



# Witzenberg Municipality

## Spatial Development Framework

Final Report

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# Glossary of Abbreviations

BNG -	Breaking New Ground (national subsidised housing strategy)	LM -	Local Municipality	SANBI -	South African National Biodiversity Institute
CAOZ -	Conservation Area Overlay Zone	LSDF (s) -	Local Spatial Development Framework (Frameworks)	SEMF -	Strategic Environment Management Framework
CBA -	Critical Biodiversity Area	LSU -	Large Stock Unit	SDF(s) -	Spatial Development Framework (Frameworks)
CBD -	Central Business District	LUMS -	Land Use Management System	SMME(s) -	Small and Medium Enterprise (Enterprises)
CEF -	Capital Expenditure Framework	LUPA -	(Western Cape) Land Use Planning Act	SOE(s) -	State Owned Enterprise (Enterprises)
CWDM -	Cape Winelands District Municipality	Mayco -	Mayoral Committee	SPCs -	Spatial Planning Categories
DEADP -	Department of Environmental Affairs and Development Planning	MIG -	Municipal Infrastructure Grant (national grant funds for infrastructure)	SPLUMA -	Spatial Planning and Land Use Management Act
DOCG -	Department of Cooperative Governance	MSA -	Municipal Systems Act, 32 of 2000	UDS -	Urban Development Strategy
DTPW -	Department of Transport and Public Works	MSDF -	Municipal Spatial Development Framework	WCBSP -	Western Cape Biodiversity Spatial Plan
FLISP -	Finance Linked Individual Subsidy Programme (a national government housing programme)	MTREF -	Medium Term Revenue and Expenditure Framework	WCG -	Western Cape Government
GAP -	Government assisted housing in the affordability “gap” for home owners earning between R3 501 and R18 000 per month	NEMA -	National Environmental Management Act	WM -	Witzenberg Municipality
GCM -	Greater Cape Metro	NDP -	National Development Plan		
GDP -	Gross Domestic Produce	NMT -	Non-motorized transport		
HA -	Hectare	NSDF -	National Spatial Development Framework		
IDP -	Integrated Development Plan	PSDF -	Provincial Spatial Development Framework		
ISC -	Integrated Steering Committee	REDZs -	Renewable Energy Development Zones		
IZS -	Integrated Zoning Scheme	RSIF -	Regional Spatial Implementation Framework		
IUDF -	Integrated Urban Development Framework				



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# Executive Summary and Main Focus of the Witzenberg MSDF

The 2019 Witzenberg Municipal Spatial Development Framework (MSDF) – once approved by Council – will replace the current MSDF prepared in 2012. The 2019 MSDF has been prepared within the legislative and regulatory framework set by the national Spatial Planning and Land Use Management Act (ACT 16 of 2013), provincial Land Use Planning Act (2014), and Witzenberg Municipality Land Use Planning By-Law, 2015. It is also directed by a range of policy and guideline documents prepared by different spheres of government, including the Western Cape Government Provincial Spatial Development Framework (2014) and the Witzenberg Municipality Integrated Development Plan (IDP) 2017-2022 (and annual reviews).

Based on analysis of existing patterns of spatial development within the municipal areas, and expected need for different activities to be accommodated over the planning period, the MSDF sets outline spatial policy, plans, proposals, guidelines, and implementation measures for Witzenberg Municipality as a whole and individual settlements within the Municipality.

In its direction, the MSDF has five specific foci:

**1.** The first is to maintain and protect the integrity, authenticity and accessibility of Witzenberg's ***natural environment and associated resources***. Humanity depends on nature for physical and spiritual sustenance, livelihoods, and survival. Ecosystems provide numerous benefits or ecosystem services that underpin economic development and support human well-being. They include provisioning services such as food, freshwater, and fuel as well as an array of regulating services such as water purification, pollination, and climate regulation. Healthy ecosystems are a prerequisite to sustaining economic development and mitigating and adapting to climate change. The plan provides for

activities enabling access to nature in a manner which does not detract from the functionality and integrity of nature and farming areas and landscapes.

**2.** The second is to maintain and expand the Municipality's key regional and intra-regional infrastructure. Appropriate infrastructure – whether in the form of transport routes or municipal services – is critical to support economic development, agriculture, and livelihoods.

**3.** The third is to maintain and grow the agricultural assets within the Municipality. Agriculture remains the mainstay of the regional economy and require on-going support. In a spatial sense, this specifically requires protecting high-value agricultural land from urban development. The opportunity also exists to diversify farm income in a manner which does not detract from the functionality and integrity of farming areas and landscapes, and to expand access to farming to smaller entrepreneurs and emerging farmers.

**4.** The fourth is to maintain and expand access to Witzenberg's unique sense of people and place. Important is the recognition and maintenance of unique landscapes, and diverse expressions over time of peoples' interaction with the landscape. Also critical is the SPLUMA principle of "spatial justice"; implying that past spatial and other development imbalances must be redressed through improved access to and use of land, as well as the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation.

**5.** The fifth is to maintain and expand opportunity associated with Witzenberg's key settlements. Settlements need to be managed and provide for expansion in a manner which enables efficiency in infrastructure provision, integration and compaction to enable better thresholds and more sustainable movement, and protection of surrounding assets of nature and agriculture.

It is anticipated that a major review of the MSDF will occur every five years, in parallel with the municipal IDP. Improvements, amendments, and refinements to the MSDF can occur annually.

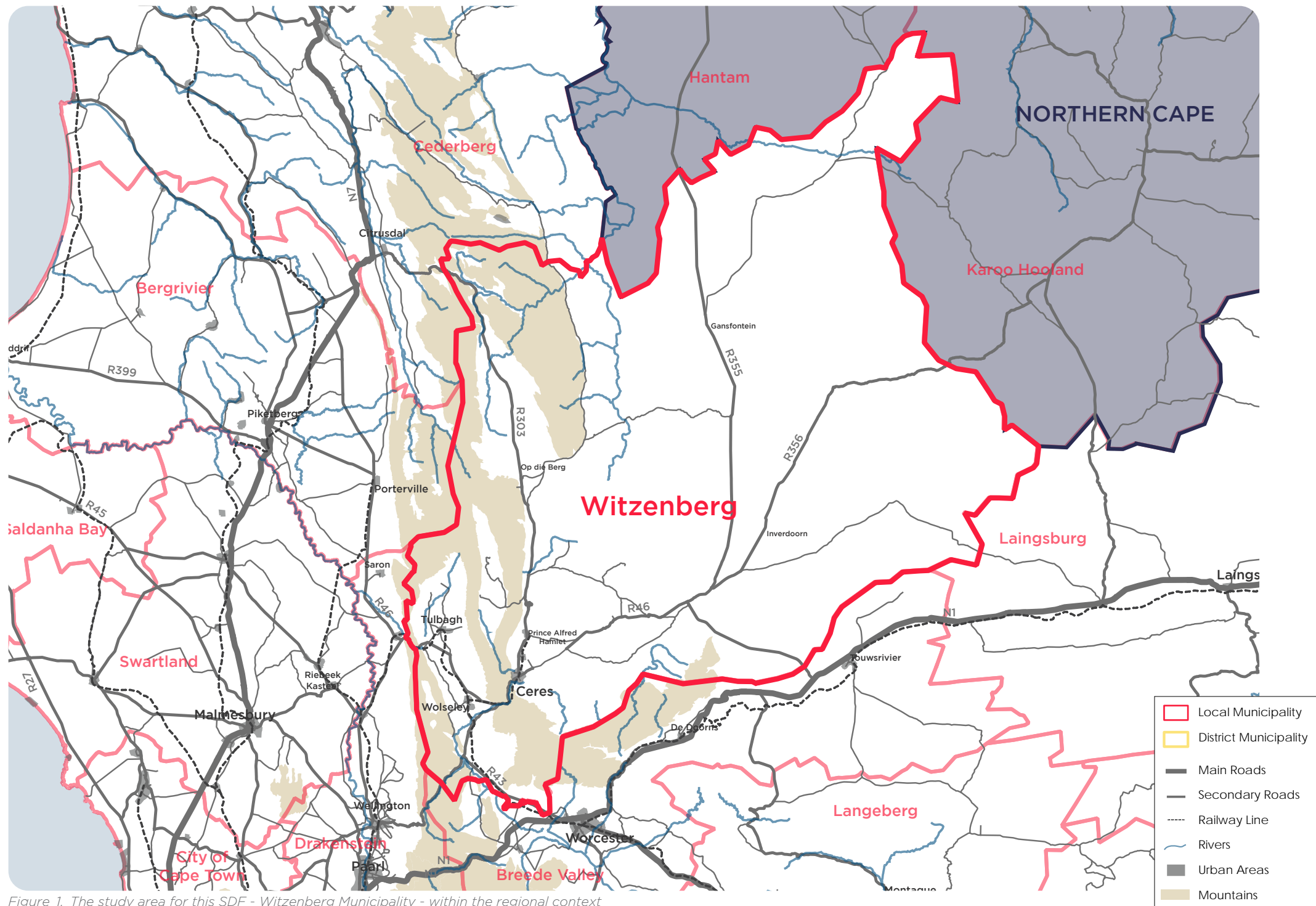


Figure 1. The study area for this SDF - Witzenberg Municipality - within the regional context



# Part 1. Introduction



# 1. Introduction

The Witzenberg Municipality, founded in 2000, is classified as a Category B- municipality and is responsible for basic service provision to the demarcated municipal area that includes the towns of Ceres, Tulbagh, Prince Alfred Hamlet, Wolseley and Op-die-Berg. The rural areas within the municipal boundary are Ceres Valley, the Koue-Bokkeveld, the Tankwa Karoo, Achter- Witzenberg and the northern portion of the Breede River Valley area (see Figures 1 and 2).

Located in a picturesque series of valleys with fertile basins and plains, Witzenberg is best known for its fruit and wine products. The region is also well-known for producing other agriculture-linked products such as olives and grain, as well as for producing beef and pork products. Horse and cattle stud farms are also found within the municipal area.

Located merely an hour and a half's drive away from Cape Town, Witzenberg has positioned itself as an accessible family tourist destination and adventure tourism hub offering historical and heritage tours, hiking, 4x4, abseiling, fresh water fishing, mountain bike trails, San Rock paintings, game and nature reserves, stargazing, birding, cherry and fig picking and winter snowfall.

It is generally recognized that Witzenberg Municipality is of significant international, national, regional and local value in scientific, economic, recreational, aesthetic and cultural terms. The area has a strong resource base that supports a variety of economic sectors, including agriculture, tourism and manufacturing. Due to its attributes and values, Witzenberg is subject to increasing development demands and pressures, the potential impact of which should be considered in context of the global concern over the world's ability to support its inhabitants under ever-increasing population pressure.

The need to utilise the resource base of the Witzenberg in order to grow both the local and the provincial economy poses a challenge to the Witzenberg Municipality. The core of the challenge is to implement innovative and best-practice

strategies to create a 'developmental state' as is advocated by the South African Constitution whilst, simultaneously, giving effect to global obligations pertaining to social, economic and environmental sustainability.

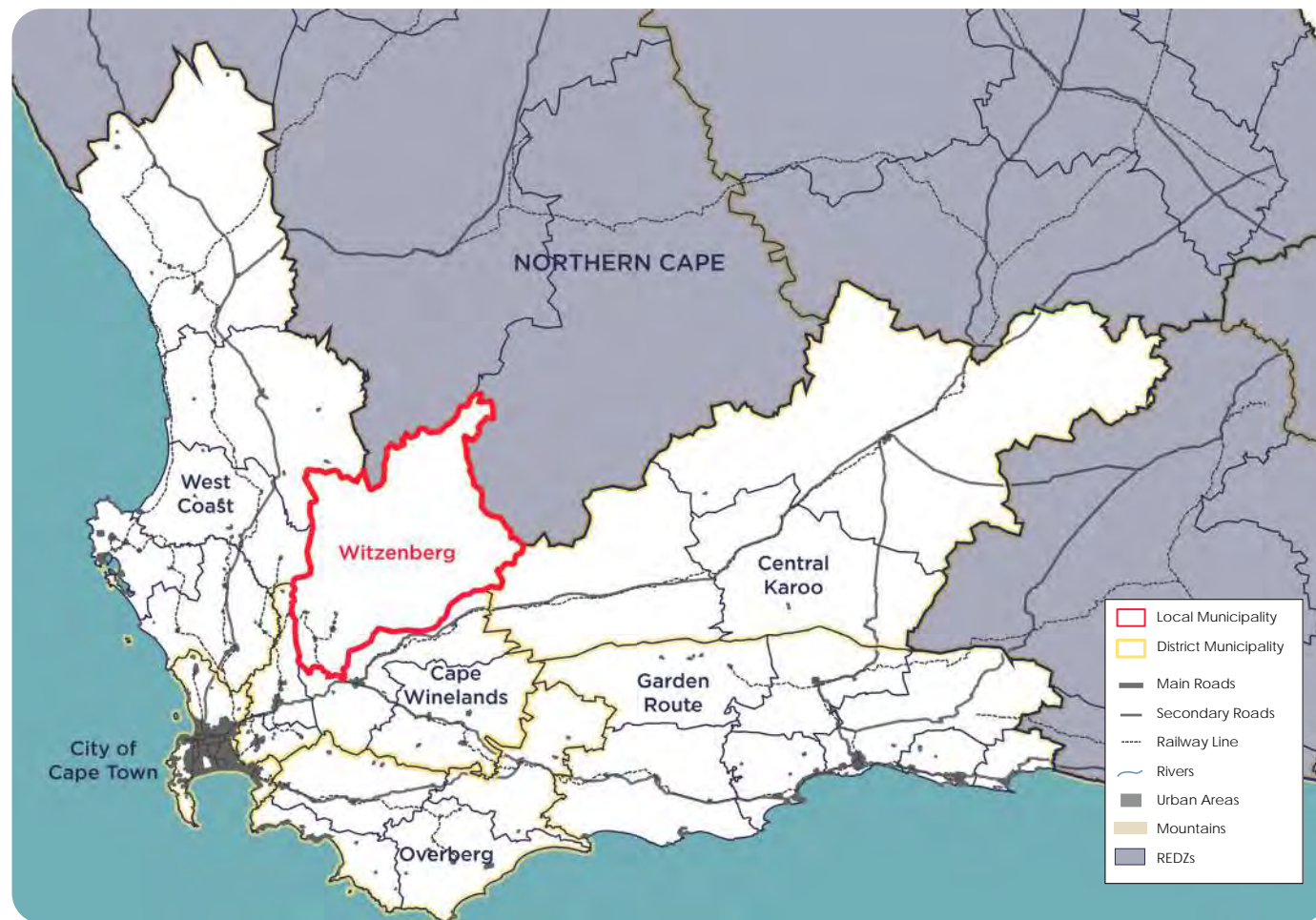


Figure 2. The location of WM within the Western Cape and Cape Winelands District

## 1.1. Subject Matter and Role of the MSDF

Spatial Development Frameworks (SDFs) are public policy statements that seek to influence the overall spatial distribution of current and future land use within a municipality or other described region to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of government. The Municipal Spatial Development Framework (MSDF) covers the jurisdiction of the whole municipal area.

In the case of WM, the MSDF must answer the following questions: “How is Witzenberg going to develop over the next ten to thirty years? What kind of development will take place, where will it take place, and who will be responsible for what aspect of the development?”

This focus is important. Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low density sprawl of housing and commercial areas and the related destruction of valuable eco-system and agricultural resources. This kind of development is also likely to exacerbate spatial divisions and exclude citizens with lesser materials resources from opportunity to live in proximity to work, commercial opportunity, and social facilities.

Ad hoc development removes the certainty that everyone needs to make long-term investment decisions, including municipal leadership – planning for associated infrastructure – and key players like the property developers, financial investors, development planners, municipal officials dealing with associated approval processes, and ordinary households.

In more detail, the MSDF aims to:

- 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 the 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 the public-sector components of this vision with other agencies and processes to ensure implementation.

## 1.2. Users of the MSDF

The MSDF for WM targets two broad user categories. The first is the government sector, across spheres from national to local government, including State Owned Enterprises (SOEs). While the MSDF 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. Therefore, most importantly, the MSDF outlines the municipality’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 and community 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 MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposal. This includes where infrastructure and public facility investment will be prioritised, where private sector partnerships will be sought in

development, and how the municipality will view applications for land use change.

## 1.3. Background to the 2019 MSDF

Witzenberg is currently in the process of updating its Integrated Development Plan (IDP), which will determine the development priorities for the Municipal area for the 5 year cycle. Legislation requires that the Municipality adopt an MSDF concurrently with the adoption of the IDP, giving spatial expression to the goals and objectives of the IDP. The previous MSDF for Witzenberg was first adopted in 2012 as a policy document and re-adopted as a core component of the IDP on 26 July 2017. However, given changing realities, new development priorities, budget considerations and legislative requirements it is now necessary to review the MSDF as a core component of the IDP.

