and easy access	-	
<b>New development actions</b>	New development of significant scale	New residential development	-
		New commercial, tourism or public places	-
		New routes	-

# PROTEM



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

## PROTECTIVE ACTIONS

- URBAN EDGE
- PROTECTED AREA
- CRITICAL BIODIVERSITY AREA
- AQUATIC CBA
- ECOLOGICAL SUPPORT AREA
- AQUATIC ESA
- AGRICULTURAL LAND
- HIGH / MEDIUM / LOW / RURAL COASTAL RISK AREAS
- HISTORIC AND CULTURALLY SIGNIFICANT PLACES AND PRECINCTS
- SCENIC ROUTES

- ROAD
- RAIL
- MAJOR ROAD
- WATERCOURSE
- EXISTING BUILT UP AREAS
- OTHER NATURAL AREAS

## CHANGE ACTIONS

- ENHANCED COMMERCIAL OR INDUSTRIAL ACCOMMODATION
- AREAS FOR PERI-URBAN AGRICULTURE
- HOUSING DENSIFICATION AND INFILL
- TREE PLANTING ROUTES AND IMPROVED LANDSCAPING
- INFORMAL SETTLEMENTS AND AFFORDABLE HOUSING AREAS
- INTEGRATION AND RESTRUCTURING AREAS
- FOCUS AREA FOR PUBLIC MARKETS
- PUBLIC RECREATION AND AMENITY
- IMPORTANT PLACES OF ARRIVAL
- PLACES FOR CLUSTERING PUBLIC FACILITIES

## NEW DEVELOPMENT ACTIONS

- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- DIRECTION OF URBAN GROWTH
- IMPROVEMENT NODE
- NEW COMMERCIAL, TOURISM & PUBLIC PLACES
- FUTURE ASSISTED HOUSING AREAS
- NEW RESIDENTIAL DEVELOPMENT

## 4 IMPLEMENTATION FRAMEWORK

### 4.1 POLICIES

#### KEY STRATEGY 1

**Protect, maintain and enhance the natural resource base of the municipality – including area of high biodiversity, high-potential agricultural land, inland and coastal waters, and scenic landscapes – which is the basis of life and the local economy.**

**CAM will:**

- Utilise Provincial biodiversity mapping to inform land use decision-making supportive of ecological integrity and natural resource protection.
- Assist in CapeNature's protected area expansion strategy and stewardship programme by highlighting priority areas outside the protected area network that are critical for the achievement of the Province's conservation targets (and by managing land use in these areas in a manner supportive of conservation goals).
- Delineate and manage urban edges, coastal and estuarine, and watercourse setbacks in a manner which diverts urban growth pressures away from ecologically important areas.
- Utilise provincial coastal risk mapping and coastal management lines to inform land use management in coastal settlements and around estuaries, and participate in provincial and district initiatives for integrated coastal management.
- Support initiatives to protect water resources, rehabilitate degraded aquatic systems, retrofit or implement water demand systems, and mainstream water conservation.
- Preserve significant and high-potential agricultural land within the municipality.
- Record the location of mineral deposits and known reserves of construction materials and endeavour to reserve these assets for possible use.
- Support energy diversification and energy efficiency to enable a transition to a low carbon, sustainable energy future.
- Assist to maintain and utilise Provincial mapping of rural landscapes of scenic and cultural significance to protect these assets from inappropriate development and land use change.

## KEY STRATEGY 2

**Make allowance for extended opportunity in key sectors reliant on the natural resource base of CAM, including agriculture, agri-processing, and tourism.**

### **CAM will:**

- Assist in initiatives to diversify and strengthen the rural economy, including the identification of strategically located land for land reform purposes in terms of the Pro-active Land Acquisition Strategy (PLAS), and the DRDLR led initiative to establish the Overberg DM Agri-Park (in Bredasdorp) and associated Farmer Support Units (FSU).
- Support compatible and sustainable rural activities outside the urban edge if these activities are of a nature and form appropriate in a rural context, generate positive socioeconomic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate.
- Support initiatives to house farm workers on farms (in a manner which secures tenure).
- Support initiatives to utilise existing commonages for small scale agriculture, identify new commonages, forge partnerships with non-governmental or public benefit organisations to assume management responsibilities for commonages, and providing basic agricultural to commonages.
- Support the extension of nature and ecology based tourism facilities if these activities are of a nature and form appropriate in a rural context, generate positive socioeconomic returns, expand opportunities for emerging entrepreneurs and local communities, and do not compromise the environment or ability of the municipality to deliver on its mandate.

## KEY STRATEGY 3

**Maintain and improve CAM's major inter- and intra-regional infrastructure and movement routes.**

### **CAM will:**

- Work with other spheres of government to maintain and plan for inter- and intra-regional infrastructure serving overlapping demands.
- Work with other spheres of government to align and synchronise inter- and intra-regional bulk infrastructure, transport, housing investment programmes, and spatial planning.

## KEY STRATEGY 4

**Work to increase the potential benefits associated with key public infrastructure elements in CAM (including the airport, harbours, and rail).**

### **CAM will:**

- Continue to explore and advocate the expanded use of the current military airport to accommodate commercial services, specifically in support of the regional agricultural and tourism sectors.
- Work with other spheres of government, the private sector, and local communities to expand the use, opportunity associated with, and management of local harbours within an understanding of the resource constraints of CAM and the natural and built context of existing facilities.
- Work with other spheres of government to explore and maximise the use of existing rail infrastructure and facilities in CAM.

## KEY STRATEGY 5

**Maintain a settlement hierarchy which minimises resource impacts, maximises livelihood opportunity, enable the efficient and cost effective provision of infrastructure and services, minimises vehicular movement, and maintains the positive settlement and life style characteristics of places.**

### **CAM will:**

- Maintain a clear hierarchy of settlements which focus new growth and development in larger settlements to:
  - Minimise associated impacts on the environment, agricultural land, and natural resources.
  - Maximise livelihood opportunity through building on the availability of existing public facilities, and commercial opportunity.
  - Maximise the sustainability of new facilities and commercial opportunity.
  - Enable the provision of infrastructure in the most efficient and cost effective way.
  - Minimise the need to inter-settlement movement.
  - Maximise non-motorised transport.
- Manage new growth and development in a manner mindful of the existing role, location, positive settlement attributes, and lifestyle characteristics of places.
- Minimise growth in smaller settlements where opportunity is limited while improving access to local services and facilities (required daily) in these settlements.
- Maintain and enhance the unique historic, cultural, and settlement characteristics of different settlements.

## KEY STRATEGY 6

**Within all settlements prioritise infill development, the efficient use of land, and adaptive re-use of existing assets.**

### **CAM will:**

- Prevent settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas, especially between settlements, and along coastal edges and river corridors.
- Promote the efficient use of land and infrastructure by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements.
- Promote the adaptive use of historic resources and buildings, to enhance settlement character, stimulate urban regeneration, encourage investment and create tourism opportunities, while consistent with local building norms (especially in terms of scale, massing, form, and architectural idiom).

## KEY STRATEGY 7

**Within all settlements, actively seek to upgrade and integrate marginalised and informal settlements, cluster public facilities, provide opportunity for entrepreneurs, and increase housing choice and asset value.**

### **CAM will:**

- Progressively upgrade informal settlements, if appropriately located.
- In appropriate locations, promote functional integration, mixed use, and densification to enhance settlement liveability, reduce car dependence, and counter apartheid spatial patterns.
- Delineate "integration zones" within settlements to promote more inclusive, efficient and sustainable forms of urban development and entrepreneurship opportunity.
- Curtail new settlement formation that increases average travel times.
- Support the clustering of public facilities, services and government offices to increase convenience, accessibility and efficiency regarding operations, maintenance and security as well as optimal use of land.
- Actively pursue the development of a hierarchy of markets and associated infrastructure in good locations to assist emerging entrepreneurs.
- Ensure – within environmental constraints – that new areas for affordable housing is located on land which maximises beneficiary convenience and enable growth in asset value.
- Ensure that the layout and form of affordable housing allow for changing user demands, lifestyles, and increased livelihood opportunity (including sufficient on-site space to grow food and extend units to enable rental, accommodating extended families, or income generating work space).

## KEY STRATEGY 8

**Actively seek partnerships to develop and manage CAM to achieve the SDF principles and proposals.**

**CAM will:**

- Conscious of public resource constraints, the need to enable private sector initiative to expand livelihood opportunities, and the national imperative to expand participation in the economy, actively seek partnership opportunities to realise the CAM SDF principles and proposals.
- Enabling participation, make known its spatial principles and intent in user friendly communication and guidelines, and consciously structure associated incentives within the context of the nationally prescribed municipal mandate, powers, and functions.





## 4.2 DEVELOPMENT GUIDELINES

### 4.2.1 Provincial guidelines

TABLE 32. PROVINCIAL GUIDELINES

GUIDELINE	KEY STIPULATIONS
<b>Coastal setbacks and access</b>	Coastal management lines for the ODM are in draft format and will be promulgated by the provincial minister. District municipalities have primary responsibility for the designation of coastal access land. The ODM is in the process of formulating coastal access in line with national strategies.
<b>Heritage and Scenic Resources: Inventory and Policy Framework (2013)</b>	Including an inventory of numerous cultural landscapes, historical settlements, routes and passes, the policy provides guidelines for carrying out local heritage management responsibilities as specified in the NHRA, the phasing and preparation of municipal heritage inventories, and the implementation of local heritage protection measures through zoning schemes.
<b>PSDF draft Rural Land Use Planning and Management Guidelines (2009)</b>	<ul style="list-style-type: none"> <li>• In terms of the guidelines, compatible and sustainable rural activities (i.e. activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate) and of an appropriate scale and form can be accommodated outside the urban edge (except in bona fide wilderness areas).</li> <li>• While the 2009 PSDF draft Rural Land Use Planning and Management Guidelines are to be reviewed and updated to serve as basis for clarifying the interpretation of this policy, the following criteria should be applied:               <ul style="list-style-type: none"> <li>– Environmental authorization, compatibility with land use activities suitable in the CBA it is situated in, and subject to an EIA.</li> <li>– The use does not alienate unique or high value agricultural land, or compromise existing farming activities.</li> <li>– The use does not compromise the current or future possible use of mineral resources.</li> <li>– The use is consistent with the cultural and scenic landscapes within which it is situated.</li> <li>– The use does not involve extensions to the municipality's reticulation networks (i.e. served by off-grid technologies).</li> <li>– The use does not impose real costs or risks to the municipality delivering on their mandate.</li> <li>– The use does not infringe on the authenticity of rural landscapes.</li> </ul> </li> </ul>
<b>Provincial Resort Policy (2005)</b>	<ul style="list-style-type: none"> <li>• The policy serves to provide guidelines for the assessment of applications for the zoning and development of resorts in the Province of the Western Cape.</li> <li>• Guidelines focus on matters to be considered in assuring the sustainability and positive contribution of viable and appropriate resort facilities. It addresses the criteria that are relevant to the evaluation of resort applications in terms of location, density and size requirements, environmental protection, sustainable infrastructural and design, construction, and maintenance aspects.</li> </ul>
<b>Policy for Small Scale Farming in the Urban Fringe (2000)</b>	The policy provides guidelines to assist municipalities in ensuring that agricultural holdings are established on a sustainable basis, including locational criteria, appropriate zoning, sub-division of land, distinction between smallholdings and agricultural holdings, restricted settlement rights, use of commonages, and service delivery and cost.
<b>Provincial Farm Worker Settlement Policy (2000)</b>	The policy provides guidelines for creating "on the farm" and "off the farm" settlement options to allow farm workers and their dependants to fully benefit from the various tenure, housing and subsidy benefits and rights which are availed to them.
<b>Informal Settlement Support Plan (2017)</b>	The plan provides guidelines to assist municipalities in upgrading informal settlements.

#### 4.2.2 Additional guidelines

##### Urban Network Strategy (2015, National Treasury as supported by WCG)

- The Urban Network Strategy (UNS) is the spatial approach adopted by the National Treasury to maximise the impact of public investment – through coordinated public intervention in defined spatial locations – on the spatial structure and form of urban settlements. The UN consists of a primary network and several secondary networks.
- Although primarily aimed at larger cities, the UNS is relevant in the identification and management of IZs in towns such as Bredasdorp.
- At the primary network level (or city scale), the strategy proposes the identification of a limited number of significant “Urban Nodes” that include both traditional centres of economic activity (such as the existing CBDs) and new “Urban Hubs” located within each township or cluster of townships. It also emphasizes the importance of connectivity between nodes, through the provision of fast and cost effective public transport on the primary network and the delineation of activity corridors for future densification and infill development adjacent to the public transport routes.
- At the secondary network level, the strategy proposes strengthening connectivity between smaller township centres and identified urban hubs.
- Integration Zones (IZs) are prioritised spatial focus areas within the urban network that provide opportunities for coordinated public intervention to promote more inclusive, efficient and sustainable forms of urban development. These interventions are likely to include investment programmes, enhanced delivery of services, asset maintenance and regulatory changes.

General guidelines for a range of publicly assisted housing are provided in Appendix 4. Guidelines include options for incremental development, a new National and Provincial policy focus in response to resource constraints in providing a completed unit to each beneficiary.

#### 4.3 DEVELOPMENT CHECK LIST

To further assist in aligning day-to-day land use and building development management decision-making and pro-active detailed planning – public and private – with the SDF, it is proposed that a “checklist” of questions be employed.

It is proposed that the questions – together with the SPLUMA principles, and the key SDF strategies and policies – are packaged in an easy-to-use and accessible form to facilitate wide usage. If officials, applicants, and councillors all address the same questions in the conceptualisation, assessment, and decision-making related to proposals, a “culture” could be established where key tenets of the SDF is considered on a continuous basis.

The proposed checklist questions are provided in the table overleaf.



Cape Agulhas Spatial Development Framework 2017-2022

CHECKLIST QUESTION OR ISSUE	YES	NO
<b>Bio-physical resources</b>		
Is the proposal located in or does it impact on a protected area, CBA, or ESA?		
Does the proposal protect, reinforce, or enhance existing ecological systems?		
Will the proposal result in a loss of agricultural land or impede the viable use of agricultural land?		
Does the proposal assist to diversify agriculture, enable broader access to agricultural opportunity, and increase food security?		
Is the proposal located outside or on an urban edge?		
If on the edge of a settlement or green space, does the proposal assist in defining and protecting that edge appropriately?		
Is the proposal situated within a coastal setback, river or estuarine setback, or flood line?		
Does the project enable enhanced public access to natural resources, amenity, and recreational opportunity?		
Has the project considered recycling, rainwater collection, and alternative energy generation?		
<b>Scenic landscapes, scenic routes, and special place of arrival</b>		
Does the proposal impact on a scenic landscape, scenic routes, or special place of arrival?		
<b>Historically or culturally significant precincts or places</b>		
Does the proposal impact on a historic or culturally significant precincts or place?		
Has the proposal considered the incorporation or re-use of existing built elements?		
<b>Infrastructure services</b>		
Does the project or investment secure CAMs regional and local space economy?		
Is the proposed infrastructure project encouraging human settlement in the desired direction?		
Does the project or investment improve or extend an existing service rather than being a stand-alone initiative?		
Was the use of alternative technologies considered?		
Is creative use made of waste and by products?		
<b>Upgrading and integration of settlements</b>		
Does the project contribute to the upgrading of an informal settlement or affordable housing area?		
Does the project assist to integrate informal settlements and affordable housing areas with existing centres of commercial activity and employment?		

CHECKLIST QUESTION OR ISSUE	YES	NO
<b>Commercial development</b>		
Is the project located in a recognised business centre or in a manner which would serve to integrate an informal settlement or affordable housing area with existing centres of activity?		
Does the project significantly enhance convenience and non-motorised access in hitherto unserved areas?		
Does the project promote balance in land use in local areas?		
Does the project contribute to the public spatial environment and promote a pleasant and safe pedestrian environment (for example, no dead frontages)?		
<b>Public facilities</b>		
Is the location appropriate for the order of facility proposed?		
Does the project promote the clustering of public facilities in a manner which enhances user convenience, sharing, and efficient, cost effective facility management?		
Does the facility help to define public space and is the frontage onto the street active?		
<b>Publicly assisted housing</b>		
Does the proposal enable residential infill, densification, and a compact settlement structure?		
Is the project located in an area where the value of assets is likely to increase (in that way assisting to curtail the proportion of indigent citizens)?		
Is the scale of the project appropriate in terms of not creating ghettos of poverty?		
Is the project closely integrated with surrounding areas?		
Is the ratio between net and gross densities appropriate?		
Does the project promote appropriate choice in terms of unit, type, size, price, and tenure?		
Does the proposed erf sizes, units, and type enable changes to the unit which respond to new household needs?		
<b>Movement infrastructure</b>		
Does the new route enable significant development opportunity with broad public benefit and increased user convenience?		
Is the proposed new route structurally significant in that it improves inter-connectivity between different areas?		
Has the design of the route or road infrastructure considered other associated benefits, including the development of small market spaces and infrastructure for emerging entrepreneurs?		
<b>Landscaping</b>		
Does the landscaping reinforce or enhance a structurally significant place, corridor, gateway, or building?		
Is the proposed landscaping "clustered" to maximise impact?		
Does the design and choice of materials respect and enhance the sense of place?		
Is the choice of plant material appropriate to the place?		

## 4.4 CAPITAL INVESTMENT FRAMEWORK

The SPLUMA Guidelines require SDFs to include a capital investment framework that articulates how the spatial proposals are to be achieved sequentially, with attention to what key interventions need to take place, where they need to occur and by whom. This framework must spatially depict the development budgeting priorities and programmes for the municipality through containing the following elements:

- The identification of key spatial priorities that will assist in fast tracking and achieving the SDF proposals that are linked to areas where shortened land use development procedures may be applicable and endorsed by the municipal engineering department based on infrastructure capacity.
- The designation of areas where more detailed local plans must be developed through the identification of required precinct plans.
- Stipulation of implementation requirements with regards to roles, responsibilities and timeframes.
- Stipulation of the required institutional arrangements together with possible

private, public and intergovernmental collaborations and partnerships.

### 4.4.1 Spatial priorities

In relation to spatial priorities, CAM is required to focus on three broad types of actions as outlined in Chapter 3 (Proposals):

- Protective actions – things to be protected and maintained to achieve the vision and spatial concept.
- Change actions – things that need to be changed, transformed, or enhanced to achieve the vision and spatial concept.
- New development actions – new development or initiatives to be undertaken to achieve the vision and spatial concept.

The actions – protective, change, or new development – could focus on elements of each of the SDF themes:

- Bio-physical environment.
- Socio-economic environment.
- Built environment.

In turn, each of these actions – related to each focus area – could require inputs, effort, and work of two types:

- Operational inputs – work involving municipal staff resources in the form of time, undertaking studies, managing processes, preparing plans, and so on.
- Capital expenditure inputs – financing specific projects (with municipal or other governmental funds and grants).

The operational spatial priorities for CAM can be summarised as follows:

- On-going land use and building development management in support of:
  - The protection and precautionary use of biodiversity, ecosystem services, water, soils, mineral resources, and landscape and scenic assets.
  - Maintaining the regional, rural, and settlement space economy.
  - Achieving compact, integrated, and more efficient settlements.
  - On-going work to deepen understanding of natural and settlement systems within CAM – including associated risks – to inform

Land Use and Building Development management, including:

- The determination of coastal setbacks and associated guidelines.
- Land use and building development in agricultural areas.
- More detailed planning for local areas or priority precincts to meet existing and future demand for development (including housing, employment generating, and tourism/ recreational uses) and related investment and entrepreneurship opportunity (precincts to be prioritised are listed in Section 4.4.2 below).

The capital spatial priorities for CAM can be summarised as follows:

- On-going investment in the maintenance of service infrastructure and public facility maintenance in support of the local economy and human settlement.
- Proactive planning in the extension of service infrastructure and public facilities in support of:
  - Achieving compact, integrated, and more efficient settlements.
  - Priority precincts to meet existing and future demand for development

(including housing, employment generating, and tourism/ recreational uses) and related investment and entrepreneurship opportunity.

#### 4.5 Precinct planning

Chapter 4 of SPLUMA stipulates that municipal SDFs must identify areas in which more detailed local – or precinct – plans must be developed. Precinct plans, within the framework of the SDF provide more detailed proposals for areas where significant development and change is anticipated, to avoid having to prepare very detailed local planning policies and objectives for many specific areas within SDFs. By setting more localised policy contexts for individual planning decisions, precinct plans are important policy instruments by which local authorities can promote specific objectives (e.g. economic renewal, in the case of regenerating city and town centres, or ensuring protection of environmental qualities such as biodiversity).

The primary mandate and focus of precinct plans is therefore towards ensuring for the implementation of broader strategic spatial objectives (as reflected in the SDF) at the local level. Typically, a precinct is a geographically smaller area with specific characteristics (areas that require economic,

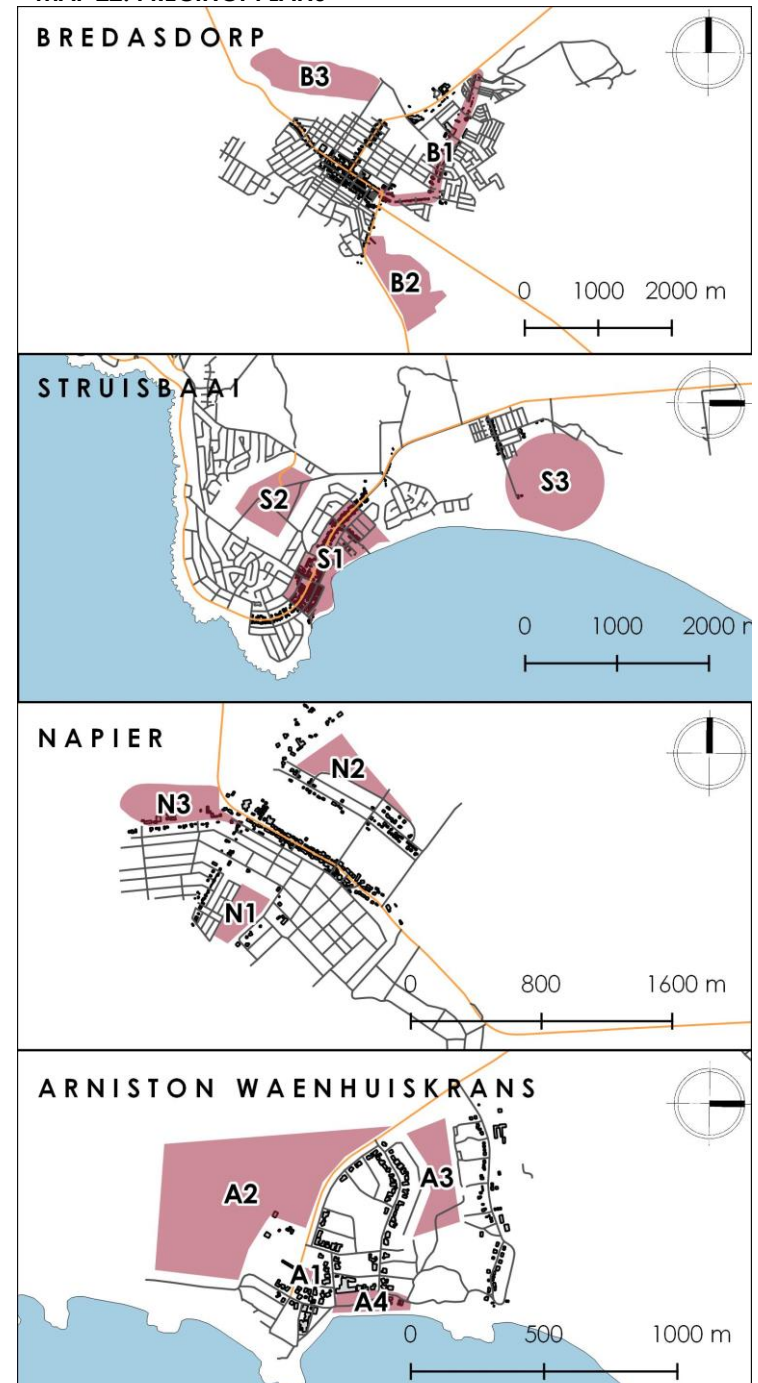
physical and social renewal, or areas likely to be subject to large scale development within the planning horizon of an SDF). The locally specific emphasis of a precinct plan will vary based on the specific context and local issues. It should, however, contain sufficient detail to:

- Indicate desired patterns of land use within the precinct and set out basic guidelines for implementation.
- Identify programmes, projects and restructuring elements for the development of land within the precinct.
- Set out a clear implementation plan and the associated costs.
- Identify where public investment should be prioritised while also identifying third party investment.

The table and maps overleaf summarise more detailed and precinct level planning to be undertaken towards implementing the SDF.

SETTLEMENT	MAP ID	FOCUS/ PURPOSE OF THE WORK	PRIORITY
Bredasdorp	B1	Planning for Ou Meule Street “restructuring”, “integration” or “business promotion” zone, including incentives to assist emergent or previously disadvantaged entrepreneurs to establish businesses which will add to the convenience of adjacent residents and serve to integrate parts of the town.	1
	B2	Planning for Erf 1148 (Site F1) and the Re Erf 1148 east of the R319 and south of the R316 for future settlement expansion and the longer term publicly assisted housing expansion needs of Bredasdorp.	2
	B2	Planning for the Re Erf 1148 (Site F2) west of the R319 and north of the R316 for future settlement expansion and the longer term publicly assisted housing expansion needs of Bredasdorp.	2
Struisbaai	S1	Planning for the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road with a view to maximise tourism related facilities, rationalise vehicular movement and parking (including boat trailers), improve pedestrian and NMT movement ensure efficient harbour use, and manage visitor impact on private residences.	1
	S2	Planning of the municipally owned site off Adelle Street (Erf 1256) for future settlement expansion (including publicly assisted housing, linkages with the existing settlement, housing typology, social facilities, and open space needs).	2
	S3	Planning for expanded tourism and day visitor recreational facilities on the coast east of Struisbaai North.	2
Napier	N1	Planning of Erf 513 (Site A2) for publicly assisted housing.	1
	N2	Planning of Erf 513 (Site F1) for publicly assisted housing if additional demand arises after the development of Site A2.	2
	N3	Planning for a day visitor recreational area along the river north of Volhou Street and west of the R316 at the entrance to the settlement, including re-use of the current clinic as a tourism and local craft/ market facility (linked to the proposed recreational area).	3
Arniston/ Waenhuiskrans	A1	Site development planning to resolve the nature and form of a commercial development on Erf 599 (on the R316).	1
	A2	Planning for limited new residential and eco-tourism related development on Erf 260.	2
	A3	Planning of Erf 260 (Site C) for publicly assisted housing.	3
	A4	Detail planning of the harbour, “Vishuis”, and hotel forecourt area as a public space.	4

MAP 22. PRECINCT PLANS



### 4.5.1 Implementation and institutional measures

Achieving the SPLUMA principles that underlie the SDF, the key SDF strategies, supporting policies, and settlement proposals, entails several implementation and institutional essentials.

First, it is critical that CAM maintains its role as a partner working with adjoining municipalities, other spheres of government, and agencies, in many regional initiatives related to environmental and settlement management. Many of these are reinforced in the SDF, and require further work and operationalisation in terms of time-frames determined by the specific initiative. Key examples are the work to establish coastal setbacks and on-going work to refine the delineation of biodiversity baseline information.

Second, CAM needs to progressively align day-to-day land use and building development management decisions - including the spatial implications of other services - to the SDF. To assist in this, it is proposed that:

- A development checklist (as provided in Section 4.3) be employed to guide day-to-day land use and building

development management decision-making and pro-active detailed planning – public and private.

- A system be introduced where all reports addressed to Council, the Mayoral Committees, and Standing or Portfolio Committees, contain a section stating alignment with or support for the SDF.

Third, CAM needs to undertake conceptual or detailed proposals for areas where significant development and change is anticipated or proposed. As limited human resources and funding (for engaging consultant assistance) – together with the demands of on-going land use and building development management – severely limits the extent to which CAM can undertake detail planning, careful prioritisation of precinct planning initiatives are critical, as well as the preparation of more detailed plans which only focuses on the essential or core public outcomes to be pursued by CAM. In some cases – notably where the local area or precinct is predominantly in private ownership (for example, the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road, in Struisbaai) – larger property owners could be motivated to undertake and fund joint

planning to maximise development potential and benefits.

To assist in the preparation of more detailed local plans, it is proposed that CAM provides an operating budget to undertake at least two precinct level plans per year over the MTEF period.

Fourth, CAM needs to undertake services planning and budgeting proposals for areas where significant development and change is anticipated or proposed. This requires joint working between spatial planning and infrastructure service officials.

Finally, implementation of the SPLUMA principles that underlie the SDF, the key SDF strategies, supporting policies, and settlement proposals, fundamentally depends on partnerships for its implementation. These differ in nature and focus, but include:

- Inter-governmental partnerships, including those between CAM, adjoining municipalities, the WCG, National Government, and government agencies, related to environmental resource management, infrastructure provision and management, and housing delivery.

- These, at times, often include land owners affected by government proposals.
- Partnerships with business to invest in a manner which support CAM corporate objectives,
- Partnerships with NGOs, faith based organisations and other institutions predominantly focused on socio-economic development challenges.
- Partnerships with specific communities related to settlement upgrading and renewal (specifically in relation to housing development).
- Partnerships with individual land owners or citizens in relation to the framing of plans or execution of projects.

Given the limited resources of CAM – both capital and human resources – implementation of proposals (and particularly those not primarily focused on smaller infrastructure investment and publicly assisted housing for the lowest income beneficiary groups), will require considerable private sector partnership and investment.

Table 33 highlights specific private sector opportunities.

**TABLE 33. PRIVATE SECTOR OPPORTUNITIES**

SETTLEMENT	FOCUS/ PURPOSE OF THE WORK	NATURE OF OPPORTUNITY
<b>Bredasdorp</b>	Ou Meule Street "restructuring", "integration" or "business promotion" zone.	Opportunity – specifically for emergent or previously disadvantaged entrepreneurs – to establish businesses which will add to the convenience of adjacent residents and serve to integrate parts of the town.
	Development of Erf 1148 (Site F2) for future settlement expansion and the longer term publicly assisted housing expansion needs of Bredasdorp.	Opportunity for private sector development of housing (specifically in relation to the GAP market component of the development).
	Development of the Re Erf 1148 east of the R319 and south of the R316 for future settlement expansion and the longer term publicly assisted housing expansion needs of Bredasdorp.	Opportunity for private sector development of housing (specifically in relation to the GAP market component of the development).
<b>Struisbaai</b>	Further development of the area bounded by Protea Road, Church Street, Cinneraria Street, and Harbour Road with a view to maximise tourism related facilities, rationalise vehicular movement and parking (including boat trailers), improve pedestrian and NMT movement ensure efficient harbour use, and manage visitor impact on private residences.	Opportunity for private sector tourism and business related development (including the harbour area).
	Development of the municipally owned site off Adelle Street (Erf 1256) for future settlement expansion (including publicly assisted housing, linkages with the existing settlement, housing typology, social facilities, and open space needs).	Opportunity for private sector development of housing (specifically in relation to the GAP market and middle to higher income components of the development).
	Development of expanded day visitor recreational facilities on the coast west of Struisbaai North.	Opportunity for private sector development and management of recreational facilities.
<b>Napier</b>	Planning for a day visitor recreational area along the river north of Volhou Street and west of the R316 at the entrance to the settlement, including re-use of the current clinic as a tourism and local craft/ market facility (linked to the proposed recreational area).	Opportunity for private sector development and management of recreational facilities.
<b>Arniston/ Waenhuiskrans</b>	Development of a commercial centre on Erf 599 (on the R316).	Private sector partner in place.
	Development of limited new residential and eco-tourism related facilities on Erf 260.	Opportunity for private sector development and/ or management of middle to higher income residential components and recreational/ tourism facilities.
	Development of Erf 325 (Site C) for publicly assisted housing.	Opportunity for private sector development of housing (specifically in relation to the GAP market component of the development).