In addition to the updating of the IDP, the following additional policies, laws and reports have recently been approved or implemented which also gives rise to the need for updating and alignment of the MSDF:

- Spatial Planning and Land Use Management Act (SPLUMA).
- Land Use Planning Act (LUPA).
- Department of Rural Development and Land Reform’s (DRDLR) SDF Guideline (final draft dated September 2014).
- National SDF.
- WCG Rural Land Use Guidelines.
- Greater Cape Metro Regional Spatial Implementation Framework.
- Witzenberg ITP.
- Transport Plan for Ceres CBD.
- Transportation Precinct Plan for the Tulbagh CBD.
- Witzenberg Planning By-Law.



The 2020 MSDF will therefore attend to the amendment of the Witzenberg MSDF in order to ensure alignment between the IDP agenda and legislative requirements of applicable planning law, to ensure that the document is aligned with SPLUMA, LUPA and the Land Use Planning By-Law for Witzenberg Municipality.

Certain elements from the 2012 MSDF will still be incorporated into the report, as starting points for the development of an updated spatial vision and direction for Witzenberg. This includes the detailed policies and guidelines, some of which are listed below and illustrated in Figure 3, as well as the conceptual approach to integrate the neighbourhoods of Wolseley and Ceres through directing urban expansion accordingly.

- Enhance the use of Ceres as an agri-industrial hub and portal to the export markets situated in the City of Cape Town.
- Promote development of tourism-related amenities and activities along the main routes through the municipality.
- Establish formal relationships with neighbouring municipalities regarding aspects of mutual relevance.
- Establish a freight depot at Wolseley to export fruit and other agricultural products via railway line to inland provinces and harbours.
- Ensure the upkeep of major economic transport routes and scenic routes.

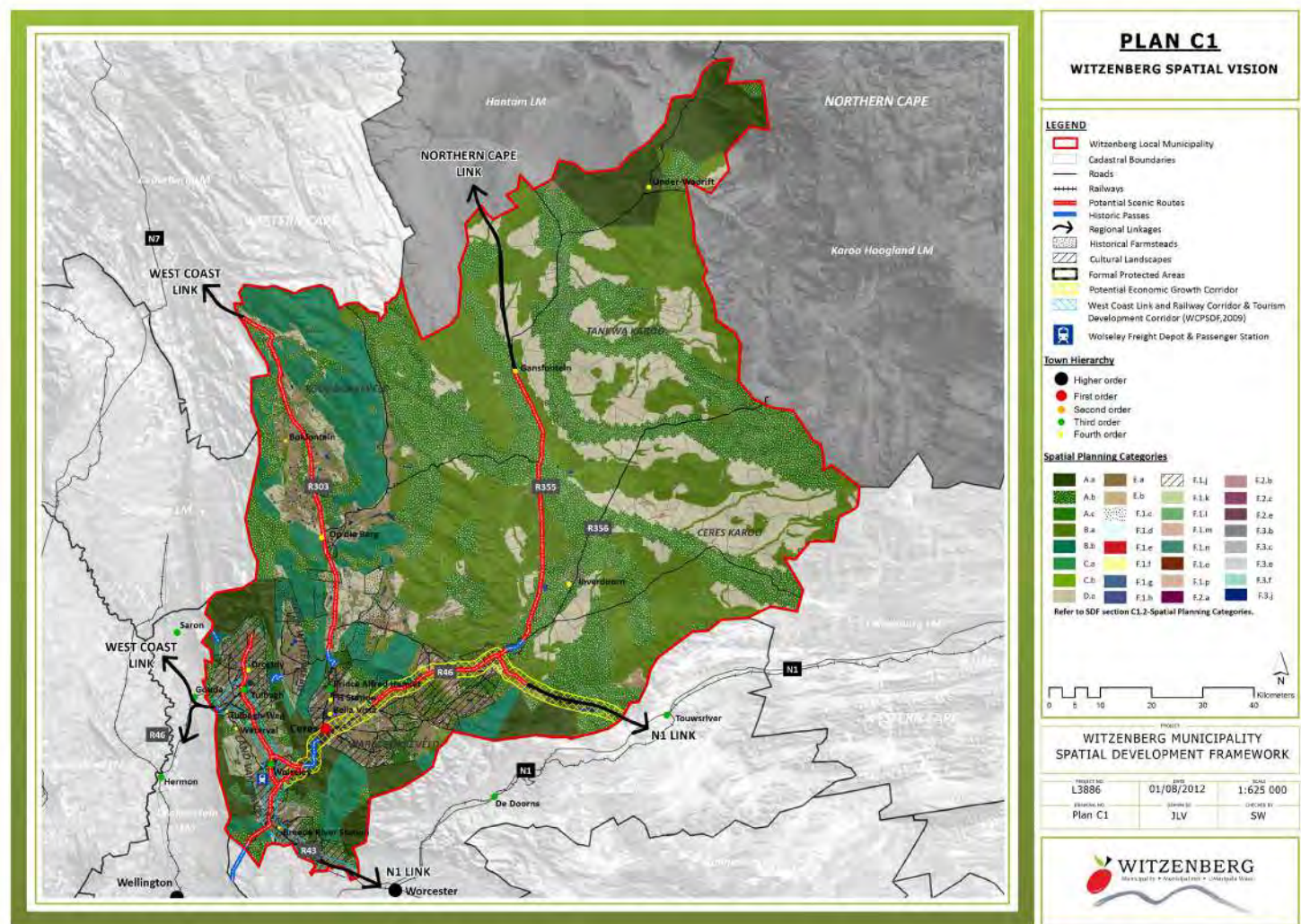


Figure 3. The 2012 Approved Witzenberg SDF Spatial Vision diagram illustrating hierarchy of settlement, linkages and investment priorities



## 1.4. Process in Preparing the MSDF

Figure 4 illustrates the process for preparing an MSDF in general terms as set out in DRDLR's 2014 SDF Guidelines. Broadly, it involves three phases. While the first phase is predominantly analytical, setting out the "status quo" in relation to spatial matters concerning the study area, the second and third phases are more creative, encompassing the preparation of the definitive guidelines reflecting policy choices.

The first phase includes a review of higher level plans and policy across spheres of government and sectors, an analysis of the challenges and opportunities in terms of four themes (bio-physical, socio-economic, built environment, and institutional), and the perspectives of citizens and interest groups on issues facing their communities and the municipality as a whole. This phase culminates in a synthesis of key challenges, opportunities, and spatial implications to be addressed in the MSDF.

The analysis phase is followed by preparing a spatial concept for the future spatial development and management of the MSDF area (based on a vision related to the synthesis of key challenges and key opportunities). The concept is then elaborated into a fully-fledged MSDF plan or plans indicating where various activities should occur in space and in what form. The third broad phase comprises preparation of an implementation framework, including detailed plans, programmes, guidelines, projects and actions, across services and sectors of society, and priority focus areas for development that need to feed into the CEF. The implementation framework also aligns government capital investment and budgeting processes moving forward from a spatial perspective.

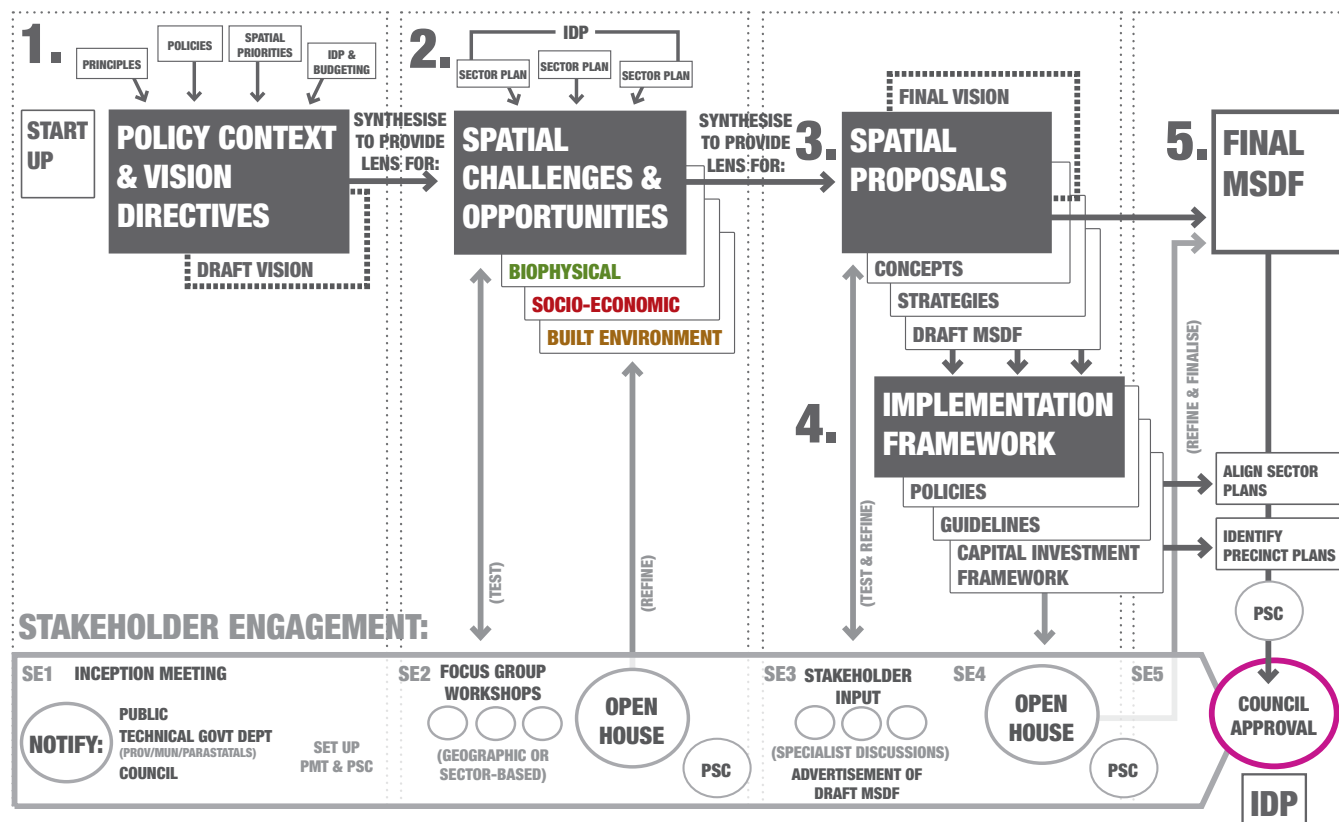


Figure 4. The MSDF Process (from DRDLR's PLUMA Guidelines, 2014)

The Witzenberg SDF process was initiated on the 4th of April, whereafter a Project Steering Committee (PSC) was established and the Legislative Review and Analysis Phase was initiated. A number of meetings have been held with the project team, PSC, and Council.

## 1.5. Structure of the MSDF

The 2019 WM MSDF is set out in the following parts:

Part 1: Introduction.

Part 2: Legislative and Policy Context

Part 3: Status Quo, Challenges and Opportunities.

Part 4: Vision and Concept.

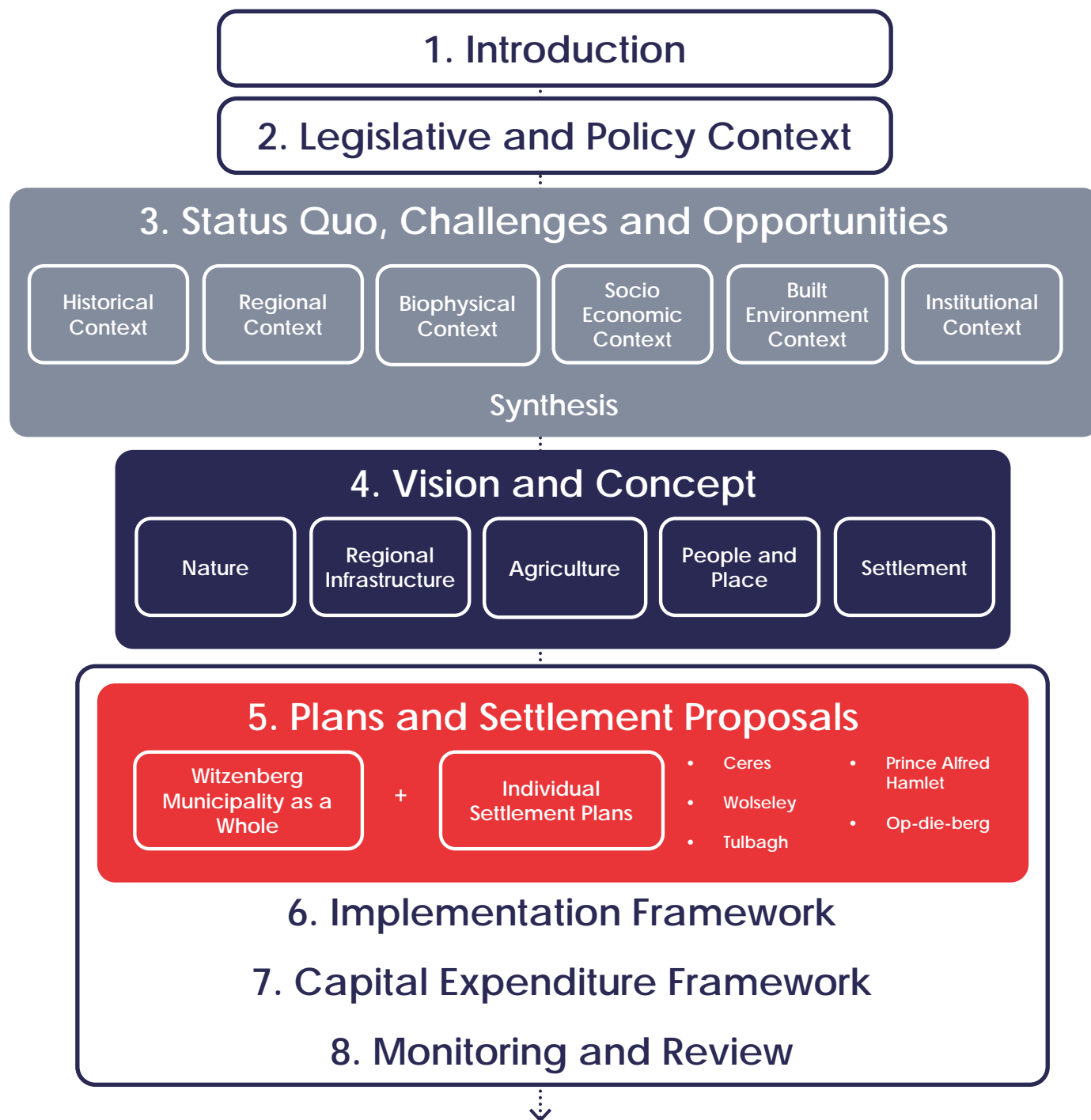
Part 5: Plans and Settlement Proposals.

Part 6: Implementation Framework.

Part 7: Capital Expenditure Framework.

Part 8: Monitoring and Review .

The diagram illustrates the structure of the document. Appendices related to the status quo, guidelines, and other relevant information are also attached to this document.





**Part 2.**

# **Legislative and Policy Context**



## 2. Legislative and Policy Context

The Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) (SPLUMA) and Land Use Planning Act 2014 (Act 3 of 2014) (LUPA), form the core legislative frameworks used to enable plans set out in this MSDF. Prior to 2013, municipal planning had been carried out in accordance to the Development Facilitation Act 1995, (Act 67 of 1995) and the Land Use Planning Ordinance 1986 (15 of 1986) (LUPO).

### 2.1. Legislative Framework for MSDFs

#### 2.1.1. The South African Constitution (Act 108 of 1996)

The Constitution contains the most important laws that govern and directs the political system, management and development of South Africa. It protects the rights of the citizens of South Africa and defines the country's institutions, their powers and how these powers may be used. In being the highest law of the land, Parliament cannot pass law which goes against the Constitution. As part of the constitution the values below are included and have been used to provide guidance for this MSDF.

- Human dignity, the achievement of equality, and the promotion of human rights and freedoms.
- Non-racialism and non-sexism - this means that there may be no discrimination on the grounds of race or sex.
- The rule of law and the Constitution as the supreme law - this means everything must be done according to the law, and the Constitution is the highest law.

- A vote for every adult citizen, one national voters' roll for all citizens, regular elections and a multi-party system of democratic government.

#### 2.1.2. Municipal Systems Act 2000 (Act 32 of 2000) (MSA)

The Municipal Systems Act, 32 of 2000 (MSA) first introduced the concept of a SDF as a component of the mandatory Integrated Development Plan (IDP) that every municipality must adopt to govern its allocation of resources. Chapter 5 of the Act deals with integrated development planning and provides the legislative framework for the compilation and adaption of IDPs by municipalities. Within the chapter, Section 26(e) specifically requires an SDF as a mandatory component of the municipal IDP.

#### 2.1.3. Spatial Planning and Land Use Management Act 2013 (Act 16 of 2013) (SPLUMA)

SPLUMA directs spatial planning, land development and land use management in South Africa. Chapter 4 of SPLUMA provides requirements for the preparation of SDFs, which includes stipulations regarding the process of preparing an SDF and the contents of an SDF. All spheres of government must prepare SDFs that establish a clear vision for spatial development, based on a thorough inventory and analysis and underpinned by national spatial planning principles and local long-term development goals and plans. Sub-section 12(2) of SPLUMA requires that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Included, and as part of the MSDF are Local Spatial Development Frameworks (LSDFs) or Precinct Plans. These LSDFs/ Precinct Plans are incorporated into the MSDF and are a means of planning spatial implementation strategies for the municipality.

The MSDF will inform and guide Land Use Management Systems (LUMS), which includes town planning or zoning schemes allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights. Consequently, MSDFs 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. MSDFs, are set to contain sufficient clarity and direction to provide guidance to land use management decisions while still allowing some flexibility and discretion. As such, MSDFs need to distinguish between critical non-negotiables and fixes and provides a guide that directs future detailed studies.

Chapter 2 of SPLUMA sets out the development principles that are to be used as guidance in preparation, adaption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land. These principles are unpacked in Table 1 and further illustrated in Figure 5.

Table 1. SPLUMA Principles unpacked according to their implications for SDF processes

Principle	Meaning
<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 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 SUSTAINABILITY</b>	<ul style="list-style-type: none"> <li>Only land development that is within the fiscal, institutional and administrative means of government may be promoted.</li> <li>Special consideration must be given to the protection of prime and unique agricultural land.</li> <li>Land use issues must be dealt consistently in accordance with environmental management instruments.</li> <li>Land use management and planning must promote and stimulate the effective and equitable functioning of land markets.</li> <li>Current and future costs to all parties must be considered when providing infrastructure and social services for land developments.</li> <li>Land development should only be promoted in locations that are sustainable, limit urban sprawl, and result in communities that are viable.</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>

#### 2.1.4. National Environmental Management Act 1998 (Act 107 of 1998) (NEMA)

Similar to SPLUMA, the National Environmental Management Act, Act 107 of 1998 (NEMA), defines overarching and generally applicable principles to guide related legislation as well as all activities integral to environmental management. NEMA places significant emphasis on environmental sustainability, resilience to climate change and wise use of the natural resource base. This is key to the current and future socio-economic wellbeing of residents in the municipal area, especially given the contribution of our natural assets to the local economy. NEMA's principles are important and are to be utilized and applied in conjunction to the development principles laid out in SPLUMA. Both these legislative documents provide guidance to an integrated and coordinated approach for land use and land development processes.

#### 2.1.5. The Western Cape Government Land Use Planning Act 2014 (Act 3 of 2014) (LUPA)

The Western Cape Government (WCG), through the Land Use Planning Act 3 of 2014 (LUPA), has adopted its own legislation to consolidate the legal requirements that relates to spatial planning and public investment in the Western Cape. There is some overlap between SPLUMA and LUPA with regard to aspects such as the content and process of preparing and adopting a MSDF. In terms of LUPA, a MSDF 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.



Figure 5. Key Elements of the SPLUMA Principles (from DRDLR's Booklet on Guidelines for the Application of the Development Principles of SPLUMA)

- 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.

LUPA also sets out the minimum institutional arrangements for preparing SDFs, enabling participation across spheres of government and sectors.

#### 2.1.6. Witzenberg Municipality Land Use Planning By-Law, 2015

The WM Planning By-Law 2015 applies to all land situated within the municipal area including land owned by the state and organs of the state. Chapter 3 of the By-Law outlines the intent and purpose of the MSDF as follows.

- a) Providing a longer-term spatial depiction of the desired form and structure of the geographic area to which it applies.
- b) Providing land use management guidelines regarding the appropriate nature, form, scale and location of development.
- c) Contributing to spatial co-ordination.
- d) Providing predictable land development.
- e) Guiding investment and planning of municipal departments and where appropriate other spheres of government.
- f) Guiding investment for the private sector.
- g) Guiding decision making on applications.

- h) Outlining specific arrangements for prioritising, mobilising, sequencing and implementing public and private infrastructural and land development investment in priority spatial structuring areas.

The MSDF should provide land use management guidelines that relate to:

- Capacity of engineering services;
- Community facility needs;
- Demographic conditions;
- Transportation and road network master planning;
- Urban and rural problems;
- Visual form;
- Biodiversity and heritage resources;
- Environmental opportunities and constraints;
- Current land use;
- Housing market;
- Agricultural resources;
- Land availability;
- Growth potential;
- Existing and anticipated private and public development.

The MSDF will therefore be the primary means by which the above-mentioned land use management aspects will be addressed and which will provide appropriate guidance as necessary.



## 2.2. Policy Context for SDFs

Numerous policy frameworks, both focused the work of government holistically, and specific sectors, direct the spatial arrangement of activities. These are explored fully in the IDP. In the sections below, only the most important policy informants are summarised, namely the National Development Plan (NDP), the Integrated Urban Development Framework (IUDF), the Western Cape Government's Provincial Spatial Development Framework (PSDF), the Greater CapeMetro (GCM) Regional Spatial Implementation Framework (RSIF), and the Witzenberg Municipality IDP. A high-level summary outlining the key tenets of all applicable policy frameworks are included as Appendix J.

### 2.2.1. The National Development Plan 2030

The National Development Plan 2030 (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country's development imperatives and is supported by the New Growth Path (NGP) and other national strategies. The vision set for 2030 is provided in figure 1, as taken from the NDP. The NDP provides governance with the platform to enable opportunities, conditions and capabilities conducive to sustainable and inclusive economic growth. The legacy of apartheid spatial settlement patterns that hinders inclusivity and access to economic opportunities, as well as the poor location and under-maintenance of major infrastructure, are two of the nine identified core challenges facing the country's development. Aimed at facilitating a virtuous cycle of expanding opportunity for all, the NDP proposes a program of action that includes the spatial transformation of South Africa's towns, cities and rural settlements given the "enormous social, environmental and financial costs imposed by spatial divides".

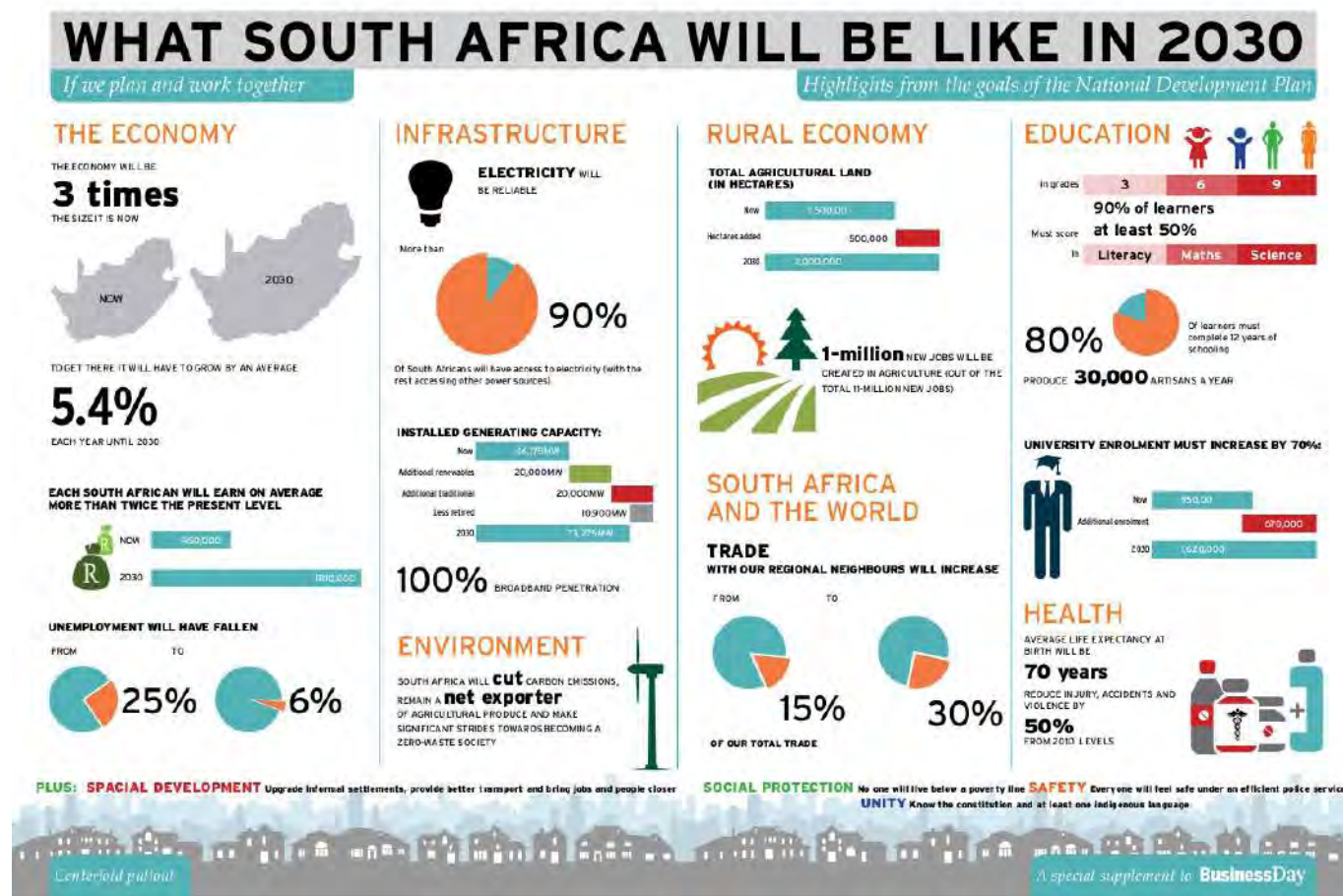


Figure 6. The National Development Plan Vision for 2030

Of particular relevance for the Witzenberg MSDF are the recommendations set out in Chapter 8: Transforming Human Settlements and the National Space Economy, including the upgrading of all informal settlements on suitable, well-located land; increasing urban densities to support public transport and reduce sprawl; promoting mixed housing strategies and compact urban development in close proximity to services and livelihood opportunities; and investing in public transport infrastructure and systems (with a special focus on commuter rail) to ensure more affordable, safe, reliable and coordinated public transport.

### 2.2.2. Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF), approved by National Cabinet in 2016, aims to steer urban growth towards a sustainable growth model of compact, connected and coordinated cities and towns. Fueled by the NDP's vision for South African urban spaces, the IUDF aims to guide the development of inclusive, resilient and livable urban settlements. In support of the NDP's vision for spatial transportation, four overall strategic goals had been introduced in

focusing on integrated development within urban spaces:

- Spatial integration; to forge new spatial forms in settlements, transport, social and economic areas.
- Inclusion and Access; To ensure that people have access to social and economic services, opportunities and choices.
- Growth; To harness urban dynamism for inclusive, sustainable economic growth and development.
- Governance; To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

These strategic goals inform nine policy levers, premised on the understanding that integrated urban planning forms the basis for achieving integrated urban development. Transport needs to inform targeted investments, specifically integrated into human settlements, underpinned by integrated infrastructure network systems and efficient land governance. The IUDF states that, taken all together, these levers can trigger economic diversification, inclusion and empowered communities, if supported by effective governance and financial reform.

### 2.2.3. National Spatial Development Framework Draft 2019

The National Spatial Development Framework (NSDF) is a strategic long-term spatial plan towards 2050. It is currently in the process of adoption by Cabinet, after which it becomes South Africa's primary national spatial development policy. It aims to provide:

- A visual representation of the desired national spatial development pattern for the country.
- A set of national spatial directives for all forms of infrastructure investment and development spending in the country.

- A series of national strategic spatial areas for targeted investment by government and the private sector.

As the vision states, moving to the desired new, post-Apartheid national spatial development pattern requires targeted and sustainable interventions in accordance with a National Spatial Development Mission: "Making our common desired spatial future together through better planning, investment, delivery and monitoring". The NSDF is based on a "National Transformation Logic" with a distinct spatial dimension. This logic as well as the development vision and desired outcomes are set out in Figures 7 and 8.

Although there is a strong focus on the development of Gauteng, eThekweni and Cape Town as "Strong Urban Regions", the NSDF talks to "Strong Rural Regions" that address the development of productive, functional rural regions to ensure sustainable resource use and climate change adaption. This includes carefully chosen *"rural service centres with clinics, police stations, schools, areas and culture academies and sport facilities, and lightning-fast communication networks"*.

### 2.2.4. The WCG Provincial Spatial Development Framework



Figure 7. The NSDF Vision 2050

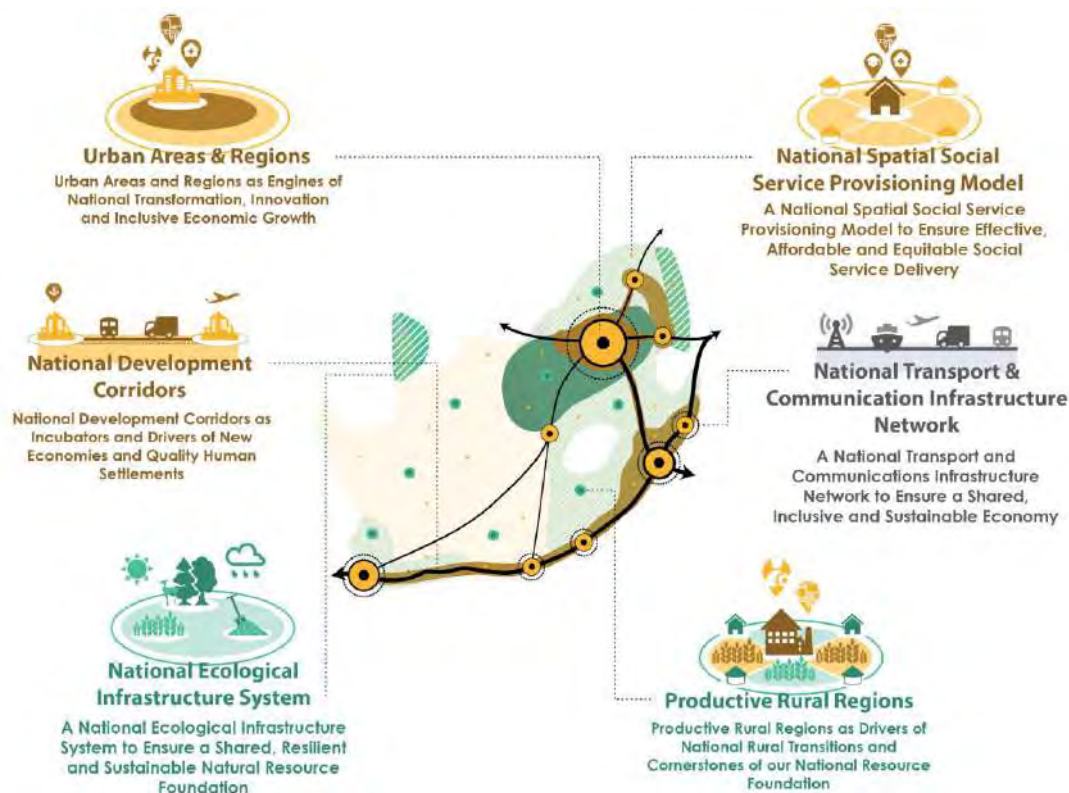


Figure 8. The NSDF Desired Outcomes and Development Levers



The WCG's Provincial Spatial Development Framework (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 to 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 2.

The PSDF sets out the key strategic spatial transitions required to achieve a more sustainable use of provincial assets, the opening-up of opportunities in the space-economy and the development of integrated and sustainable settlements..

The PSDF includes a composite map (see Figure 9) 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 Greater Saldanha functional region and the George/ Mossel Bay functional region, are prioritized. 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

Table 2. The 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>	<p>Targeting public investment into the main driver of the Provincial economy (i.e. 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).</p> <p>Managing urban growth pressures to ensure more efficient, equitable and sustainable spatial performance.</p> <p>Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements.</p> <p>Supporting municipalities in managing urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions.</p> <p>Promoting an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses).</p> <p>Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm workers, and diversifying rural livelihood and income earning opportunities.</p>
<b>Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions</b>	<p>Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery.</p> <p>Using public transport and ICT networks to connect markets and communities.</p> <p>Transitioning to sustainable technologies, as set out in the WCIF.</p> <p>Maintaining existing infrastructure.</p>
<b>Improving oversight of the sustainable use of the Western Cape's spatial assets</b>	<p>Safeguarding the biodiversity network and functionality of ecosystem services, a prerequisite for a sustainable future.</p> <p>Prudent use of the Western Cape's precious land, water and agricultural resources, all of which underpin the regional economy.</p> <p>Safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources, on which the tourism economy depends.</p> <p>Understanding the spatial implications of known risks (e.g. climate change and its economic impact, sea level rise associated with extreme climatic events) and introducing risk mitigation and/or adaptation measures.</p>

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. This means that Provincial investment will focus on diversifying the rural space economy of this area through broad based agrarian transformation, diversifying

rural economic activities, tourism, government promotion of rural development and land reform programmes, and functional ecosystems. It also means that regional infrastructure investment will be utilised to leverage economic growth.