## 4.6 IMPLICATIONS FOR OTHER CAM PLANS

The SDF is not the only plan that considers and directs work towards achieving integrated human settlement, growth and enhanced opportunity in CAM. Although the SDF pursues specific outcomes and outputs, it is an integral part of the municipal package of strategic plans and instruments. It is prepared within the overall strategic context and targets of the IDP and budget, and is informed by various sector plans which form part of the IDP. This includes the Infrastructure Development and Maintenance Plan, Housing Plan, Local Economic Development Strategy, and Social Development Strategy.

In many ways, the SDF is aimed at facilitating and accelerating the objectives of CAM's IDP and various sector plans. It can bring planned projects forward, or unlock hitherto unfunded objectives, programmes or projects. It specifically enhances spatial targeting and increased spatial alignment between different sector plans in the IDP.

Table 34 summarises specific implications of the SDF for the IDP and key sector plans.

TABLE 34. IMPLICATIONS OF SDF FOR IDP AND SECTOR PLANS

PLAN	SPECIFIC IMPLICATIONS
<b>Integrated Development Plan</b>	Incorporation of SDF strategy, policy, and proposals in the IDP and budget process.
<b>Infrastructure Development and Maintenance Plan</b>	Consideration of the SDF strategy, policy, and proposals in the preparation of the Infrastructure Development and Maintenance Plan, specifically in relation to: The proposed settlement hierarchy and focus for new development. Provision of services in support of priority precincts.
<b>Housing Plan</b>	Consideration of the SDF proposals for accommodating future publicly assisted housing demand, specifically in relation to Bredasdorp, Napier, Struisbaai, and Arniston/ Waenhuiskrans.
<b>Local Economic Development Strategy</b>	Consideration of the SDF strategy, policy, and proposals in the review of the Local Economic Development Strategy, specifically in relation to expanded economic development opportunity related to the Bredasdorp integration zone, agriculture, nature, and recreational/ tourism facilities.
<b>Social Development Strategy</b>	Consideration of the SDF strategy, policy, and proposals in the review of the Social Development Strategy, specifically in relation to developing processes and institutional arrangements for increased coordination of NGOs and the private sector to meet citizen needs in parallel with the CAM service delivery agenda.

## APPENDICES

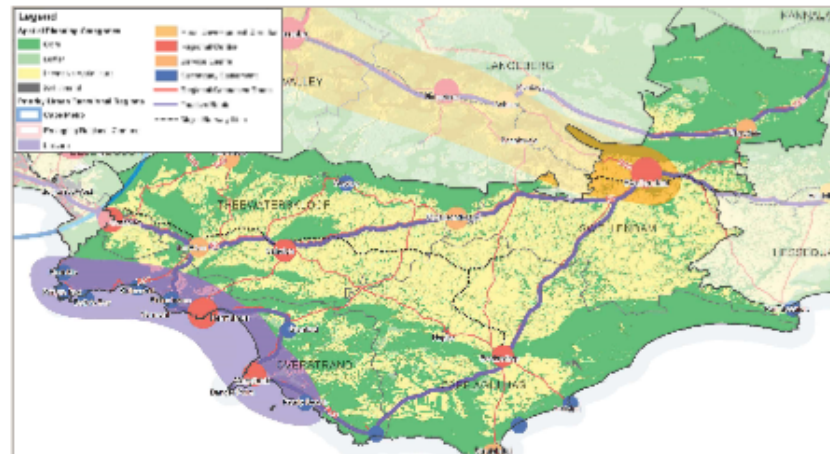
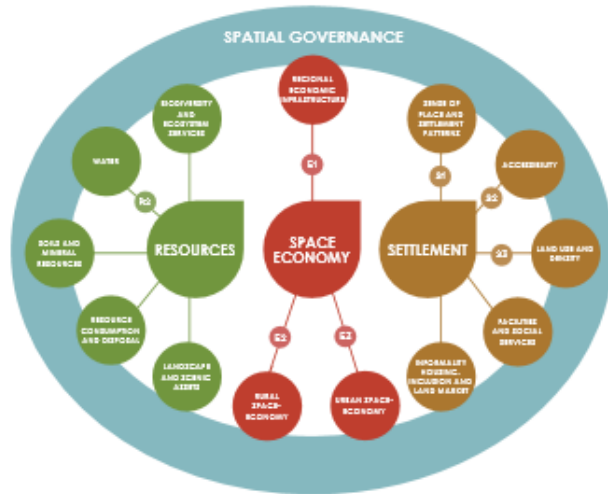
## APPENDIX 1. IMPLEMENTATION OF THE PSDF IN THE OVERBERG

# IMPLEMENTATION OF THE PSDF IN THE OVERBERG

The **PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK, 2014 (PSDF)** is the common spatial reference framework for delivering on the Province's strategic development priorities, individually and collectively. It guides the location and form of public investment of national and provincial departments as well as municipalities in the natural and built environment, ensuring that the returns on these investments are consistent with the Province's development objectives.

The District of Overberg consists of Theewaterskloof, Swellendam, Overstrand and Cape Agulhas Municipalities. The District plays an important role from an agricultural and tourism perspective. A difficult line will need to be thread between supporting tourism along the coast and preventing the further loss of marine ecosystems.

The diagram below depicts the three spatial themes underlying the PSDF and their associated elements, supported by spatial governance. Although many of the policy statements are interrelated, statements reflected on this poster is deemed the most relevant to the **Overberg District**.



### THE SUSTAINABLE USE OF THE PROVINCE'S ASSETS

The Western Cape economy is founded on the Province's unique asset base. These include farming resources, natural capital (biological diversity) and varied scenic and cultural resources.

Typically this coastline is rich in archaeological remains, including middens and limestone caves. The area has a high conservation value because of its biodiversity and includes the Kogelberg Biosphere Reserve.

Marine ecosystems are under threat, with the Overberg Offshore regarded as a critically endangered habitat and the Cape Agulhas is an endangered habitat. Transformation of the coastline is of particular concern given the loss of 14% of threatened ecosystems between 2001 and 2009, mostly as a result of human activity.

**SAFEGUARD INLAND AND COASTAL WATER RESOURCES, AND MANAGE THE SUSTAINABLE USE OF WATER R2**

- Development along the coast must not compromise ecological integrity, tourism potential and landscape character. Development should be contained within a limited footprint, preferably within or adjacent to existing settlements, and the required ecological buffers and setbacks must be adhered to.

### DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

Continuing segregation and sprawling urban growth will undermine household and municipal financial sustainability, stifling economic growth

**PROTECT, MANAGE AND ENHANCE SENSE OF PLACE, CULTURAL AND SCENIC LANDSCAPES S1**

- Prevent settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas, especially between settlements and along coastal edges and river corridors.

**IMPROVE INTER AND INTRA-REGIONAL ACCESSIBILITY S2**

- Direct public funding to unlock well located land within towns, to reduce the operating costs of public transport.
- Strengthen functional linkages between settlements and larger towns, with specific attention given to introducing rural transport systems.

**PROMOTE COMPACT, MIXED USE AND INTEGRATED SETTLEMENTS S3**

- Promote functional integration and mixed use as a key component of achieving improved levels of settlement liveability and counter apartheid spatial patterns and decentralisation through densification and infill development.

### OPENING UP OPPORTUNITIES IN THE SPACE ECONOMY

Escalating risks to the Provincial space-economy include: climate change and its impacts on economic activities, particularly agriculture; water deficits; and energy and food insecurity. The financial sustainability of municipalities is at risk, and their vulnerability is exacerbated by the high capital and operating costs of low density settlement patterns.

**USE REGIONAL INFRASTRUCTURE INVESTMENT TO LEVERAGE ECONOMIC GROWTH E1**

- Assess biodiversity, heritage, scenic landscapes and agricultural considerations in evaluating the suitability of sites for bulk infrastructure projects.
- Evaluate investment alternatives on the basis of holistic cost/ benefit models that factor in capital and operating costs over the lifecycle of the investment.

The rural space-economy agenda is not only about agricultural development, it is also about broad based agrarian transformation, diversifying rural economic activities, tourism, government promotion of rural development and land reform programmes, and functional ecosystems.

**DIVERSIFY AND STRENGTHEN THE RURAL ECONOMY E2**

- Compatible and sustainable rural activities of an appropriate scale and form can be accommodated outside of the urban edge.

The integrity of the Province's natural and built environment is of critical importance to the further development of tourism, as the tourism economy is nature and heritage based. The Overstrand Coastal Belt is a significant leisure, lifestyle, holiday and retirement economic centre.

**REVITALISE AND STRENGTHEN URBAN SPACE ECONOMIES AS THE ENGINE OF GROWTH E3**

- Existing economic assets (e.g. CBD's, township centres, modal interchanges, vacant and underutilised strategically located public land parcels, fishing harbours, public squares and markets, etc.) to be targeted to lever the regeneration and revitalisation of urban economies.



BETTER TOGETHER.

Improving the Western Cape through Spatial Planning **BETTER TOGETHER.**

Western Cape Provincial Spatial Development Framework (PSDF)  
For more information and tips visit [www.westerncape.gov.za/eadp](http://www.westerncape.gov.za/eadp)

## APPENDIX 2. POLICY FRAMEWORK FOR THE CAM SDF

POLICY	ORIGIN AND PURPOSE	IMPORTANT FOCUS FOR THE CAM SDF
<b>National Development Plan</b>	Drafted by the National Planning Commission, the NDP sets out measures to achieve a more prosperous country which is progressively eradicating poverty and inequality.	<ul style="list-style-type: none"> <li>• The NDP identifies increasing employment and improving education as the country's highest priorities.</li> <li>• Key NDP objectives relevant in full or part to the CAMSDF are:               <ul style="list-style-type: none"> <li>– The upgrading of informal settlements.</li> <li>– Investment in public transport and systems, including the renewal of the commuter rail fleet, and upgrade of stations and supporting facilities.</li> <li>– Denser, more liveable communities.</li> <li>– Moving jobs and investment to townships located on the margins of cities.</li> <li>– Quality, accessible schools, health facilities, and public spaces.</li> </ul> </li> </ul>
<b>Medium-term Strategic Framework 2014-2019</b>	The National Cabinet approved the new Medium-term Strategic Framework (MTSF) for 2014 to 2019, as the national implementation framework for the NDP. The MTSF defines the Strategic Objectives and targets of government during the five-year term. The MTSF therefore serves as the principal guide to the planning and the allocation of resources across all spheres of government.	The MTSF is structured around 14 priority outcomes that cover the focus areas identified in the NDP. These are: providing quality basic education, improving health, reducing crime, creating jobs, developing the skills and infrastructure required by the economy, promoting rural development, creating sustainable human settlements, delivering effective and efficient local government and public service, protecting the environment, fostering better international relations, enhancing social development, and promoting social cohesion and nation building.
<b>National Infrastructure Plan (2012)</b>	The NIP intends to transform South Africa's economic landscape while simultaneously creating significant numbers of new jobs, and to strengthen the delivery of basic services. The Cabinet-established Presidential Infrastructure Coordinating Committee (PICC) identified 18 strategic integrated projects (SIPs) to give effect to the plan.	<ul style="list-style-type: none"> <li>• SIP 7 of the NIP entails the "Integrated urban space and public transport programme". The intent with SIP 7 is to coordinate the planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions into sustainable urban settlements connected by densified transport corridors. A key concern related to integrating urban space is the upgrading and formalisation of existing informal settlements.</li> <li>• SIP 8 supports sustainable green energy initiatives on a national scale through a diverse range of clean energy options.</li> <li>• SIP 9 &amp; 10 aims to accelerate the construction of new electricity generation capacity and transmission and distribution network to meet the needs of the economy and address historical imbalances.</li> <li>• SIP 12 aims to build and refurbish hospitals, other public health facilities and revamp nursing colleges.</li> <li>• SIP 13 supports a national school build programme, replacement of inappropriate school structures and backlogs in classrooms, libraries, computer labs and admin buildings.</li> <li>• SIP 15 supports expanding access to communication technology and provide for broadband coverage to all households by 2020.</li> </ul>

		<ul style="list-style-type: none"> <li>• SIP 18 addresses backlogs of adequate water to supply and basic sanitation to meet social needs and support economic growth.</li> </ul>
<b>Urban Network Strategy (2013)</b>	The Urban Network Strategy (UNS) is the spatial approach adopted by the National Treasury to maximise the impact of public investment – through coordinated public intervention in defined spatial locations – on the spatial structure and form of cities.	<ul style="list-style-type: none"> <li>• The aims of the UNS are to: <ul style="list-style-type: none"> <li>– Assist with the spatial integration and targeting of investments</li> <li>– Improve the co-ordination of interventions</li> <li>– Complement the strategic intentions of current and future municipal plans.</li> <li>– Collectively emphasize the importance of coordinated public intervention in defined spatial locations within the city to maximise the effect of public resources utilisation on the spatial form of cities.</li> </ul> </li> <li>• The Urban Network consists of a primary network and secondary networks: <ul style="list-style-type: none"> <li>– At the primary network level (or city scale), the strategy proposes the identification of a limited number of significant urban nodes that include both traditional centres of economic activity (such as the existing CBD) and new “Urban Hubs” located within each township or cluster of townships. It also emphasizes the importance of connectivity between nodes, through the provision of rapid and cost effective public transport on the primary network and the delineation of activity corridors for future densification and infill development adjacent to the public transport routes.</li> <li>– At the secondary network level, the strategy proposes strengthening connectivity between smaller township centres and identified urban hubs.</li> </ul> </li> </ul>
<b>National Public Transport Strategy (NPTS), 2007</b>	The NPTS provides guidance to all three spheres of government on dealing with the public transport challenges in an integrated, aligned, coordinated manner.	<p>The NPTS has two key thrusts:</p> <ul style="list-style-type: none"> <li>• Accelerated Modal Upgrading, which seeks to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators.</li> <li>• Integrated Rapid Public Transport Networks (IRPTN), which seeks to develop and optimise integrated public transport solutions.</li> </ul>
<b>National Rural Transport Strategy (NRTS), 2007</b>	The NRTS provides guidance to all three spheres of government on dealing with the mobility and access challenges experienced in rural areas in an integrated, aligned, coordinated manner.	<p>The NRTS has two main strategic thrusts:</p> <ul style="list-style-type: none"> <li>• Promoting coordinated rural nodal and linkage development.</li> <li>• Developing demand-responsive, balanced, sustainable rural transport systems.</li> </ul>
<b>National Biodiversity Strategy and Action Plan (NBSAP)</b>		The strategy sets out a plan of action for the conservation and sustainable use of the country’s biological diversity
<b>The Western Cape Government’s strategic and policy framework 2014-2019</b>	<p>The framework identifies five strategic goals:</p> <ul style="list-style-type: none"> <li>• Create opportunities for growth and jobs.</li> <li>• Improve education outcomes and opportunities for youth development.</li> <li>• Increase wellness, safety and tackle social ills.</li> </ul>	<ul style="list-style-type: none"> <li>• Public investment in infrastructure lowers production costs and boosts economic growth by “crowding-in” related private sector investment.</li> <li>• Investment in roads and transport has a high economic multiplier effect. The WCG has identified infrastructure investment as a key lever underpinning growth, providing an effective mechanism to support</li> </ul>