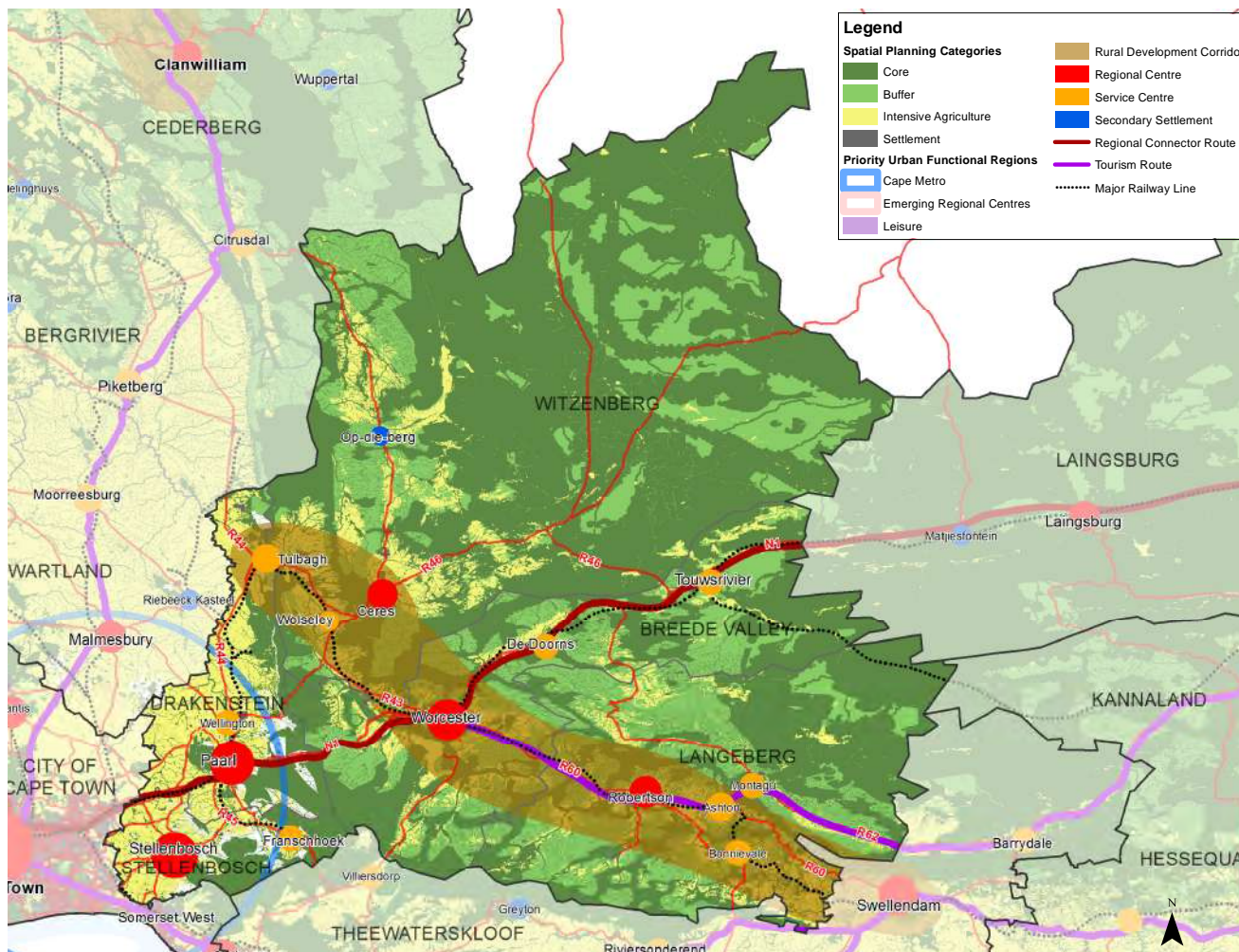


Figure 9. Consolidated PSDF Framework for the Cape Winelands Region 2014

## 2.2.5. Draft Cape Winelands District Spatial Development Framework 2018/2019

The Cape Winelands District Municipality (CWD) District Management Area (DMA) covers: Witzenberg, Langeberg, Breede Valley, Drakenstein and Stellenbosch. The full extent of this region is shown in figure 4. These municipalities cover the most remote rural areas in the Western Cape. The vision of the CWD SDF is:

*“A unified Cape Winelands of Excellence for sustainable development”, mission, “All structures of the Cape Winelands cooperate together towards effective, efficient and economically sustainable development”.*

The objectives of the CWD SDF are to:

- Improve the quality of life for the people of the region by ensuring principle led responses.

- Plan in advance by considering future population growth, economic and climatic changes.
- Manage the impact and exposure of external and internal threats to growth and development.
- Restructure urban settlements through compaction and densification.
- Promote sustainable resource use and responsible rural development.
- Improve and conserve the district's natural environment.

Towards achieving these objectives the district SDF sets out key strategies and implementation proposals. In relation to Witzenberg directly, the CWD M emphasises that it must play a facilitative role and assist commercial farmers in Witzenberg and Langeberg municipalities with the **recruitment of local unemployed people registered on the database** of the Department of Labor.

The report also acknowledges the fact that transportation of high-quality fresh fruit and vegetables for export purposes is critical to the Witzenberg local economy. Roads that are in a poor condition causes damage to the fruit which impacts negatively on grading and the selling price of the fruit. **Important freight routes** in this area such as the R301 to Op-die Berg and beyond, the R46 between Ceres and Gouda and the R46 between Ceres and Touws River are **identified for upgrading and prioritisation**. The R43 between Ceres and Worcester is also identified as important for transporting of packaging material for agri-processing in Witzenberg.

In addition to the quality of roads used to transport fresh produce, the fact that heavy vehicles en route between the N1 and the West Coast and other parts of the Western Cape pass through the town of Ceres on the R46 (Voortrekker Street) is highlighted as a concern. The introduction of a **weighbridge** in the area is recommended as a

solution to at least discourage heavy vehicles who try to avoid weighbridges on the N1 to use this route.

The report proposes **small scale farming on municipal commonage** - this project entails the establishment of farming opportunities for existing small scale livestock farmers.

### 2.2.6. Witzenberg Municipality 2nd Review Integrated Development Plan (2019 - 2020)

The Witzenberg Integrated Development Plan (IDO) is the 4th Generation IDP developed and drafted in consultation with the people of Witzenberg, provincial government and sector departments. The IDP allows the municipality to engage in continuous planning, monitoring and evaluation of all the sector plans that form part of the IDP.

The IDP focuses on the implementation of social housing programmes such as Vredebes and the upgrade of the informal settlement in N'Duli. These projects require major bulk infrastructure upgrading that will take up the largest portion of grant funding for the next five years.

The IDP identifies four key performance areas (KPA's) with identified projects for implementation as the main areas of focus for prioritisation:

#### 2.2.6.1 Essential Services

**Focus:** The sustainable provision and maintenance of basic infrastructure as well as to provide for the needs of informal settlements through improved services.

#### Proposals and Identified Projects:

- a) The provision of bulk electricity by Eskom has been identified as a major risk as existing Eskom bulk infrastructure currently cannot provide for the growth requirements of Witzenberg.

- b) The development and implementation of a waste management strategy with the focus on decreasing waste through the implementation of a material recovery facility and drop-off points to replace the garden waste skips (with the support and cooperation of twinning municipality, Essen, in Belgium).
- c) Funding has been allocated by the Department of Water Affairs for the construction of a storage dam over the next three years to decrease the impacts of the drought on the region.

#### 2.2.6.2 Governance

**Focus:** To support institutional transformation and development, to ensure financial viability, and to maintain and strengthen relations with international and intergovernmental partners.

#### Proposals and Identified Projects

- a) Debt management programmes to address non-payment.
- b) Continue to support vulnerable communities through indigent and pro-poor policies.

#### 2.2.6.3 Communal Services

**Focus:** Provide and maintain facilities that make citizens feel at home.

#### Proposals and Identified Projects

- a) Due to the fact that the Witzenberg mountains are the source of four of the Western Cape's major rivers and programmes, the focus will be on the conservation of the natural environment.
- b) Programmes towards the eradication of alien vegetation in river corridors.
- c) Ongoing awareness programmes that will be implemented in conjunction with various role-players.

#### 2.2.6.4 Socio-Economic Support Services

**Focus:** Support the poor and vulnerable through programmes and policy, and create an enabled environment that attracts investment to support the local economy.

#### Proposals and Identified Projects

- a) The construction of houses in Vredebes, making provision for "GAP" housing under the FLISP Programme of the Department of Human Settlements.
- b) The continued support and implementation of the Agri-Park will create opportunities for investment, job creation and land reform as an enabling environment for local economic growth.





## **Part 3.**

# **Status Quo, Issues, Challenges and Opportunities**



### 3. Status Quo, Issues, Challenges and Opportunities

#### 3.1. Approach

SPLUMA promotes “evidence-based” spatial planning, where proposals and decisions are based on the best information available from research, project evaluations, and evidence gathered from relevant operations.

To enable consideration of all available evidence, and organize it appropriately, the SPLUMA Guidelines propose that analysis occurs through a lens of three themes: the biophysical, socio-economic, and built environments (including infrastructure services and provision). Given the significance of human resources considerations, financial resources, and ways of work in spatial planning, a fourth theme – the institutional context – could be added for a broader analysis. These themes are a means of providing a platform of analysis that inform the settlement plans, associated policy, the implementation framework, and capital expenditure framework of MSDFs.

The sections below analyses key considerations, issues, and MSDF implications for Witzenberg Municipality from these four perspectives. It sets out the “status quo” for settlement development and management in Witzenberg Municipality and culminates in a synthesis or summary statement of key considerations informing preparation of the MSDF.

In support of the MSDF preparation process, a separate document, Witzenberg Municipality MSDF: Status Quo report, was prepared. This document contains additional detail, data, maps, and statistics.

#### 3.2. Key Documents

Witzenberg Municipality has a legacy of spatial planning and related studies, frameworks, and plans prepared over a number of years, addressing various aspects of the four themes

Table 3. Purpose and key informants of relevant documents produced by Witzenberg Municipality

Document Title	Purpose	Key Informants
<b>Witzenberg Municipality Integrated Development Plan (2017-2022)</b>	The Municipal IDP, a five year business plan setting out the needs, a vision and objectives.	<ul style="list-style-type: none"> <li>Municipal needs, vision, strategic objectives and priority programmes.</li> </ul>
<b>Witzenberg Municipality Draft Infrastructure Plan (March 2014)</b>	An overview of the infrastructure needs of Witzenberg Municipality.	<ul style="list-style-type: none"> <li>Status of infrastructure, along with perspective of projects over 3-10 year budgeting period.</li> </ul>
<b>WSDP-IDP Water Sector Input Report, 2017</b>	Primary instrument of planning in the water services sector.	<ul style="list-style-type: none"> <li>Status of water infrastructure, needs and projects.</li> </ul>
<b>Western Cape Biodiversity Spatial Plan (WCBSP) 2010</b>	Represents the priority biodiversity areas and ecological infrastructure that need to be secured in the long-term	<ul style="list-style-type: none"> <li>Replaces all previously published biodiversity informants to strategic forward planning</li> <li>Spatial tool that comprises Biodiversity Spatial Plan Map (BSP Map) of biodiversity priority areas, accompanied by land use guidelines</li> </ul>
<b>Local Integrated Transport Plan 2016-2021</b>	Prepared as part of the review of the Cape Winelands District Integrated Transport Plan (DITP) 2016- 2021 with the intent to provide the district and local municipalities with a planning guide to overcome the challenges identified within the transport system.	<ul style="list-style-type: none"> <li>Status of transportation needs, improvements proposals and programmes.</li> </ul>
<b>Master Planning and Status Reports on the 11kV Infrastructure in Ceres, Wolseley and Tulbagh Period 2018 – 2028</b>	Long term planning document that establishes the framework and key elements of a specific network with a clear vision of the required outcomes.	<ul style="list-style-type: none"> <li>Realistic plan for the implementation of short, medium and long term system betterment actions, with the purpose of ensuring a predictable and reliable electrical system.</li> </ul>
<b>Development of a Transport Plan for Ceres CBD 2015</b>	The Transport Plan is to address issues of parking, freight movement, public transport, business deliveries, and non-motorised transport in the Ceres CBD.	<ul style="list-style-type: none"> <li>The transportation status quo, implementation plan and stakeholder consultation feedback.</li> </ul>

of analysis stated above for the Municipality as a whole and specific parts thereof. These studies and frameworks contain information relevant to preparing the MSDF. Table 3 summarizes existing work, the stated purpose of each study, framework, or plan, and key informants contained in each document. In addition, the guiding documents from the Western Cape Provincial Government are also incorporated.

### 3.3. Historical Context

Before the town of Ceres was established in the mid 1800s, this region was primarily traversed by the “togryers” making use of the old wagon route to travel between Cape Town and the interior parts of the country. Together with the Hottentots Kloof, the Karooport was the only entry point into the Karoo and further towards the northern parts of the country. The road, today known as the R355, follows the course of a mainly dry riverbed through a natural gap in the mountains. This thoroughfare would have been used in prehistoric times much the same way as a means to travel between the two Bokkeveld and Karoo biomes in order to benefit from the seasonally available game, plant food and later pasturage. The early farmers of

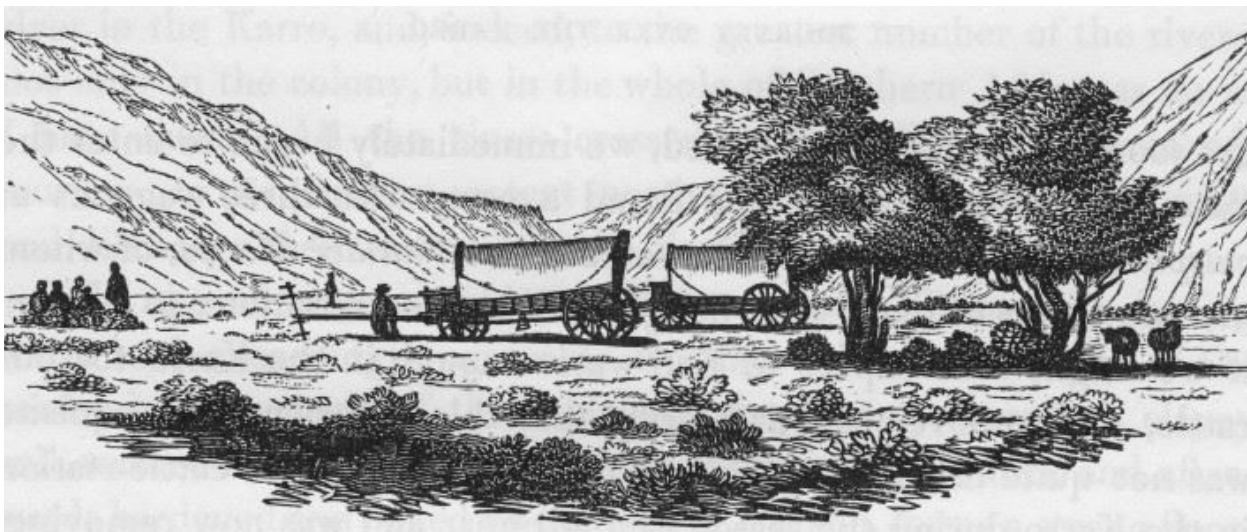


Figure 10. William Burchell, a famous explorer and naturalist, travelled through Tulbagh en route to the interior in 1811. This is a sketch he made of the outspanned wagons in the shade of the Karoo trees (Burchell, 1953)



Figure 12. Mitchells Pass (Ceres van Gister en Eergister Facebook Page)



Figure 11. Roodesandkloof on the way to Tulbagh as Burchell drew it during his travels (Burchell, 1953)



the region lead their herds through the pass to escape the worst of the Koue Bokkeveld winters and to pasture their animals on the spring growth that followed. The route also provided passage to the hunting grounds of the north, well before the interior was settled.

In the early days of the Colony, the main road out of Cape Town led north along the impenetrable chain of mountains to the Roodezand Pass, which gave access to Tulbagh Valley, before turning south east and through the Breede River Valley. Thus, despite being relatively far from Cape Town, much traffic was directed via Karooport. After farming began in Tulbagh Valley in the early 1700s, the surrounding land was soon parcelled out for grazing. From this settlement, farming spread to the area over the Skurweberg and Witzenberg mountains east of Tulbagh, known as the Warm and Koue Bokkeveld.

However, travel over the Skurweberg and Witzenberg to the west – necessary to transport produce to Cape Town and attend to business and Church in Tulbagh – was difficult for these farmers. The road was impassable by wagon and wagons had to be dismantled and loaded on the oxen (Mossop 1927: 174). Later, the construction of the Michell's Pass in 1848 by Andrew Geddes Bains and the extension of a hard road through Karooport made the area accessible to wagons, leading to an increase in settlement and thoroughfare. The town of Ceres was established the following year in 1849. The discovery of diamonds at Kimberley in 1866 led to a significant increase of movement through Ceres and the Poort, and an increase in the number of guests making use of the outspan at Karooport. The Karooport farm was declared a National Monument in 1981.