	<ul style="list-style-type: none"> <li>• Enable a resilient, sustainable, quality and inclusive environment living environment.</li> <li>• Embed good governance and integrated service delivery through partnerships and spatial alignment.</li> </ul> <p>The framework identifies seven “Game Changers”:</p> <ul style="list-style-type: none"> <li>• Apprenticeships.</li> <li>• Energy Security.</li> <li>• Broadband.</li> <li>• eLearning.</li> <li>• After Schools Programme.</li> <li>• Alcohol Harms Reduction.</li> <li>• Better Living Model.</li> </ul>	<p>socio-economic developments and building a new level of economic resilience in an increasingly challenging fiscal environment.</p> <ul style="list-style-type: none"> <li>• Key focus areas include providing more reliable and affordable public transport with better coordination across municipalities and between different modes of transport. Increasing investment in public transport and resolving existing public transport policy issues includes attracting private sector investment. Extending bus services, refurbishing commuter trains, linking high-volume corridors and integrating all these into an effective service is important.</li> <li>• Creating opportunities for children to remain in schools for as long as possible and have access to quality education while creating opportunities for the youth to realise their full potential.</li> <li>• Guided by the Healthcare 2030 strategy, the Department of Health remains committed to transforming public health care services by delivering a superior patient experience of quality health services that ultimately results in improved health outcomes and wellness. This will be pursued by, amongst others the further strengthening of the primary health care platform, and redesigning the service to streamline patient flow and improve integrated care.</li> <li>• The WCG priorities for integrated human settlements include well-located land release, the timeous transfer of title deeds, and the implementation of “catalytic projects” which are projects located close to areas of economic activity.</li> <li>• Priorities for the unlocking of well-located land, especially state-owned land, for affordable housing include amending provincial legislation to provide the Department of Human Settlements with powers to acquire and develop other land for human settlements development. Further areas include the Department devolving its land holdings to municipalities to expedite the release of land for human settlements development, collaborating with other provincial government departments to enable access to other provincial land for human settlements development as well as entering Land Availability Agreements with relevant property developers.</li> </ul>
<b>Project Khulisa</b>	<p>Project Khulisa is the economic strategy of the Western Cape Government. The strategy focuses on productive and enabling sectors that contribute to the region’s competitive advantage and/or having the potential to be catalytic in growing the economy.</p>	<p>The three priority sectors identified are:</p> <ul style="list-style-type: none"> <li>• Agri-processing.</li> <li>• Tourism.</li> <li>• Oil and Gas services.</li> </ul>
<b>Western Cape Infrastructure Framework (WCIF), 2013.</b>	<p>The WCIF aims to align the planning, delivery and management of infrastructure provided by all stakeholders (national, provincial and local governments, parastatals and the private sector) for the period to 2040.</p>	<ul style="list-style-type: none"> <li>• The WCG has prioritised “infrastructure-led growth” as a driver of growth and employment in the region.</li> <li>• The WCIF recognises that areas of poor access to services remain in the Western Cape, that much of the bulk infrastructure has suffered from historic underinvestment in maintenance and rehabilitation, that existing infrastructure systems (particularly those of energy and transport) are carbon intensive with high costs to the environment, and</li> </ul>

		<p>that some systems suffer from inefficient management and use of resources.</p> <ul style="list-style-type: none"> <li>• A major concern is the financial gap for municipal providers of infrastructure: municipalities have a central role to play in providing socially important services and creating a platform for economic development, but their limited access to capital is a major constraint.</li> <li>• Strategic foci specifically relevant to CAM are: <ul style="list-style-type: none"> <li>– A future infrastructure investment approach of improved resource efficiency and less carbon intensive energy.</li> <li>– Continued emphasis on environmental sustainability along the coast, with the understanding of the importance of tourism and sector diversity.</li> <li>– Continued support for farming in the hinterland but with increased diversity and water efficiency, on the understanding that water is a major constraint.</li> <li>– Housing allocations and public and social services facility allocations must be aligned with infrastructure investment plans, growth areas and future development projects, and not planned in isolation.</li> </ul> </li> </ul>
<b>Western Cape Green Economy Strategic Framework (“Green is Smart”), 2013.</b>	The “Green is Smart” Strategic Framework positions the Western Cape as the leading green economic hub in Africa. The framework outlines the risks to the Province posed by climate change, as well as the economic opportunity presented by a paradigm shift in infrastructure provision.	<p>The framework focuses on six strategic objectives:</p> <ul style="list-style-type: none"> <li>• Become the lowest carbon Province.</li> <li>• Increase usage of low-carbon mobility.</li> <li>• Diversified, climate-resilient agricultural sector and expanded value chain.</li> <li>• Emerging market leader in resilient, liveable and smart built environment.</li> <li>• High growth of green industries and services.</li> <li>• Secure ecosystem infrastructure.</li> </ul>
<b>The Western Cape State of the Environment Outlook Report, 2013.</b>	<p>The WCSoE highlights the following challenges related to the consumption and decomposition of resources (i.e. waste, air quality, energy and climate change):</p> <ul style="list-style-type: none"> <li>• Increasing waste generation.</li> <li>• High energy usage in larger settlements.</li> <li>• The implications of climate change and associated risks of sea level rise and flooding.</li> </ul>	<p>The focus areas for climate change adaptation are:</p> <ul style="list-style-type: none"> <li>• Water conservation and demand management.</li> <li>• Built environment adaption.</li> <li>• Ecosystem based adaption.</li> <li>• Food security.</li> <li>• Social resilience.</li> <li>• Sustainable public transport systems.</li> </ul>
<b>OneCape 2040</b>	OneCape 2040 aims to direct a transition to a more inclusive society, through economic and social development, resulting in a more resilient economy.	<ul style="list-style-type: none"> <li>• OneCape2040 seeks transition in several key areas to realise the vision of the Western Cape becoming a highly skilled, innovation-driven, resource-efficient, connected, high-opportunity and collaborative society: <ul style="list-style-type: none"> <li>– Educating Cape (knowledge transition): Every person should have access to a good education system in order to be equipped for opportunity.</li> </ul> </li> </ul>



		<ul style="list-style-type: none"> <li>– Working Cape (economic access transition): Any persons willing and able to be economic active should be able to secure work.</li> <li>– Green Cape (ecological transition): All people should have access to resources such as water, electricity and waste services which are distributed in an efficient and caring manner.</li> <li>– Connecting Cape (cultural transition): Communities should be socially inclusive and cultural and trade ties with other countries should be developed.</li> <li>– Living Cape (settlement transition): Neighbourhoods and towns should quality environments which are highly accessible in terms of public services and opportunities.</li> <li>– Leading Cape (institutional transition): There should be a sense of responsibility amongst society at all levels.</li> <li>• The spatial focus of OneCape2040 is on connection and concentration.</li> </ul>
<p><b>Provincial Spatial Development Framework, Public Draft for comment, October 2013.</b></p>	<p>The Provincial Spatial Development Framework (PSDF) sets out to put in place a coherent framework for the province's urban and rural areas that gives spatial expression to the national (i.e. NDP) and provincial development agendas and communicates government's spatial development intentions to the private sector and civil society.</p>	<ul style="list-style-type: none"> <li>• The goals of the PSDF are to achieve: <ul style="list-style-type: none"> <li>– More inclusivity, productivity, competitiveness and opportunities in urban and rural space-economies.</li> <li>– Better protection of spatial assets and strengthened resilience of natural and built environments.</li> <li>– Improved effectiveness in the governance of urban and rural areas.</li> </ul> </li> <li>• The Guiding Principles set out in the PSDF seeks to achieve: <ul style="list-style-type: none"> <li>– Spatial justice.</li> <li>– Sustainability and resilience.</li> <li>– Spatial efficiency.</li> <li>– Accessibility.</li> <li>– Quality and liveability.</li> </ul> </li> <li>• The PSDF aims to CAPITALISE and build on the Western Cape comparative strengths (e.g. gateway status, knowledge economy, lifestyle offering) and leverage the sustainable use of its unique spatial assets, CONSOLIDATE existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation, CONNECT urban and rural markets and consumers, fragmented settlements and critical biodiversity areas (i.e. freight logistics, public transport, broadband, priority climate change ecological corridors, etc.), and CLUSTER economic infrastructure and facilities along public transport routes (to maximise the coverage of these public investments) and respond to unique regional identities within the Western Cape.</li> <li>• The PSDF spatial agenda is pursued through spatial policies, clustered around the three themes of “resources”, “space economy”, and “settlement”. The policy objectives most relevant to the CAMSDF are Policy S3: Promote compact, mixed use and integrated settlements: <ul style="list-style-type: none"> <li>– Target existing economic nodes as levers for the regeneration and revitalisation of settlements.</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>- Promote functional integration and mixed use as a key component of achieving improved levels of settlement liveability and counter apartheid spatial patterns and decentralization through densification and infill.</li> <li>- Locate and package integrated land development packages, infrastructure and services as critical inputs to business establishment and expansion in places that capture efficiencies associated with agglomeration.</li> <li>- Delineate Integration Zones within settlements within which there are opportunities for spatially targeting public intervention to promote more inclusive, efficient and sustainable forms of urban development.</li> </ul>
<b>Growth Potential of Towns Study (GPS), 2013.</b>	The primary objective of the GPS was to determine the growth potential of settlements outside the City of Cape Town in terms of potential future economic, population and physical growth. The analysis of growth potential is based on two fundamental and related concepts: inherent preconditions for growth and innovation potential. Five thematic indexes formed the basis for modelling the growth preconditions and innovation potential within each settlement and municipality.	No settlement in CAM is classified as of high or medium-high growth potential and high social needs in terms of the GPS. Bredasdorp and Napier is classified as having medium growth potential and the rest of CAM settlements as having low growth potential. The whole of CAM is classified as of medium social needs.
<b>Western Cape Coastal Management Programme (CMP), 2016</b>	The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) provides for the integrated management of South Africa's coastline to ensure the sustainable development of the coast.	The Western Cape CMP was developed to promote ecologically-, socially-, and economically sustainable coastal development, as well as to prevent inappropriate development along the coast. It is also intended to raise public awareness of the complexities of the coast, thereby promoting active participation in coastal management.
<b>Western Cape Broadband Initiative</b>	The initiative, a partnership between the WCG and CoCT, aims to implement an expansive fibre-optic communication network across Province.	At first, it is intended to develop an initial backbone to link all Provincial Government buildings and pilot wireless mesh networks in municipalities. It is planned to provide public ICT access within a 2km radius of anyone by 2019 and make available higher connection speeds to businesses. Bredasdorp to Swellendam and Bredasdorp to Caledon Fibre build-out plans are respectively part of Phase 1 and Phase 2 of the Provincial roll-out programme.
<b>Overberg District Municipality IDP</b>	To be completed	
<b>Overberg District Municipality Spatial Development Framework</b>	To be completed	
<b>The Critical Biodiversity Areas (CBA) of the Overberg District Municipality (2010) report was prepared in April 2010,</b>		The report indicates the CBAs for the Overberg district. These include protected areas, critical biodiversity areas and ecological support areas. The report indicated that the southern part of the municipal area contains an important mosaic of CBA's, and the northern part, the Runes Agricultural Area, contains some Renosterveld remnants identified as

		CBA's. There is a need to have these critical biodiversity areas mapped and appropriate guidelines developed to guide conservation thereof.
<b>Overberg District Coastal Management Plan (CMP)</b>		<p>The Overberg District CMP focuses on nine objectives:</p> <ul style="list-style-type: none"> <li>• Facilitation of coastal access.</li> <li>• Compliance and enforcement.</li> <li>• Estuaries.</li> <li>• Marine-and land-based sources of pollution and waste.</li> <li>• Cooperative governance and local government support.</li> <li>• Climate change, dynamic coastal processes, and building resilient communities.</li> <li>• Natural capital and natural resource management.</li> <li>• Social, economic, and development planning.</li> <li>• Education and capacity building.</li> </ul>

## APPENDIX 3. CAM CAPITAL BUDGET (2016/17-2019/20)







Indicating items above R30 000 (and excluding furniture, air conditioners, general equipment).

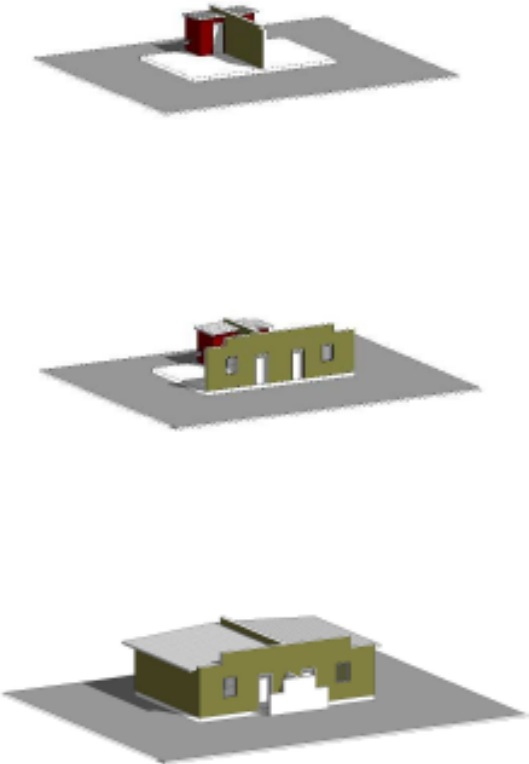
Item	Funding source	Adjustment budget 2016/ 17	Budget 2017/ 18	Budget 2018/ 19	Budget 2019/ 20
<b>Corporate Administration</b>					
Training room (Council chambers)	CRR	150 000			
<b>Revenue section</b>					
Meter reading equipment	CRR	240 860			
<b>Traffic and law enforcement</b>					
Firearms	CRR				80 000
Radios	CRR		45 000		
PA System / Siren with GIZZ WAC	CRR			40 000	
Vehicles (1 mini-bus for law enforcement)	External loan		250 000		
Vehicles (1 sedan for traffic)	External loan			180 000	
<b>Traffic licencing and vehicle testing</b>					
Buildings (renovation of reception area)	CRR		45 000		
Buildings (expansion of testing station)	CRR			230 000	
Upgrade of yard test (K53)	External loan				800 000
Upgrade of pit testing equipment	External loan	198 250			
Covered parking traffic and law enforcement	CRR		80 000		
Motor vehicle (K53 equipment)	CRR	30 000			
<b>Libraries</b>					
Fencing (Arniston)	Library G			127 400	
Safety gates (Arniston, Klipdale, Napier)	Library G			27 500	
Extension (Bredasdorp)	Library G	352 450			
Napier (book detection and people counters)	Library G	161 800			
<b>Beaches and holiday resorts</b>					
Struisbaai boardwalk repair	CRR		250 000		
New ablution facility at Suiderstrand	CRR			1 000 000	
Upgrading of ablution facilities (resorts/ camping sites)	CRR		100 000	200 000	100 000
Upgrading of ablution facility (wheelchair friendly at Nostra)	CRR		30 000		
Upgrading of large tidal pool	CRR		450 000	430 000	
Upgrading of small tidal Pool	CRR			240 000	240 000
Furniture at resorts	CRR		100 000	100 000	100 000
KUDU 750 Kohler 14hp Engine	CRR	-	40 000		
Upgrade of existing ablution facility at Duiker Street	CRR	72 270			
Furniture at Resorts (Suikerbossie/ Struisbaai/ Agulhas/ Arniston)	CRR	100 000			
Porta Potties (Struisbaai/ Arniston / Agulhas)	CRR	60 000			

Item	Funding source	Adjustment budget 2016/ 17	Budget 2017/ 18	Budget 2018/ 19	Budget 2019/ 20
Ablution facility at Suiderstrand	CRR	-			
Ablution facility at Struisbaai	External loan	950 000			
<b>Parks and sports facilities</b>					
Fencing (Klipdale sports ground)	CRR			50 000	
Fencing Struisbaai sports ground)	CRR		50 000		
Sports facility (Arniston/ Waenhuiskrans)	MIG			1 403 500	
Upgrading of sport facilities (Sports Academy for Overberg behind "Glaskasteel")	WCG grant	700 000	750 000		
<b>Cemeteries</b>					
Fencing/ scraping of road (new Napier cemetery)	CRR			120 000	
Fencing/ scraping of road (new Bredasdorp cemetery)	CRR		120 000		
<b>Building and commonage</b>					
New wing at Ons Huis				800 000	200 000
<b>Infrastructure</b>					
Thusong Centre upgrade	MIG	847 356	526 316		
CAM Sports projects	MIG	-			
Replacement of Waenshuiskrans stores	CRR	280 000			
<b>Water</b>					
Calk Dossier pump	CRR		50 000		
Chlorine scale	CRR		100 000		
Struisbaai chlorine dosing system	CRR		200 000		
Liquid aluminium dosing system (Bredasdorp WWTW)	CRR			375 000	
Vehicle	External loan		100 000		
Upgrading of fence	CRR		95 000		
Water treatment tools	CRR		50 000		
Upgrading of sand filters (Napier)	CRR	300 000			
Spanjaardskloof settling tank upgrading	CRR	-			
Upgrading of membranes (Spandjaardskloof)	CRR	169 000			
Agulhas New Storage Reservoir	External loan	-			
Agulhas new storage reservoir pipeline extension	MIG	727 192			
Agulhas water disinfection	CRR	150 000			
Replacement of water meters	CRR	300 000			
Borehole (Suiderstrand)	External loan	500 000			
Borehole No 1 (Bredasdorp)	External loan	-			
1 ML Reservoir Agulhas	External loan	-			
Borehole (Napier)	External loan	1 000 000			
Replacement of water pipeline (Viljoen Street)	CRR	408 000			
Security of boreholes in CAM area	CRR	200 000			
<b>Sewerage</b>					
Rehabilitate WWTW (Bredasdorp)	MIG	1 579 510	877 190		
<b>Refuse</b>					
Upgrade drop-off loading areas at landfill	CRR		350 000		


Item	Funding source	Adjustment budget 2016/ 17	Budget 2017/ 18	Budget 2018/ 19	Budget 2019/ 20
Compactor for landfill	External loan		1 650 000		
<b>Streets</b>					
Nuwerus Streets	MIG		1 246 796		
Long Street sidewalks (Bredasdorp)	CRR		400 000	400 000	400 000
Tip truck	CRR			1 000 000	
Speed bumps (3 per ward)	CRR		100 000	100 000	100 000
3 plate compactors	CRR		45 000		
2 jack hammers	CRR		45 000		
Upgrade of roads (Napier)	CRR		1 000 000		
Upgrade of Wouter Street (Napier)	CRR			500 000	
Industrial Road (Struisbaai)	CRR		750 000		
Ou Meule Road link to Swellendam Road (Bredasdorp)	MIG		1 315 789		
Ou Meule Road kerbs (Bredasdorp)	CRR			200 000	200 000
Road marking spray cart	CRR				250 000
Bredasdorp RDP (upgrade of roads)	MIG	3 818 342	5 333 906	8 214 825	11 302 150
Arniston RDP (upgrade of roads)	MIG	1 166 666			
Stormawater Master Plan Implementation (Napier)	CRR	100 000			
<b>Electricity</b>					
Generator	CRR			200 000	
Integrated National Electrification Programme (Escom)	INEP			285 000	
Change transformers with mini substations	CRR	347 500	365 000	365 000	
Upgrade street lighting (Nuwerus)	MIG	245 203			
Upgrade street lighting (Struisbaai Main Road)	MIG	116 462			
Upgrade street lighting (Bredasdorp)	MIG	250 000			
New street lights	CRR	100 000	150 000	150 000	
Electrification of informal areas	CRR	100 000	100 000	100 000	
Tools	CRR		50 000	50 000	
Replacement of medium and low voltage overhead lines	External loan	750 000	795 750	842 700	
DORA project	INEP	1 000 000	3 450 000	2 000 000	7 000 000
Transformer 8 Struisbaai	CRR	631 726			
Cable locator	CRR	55 000	32 000		

## APPENDIX 4. HOUSING TYPOLOGIES

Description	Urban Form	Density	Locations
Single Storey Freestanding Housing		Nett: 10 – 20 DU/Ha Gross: 30 – 50 DU/Ha	Small settlements and on periphery of towns or semi-rural settings
Single Storey semi-detached Housing		Nett: 20 – 25 DU/Ha Gross: 40 – 55 DU/Ha	On periphery of towns within walking distance of lower order public facilities
Single Storey Row Housing		Nett: 25 – 35 DU/Ha Gross: 45 – 60 DU/Ha	Close to lower order facilities such as schools and community centres and play areas
Double Storey semi-detached Housing		Nett: 30 – 40 DU/Ha Gross: 50 – 65 DU/Ha	Areas within close walking distance of higher order urban opportunities
Double Storey row Housing		Nett: 35 – 45 DU/Ha Gross: 55 – 75 DU/Ha	Inner city or town locations close to urban opportunities and around inner city public spaces
Multi Storey Row Housing		Nett: 40 – 50 DU/Ha Gross: 60 – 90 DU/Ha	Inner city or town locations close to urban opportunities

<p>Incremental Housing</p>		<p>Build Plinth</p> <p>Build Firewall</p> <p>Build Wet core</p> <p>Build street facade</p> <p>Complete house with formal or informal construction methods (second storey can be added)</p>	<p>Provides solid base for construction and deals with flooding issues</p> <p>Prevents the spread of fires and provides structural element for additions</p> <p>Bathroom and kitchen</p> <p>Defines street interface, positively impacting on the dignity of the unit as well as the character of the public environment</p> <p>Initial informal construction gets structural integrity from the pre-existing structures and does not have a visual impact on the street, as it is behind the street facade.</p>
----------------------------	---	--	--



<p>Multi-Storey High Density incremental Housing</p>		<p>Structural Frame, including fire walls and floor slabs</p> <p>Install Wet cores</p> <p>Informal infill</p> <p>Formal additions</p> <p>Informal additional storeys</p> <p>Formal additional storeys</p>	<p>Structural Frame and fire walls allow for various infill structures over time without impacting on neighbours.</p> <p>Bathrooms and Kitchens</p> <p>The structural frame allows for multi-storey informal construction</p> <p>Additional units and levels can be completed with formal construction methods, and informal construction can over time be replaced with formal</p>
--	--	---	---

## APPENDIX 5. CAM HOUSING PIPELINE (2016)

	ERF	PROG.	SITES	UNITS	HA	CON. DATE	READ.	ASSESSMENT	ISSUES	LAND OBT.	EIA	LUPO	SERVICES AV.	WCG SUPP.
<b>BREDASDORP</b>														
<b>COMPLETED</b>														
Area A	Erf 1148	IRDP	184	184	4.5	-	-	-	-	-	-	-	-	-
Zwelitsha Kleinbegin	Erf 3484-3504	UISP	357	357	10.4	-	-	-	-	-	-	-	-	-
<b>CURRENT</b>														
Site H	Rem. Erf 1148, Erf 1922, Erf 1923, 1924, and 1335	IRDP/ FLISP	187	187	8.0	2013/14	80%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance.</li> <li>Located adjacent to Long Street (intensification corridor).</li> <li>Promotes integration on underutilised vacant land.</li> </ul>	Project blocked. PRT to evaluate layouts and determine most cost-effective approach to complete works.	Yes	NA	2 lay-outs agreed.	Yes	Yes
<b>PPC SUPPORTED</b>														
Infill GAP	Erven 4175-4190	IRDP	16	16	1.0	2018/ 19	60%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance (300m from CBD, 250m from clinic, 650m from school).</li> </ul>	Contractor to be appointed by CAM for construction of units.	Yes	N/A	N/A	Erven connected to bulk service infrastructure.	Yes
Site F	1148	IRDP	813	809	13.4	2016/ 17	60%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance (800m from CBD, 600m from clinic, 700m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Ecological constraints may limit developable area.</li> <li>Proximity to WWTW.</li> </ul>	Yes	No (final report sub.).	No (await appr.).	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Reservoir to be upgraded.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes
Site D2 (to include Phola Park qualifiers/ non-qualifiers)	Erf 1	UISP	395	-	3.3	2017/ 18	33%	<ul style="list-style-type: none"> <li>Geotechnical conditions TBD.</li> <li>The project has a peripheral location, but is still located within 500m of job opportunities and local social amenities.</li> </ul>	EIA and LUPO authorisation outstanding (buffer areas, waste licence, health risks).	Yes	No	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Reservoir to be upgraded.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	
Site G	1148	IRDP	351	351	7.3	2018/ 19	33%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance (500m from CBD, 250m from clinic, 700m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Formalisation of storm water canal.</li> <li>Impact on town character due to proximity to main road.</li> </ul>	Yes	No	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/2016.</li> <li>Reservoir to be upgraded.</li> <li>Water connecting mains to be provided.</li> <li>Gravel storm water canal to be formalized.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes
Site 5 situated adjacent to Golf Street	1608	IRDP	15	15	0.3	2022/ 23	66%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance (750m from CBD, 440m from clinic, 250m from school).</li> </ul>	LUPO approval required.	Yes	N/A	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes
Site 9 opposite Traffic Department	1148	IRDP/ PHP	76	76	1.3	2020/ 21	33%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities/ job opportunities within walking distance (400m from local centre, 1 km from CBD, 800m from clinic, 450m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Located adjacent to movement corridor (Ou Meule Street). Partly located within 32m of a possible water course.</li> </ul>	Yes	No (SW)	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Storm water pipework which traverses site to be re-located in new road reserves and servitudes.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes
Infill Site 2	2316	IRDP	57	57	0.99	Post 2025	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (350m from local centre, 1.5km from CBD, 1.5km from clinic, 850m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Closure of POS.</li> <li>Cost of formalising storm water cana.</li> <li>NEMA, LUPO and Water-use approval outstanding.</li> </ul>	Yes	No (SW)	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes
<b>PPC NOT SUPPORTED</b>														
Infill Site 3 c/o Denne and Hibiscus Street	1771	PHP	32	32	0.7	Post 2025	45%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (250m from local centre, 950m from</li> </ul>	Closure of POS, LUPO and Heritage approvals outstanding.	Yes	NA	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Larger ESKOM connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	No (loss of POS)

										CBD, 670m from clinic, 560m from school).								
Infill Site 6 c/o Akasia and Aster Street	1987	PHP	29	29	0.5	Post 2025	45%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (500m from local centre, 550m from CBD, 670m from clinic, 600m from school).</li> </ul>	Closure of POS, LUPO and Heritage approvals outstanding.	Yes	NA	No	<ul style="list-style-type: none"> <li>WWTW to upgraded in 2015/ 16.</li> <li>Larger Eskom connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	No (loss of POS)				
Erf 1847 between Bloekom and Bontebok Street	1847	PHP	20	20	0.36	Post 2025	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (500m from local centre, 1.2km from CBD, 875m from clinic, 800m from school).</li> </ul>	Closure of POS, LUPO approval outstanding.	Yes	NA	No	<ul style="list-style-type: none"> <li>WWTW to upgraded in 2015/ 16.</li> <li>Larger Eskom connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	No (loss of POS)				

**PIPELINE**

Site F1 (76 services) GAP	1148	GAP	-	76	3.04	Post 2025	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (450m from CBD, 700m from clinic, 620m from school).</li> </ul>	NEMA, LUPO approval outstanding.	Yes	No	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Reservoir to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Long term
Site F2	1148	IRDP	2 657	TBD	106.0	Post 2025	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities/ job opportunities within walking distance (900m from CBD, 1.3km from clinic, 700m from school).</li> </ul>	<ul style="list-style-type: none"> <li>NEMA, LUPO approval outstanding.</li> <li>Linkages with CBD to be explored.</li> <li>Large infrastructure implications.</li> <li>Loss of agricultural land.</li> </ul>	Yes	No	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Reservoir to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Long term
Site 1 (for Phola Park UISP)	1148	IRDP	516 (+ 52 ES)	-	7.52	Post 2025	33%	<ul style="list-style-type: none"> <li>Limestone formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities within walking distance (900m from local centre, 1.3km from CBD, 1.2km from clinic, 950m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Existing development.</li> <li>Loss of bio-diversity.</li> <li>Steep slopes.</li> <li>Not supported by CapeNature.</li> </ul>	Yes	No	No	<ul style="list-style-type: none"> <li>WWTW to be upgraded in 2015/ 16.</li> <li>Reservoir to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Bulk capacity in place 2017/ 18.</li> </ul>	Yes

ERF	PROG.	SITES	UNITS	HA	CON. DATE	READ.	ASSESSMENT	ISSUES	LAND OBT.	EIA	LUPO	SERVICES AV.	WCG SUPP.
-----	-------	-------	-------	----	-----------	-------	------------	--------	-----------	-----	------	--------------	-----------

**STRUISBAAI**

**COMPLETED**

Struisbaai North Site B	Erf 922, 932, 2901, 2902, 2295, 2296	IRDP	111	111	2.7	-	-	-	-	-	-	-	-
Erf 3949	Erf 3949	IRDP	68	40	2.7	-	-	-	-	-	-	-	-

**CURRENT**

-	-	-	-	-	-	-	-	-	-	-	-	-	-
---	---	---	---	---	---	---	---	---	---	---	---	---	---

**PPC SUPPORTED**

Site A	Erf 857	IRDP	437	352	7.7	2017/ 18	60%	<ul style="list-style-type: none"> <li>Socio-economic facilities/ job opportunities within walking distance (1.5km from CBD, 400m from clinic, 700m from school).</li> <li>Preliminary design makes provision for facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Objections from adjoining owners.</li> <li>WWTW buffer area.</li> <li>Electricity servitude.</li> </ul>	Yes	No (final report sub.).	No (await EIA)	<ul style="list-style-type: none"> <li>Additional water sources to be developed.</li> <li>Borehole pumps and mains to be constructed.</li> <li>Modular upgrade of WWTW required.</li> <li>New sewage pump station required.</li> <li>Bulk capacity in place by 2020/ 21.</li> </ul>	Yes
--------	---------	------	-----	-----	-----	----------	-----	--	--	-----	-------------------------	----------------	---	-----

**PPC NOT SUPPORTED**

Erf 856 (extension of 117)	Erf 856	IRDP	80	-	5.5	Post 2025	33%	<ul style="list-style-type: none"> <li>Limestone formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities within walking distance (450m from local centre, 3km from CBD, 400m from clinic, 75m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Proximity of graveyard.</li> <li>Access road and link services.</li> </ul>	Yes	No	Yes	<ul style="list-style-type: none"> <li>New sewage pump station and rising main required.</li> </ul>	No (to be part of Site A)
----------------------------	---------	------	----	---	-----	-----------	-----	--	---	-----	----	-----	---	---------------------------