Tulbagh is the fourth oldest official town in South Africa dating back to the 1700s. The valley was discovered in 1658 by Pieter Potter, a surveyor who worked for Jan van Riebeeck. In 1699 14 farmers settled in the valley, and the town started developing around 1743. The town was proclaimed



Figure 13. The old wagon route schematically mapped (Smuts, 1988)



Figure 14. Chronology of central Tulbagh mapped (Tulbagh Valley Heritage Foundation 2018)



in 1804, and was named after the former Dutch Governor, Ryk Tulbagh. In the 1860's, the town grew exponentially and saw the extension of a railway and several roads built. In 1969, Tulbagh was struck by the most destructive earthquake in South African history, measuring 6.4 on the Richter scale. As a result of the quake, 23 buildings had to be completely restored. Central Tulbagh still contains many noteworthy buildings which exemplify the stylistic development of Cape architectural tradition. Church Street boasts the largest number of Cape Dutch, Edwardian and Victorian provincial heritage sites in one street in South Africa

Ceres was only established as a town in 1854. Figure 18 shows the first 4 street blocks (and the original buyers of the properties) in Ceres, sold on 21 July 1849. Voortrekker Street became the main route through Ceres. It was the only street in Ceres with a bridge crossing over the Dwars River and businesses naturally established along this route. Town development originally occurred to the west of the river in and around Market Plain, proclaimed during 1858. Farmers sold their produce on Market Plain and traded in this area with the result that the market became the main focus point in town. Today the market plain is occupied by Spar and the De Wet Building and bordered by public institutions such as the magistrate's office, post office and church.

Wolseley was established in 1875 as Ceres Road Station and in 1910 named after Sir Garnet Wolseley, a British Governor in Natal.



Figure 15. Church Street views, North and South by W.J. Burchell, 1811 - displaying an early aesthetic interest with the street's uniform standardised architecture (in Franssen, *Old Towns and Villages of the Cape*, 85)



Figure 16. Buildings along Church Street during reconstruction (Fagan Archives)

Prince Alfred Hamlet village was founded on the farm Wagenboomsrivier belonging to Jan Goosen on 8th December 1861. It was named after Prince Alfred, the second son of Queen Victoria, who had visited South Africa the previous year. Further north, Op-die-Berg is a village established about 60 years ago by the Dutch Reformed church to establish a new congregation.

References:

<https://ceresmuseum.co.za/history/ceres-history/>

Pinto, H. & Smuts, K. (2011): Preliminary Archaeological Survey of Karoopoort Farm. Prepared for Cape Tanqua Tourism Services, 24 October 2011

Tulbagh Heritage Survey Report & Inventory: Part One – Heritage Survey Report for Central Tulbagh. October 2018

[www.tulbaghtourism.co.za/home/info/historical](http://www.tulbaghtourism.co.za/home/info/historical)



Figure 17. Voortrekker Street around 1956 (Ceres van Gister en Eergister Facebook Page)

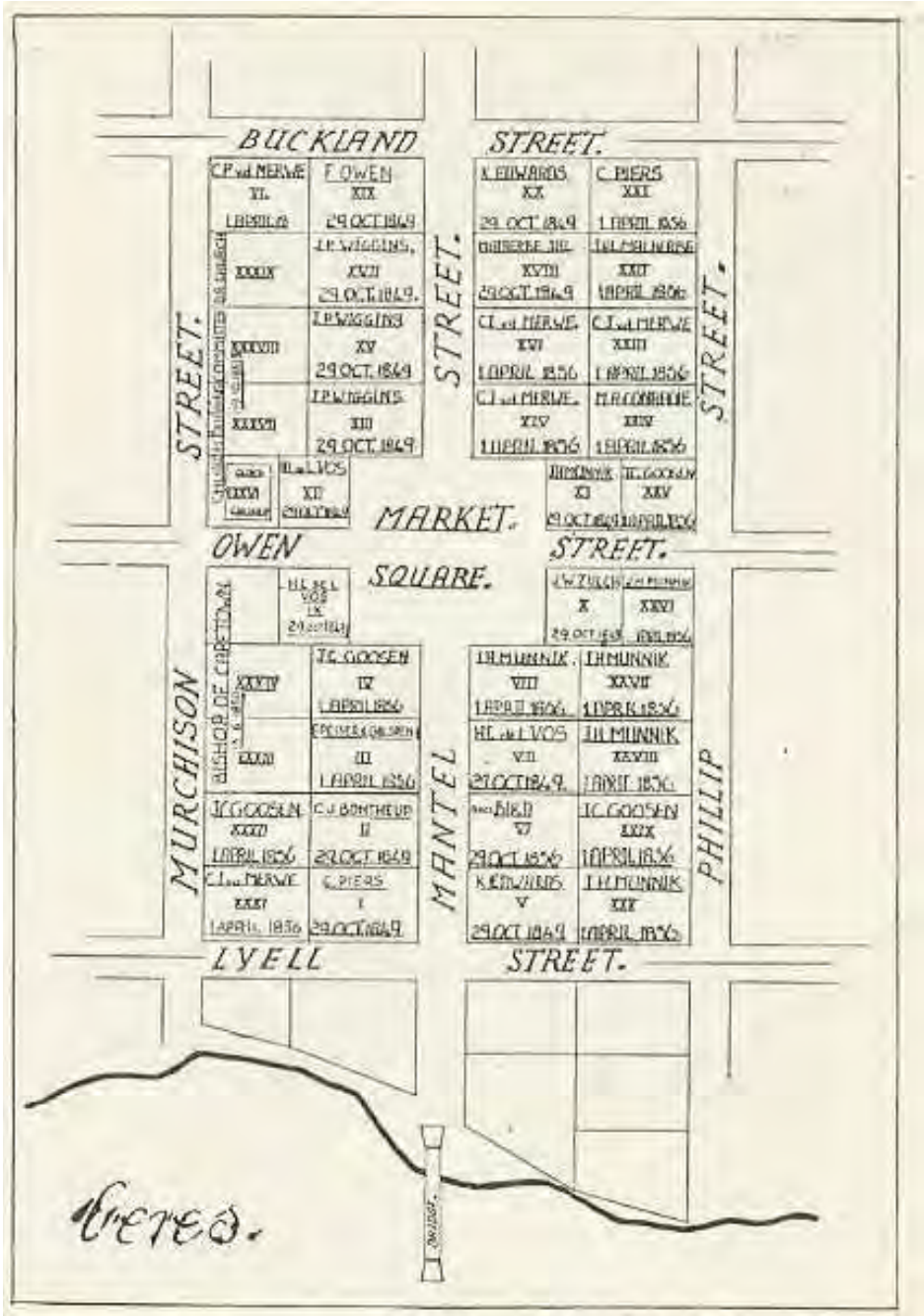


Figure 18. A map of the original town layout of Ceres in 1849 (Ceres van Gister en Eergister Facebook Page)



### 3.4. Regional Context

Witzenberg Municipality is situated within the Cape Winelands District (CWD), the largest non-metro district within the broader Western Cape Province economy, contributing 11,7 % towards provincial GDP and 14,2 % to provincial employment (as per the 2015 statistics recorded in the IDP 2017-2022). CWD is also the biggest producer of stone fruit in the Province, and accounts for approximately 74% of all stone fruit production. The most economic functional areas for the production of stone fruits in this region are the Ceres-Tulbagh area (40%) and the Montagu-Robertson area (39%). Most processors and storage facilities are located in these areas. Finished products are sent from these areas to Stellenbosch, Paarl and Wellington from where it is distributed to retailers. Most of the produce is directly exported (for example, the Du Toit Group exports to 50 countries).

Witzenberg's importance as a functional region within the broader agricultural space economy and its role as a primary regional service centre has been recognized through the identification of an Agri-park in Ssoonvlei, Ceres. The area is also situated within one of the PSDF's identified Rural Development Corridors (see Figure 19).

Ceres is strategically situated between the N1 and N7 national routes, forming part of the proposed regional road freight network as identified in the Greater Cape Metro and Greater Saldanha Regional Implementation frameworks (see Figure 20). These networks aim to improve linkages from Piketberg via Gouda/ Tulbagh through to Ceres

and then linking into the N1 either via Worcester or Touwsriver, placing Ceres at the centre of the regional network.

In addition to Witzzenberg's regional agricultural economic role, the area also hosts a high concentration of heritage resources, mountains, mountain passes and unique landscapes, as illustrated in Figure 21. Its position within the region as the primary gateway to the Warm and Koue Bokkeveld and Tanka Karoo also contributes to its strategic position and role in terms of tourism.



Figure 19. The position of Ceres and Tulbagh in relation to the GCM area and the PSDF Rural Development Corridors (GCM RSIF, 2017)

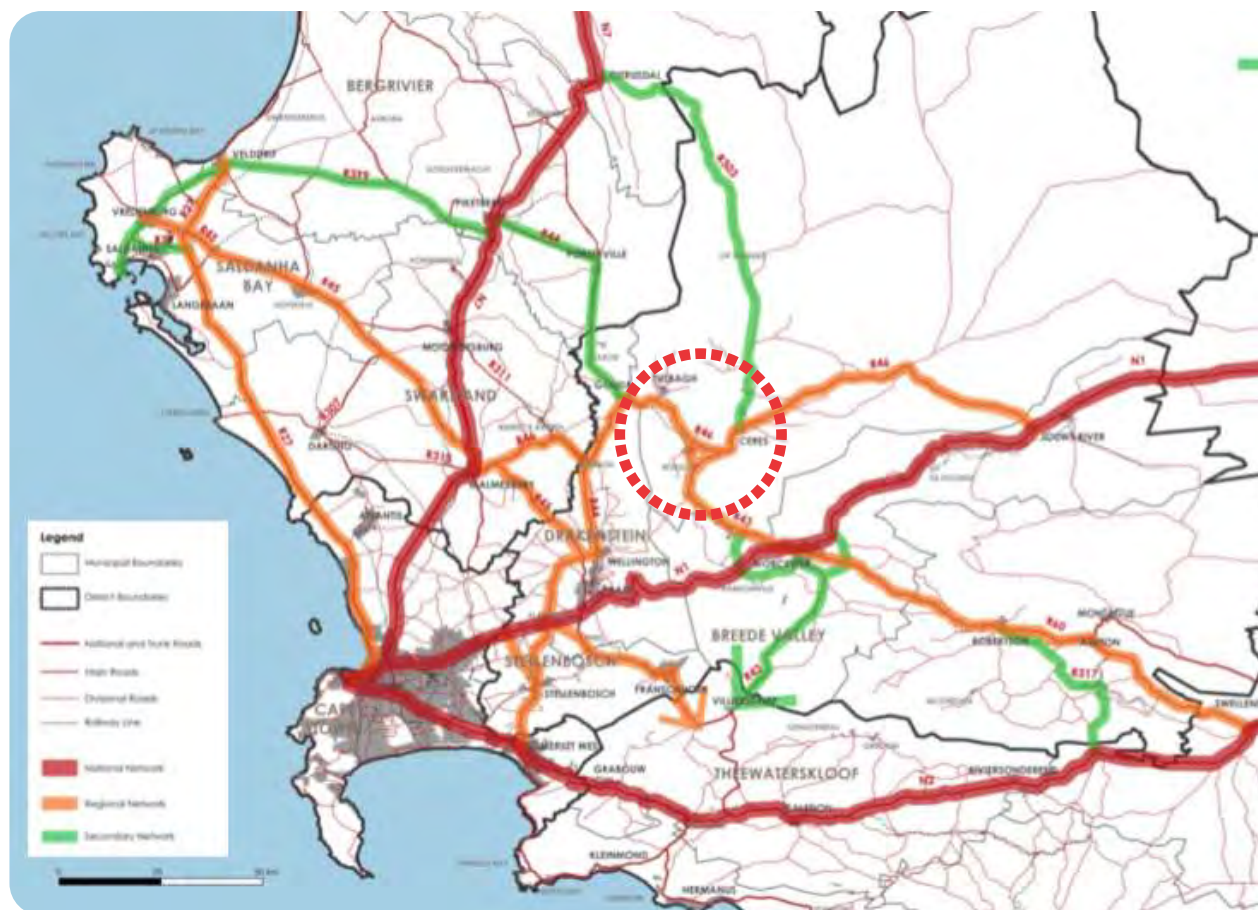


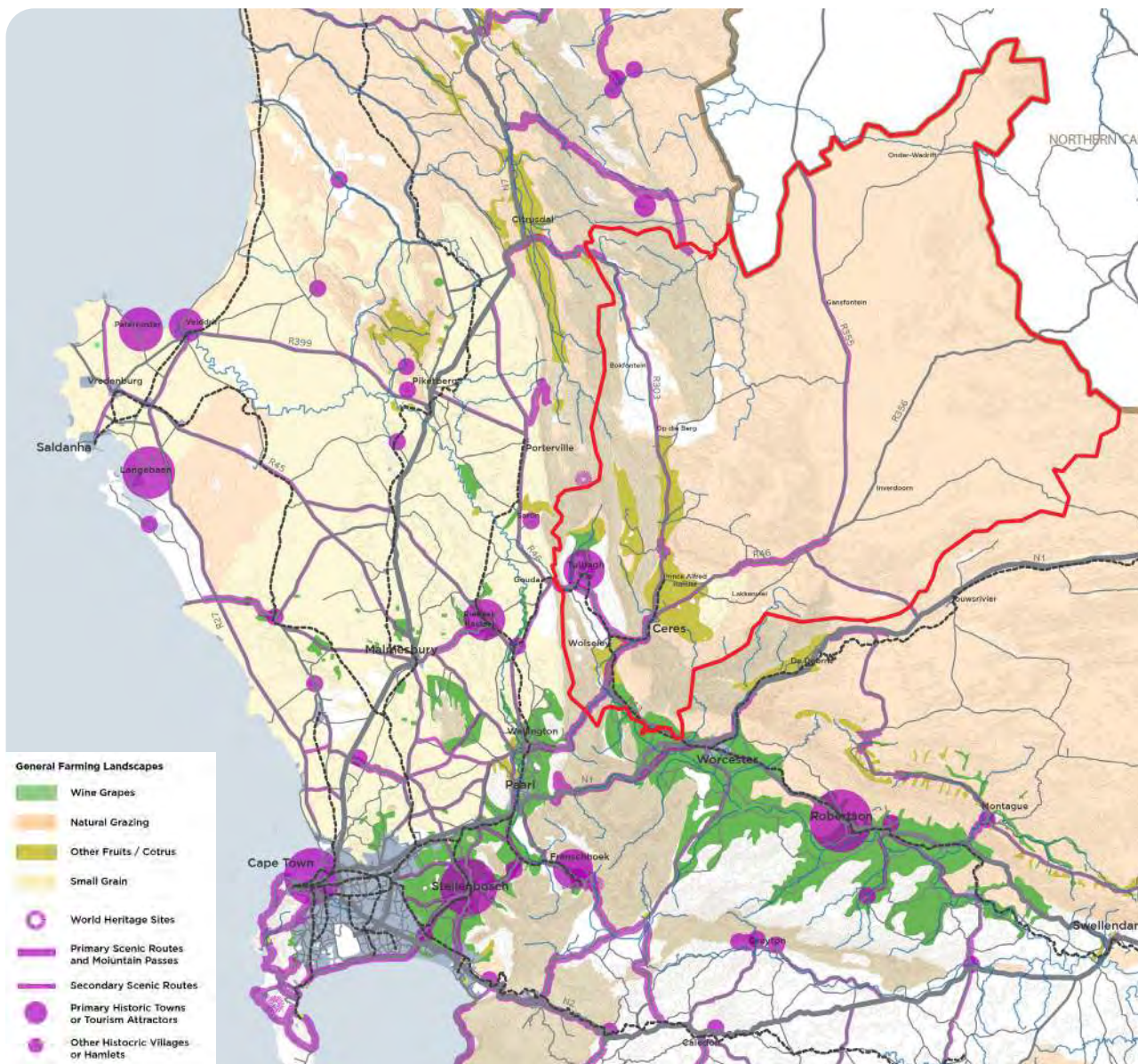
Figure 20. The position of Ceres in relation to the proposed regional road freight network of the Province (GS RSIF, 2018)





Figure 21. The concentration of heritage resources in Witzenberg in relation to the surrounding regions (GS RSIF, 2018)

Figure 22. Synthesising Witzenberg's position in the region in relation to tourism and agricultural areas.





## 3.5. Biophysical Environment Context

### 3.5.1. Overview

The Witzenberg Municipality's biophysical environment functions within the larger Western Cape bioregion, an area endowed with world-renowned biodiversity and natural resources. The Witzenberg mountain ranges form part of the north-south axis of the Cape Fold Mountains, the most prominent topographic feature of the Western Cape. The unique natural environment of this valley, characterised by its mountains, vegetation, and agricultural resources, are the primary contributors to the formation and character of the landscape, while also having been the primary driver for areas of concentrated agricultural and settlement.

Agricultural land is located within the wetter valleys in the western parts of the municipal area, which is also the area under the most pressure for urban development (see Figure 26). The landscape transitions from this highly cultivated and irrigated farming landscape at the foothills of the mountain to the dry and arid Karoo, largely suitable for grazing.

CapeNature is initiating talks with Witzenberg Municipality to secure a portion of municipal owned land to close gaps between strategic proclaimed nature reserves. While these talks are still in their infancy, the drawing up of a Protected Area Management Plan (PAMP) for the reserve is proposed, and as part of this confirming that the reserve has the necessary proclamation.