**PIPELINE**

-	-	-	-	-	-	-	-	-	-	-	-	-	-
---	---	---	---	---	---	---	---	---	---	---	---	---	---

ERF	PROG.	SITES	UNITS	HA	CON. DATE	READ.	ASSESSMENT	ISSUES	LAND OBT.	EIA	LUPO	SERVICES AV.	WCG SUPP.
-----	-------	-------	-------	----	-----------	-------	------------	--------	-----------	-----	------	--------------	-----------

**NAPIER**

**COMPLETED**

-	-	-	-	-	-	-	-	-	-	-	-	-	-
---	---	---	---	---	---	---	---	---	---	---	---	---	---

**CURRENT**

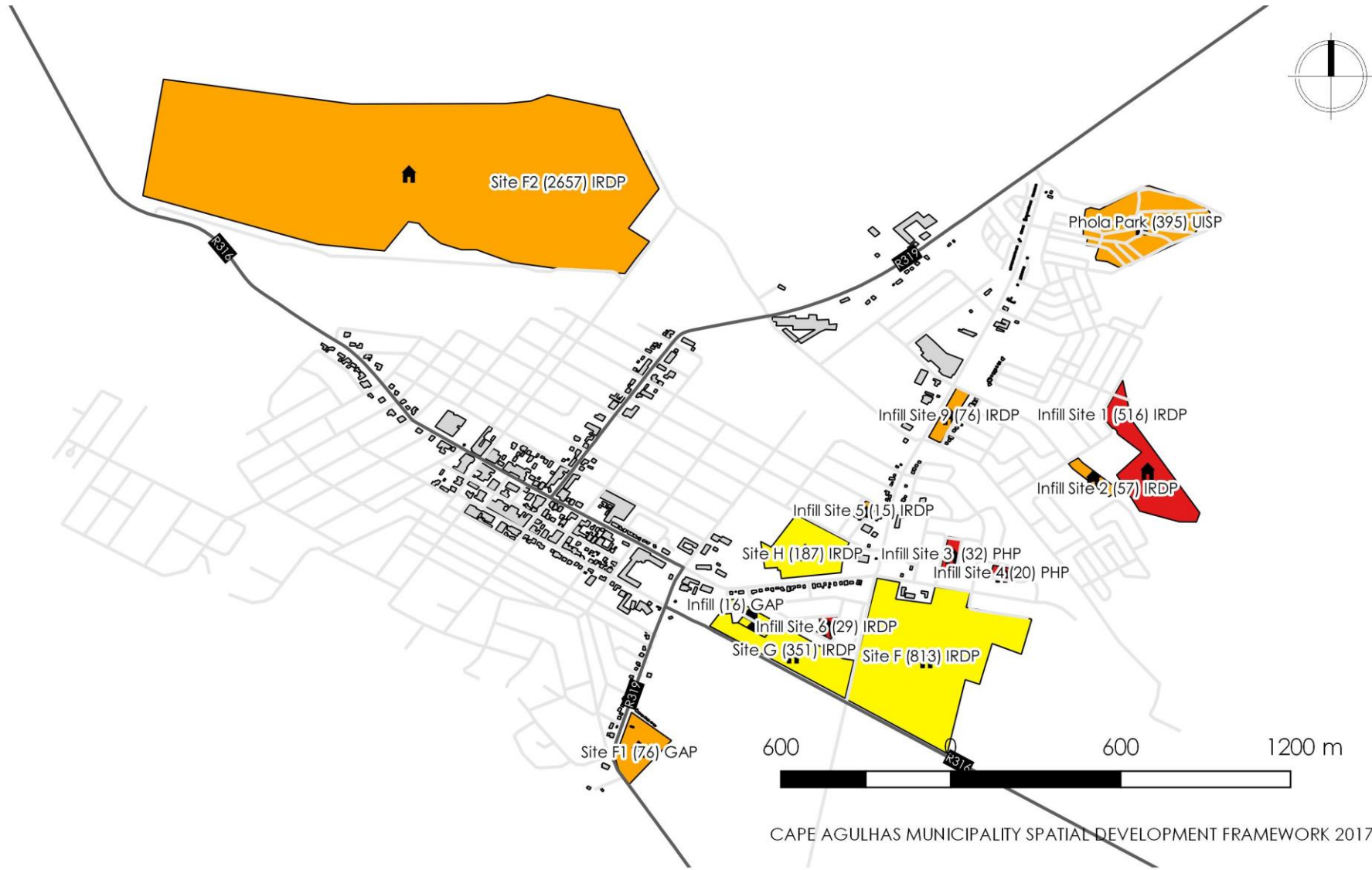
Site B	Erf 513	UISP	130	-	13.7	2015/ 16	100%	<ul style="list-style-type: none"> <li>Geotechnically suitable.</li> <li>Socio-economic facilities within walking distance (350m from local centre, 800m from CBD, 750m from clinic, 600m from school).</li> </ul>	Further extension of area not supported by WCG	Yes	Yes	Yes	<ul style="list-style-type: none"> <li>WWTW require upgrade.</li> <li>Sewage pump station to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Stormwater management plan required.</li> <li>Bulk capacity in place by 2020/ 21.</li> </ul>	Yes
--------	---------	------	-----	---	------	----------	------	--	--	-----	-----	-----	--	-----

**PPC SUPPORTED**




Site A2	Erf 513	IRDP	262	262	5.7	2020/21	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities within walking distance (300m from local centre, 400m from CBD, 450m from clinic, 250m from school).</li> </ul>	Must provide for social facilities.	Yes	No	No	<ul style="list-style-type: none"> <li>New 200mm water ring feed from graveyard reservoir required.</li> <li>WWTW require upgrade.</li> <li>Sewage pump station to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Stormwater management plan required.</li> <li>Bulk capacity in place by 2020/ 21.</li> </ul>	Yes
<b>PPC NOT SUPPORTED</b>														
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PIPELINE</b>														
Site F1	Erf 513	IRDP	227	-	9.1	Post 2025	33%	<ul style="list-style-type: none"> <li>Shale formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities within walking distance (450m from CBD, 550m from clinic, 750m from school).</li> </ul>	Sensitivity to surrounding small holdings.	Yes	No	No	<ul style="list-style-type: none"> <li>New 200mm water ring feed from graveyard reservoir required.</li> <li>WWTW require upgrade.</li> <li>Sewage pump station to be upgraded.</li> <li>Larger Eskom connection required.</li> <li>Stormwater management plan required.</li> <li>Bulk capacity in place by 2020/ 21.</li> </ul>	Long term

	ERF	PROG.	SITES	UNITS	HA	CON. DATE	READ.	ASSESSMENT	ISSUES	LAND OBT.	EIA	LUPO	SERVICES AV.	WCG SUPP.
<b>ARNISTON</b>														
<b>COMPLETED</b>														
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>CURRENT</b>														
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PPC SUPPORTED</b>														
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PPC NOT SUPPORTED</b>														
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PIPELINE</b>														
Site C	Farm 260	IRDP	200	200	2.2	Post 2025	33%	<ul style="list-style-type: none"> <li>Sedimentary formation (detailed studies to be undertaken).</li> <li>Socio-economic facilities within walking distance (500m from main economic area, 300m from clinic, 250m from school).</li> </ul>	<ul style="list-style-type: none"> <li>Ecologically sensitive.</li> </ul>	Yes	No	No	<ul style="list-style-type: none"> <li>Short water network connection required.</li> <li>Two pump stations and single rising main required.</li> <li>Stormwater retention/ soak-away required.</li> <li>Upgrading of road network required.</li> <li>Bulk capacity in place by 2021/ 22.</li> </ul>	Not growth node.

# APPENDIX 6. HOUSING PROJECTS PER SETTLEMENT



## 2016 HOUSING PIPELINE

-  PLANNING
-  PIPELINE
-  NOT SUPPORTED BY PPC

## PROVINCIAL HOUSING PIPELINE BY SETTLEMENT: BREDASDORP



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

**2016 HOUSING PIPELINE**





- PLANNING
- PIPELINE
- NOT SUPPORTED BY PPC

**PROVINCIAL HOUSING PIPELINE BY SETTLEMENT:  
NAPIER**



CAPE AGULHAS MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2017

**2016 HOUSING PIPELINE**

-  PLANNING
-  PIPELINE
-  NOT SUPPORTED BY PPC
-  NOT SUPPORTED BY PPC

**PROVINCIAL HOUSING PIPELINE BY SETTLEMENT:  
ARNISTON**

## APPENDIX 7. SUGGESTED COASTAL DEVELOPMENT CONTROL GUIDELINES

The following table includes guidelines excerpted from the Draft Project Report, dated 2015, for the Overberg Coastal Management Lines.

All areas	Urban	Rural
<ul style="list-style-type: none"> <li>• consolidated access points / paths to limit points of weakness in natural systems</li> <li>• limit extension of existing footprints and volumes of structures already in the risk zones</li> <li>• municipal infrastructure outside overlay zone, unless related to public amenity</li> </ul>	<ul style="list-style-type: none"> <li>• structures set back from front boundary / minimise rear (landward) space</li> <li>• piled or buried seawall (a form of 'sleeping defence') – the founding levels are to be determined by structural engineer</li> <li>• collective/integrated response by adjacent properties or developments to optimise resources and prevent spill over effect</li> <li>• structures elevated on pilings, posts, piers or column foundations – with the floor of lowest area to be above pre-determined risk level</li> <li>• dune rehabilitation to reinstate or strengthen natural barriers permeable lower floors of structures – i.e. have openings to allow for the entry and exist of flood waters – to allow interior and exterior hydrostatic pressures to equalise</li> <li>• relocate mechanical and electrical plants to higher floors</li> <li>• reduce hardened surfaces – e.g. grassed blocks instead of impermeable paving – to reduce flow velocities and increase natural infiltration</li> <li>• manage stormwater on site through retention and controlled release barriers that are permeable seawards but not landwards</li> <li>• stop seepage into beach zone / coastal buffer / dune system that saturates and weakens natural defences</li> <li>• structures in the risk zones require engineers' approval in respect of erosion risk and the ability to withstand wave forces</li> <li>• no basements</li> <li>• protect access to the beach for earth moving machinery</li> <li>• defences to comply with relevant legislation</li> <li>• indigenous gardens or no gardens allowed in order to preserve and consolidate natural defences</li> <li>• flood and erosion proof design and location of septic/conservancy tanks and sewer links</li> <li>• septic/conservancy tanks on landward side of structures</li> <li>• limit size of structure / site coverage relative to flood and erosion exposure and potential impact on coastal public property and public interest in case of failure</li> <li>• protect the structure from falling over and creating secondary effects</li> </ul>	<ul style="list-style-type: none"> <li>• no development in high risk zone</li> <li>• utility services to be outside the risk area or protected from failing during extreme events</li> </ul>



## APPENDIX 8. COMMENTS AND RESPONSES FROM STAKEHOLDER ENGAGEMENT

June 2017

### 1. INTRODUCTION

The sections below outline comments and/ or objections received in response to the status quo (section 2) and draft SDF (section 3) phases of work towards preparing the CAM SDF.

In relation to the comments and/ or objections on the draft SDF, the following is highlighted:

- Some changes were made to the SDF at Council submission as conditions of approval (these specifically related to urban edge adjustments).
- Other government institutions made numerous comments related to document structure, annotations on maps, the naming of streets on maps, and so on. These have been incorporated in the final SDF where appropriate and possible.
- The SDF will be reviewed annually as part of the IDP process. CAM worked hard to ensure that the SDF is aligned with, and completed in parallel to the 2017-2022 IDP. Further work on the SDF will proceed during the 2017/ 18 budget year, and incorporated in the 2018 review. Many of the detailed refinements suggested by other government institutions can be accommodated during this period.
- As a matter of principle, CAM acknowledges that land uses within CBAs, ESAs and ONAs must be carefully reviewed for suitability, and that development within nature areas would require strong motivation and is likely to be subject to environmental authorisation (and often EIA processes). At the same time, CAM believes that it is not the intent of biodiversity spatial planning to prescribe in all cases where development should occur. The legislation acknowledges the need for human settlement, and specific objectives related to settlement structure and form (including compaction and efficiency which also contributes to responsible resource use). The intent is rather to put safeguards in place to ensure that environmental and human settlement needs could be considered in a “balanced” manner with minimum impacts on the environment while addressing social and economic needs. Inevitably, compacting CAM’s settlements involve – in some cases – proposing development on land of varying environmental significance. In these cases, human and environmental objectives require careful balancing, and all prescribed statutory processes must be followed.
- The overwhelming number of objections to the draft SDF received refers to the proposed use of Erven 325 and 216 in Arniston for “publicly assisted housing”. In this regard, it is noted that:

- The erven are identified as “Other Natural Area” in the 2017 WCBSP. This means areas which are not currently identified as a priority, but retain most of their natural character and perform a range of biodiversity and ecological infrastructure functions. Although not prioritized for conservation, they are still an important part of the natural ecosystem. They could be developed, but habitat and species loss should be minimized and ecosystem functionality ensured through strategic landscape planning. The WCBP offers flexibility in permissible land-uses on ONAs, but some authorisation may still be required for high-impact land-uses. Thus, hypothetically, the erven are developable.
- The term publicly assisted housing was used to describe housing development where CAM takes the initiative to enable opportunity. It was not intended to refer to “low” income housing specifically. Obviously, in considering the nature of housing, surrounding context, in its fullest meaning, require careful consideration.
- The intent was never to enable “wall-to-wall” housing on Erven 325 and 216. Rather, it is believed that some additional housing opportunity – in character with the surrounding area – could be enabled on selected parts of the site (e.g. along roads like First Avenue where service connections are readily available).
- Additional development opportunity in selected places is significant to CAM. As indicated in the main SDF, CAM is challenged with limited resources to provide and maintain critical infrastructure services. Sensitive infill development – not detracting from the essential and valued characteristics of CAM’s settlements – can increase resources for service delivery while offering more people the opportunity to enjoy the benefits of its settlements.
- The original SDF proposal has been adjusted to: “Explore limited higher income infill housing on Erf 325, and Erf 216 (subject to detailed precinct planning).” Any development of the site can only proceed within the applicable SPLUMA, LUPA, and NEMA legal framework, including specialist studies and public participation processes.
- Some objectors also commented on the proposed reservation of “Site C” for housing, and that Arniston – in terms of infrastructure capacity and employment – cannot accommodate an additional 200 housing opportunities. Arniston currently has a housing waiting list of some 143 opportunities, and projected demand over the medium (five-year) term is an additional 24 opportunities. Thus, the intent is not to provide for significant new growth in Arniston. Rather, it is about planning for citizens already there – or growth in relation to the existing population – and their need for housing. Site C is, in terms of the SPLUMA principles and associated policy (also as reflected in the PSDF) imminently suited for future housing and already forms part of the CAM housing “pipeline”.

## 2. COMMENTS RECEIVED ON THE STATUS QUO COMPONENT OF THE CAM SDF

INSTITUTION	SECTOR/ THEME	DETAILED COMMENT	CAM COMMENT
<b>Government institutions</b>			
<b>Overberg District Municipality</b>	Infrastructure	<ul style="list-style-type: none"> <li>The capacity of municipal infrastructure is a concern and inhibits development.</li> <li>Meeting current requirements and providing for the future is a priority.</li> </ul>	Current and future infrastructure capacity is noted as a challenge in the IDP and Draft SDF.
	Landfill	The Elim Landfill has been closed by ODM. A formal drop-off point or transfer station need to be established for waste to be transferred to Bredasdorp.	The need for a formal drop-off has been noted in the IDP.
	Coastal access	The Integrated Coastal Management Act (ICMA) requires municipalities to designate coastal access areas (a national strategy has been prepared and a Western Cape Coastal Access Strategy is under preparation). Suiderstrand is the only public launch site in CAM.	<ul style="list-style-type: none"> <li>Municipalities are defined in the ICMA as district municipalities; the Overberg District Municipality's coastal access determination is currently underway.</li> <li>The document has been amended to correctly reflect that Suiderstrand is the only public launch site.</li> </ul>
	Climate change	DEA&DP, ODM, and other stakeholders are preparing a Climate Change Response Framework. As the CAM coast is a considerable risk area, development planned for the coast needs to consider climate change impacts.	The coastal risk areas have been incorporated into the Draft SDF and CAM will work with the WCG's coastal setback determination process.
	Coastal setbacks	The Overberg Coastal Management Lines (CML) must be incorporated in the SDF.	The Overberg CML has been incorporated into the Draft SDF.
<b>CapeNature</b>	Policy/ planning context	<ul style="list-style-type: none"> <li>The Western Cape Biodiversity Sector Plan (WCBSP) is due to be released by the end of March 2017 and will replace the Western Cape Biodiversity Framework. It is recommended that the document be updated referencing the new plan (as soon as it is available).</li> <li>The WCBSP has updated the threatened ecosystems status in the WC based on more recent imagery and analysis. This may have changed the threatened vegetation unit status and therefore there could be more than six critically endangered, two endangered and one vulnerable vegetation unit in CAM.</li> </ul>	<ul style="list-style-type: none"> <li>The 2017 WCBSP has been incorporated into the Draft SDF.</li> <li>The 2017 WCBSP has been consulted to confirm that the threatened ecosystem numbers remain the same.</li> </ul>
	Stewardship	Conservation Stewardship and the contribution that this makes towards protected areas should be mentioned.	Conservation stewardship programmes have been noted in the Draft SDF as an important contributor to biodiversity protection in CAM.
	Fire danger	The work contains no mention of how fires threaten infrastructure, houses and biodiversity. It should also be noted how inappropriate, poorly timed, fire burning regimes increases the risks fire causes. When land owners do not burn fynbos/ renosterveld at the correct intervals, the increase in fuel load increases the fire risk and indirectly lowers the biodiversity value of the unit.	Although not strictly a spatial issue, the issue of poor fire timing and management has been noted as a current in issue in the Draft SDF.

Native fish conservation	The Agulhas plain is a key area regarding native fish conservation. An undescribed lineage of the Breede River redbfin, the Heuningnes redbfin <i>Pseudobarbus</i> sp. "burchelli Heuningnes" occurs as a fragmented population within the catchment. This lineage is rare and range restricted and is listed as Critically Endangered by the International Union for the Conservation of Nature (IUCN). There are also some undescribed new lineages of Cape Galaxias <i>Galaxias zebratus</i> and several rivers on the Agulhas Plain has been included in CapeNature's list of priority rivers for rehabilitation.	The Draft SDF highlights the importance of the Agulhas Plain for conservation of various indigenous fish species.
De Hoop	<ul style="list-style-type: none"> <li>• The bontebok and Cape mountain zebra, both listed as vulnerable on the South African Red Data list occur in the area and are valuable species that needs the protection of landowners. The Cape Mountain zebra at De Hoop is the population in the country with the highest genetic diversity and therefore of utmost importance with regards to the protection and growth of the species. This is also a protection against climate change. The bontebok is a key specie in the area and currently De Hoop has the biggest population in the country. The conservation of these species however needs the full support of the community and local government.</li> <li>• The Cape Vulture (<i>Gyps coprotheres</i>) is the most important avian threatened species on the reserve. There is a breeding colony in the Potberg Mountains on the eastern section of the reserve. Although small relative to some of the bigger northern colonies this colony is unique in that it is the only colony within the winter-rainfall region and the only colony still in existence within the Province.</li> <li>• The number of birds at Potberg is currently increasing while populations at many of the larger northern colonies are declining. It is critical that the landowners in the home range of these birds (most likely the whole of the CAM area) are sensitive to the dangers that can have a negative effect on them as well as the needs for their future existence and growth.</li> <li>• The value of the De Hoop MPA is not stated strongly enough. It is well documented that MPA's support the marine biodiversity and the better this is protected, the greater the support for fishing in the areas outside the MPA as well as the associated tourism opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• The Draft SDF mentions the Cape Vulture's presence within the De Hoop Nature Reserve. The Cape Mountain Zebra and bontebok occur largely within protected areas and do not have a direct bearing on municipal spatial planning.</li> <li>• The Draft SDF highlights the importance of the De Hoop Marine Protected Area for marine biodiversity.</li> </ul>
Small craft harbours	The expansion of the small craft harbours is listed as a challenge/opportunity and it is stated that it will support the local economic development. This statement is dangerous as the fishing industry is collapsing due to the lack of fish and not due to the lack of harbour capacity. Any expansion of the harbour to enhance the fishing industry needs to be supported by suitable studies on fishing stock.	<ul style="list-style-type: none"> <li>• The SDF cannot be the "vehicle" for all detailed studies – including the health of fishing stocks.</li> <li>• The harbours have been identified for upgrade by the WCG whom, it is assumed, have studied the health of fishing stocks (or the likelihood of stock improvement in time).</li> </ul>

			<ul style="list-style-type: none"> <li>The harbour fulfil current and potential local economic development roles over and above commercial fishing (including recreation and tourism).</li> </ul>
<b>WCG Department of Human Settlements</b>	Policy/ planning context	<p>The SDF should incorporate the WCG new strategic focus in human settlements:</p> <ul style="list-style-type: none"> <li>Shift more resources towards the upgrading of informal settlements to provide basic services to all our citizens.</li> <li>Strengthen our partnerships with the private sector to increase affordable houses for people earning above the free-subsidy threshold</li> <li>Prioritise the most vulnerable beneficiaries when allocating subsidised housing.</li> </ul>	These issues are considered in the Draft SDF albeit they not all specifically “spatial” in focus.
	Informal settlements	The SDF should consider the recently completed Informal Settlement Support Plan (ISSP).	The Draft SDF refers to the ISSP as a “guideline” document.
	Compacting settlements vs incremental upgrade	CAM appears to be shifting its approach towards infill development and compacting of settlements. This differs to some extent from DHS’s objectives, prioritising informal areas are prioritised for incremental upgrading on the periphery of towns.	CAM believes that compacting and incremental upgrading are parallel programmes or foci; both should receive attention simultaneously.
	GAP housing	The report makes certain assumptions regarding the demand for affordable housing and future need to prioritise those earning between R3 501 and R7 000. Although this aligns with DHS’s thinking, it is unclear on what these statements are based (indicate the socio-economic analysis that led to such conclusions).	During extensive engagements with political leadership and officials from numerous services, the lack of GAP housing and rental options for working people (including CAM staff) was raised.
	Housing adjacent to ecologically sensitive areas	There are cases where low cost housing projects are envisaged adjacent to ecologically sensitive areas. Guiding principles that illustrate how future housing projects (not only low cost) need to respond to enhance sensitive areas will be valuable and assist with future project packaging/ expectations. Stewardship management programmes and associated requirements must also be discussed.	It is assumed that the concept and detailed planning of housing adjacent to ecologically sensitive areas will address the interface between built and unbuilt areas (including management and stewardship arrangements).
	Housing pipeline	It is recommended that the report reflects all projects on the municipal housing pipeline and these be reviewed against the SDF.	The housing pipeline has been included and associated recommendations made.
	Vacant coastal property	Reference is made to vacant erven in the coastal towns, potentially to be utilised for infill housing. It will be useful to know where these erven are located and the opportunities for including them into the housing pipeline.	<ul style="list-style-type: none"> <li>The most significant of these is the municipally owned site off Adelle Street (Erf 1256) in Struisbaai which could in part be used for future settlement expansion (including publicly assisted housing, linkages with the existing settlement, housing typology, social facilities, and open space needs).</li> <li>Significant privately owned land is available in Struisbaai, L'Agulhas, and Suiderstrand which could take up private demand for middle to upper income housing.</li> </ul>

	Impact of agri-park	The report highlights the identification of an agri-park and farmer production support units. The implications of these initiatives on the population and socio-economic of towns/settlements should be indicated (and housing).	It is unlikely that these initiatives will have a marked impact on population and demand for housing. Fundamentally, it is understood that the initiatives will assist those already engaged in agriculture (and housed in one way or another).
<b>WCG DEADP<sup>1</sup></b>	Legislative context	LUPA needs to be included in the legislative context (and specifically the LUPA requirements for SDFs).	LUPA and the requirements for SDFs have been included in the Draft SDF.
	Baseline information	The status quo needs to provide sufficient baseline information (and mapping) on issues such as population growth, infrastructure, and facilities provision.	Baseline information has been reviewed in an iterative process in parallel with IDP preparation. This process will continue as the IDP and SDF are finalised.
<b>Heritage Western Cape</b>	Heritage areas/ registers	The National Heritage Resources Act (NHRA) provides for the establishment of heritage areas and registers. HWC are in process of drafting regulations with a view to establishing these areas/ registers and will engage municipalities in workshops during April 2017. The view is that heritage protection zones provided for in SDFs does not comply with the NHRA.	It is understood that heritage recommendations in the SDF merely inform the proposed NHRA process.
<b>Public and private sector institutions/ individuals</b>			
<b>Mr Roelofse (resident of L'Agulhas)</b>	Public promenade	Consideration should be given to construction a public promenade/ walkway/ cycle track stretching from Struisbaai north to L'Agulhas (at the Lighthouse).	This proposal has been incorporated in the Draft SDF.
<b>Representatives of the "Khoi" community</b>	Urban agriculture	The community should be provided with land for urban agriculture.	Urban agriculture could be accommodated on commonage surrounding most CAM settlements.

### 3. COMMENTS RECEIVED ON THE DRAFT CAM SDF

#### GOVERNMENT

INSTITUTION	COMMENT	CAM COMMENT
-------------	---------	-------------

<sup>1</sup> The Department submitted more detailed notes/ comments made on the draft document. These have been considered and incorporated in the Draft SDF as far as possible.

<p><b>CapeNature</b></p>	<ul style="list-style-type: none"> <li>• Development of future assisted housing on portions of Erf 1148 Bredasdorp (what appears to be site F, shown in Appendix 6), is proposed to be located on CBA 2. This Erf 1148 proposal has previously not been supported by CapeNature. It is recommended that an alternative site be found.</li> <li>• The future assisted housing for Napier in Trade Street appears to be located on a CBA: Aquatic region. In addition, the F1 commonage (Appendix 6) site appears to be located on CBA 2, which is also not recommended.</li> <li>• The future assisted housing located on Erf 1256 is proposed to be located on Other Natural Area (ONA), this region was previously designated CBA and will therefore needs to be carefully designed. Suitable specialist ecological input will also be required to ensure that all envisaged impacts are mitigated. CapeNature recommends that the CAM considers relocating the future assisted housing to Erf 3495, which is CBA. Erf 3495 was not mentioned in Table 29.</li> <li>• The urban edge around Elm does not appear to be tight and encompasses many different land-uses inconsistent with an urban setting.</li> <li>• The proposed future assisted housing located on Erf 260, Erf 325 and Erf 316 Arniston will be located on ONA. These developments will require suitable specialist ecological input to ensure that all envisaged impacts as suitably mitigated by means of the mitigation hierarchy structure.</li> <li>• The extent of CBA 2 region is not illustrated on the map of Proteem, especially in relation to potential residential infill proposed to be located south of the grain silos (Table 35).</li> <li>• Appendix 6 (housing projects per settlement) should be relocated within the main document. References are made to the sites in text and tables and it is inconvenient for the reader to have to page to Appendix 6 to see where the various sites are.</li> <li>• There is no mention of the Overberg Renewable Energy Development Zone and how this could facilitate future Renewable Energy Development projects.</li> <li>• As a general comment, although there are infrastructure improvements envisaged for various towns (such as the upgrading of the WWTW at Bredasdorp), these do not appear to be listed in the various tables for each settlement. Could it also not be possible to indicate where significant infrastructure improvements are envisaged on the various maps? Alternatively, the authors could have an envisaged future infrastructure improvement map for each settlement.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments from CapeNature have been incorporated in the final SDF where appropriate and possible.</li> <li>• As a matter of principle, CAM acknowledges that land uses within CBAs and ESAs must be carefully reviewed for suitability, and that development within a CBA would require strong motivation and is likely to be subject to environmental authorisation and EIA.</li> <li>• At the same time, CAM believes that it is not the intent of environmental legislation to prescribe in all cases where development should occur. The legislation acknowledges the need for human settlement, and specific objectives related to settlement structure and form. The intent is rather to put safeguards in place to ensure that environmental and human settlement needs could be considered in a “balanced” manner with minimum impacts on the environment while addressing social and economic needs.</li> </ul>
<p><b>Environmental Affairs and Development Planning/DEA&amp;DP (Western Cape Government)</b></p>	<ul style="list-style-type: none"> <li>• Various comments on identification of streets, specific erven, walking radii, document structure, etc.</li> <li>• The requirements of LUPA needs to be included in the SDF.</li> <li>• Coastal setback lines need to be included in the document.</li> <li>• Climate change corridors require explanation in the document.</li> <li>• The SDF needs to clearly state and present engineering infrastructure and social facility needs.</li> <li>• The document provides little information on demand for higher income housing.</li> <li>• While it is said that the WCG has not identified CAM as having high growth potential, the SDF favors development in areas of high growth potential (is this a contradiction).</li> <li>• It is not clear whether sufficient land has been identified to accommodate future housing demand.</li> <li>• The implications of Provincial harbor spatial and economic development frameworks need to be shown.</li> <li>• The municipal capital development programme require spatial mapping.</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed comments from the DEA&amp;DP have been incorporated in the final SDF where appropriate and possible.</li> <li>• CAM intends to undertake a detailed Infrastructure Development and Maintenance Plan during 2017/18 – informed by the SDF and informing the annual SDF review in 2018.</li> <li>• There is little demand for higher income housing in most of CAM (and a substantial amount of undeveloped vacant higher income erven).</li> <li>• Even though CAM – or its settlements are not rated as having high growth</li> </ul>

	<ul style="list-style-type: none"> <li>• Reference needs to be made to planning undertaken for adjoining municipalities.</li> <li>• Various concerns related to the proposals for individual settlements, including urban edge delineations, indication of housing on land which could be sensitive from an environmental perspective, and the identification of streets and places on maps.</li> </ul>	<p>potential – the principle of growth potential could be applied within CAM. That is, future growth within CAM should be directed – as far as possible – to areas of higher growth potential within CAM (therefore the emphasis on Bredasdorp as location for new growth).</p> <ul style="list-style-type: none"> <li>• Land identified is sufficient for housing demand (as stated in the land demand section).</li> <li>• The municipal capital development programme is very small. Where relevant, elements to be implemented have been shown on maps, but an overall presentation would be relatively meaningless.</li> <li>• According to CAM the harbor spatial and economic development frameworks are neither final nor necessarily appropriate in all respects.</li> <li>• The proposals of adjoining municipalities are considered in relation to natural systems (including agriculture); there are no contiguous settlements between municipalities (and therefore no land use conflicts).</li> </ul>
<b>Department of Education (Western Cape Government)</b>	<p>Over the medium to longer term (beyond 5-years) Bredasdorp requires a new high school and Struisbaai a primary school.</p>	<p>These requirements have been incorporated in the final SDF.</p>
<b>Department of Human Settlements (Western Cape Government)</b>	<ul style="list-style-type: none"> <li>• Two priority rural development corridors have been identified. It may add value to determine how this will affect long term planning of CAM?</li> <li>• Reference is made to a composite map that recognises the contribution of CAM on two key Provincial economic sectors. Not sure if I missed it, but this map does not appear to be included?</li> <li>• Reference is made to the inputs from six wards. A map of the wards where concerns are highlighted will be useful to spatially orientate the reader.</li> <li>• Mention is made to "Ramsar" wetlands. The word RAMSAR is an acronym and maybe needs to be defined in the list of "Abbreviations" at the beginning of the report.</li> <li>• The preparation of an Infrastructure Development Plan as a specific output is a good initiative and will add value towards developing a credible housing pipeline and where necessary guide re-priorisation of housing projects to better align with availability of services. It is suggested that this plan be recommended as a specific action to flow from this report.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments from the Department of Human Settlements have been incorporated in the final SDF where appropriate and possible.</li> <li>• The SDF was prepared with input from the CAM housing department and reflects information as received from this department. It is envisaged that CAM will update its housing pipeline as per normal, also considering the SDFs recommendations.</li> </ul>