### 3.5.2. Key Findings and Implications

From a spatial planning and land use management perspective, the following issues have been identified in relation to the biophysical context:

1. Biodiversity and habitat loss are occurring due to agriculture taking place in fertile lowland areas.



Figure 23. A simple Google Earth snapshot of the municipal area (outlined in red) highlights the unique landscapes, transitioning from steep mountain ranges, to fertile valleys forming the basis for settlement and agriculture and ending in the more arid Karoo landscape as one moves toward the Northern Cape (Google Earth, 2019)

2. The southern and western parts of the municipal area are prone to wildfires (and hence classified as high risk areas).
3. Droughts and other climate-change related disasters are anticipated to occur with increased frequency.
4. The eastern part of the municipality is predicted to become less productive due to limited water availability and heat-related issues.
5. The match between land capacity and the potential of the land has been already been met within the municipality. Thus, the balance between conservation and agriculture is crucial to maintain the ecosystem and farming productivity of the region.





Figure 24. Impressive views of the mountain ranges from a hiking trail close to Wolseley



Figure 25. Views of the Tankwa Karoo and Gannaga Pass

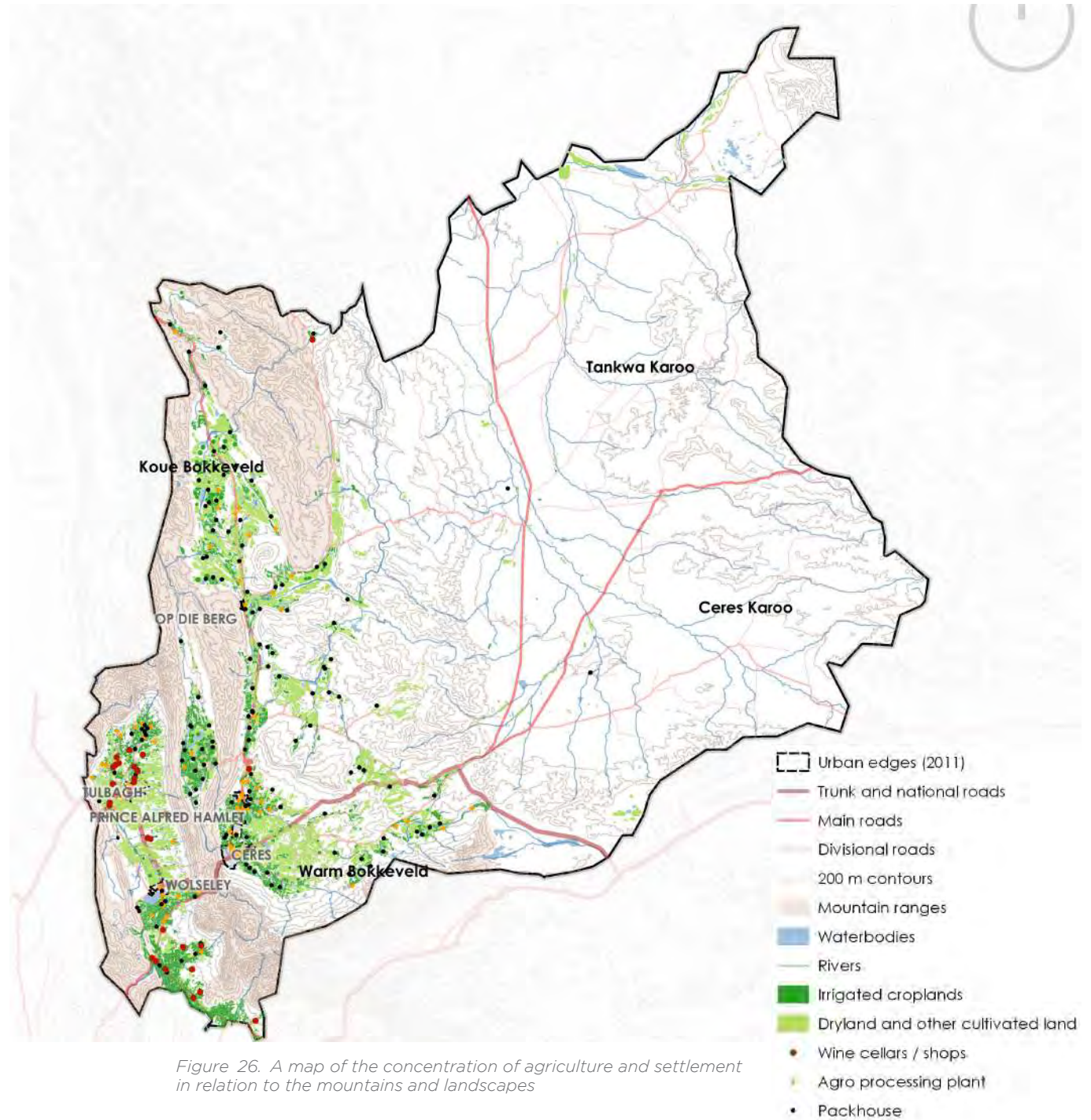


Figure 26. A map of the concentration of agriculture and settlement in relation to the mountains and landscapes



## 3.6. Socio Economic Context

### 3.6.1. Overview

With a population of 142 466 in 2019, Witzenberg is the second lowest populated municipal area in the CWD. This total is expected to grow to 153 987 by 2023, equating to an average annual growth rate of 2.0 per cent. The estimated population growth rate of Witzenberg is slightly below that of the CWD at 1.6 per cent. The Western Cape average annual growth rate is 1.8 per cent across the same period. Almost 60% of Witzenberg's population is under 30. More than half of the population is located in urban settlements, with the majority (58,3%) concentrated in Ceres (which includes Nduli and Bella Vista). Therefore, the municipality is home to a large rural community consisting of almost 50% of all municipal residents. Although the number of households in the Witzenberg area are increasing, the actual size of households is generally on a downward trend from 2019 to 2023.

Population densities in Witzenberg is the lowest of municipalities in the CWD (13 people per square km as compared to 43 in the CWD).

Within the CWD the agriculture, forestry and fishing sector contributed the most to employment in 2016 (22,6%), particularly in municipal areas that are more rural than Witzenberg. Despite this sector growing in 2017 at an estimated rate of 5,8%, the sector shed an estimated 2 308 jobs in 2017, following job losses in 2016 as well. Since this sector is a valuable source of employment, particularly in rural areas, these continued job losses can contribute to the increase in poverty and the need for support from government institutions.

The Witzenberg Municipality has a relatively small economy, contributing R8,2 billion to the economy of the CWD (13,5%) and provides employment for just over 60 000 people. The largest economic sectors in the Witzenberg economy in 2016 included the wholesale and retail trade, catering

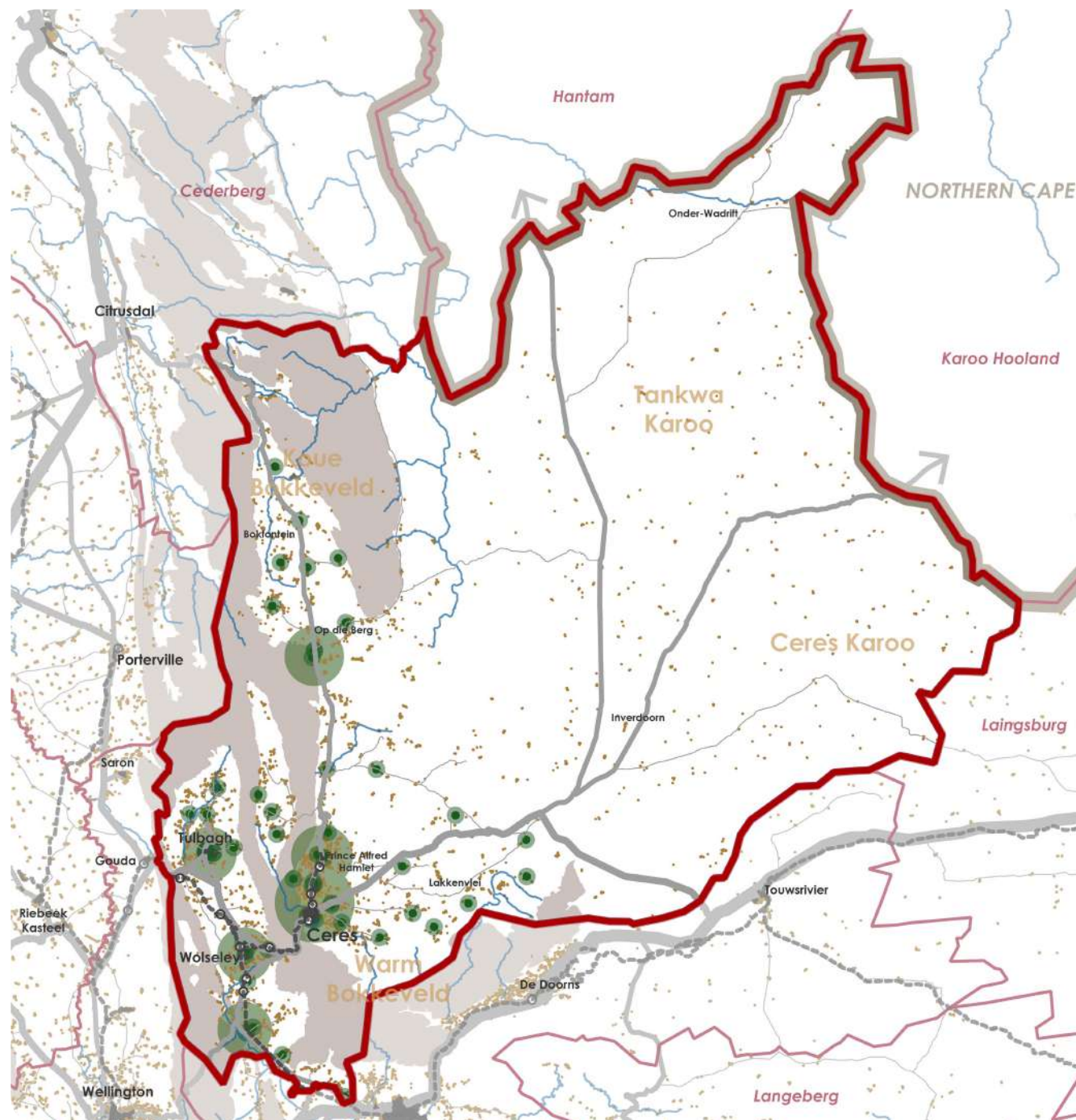


Figure 27. Map showing the dispersed rural communities (smaller green dots and brown dots) in relation to service centres and access to opportunities (larger green dots) (based on Eskom dot counts)



and accommodation sector (17,4%); the finance, insurance, real estate and business services sector (15,9%); and the agriculture, forestry and fishing sector (15,2%). Collectively, these sectors contributed R4 billion to the Witzenberg economy (48,5%), emphasising their importance locally and the impact of the sectoral performance on the overall stability of the Witzenberg economy.

Nationally, the pear industry has recorded a steady increase from R726 million in 2004/ 5 to R3 billion in 2013/ 14; which represents a 387% increase in the past ten years. Over half of the country's pears are produced in the CWD, with the main pear producing towns in the District situated in Witzenberg (Ceres, Tulbagh and Wolseley). The 2018 MERO observes that Witzenberg's GDP per capita exceeded that of Breede Valley from 2008 to 2017, whereas before the recession, Breede Valley had a higher GDP per capita. Therefore, Witzenberg's economy grew faster than that of Breede Valley between 2009 to 2017, which could be an indication of the region's resilience to international financial crises.

Between 2015 and 2016 learner enrolment in Witzenberg decreased by 0,7% and the Grade 12 dropout rate decreased significantly. These high Grade 12 dropout rates and the decreasing Matric pass rates – together with low skill job losses – remain a concern in the Witzenberg municipal area.

Real GDP per capita (constant prices) for the CWD at R50 717 in 2018, was lower than the Western Cape average of R60 079. Witzenberg GDP per capita, at R47 765 in 2018, has declined slightly from R47 915 in 2015. This could be attributed to the growing population or be an indication of declining income levels in the area.

In 2018, the Gini coefficient of the CWD (0.602) was lower than that of the Western Cape (0.614). The Gini coefficient of the Witzenberg municipal area at 0.589 is amongst the lowest in the district and within the NDP target of 0.6.

### 3.6.2. Key Findings and Implications

From a spatial planning and land use management perspective, the following issues have been identified in relation to socio-economic context:

1. The marginalization of rural communities remains, exacerbated by a general lack of skills and access to opportunities/ services in these areas.
2. Relatively low economic growth and performance continues.
3. Agriculture remains the largest employer (50%), However, the sector is experiencing

a high rate of net job losses, and often only provides seasonal opportunities.

4. While the areas' population is set to increase, the provision of skills, training and employment opportunities have not been able to meet current demand.
5. Alternative models for farming and enabling economic growth such as eco-tourism or green agriculture, within the context of the Fourth Industrial Revolution towards future sustainability and resilience, have not been properly explored in this area.



Figure 28. Agricultural activities play a vital role in maintaining employment opportunities and economic viability for the Witzenberg region



## 3.7. Built Environment Context

### 3.7.1. Overview

The key settlements in the Witzenberg Municipality are Ceres (which includes Bella Vista and Nduli), Wolseley, Tulbagh, Prince Alfred Hamlet, and Op-die-Berg. Settlements act as places of residence and service centres to predominantly agricultural surrounding areas.

Historically, settlement have responded to landscape and set in more fertile areas, scenic and water resourced areas served by key movement routes. This, however, also implies settlement growth pressure on surrounding fertile agricultural land.

Settlements generally – perhaps excluding Tulbagh and Op-die-berg remain relatively segregated (refer to Figure 32) with poorer citizens located furthest away from urban opportunity. Although much of the publicly assisted housing projects in Witzenberg Municipality has arguably reinforced this pattern, recent projects in Ceres (Vredebees) and Tulbagh has been located to reverse past spatial patterns.

Despite larger population numbers and higher densities than in old Ceres town, Bella Vista and Nduli lack significant formal commercial necessitating substantial movement of poorer citizens to access opportunity. Given a large rural population, the weekend influx of shoppers to town centres is significant, with inefficient provision of formal parking for taxis and other vehicles. Perceptions are that the public environment and facilities of town centres generally cope poorly with the weekend spikes of shoppers.

Witzenberg Municipality has seven informal settlements. These informal settlements with a population of some 4 600 people in approximately 1 560 structures. Housing demand in Witzenberg Municipality – as contained in the housing demand database – amounts to 5 671 units. Approximately

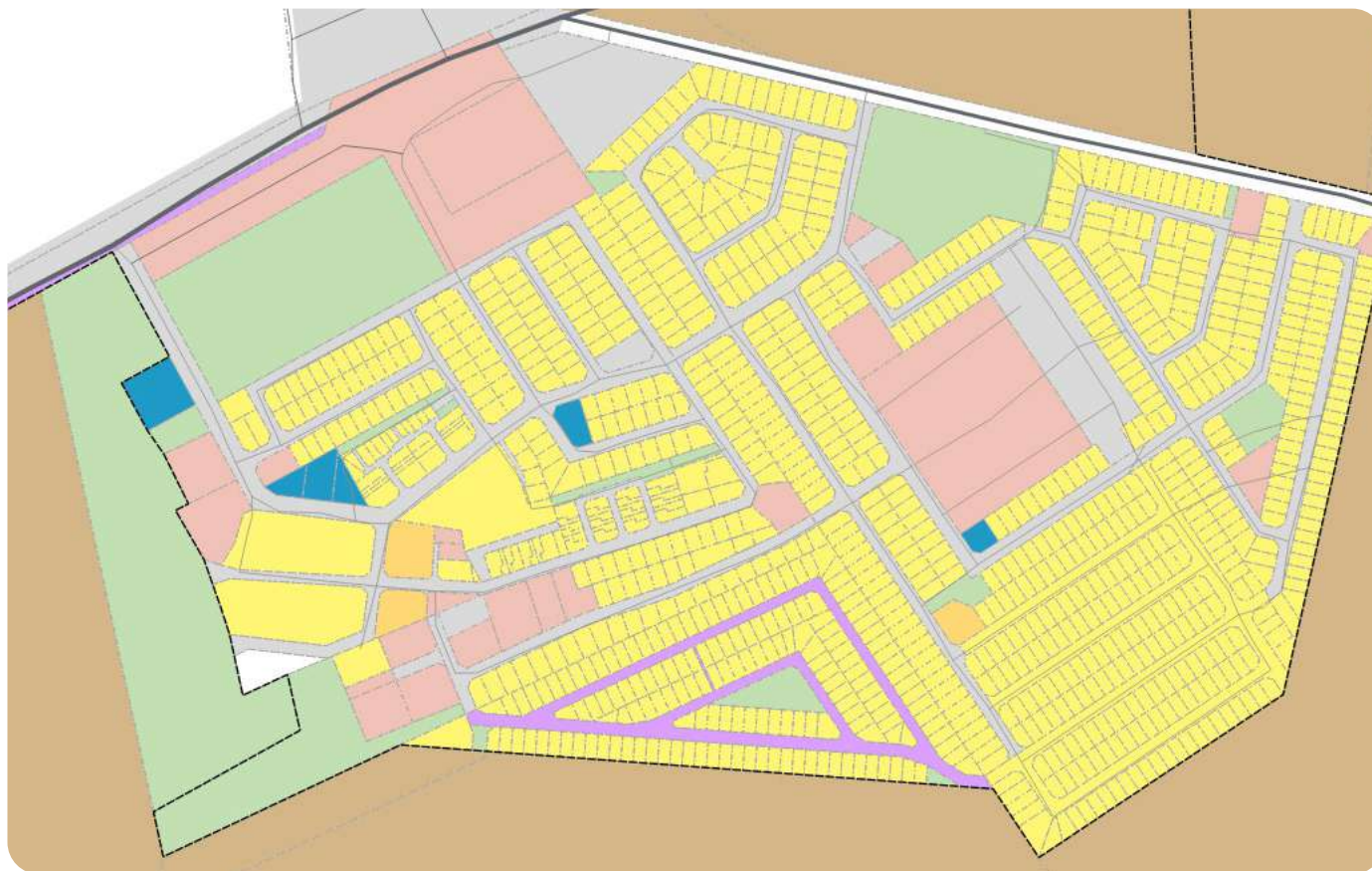


Figure 29. Map showing the limited amount of business opportunities in Nduli (areas in blue) versus housing i.e. households living in this community - implying that most residents here either need to travel to work or take part in the informal economy.