- It is stated that layout and form of affordable housing should allow for sufficient space to extend units to enable rental. Should this be the case, how will/should infrastructure services respond? Furthermore, it will add value if principle ideas are shared in the report on the "form and layout" of affordable housing. As previously noted the term affordable housing needs to be clarified.
- Harbour spatial and economic development frameworks are envisaged for Struisbaai and Arniston to unlock economic potential and create sustainable livelihoods for local communities. What will the implication be of such initiatives on the housing sector/demand?
- The SDF refers to the sector departments funding contributions – it would be useful if this data could be translated spatially to give some context as to where public funding will be invested over the shorter term to see if these investments aligns to the SDF shift proposed?
- The section "Housing typologies" feels out of place. In the absence of some context one struggles to understand the rationale for including this information. It is suggested that this appendix rather be removed, particularly in respect of the "incremental housing" proposals.
- The Housing Pipeline attached as part of the report is outdated and needs to be updated to reflect the status. But having said that, what is the relevance of including this information and should this level of detail be unpacked in the SDF, particularly since some of the content contradicts the revised SDF proposals?
- The report acknowledges the need for farmworker housing in the form of affordable opportunities, since agricultural activities remain a major driver in the Municipality. A stronger focus is also placed on agri-parks which can assist to stimulate the local economy. What will the implication be on human settlements and how should housing projects respond?
- The use of "change actions" such as "informal settlement and affordable housing areas" must be clearly defined to ensure that all readers have a common understanding of what exactly is meant.
- The use of the wording "future assisted housing areas" vs "new residential area" needs to be clarified. I do not understand the rationale in separating these two actions when the objective should be to encourage public and private investment to working together towards achieved integrated and sustainable communities, comprising of a mix of housing, land use, etc.
- Desktop studies indicated that Oukamp Informal Settlement in Struisbaai cannot be upgraded in-situ due to site constraints. It was agreed that the informal settlement would be relocated to Struisbaai Site A. As far as Phola Park Informal Settlement in Bredasdorp is concerned, this informal settlement can most likely only be upgraded partially; most the occupants will likely have to be relocated elsewhere.
- No mention is made of the housing project Napier "Site B", which includes an existing informal area. The report creates the impression that Erf 513 (Site F1) should be prioritised after Napier "Site A2". But the report is silent on "Site B". Please clarify the SDF's position in respect of "Site B" so that the housing pipeline can be updated to align where required. Additionally, it must be noted that the informal settlement in Napier forms part of "Site B". and therefore, is incorrectly presented on the SDF maps.
- The future assisted housing area "Site C" on the housing pipeline for Arniston must be reconsidered. Although it is well located and promotes integration, the site is not viable for low cost housing project due to on-site sensitivities and an alternative site needs to be reserved for such purposes.

	<ul style="list-style-type: none"> <li>The spatial location of the agri-parks, etc. also need to be reflected on the respective SDF proposals/maps.</li> </ul>	
<b>Department of Education (Western Cape Government)</b>	The SDF should reflect longer term education planning, specifically a secondary school for Bredasdorp and new primary school in Struisbaai.	The final SDF indicates longer term education requirements.
<b>National Department: Rural Development &amp; Land Reform (Spatial Planning and Land Use Management Services)</b>	Documentation attaching the Overberg District Rural Development Plan (DRDP) for attention. The document confirms the intent in relation to Agri-hubs and associated facilities/ services.	The CAM SDF is aligned with the DRDP.
<b>Overberg District Municipality (Environmental Management)</b>	Various additions/ suggested to analytical and synthesis sections, specifically focused on environmental resource management.	Comments from the Overberg District Municipality have been incorporated in the final SDF where appropriate and possible.
<b>Heritage Western Cape</b>	A notice to CAM that Heritage Western Cape will engage with municipalities in relation to the establishment of heritage areas complying with the NHRA.	CAM awaits an engagement with Heritage Western Cape.

## INDIVIDUALS (PRIVATE LAND OWNERS)

INDIVIDUAL	OBJECTIONS/ COMMENT	CAM COMMENT
Ernest White (Bredasdorp)	Suggests that Erf 1771 and Erf 270 Bredasdorp respectively be reserved for PHP housing and POS/ sport/ cultural use. Undertakes to submit a business plan in support.	CAM awaits the proposed business plan in order to investigate the suggestions.
Butler Blackenberg Nielsen Safodien Inc (representing a further 31 property owners in Arniston listed below <i>this table</i> )	Objection to the proposed development of Erf 325 and Erf 216 for publicly assisted housing. Notes that undertakings were provided before that these sites will not be developed and will be preserved as open space/ buffer zones.	<ul style="list-style-type: none"> <li>These objections/ comments mostly relate to the proposed potential use of Erven 325 and 216 in Arniston for "publicly assisted housing".</li> <li>The erven are identified as "Other Natural Area" in the 2017 WCBP. This means areas which are not currently identified as a priority, but retain most of their natural character and perform a range of biodiversity and ecological infrastructure functions. Although not prioritized for conservation, they are still an important part of the natural ecosystem. They could be developed, but habitat and species loss should be minimized and ecosystem functionality ensured through strategic landscape planning. The WCBP offers flexibility in permissible land-uses on ONAs, but some authorisation may still be required for high-impact land-uses. Thus, hypothetically, the erven are developable.</li> </ul>
Pieter and Christine Viljoen (Lemoenpoort Boerdery)	Objection to development of Erven 325 and 216, Arniston for publicly assisted housing.	
Christo la Grange	Objection to the proposed development of Erf 325 and Erf 216 for publicly assisted housing (the erven are established green belts).	
Mike Gillard (Arniston Family Trust)	Objection to development of Site C, Arniston.	
Ilze de Kock (on behalf of Beatrice de kock, Erf 45, Waenhuiskrans)	Arniston is a small, compact rural settlement with unique character and historic value. Any large extension will harm its character, and lead to more pressure on infrastructure and available employment opportunity. Both Erven 216 and 325 is reserved for open space. It would be better to provide additional housing in larger settlements.	
Peter Gird (on behalf of Gird Family Trust)	Attempts to re-zone Erf 325 and Erf 216 in Arniston has been an area of contention over many years and has received multiple objections, upheld in 1994 and 2001. Erven 325 and Erf 216 represents a small tract of coastal dune	

	veld and is home to rare Cape Fynbos and unique and rare costal mammals and bird life. In terms of the approved SDF of 2012, Erven 325 and 216 were declared "protected areas" as a direct result of submissions from biodiversity experts and interested parties, and its zoning of "Public Open Space" was upheld in terms of SPLUMA.	<ul style="list-style-type: none"> <li>• The term publicly assisted housing was used to describe housing development where CAM takes the initiative to enable opportunity. It was not intended to refer to "low" income housing specifically. Obviously, in considering the nature of housing, surrounding context, in its fullest meaning, require careful consideration.</li> <li>• The intent was never to enable "wall-to-wall" housing on Erven 325 and 216. Rather, it is believed that some additional housing opportunity – in character with the surrounding area – could be enabled on selected parts of the site (e.g. along roads like First Avenue where service connections are readily available).</li> <li>• Additional development opportunity in selected places is significant to CAM. As indicated in the main SDF, CAM is challenged with limited resources to provide and maintain critical infrastructure services. Sensitive infill development – not detracting from the essential and valued characteristics of CAM's settlements – can increase resources for service delivery while offering more people the opportunity to enjoy the benefits of its settlements.</li> <li>• The original SDF proposal has been adjusted to: "Explore limited higher income infill housing on Erf 325, and Erf 216 (subject to detailed precinct planning)." Any development of the site can only proceed within the applicable SPLUMA, LUPA, and NEMA legal framework, including specialist studies and public participation processes.</li> <li>• Some objectors also commented on the proposed reservation of "Site C" for housing, and that Arniston – in terms of infrastructure capacity and employment – cannot accommodate an additional 200 housing opportunities. Arniston currently has a housing waiting list of some 143 opportunities, and projected demand over the medium (five-year) term is an additional 24 opportunities. Thus, the intent is not to provide for significant new growth in Arniston. Rather, it is about planning for citizens already there – or</li> </ul>
Michael Nel (on behalf of Mr G Nel)	Support of Gird Objection.	
BL Dreyer & J van der Merwe (Arniston Lodge)	Support of Gird Objection.	
Jacqui Goldin, Ian Goldin, Blaise Janichon, Maximillion Goldin	Objection to a proposed informal settlement, additional housing on Erven 325, 216, development of Erf 260, and commercial development of Erf 599. Questioning land demand calculations in SDF.	
BA Bird	Objection to a proposed informal settlement, additional housing on Erven 325, 216, development of Erf 260, and commercial development of Erf 599. Questioning land demand calculations in SDF.	
TJ Ferreira (Arniston Gastehuis)	Objection to the proposed development of Erf 325 and Erf 216 for publicly assisted housing. Notes that undertakings were provided before that these sites will not be developed and will be preserved as open space/ buffer zones.	
Cedric & Anne Linder (Derdelaan 4 Arniston / Waenhuiskrans)	Objection to development of Erven 325 and 216 in Arniston for publicly assisted housing. Also notes pollution of beach of area in front of hotel (owing to inadequate stormwater system)	
CJ Grobbelaar (on behalf of JC Grobbelaar, 3 Taillard Street, Arniston)	Objection to further residential development in Arniston. The settlement gains as a resort town from containment of development (this goes for the resident community as well as tourists and visitors). Opposed to any form of alienation of land zoned as public open space and not in favor of incentives for commercial developments. Remains supportive of the actions proposed for the conservation of heritage and environmental assets and of awareness for the special needs of the coastal edge to the town.	
Martinus Prinsloo	Objection to development of Erven 325 and 216, Arniston.	
Melt J. Wahl (on behalf of Wahl family)	Owing to limited employed, infrastructure and services, space on beaches, and public transport, Arniston cannot support an additional 200 families (houses).	
Elizan de Kock (Elizan Trust)	Owing to limited employed, infrastructure and services, crime, space on beaches, and public transport, Arniston cannot support an additional 200 families (houses).	
Pieter Siebert	Maintain Erven 325 and 216 as green areas. Support for commercial development on Erf 599.	
Brian Swart and Elma Hamman (Weimi Trust)	Erven 325 and 216 should be protected as critical biodiversity areas.	
Cathrin Jacobs (for estate HC Pratt)	Objection to the proposed development of Erf 325 and Erf 216 for publicly assisted housing. Notes that undertakings were provided before that these sites will not be developed and will be preserved as open space/ buffer zones.	

Jackie Claydon for estate HC Pratt)	Same as Jacobs objection above.	growth in relation to the existing population – and their need for housing. Site C is, in terms of the SPLUMA principles and associated policy (also as reflected in the PSDF) imminently suited for future housing and already forms part of the CAM housing “pipeline”.
Gavin Hau (Hana Trust)	Arniston is already “overpopulated” and recreational areas compromised through beach erosion.	
Pierre du Preez (on behalf of the Du Preez and Van Staden family)	Urging a sensitive approach to planning of Erf 260, adhering to NEMA principles and the historic character of Arniston.	CAM is currently engaged in a pre-feasibility study for developing Erf 260. The intent would not be to develop the site “wall-to-wall” but rather to explore whether development can take place in selective places, considering existing natural assets, constraints, and impact on existing development.
Margot and Andrew Rudolph	Site C is better located for assisted housing than Erven 325 and 316. Development of Erf 260 should consider setbacks from existing development. Provision should be made for a Police Station and youth centre. Upgrade of the cemetery should be a condition of the development of Erf 599.	On housing, see comments above. On Erf 260, see comment to du Preez concerns above. The development of Erf 260 can possibly accommodate a police/ security centre and youth facility.
Denise Corna Boers (of Villa Rosa Trust)	Objection to the proposed location of the new commercial tourism & public place shown as situated on Erf 599, Arniston. The position of a shopping area should be reconsidered and located on the same side as the caravan park.	CAM has previously resolved that Erf 599 is appropriate for a small convenience commercial development. In terms of the SDF it is appropriate to locate a small commercial development along the main road.
John Stergianos (on behalf of Exetra Pty Ltd)	Contradictions between the draft SDF (in relation to the urban edge and use notations) and the approved Langezandt Fishermen’s Development.	The final SDF has been amended to reflect existing approvals correctly.
Louna Truter (for Town & Country)	Various issues in relation to notations, urban edge delineations, and demarcations in the Draft SDF. Opposition to further assisted housing in Arniston.	The final SDF has been amended to reflect urban edges and existing areas of use clearer. In relation to assisted housing in Arniston, see comments above.
Paul Horber	There is insufficient infrastructure to accommodate development of Erf 260. Development of Site C, and Erven 325 and 316 should be subject to detailed precinct planning. Resisting strip development along the R316 should be clearly stated. The nature and form of a commercial development on Erf 599 should be sensitively handled.	All proposed development areas will require detailed precinct planning and infrastructure studies.
Waenhuiskraal/ Arniston Rate Payers’ Association	Urging consideration for recognition of the special natural resource and settlement characteristics of Arniston, “genius loci”, the amenity of residents, and current constraints related to infrastructure, the road network, and beaches.	The final SDF considers these concerns. Further development will require detailed precinct planning and adherence to applicable legal processes.

Owners represented by Butler Blackenberg Nielsen Safodien Inc:

Erf 4 Joma Beleggings  
Erf 8 Vermeulen Family Trust

Erf 18	KE Oelz
Erf 130	P De Villiers Family Trust
Erf 144	Danag Arniston Property
Erf 151	LM Nicholls
Erf 180	I Wyness
Erf 187	A Oosthuizen
Erf 194	A Erasmus and A Lombard
Erf 222	Z and MG Sandby-Thomas
Erf 224	J Golden
Erf 230	LM Radford
Erf 234	GR and DO Paton
Erf 239	LB Muntingh
Erf 247	AP Ravenscroft
Erf 251	PC Thompson
Erf 260	GPQ Crafford
Erf 265	MF Friedman
Erf 268	Booktorgoloon 223 Pty Ltd
Erf 269	Christo La Grange Gesin's Trust
Erf 270	G Ferreira
Erf 277	MDLF King
Erf 286	E Saayman
Erf 303	MC Prinsloo
Erf 304	MR Yelseth
Erf 314	LD and C Gillow/ Verfeld
Erf 318	D&A Viljoen Trust
Erf 319	C Jacobs
Erf 320	G Nel Property Inv CC
Erf 321	MJ du Plessis
Erf 323	AG Butler
Erf 519	Vaalpenspan Pty Ltd
Erf 585	Van Oudsthoorn Family Trust