Figure 30. Inadequate pedestrian infrastructure along the R46 between Ceres and Nduli (Google Earth)



Town	Water Source	Bulk Water	Bulk Sewer	Solid Waste	Access Roads & Stormwater	Electricity
Ceres	Koekedouw Dam OK	Ceres Vredebes	WWTW (Short term) WWTW (Long term) Bulk sewer	Solid waste goes to Wolseley	Limited budget for maintenance	
Bella Vista	Koekedouw Dam OK		Sewer flows to Ceres WWTW	Solid waste goes to Wolseley	Limited budget for maintenance	
Nduli	Koekedouw Dam OK		Sewer flows to Ceres WWTW	Solid waste goes to Wolseley	Limited budget for maintenance	
Tulbagh	Abstraction Licences Availability	Need reservoir and storage dam	WWTW (Medium term) WWTW (Long term)	Solid waste goes to Wolseley	Limited budget for maintenance	
Wolseley	Abstraction Licences Availability	Need storage dam	WWTW	Needs central land fill site	Limited budget for maintenance	Capacity Old infrastructure

Figure 31. The status of infrastructure for each main urban area in Witzenberg (Source)

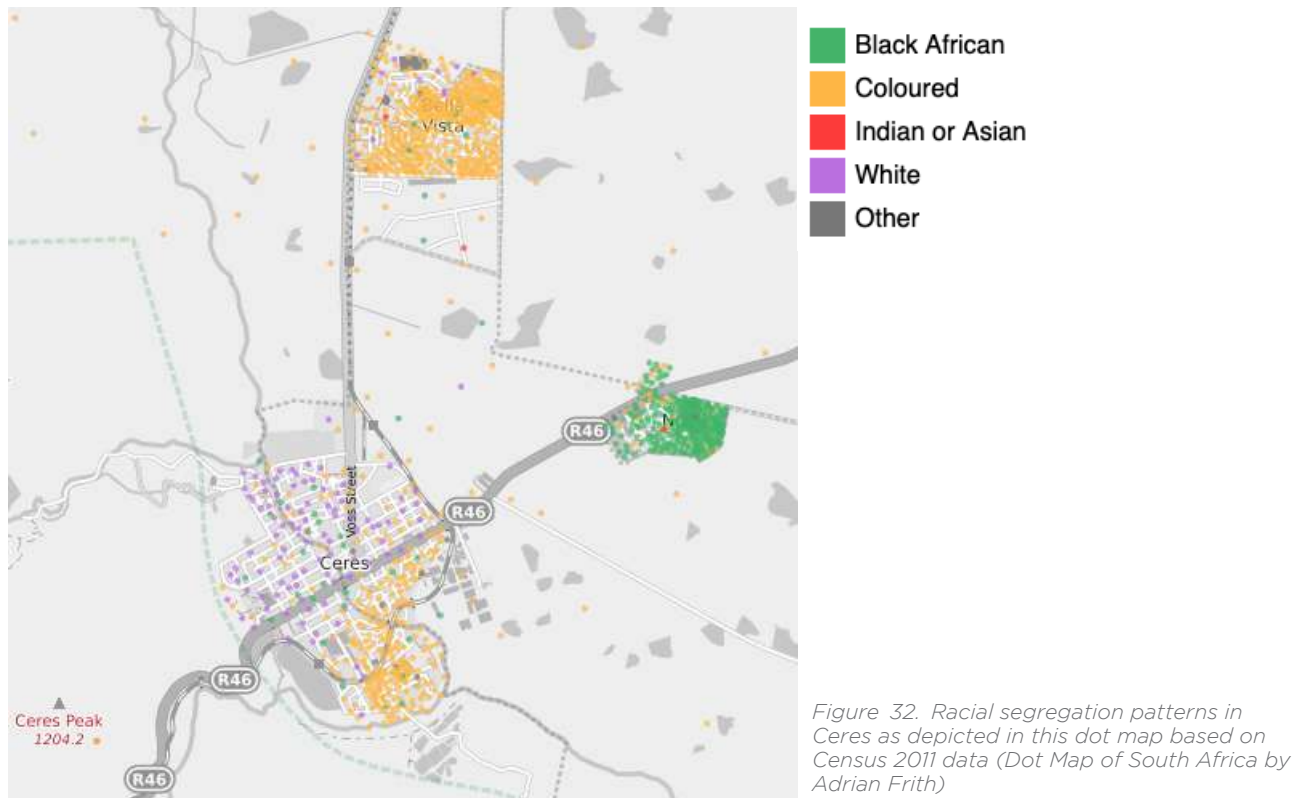


Figure 32. Racial segregation patterns in Ceres as depicted in this dot map based on Census 2011 data (Dot Map of South Africa by Adrian Frith)

70% of those on the housing demand database were aged between 35 to 59 years at the date of registration and 12% older than 60.

In recent years, publicly assisted human settlement development and housing delivery in Witzenberg has generally focused on concluding housing projects in Bella Vista, the first phases of the major Vredebes housing project, and infill housing in Tulbagh. In the medium term, the Witzenberg Municipality will continue with the implementation of some 200 new housing opportunities in Tulbagh and in situ upgrading in Nduli (in parallel with Vredebes). Over the longer term the Municipality will focus on Wolseley where more than 1 200 new opportunities are planned over the next five to ten years. At current delivery rates – and given expected urbanisation – it is unlikely that the Municipality will meet housing demand fully.

Witzenberg Municipality is currently assisted in its focus to restructure and integrate settlements through the WCG's RSEP. The broad focus of the initiative is the integration of Ceres, Bella Vista and Nduli. Following community workshops, the focus has been on improving pedestrian and cycle access between Bella Vista (along the R303/ Vos Street) and Nduli (along the R46) and the main town of Ceres (where most employment and commercial opportunity is located). Detailed planning to ensure the optimum use of the area between Bella Vista, Ceres, and Nduli, has not progressed.

The 2012 Witzenberg MSDF provided for the inclusion of significant tracts of undeveloped and underdeveloped land (measuring some 896ha) within the urban edges of settlements. As indicated in Appendix H, summarising current major land development proposals, very little of the land identified for development in 2012 – with the exception of phases of Vredebes and infill development in Tulbagh – has been developed. A significant part of the land identified for future development therefore remains developable (even if, as outlined in Appendix I - addressing land demand – population growth is considered).



A summary of infrastructure capacity constraints and issues in Witzenberg Municipality is attached as Appendix G. Wolseley, Tulbagh, and Op-die-berg have water storage capacity constraints, to be addressed through the construction of new storage dams.

Witzenberg Municipality is running at its **NMD (Notified Maximum Demand)** of 42,8 MVA.

The current Eskom backbone network does not permit an increase of NMD until such time as their backbone network has been upgraded. The implications thereof are four years and R360m of investment, meaning that 2021 is the earliest that NMD can be upgraded.

A number of landfill site in the Municipality are under stress, and where closed or to be closed, resource constraints limit rehabilitation. To address solid waste issues, development of a regional landfill site at Worcester is currently in process with the purpose to accommodate the municipalities of Witzenberg, Breede Valley (Worcester) and Langeberg (Robertson, Ashton, Montagu).

In relation to public transport in Witzenberg Municipality, only minibus taxi is available (long-distance bus services offer an inter-municipal service). The rail system does not provide any public transport, but only limited freight service. With 61% of people employed in agriculture, much of the travel in the district is difficult to serve with public transport as a result of the high cost of travel relative to income, seasonal variation in farming activity, and the wide spatial distribution of trip origins and destinations. Most frequent taxi operations take place between Ceres and Wolseley, Ceres and Nduli and Ceres and Bella Vista and Prince Alfred Hamlet, where it has been identified that a taxi rank is required. A taxi route between Ceres and the Koue-Bokkeveld area is also driven by large demand.

Despite Witzenberg Municipality having a rich source of historic and cultural assets, these are arguably under-recognised and exposed (except for historic assets in Tulbagh). From a historic

space-economy perspective, the gateway location of the area to the hinterland appears under-acknowledged and celebrated.

### 3.7.2. Key Findings and Implications

From a spatial planning and land use management perspective, the following issues have been identified in relation to the built environment:

1. Settlement growth requires careful management to prevent a loss of fertile agricultural land.
2. Integrating fragmented parts of settlements remains a priority to enable settlement efficiency and prevent sprawl into surrounding agricultural land.
3. At current delivery rates – and given expected urbanisation – it is unlikely that the Municipality will meet housing demand fully.
4. Progress has been made to locate new housing closer to existing opportunity (e.g. Vredebes).
5. Adequate land exists within current urban edges to accommodate anticipated future growth.
6. A lack of quality pedestrian/ NMT movement routes within and between neighbourhoods detracts from access to opportunity, especially for poorer communities.
7. **Without significant bulk infrastructure upgrades – specifically related to electricity – Witzenberg Municipality will be unable to support any further growth.**
8. Despite a rich source of historic and cultural assets, these are arguably under-recognised and exposed.

## 3.8. Institutional Context: Attributes, Issues and SDF Implications

The WM municipal budget is relatively small considering the depth, range and variability of citizen needs. There is also a general lack of funds to reverse backlogs or negative trends in shelter or infrastructure needs.

Only 28,6% of the capital budget for the medium term will be financed from municipal sources. The rest of the capital budget will be financed from external loans (1,4%) and grant funding (70%).

The Municipality also has limited human resources for planning and land use management (this is exacerbated by the large spatial extent of the Municipal area). Significant partnering is therefore required between the municipality, other spheres of government (and their agencies) and the private sector to address current needs and the restructuring of settlement.

### 3.9. Synthesis of Spatial Challenges and Opportunities

A synthesis of key challenges and opportunities related to spatial planning and management are summarised below.

#### 3.9.1. Challenges

1. Economic sectors which underly the local economy and accommodate unskilled workers (especially manufacturing and agriculture) show slow growth.
2. There is significant demand for housing while further urbanisation and current delivery rates for serviced land top structures will properly not be able to meet demand.
3. Historic approaches to settlement development – favouring lower density single unit on a plot development – will threaten valuable agricultural land and strain infrastructure provision and maintenance.
4. There are inadequate opportunities available for job creation and economic growth in settlements.
5. Inadequate public and NMT transport options limit access to available work and other opportunities.
6. Water and electricity supply and associated infrastructure may not be able to meet future demand adequately.

#### 3.9.2. Opportunities

1. Meaningful inter-governmental initiatives and public-private partnerships already exists which could be extended to assist in urban development and settlement management (e.g. RSEP, the Ceres Business Initiative, and the Twinning Agreement with Essen Municipality in Belgium).
2. RSEP Involvement in development of integrated communities – leverage funding and project implementation.
3. Sufficient undeveloped and underdeveloped land remain within the urban edges of settlements to accommodate anticipated demand for settlement development over the medium terms.
4. Provincial spatial planning and land use management policy provides opportunities for the diversification of the agricultural/ rural economy (especially through sensitive tourism initiatives).



## **Part 4.**

# **Vision and Concept**



## 4. Vision and Concept

### 4.1. Introduction

This section outlines a vision, key considerations, and spatial concept for the spatial planning and land use management of WM.

#### 4.1.1. Vision

The Witzenberg Municipal IDP sets out the following vision to drive the agenda for integrated development and planning:

***“A municipality that cares for its community, creating growth and opportunities.”***

In line with this vision, the Municipality commits itself to improve the quality of life of its community by providing and maintaining affordable services, promoting social and economic development, ensuring for the effective and efficient use of available resources and facilitating effective stakeholder and community participation.

The working vision developed for directing preparation of the MSDF is:

***“Managing spatial development and land use change in a manner that recognises and safeguards Witzenberg’s critical and diverse natural, agricultural, historic, cultural, commercial, and institutional assets while increasing livelihood opportunity for all its citizens.”***

#### 4.1.2. Key considerations

To achieve the vision, five considerations are regarded as critical:

**First, maintain and protect the integrity, authenticity and accessibility of Witzenberg’s natural environment and associated resources.**

Humanity depends on nature for physical and spiritual sustenance, livelihoods, and survival. Ecosystems provide numerous benefits or

ecosystem services that underpin economic development and support human well-being. They include provisioning services such as food, freshwater, and fuel as well as an array of regulating services such as water purification, pollination, and climate regulation. Healthy ecosystems are a prerequisite to sustaining economic development and mitigating and adapting to climate change. The plan provides for activities enabling access to nature in a manner which does not detract from the functionality and integrity of nature and farming areas and landscapes.

**Second, maintain and expand the Municipality’s key regional and intra-regional infrastructure.**

Appropriate infrastructure – whether in the form of transport routes or municipal services – is critical to support economic development, agriculture, and livelihoods.

**Third, maintain and grow the agricultural assets within the Municipality.**

Agriculture remains the mainstay of the regional economy and require on-going support. In a spatial sense, this specifically requires protecting high-value agricultural land from urban development. The opportunity also exists to diversify farm income in a manner which does not detract from the functionality and integrity of farming areas and landscapes, and to expand access to farming to smaller entrepreneurs and emerging farmers.

**Fourth, maintain and expand access to Witzenberg’s unique sense of people and place.**

Important is the recognition and maintenance of unique landscapes, and diverse expressions over time of peoples’ interaction with the landscape. Also critical is the SPLUMA principle of “spatial justice”; implying that past spatial and other

development imbalances must be redressed through improved access to and use of land, as well as the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, and areas characterised by widespread poverty and deprivation.

**Fifth, maintain and expand opportunity associated with Witzenberg’s key settlements.**

Settlements need to be managed and provide for expansion in a manner which enables efficiency in infrastructure provision, integration and compaction to enable better thresholds and more sustainable movement, and protection of surrounding assets of nature and agriculture.

### 4.2. Conceptual Approach

The following sections and associated diagrams outline the concept and key implications for the Witzenberg Municipality MSDF.



### 4.2.1. Nature

**Focus:** Maintain and expand the integrity and continuity of core biodiversity areas, river systems, and other landscape elements to establish connected green networks across the municipal area and region.

#### Key Development Implications:

- Prohibit incompatible activities in critical biodiversity areas and ecological support areas, and set urban development back from wetlands and floodplains.
- Prioritise the management of alien invasive species in water catchments and river corridors.
- Implement proactive fire and invasive species management on municipal properties.
- Provide active support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management Areas which protects and expands biodiversity and nature areas.
- Incentivise these programmes and private nature reserve declarations on private land (conservancies) and identify strategic portions to be protected.

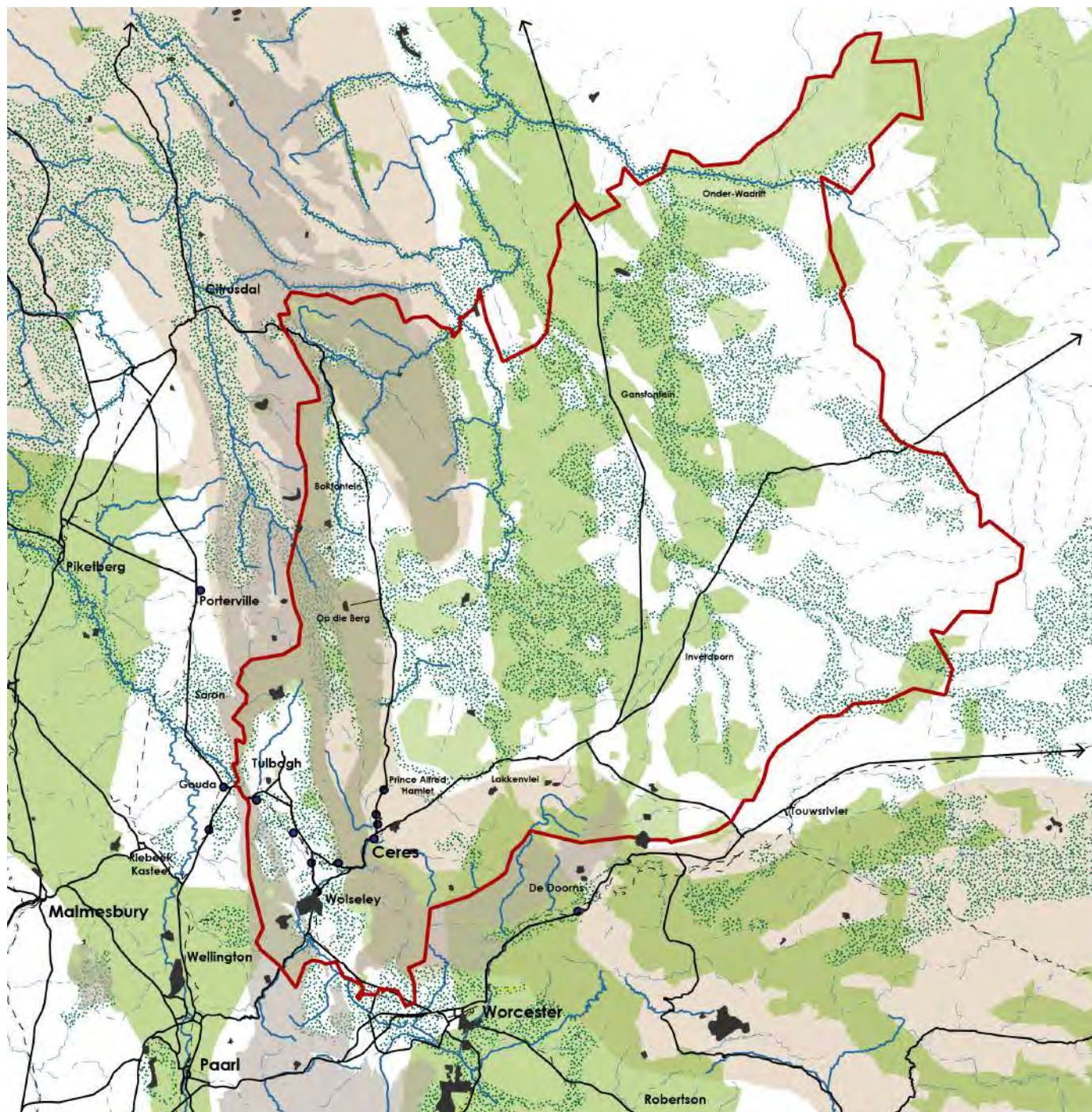


Figure 33. Nature Concept for Witzenberg - showing the key green infrastructure elements of the region, such as CBA networks, primary river corridors, mountains and protected areas



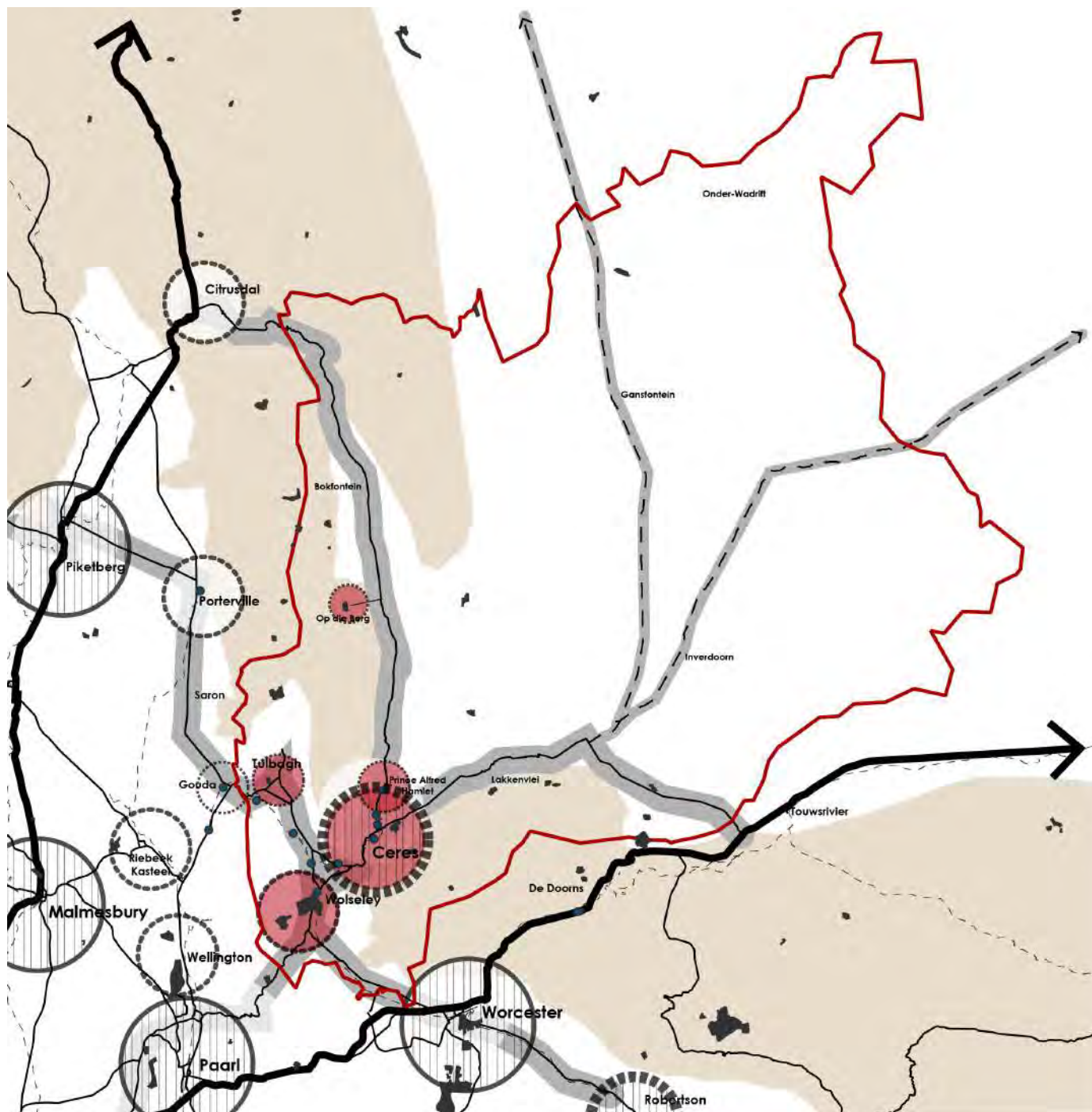
### 4.2.2. Regional Infrastructure

**Focus:** Maintain and strengthen regional movement routes, rural-urban accessibility, and municipal services critical to support economic development, agriculture, and livelihoods.

#### Key Development Implications:

- Proactively maintain formal relationships with neighbouring municipalities and other spheres of government and government agencies regarding infrastructure development and management.
- Proactively explore new public transport opportunities for improved local and regional accessibility, including the use of rail infrastructure.
- Ensure the upkeep of the R43, R46, R303 and R355 as major economic transport and scenic routes.
- Prioritise infrastructure and public investment in settlements identified for growth and in a manner which supports the settlement hierarchy for Witzenberg.
- Support infill development and increased land uses in areas where existing infrastructure will be able to support additional capacities and as a means to improve efficiency and cost effectiveness in infrastructure provision.

Figure 34. Regional Infrastructure Concept for Witzenberg - showing regional centres, settlement hierarchy and transport connections. The five main towns of Witzenberg are highlighted in red, with regional connections between Piketberg, Paarl and Worcester, as well as links to the N1 highlighted in grey.





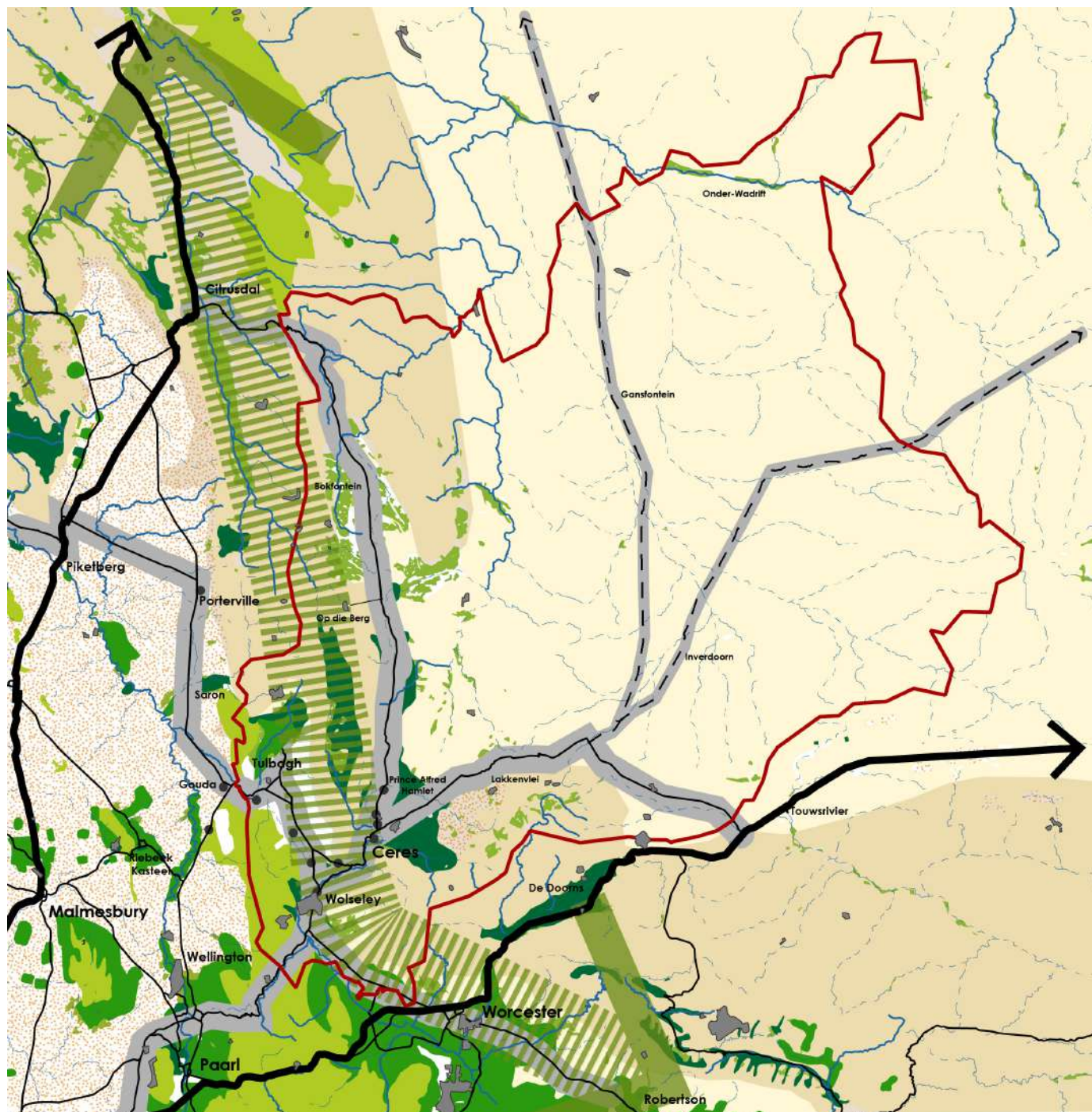
### 4.2.3. Agriculture

**Focus:** Protect food security while supporting sustainable diversification of the agricultural sector and encouraging more efficient methods and models.

#### Key Development Implications:

- Support private sector led institutional arrangements to enable joint planning and development of agriculture related activities.
- Avoid the subdivision of agricultural land or changes in land-use to minimise the loss of agricultural activities while also avoiding the creation of uneconomical agricultural units.
- Enable the diversification of farmer income through enabling complimentary uses on farms in a manner which does not detract from the functionality and integrity of farming areas and landscapes.
- Develop incentives for smarter/ green agricultural practices and technologies.
- Make municipal commonages and land on the edges of settlements close to communities available for small/ emerging farmers and/or community gardens.
- Support alternative farming models such as the possibility of transforming unused and uncontaminated industrial land into community gardens.
- Support private initiatives to provide in the housing needs of agri-workers and the provision and management of associated social services.

*Figure 35. Agricultural Concept for Witzenberg - showing key farming areas, production types and supporting infrastructure concentrated along the agricultural band along the western edge of the municipal area*





#### 4.2.4. People and Place

**Focus:** Protect while also capitalising on the significant cultural and natural resources that contribute to the sense of place and experience of the Witzenberg Municipality.

##### Key Development Implications:

- Ensure that changes in land use – urban or rural – maintain the integrity, authenticity and accessibility of significant cultural landscapes.
- Establish a strong brand for the region that is unique and suitable to the landscape and its character and history.
- Encourage the establishment of appropriate yet strategic gateway nodes or entry points to the various landscapes of the region.
- Enabling the ongoing identification and protection of historic and cultural assets.
- Encourage the use of overlay zones in areas where unique settlement patterns or rural landscapes need to be protected or enhanced.
- Protect visual integrity of landscape especially along scenic routes.

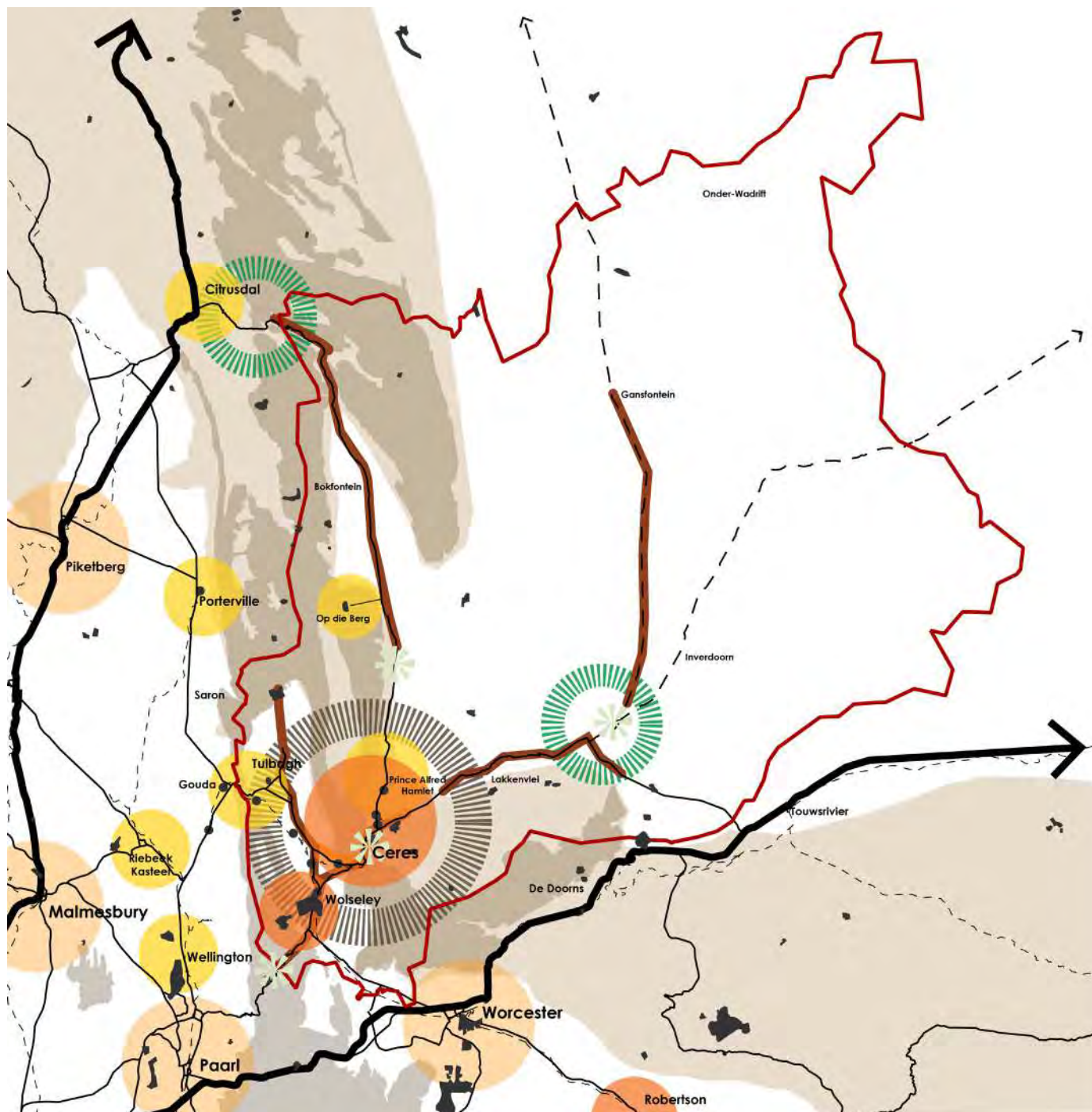


Figure 36. People and Place Concept for Witzenberg - showing the primary regional scenic routes, spaces where gateways should be celebrated and towns characterised according to character and sense of place.

#### 4.2.5. Settlement

**Focus:** Ensure the sustainability of communities through strategic infill, quality urban environments and appropriate locations for development to avoid risks.

##### Key Development Implications:

- Direct urban growth, new development and public infrastructure investment to the main urban centres within the municipality, and to areas within the existing urban footprints of towns where current “buffer” areas are dividing communities.
- Co-ordinate public investment through available programmes/ support schemes while using publicly owned land to give access to economic opportunities for local communities.
- Facilitate the clustering of social facilities and commercial opportunities, especially in neighbourhoods with a lack of diverse activities, supported by a range of housing typologies and mixed use developments.
- Strongly discourage any development that does not promote integration.

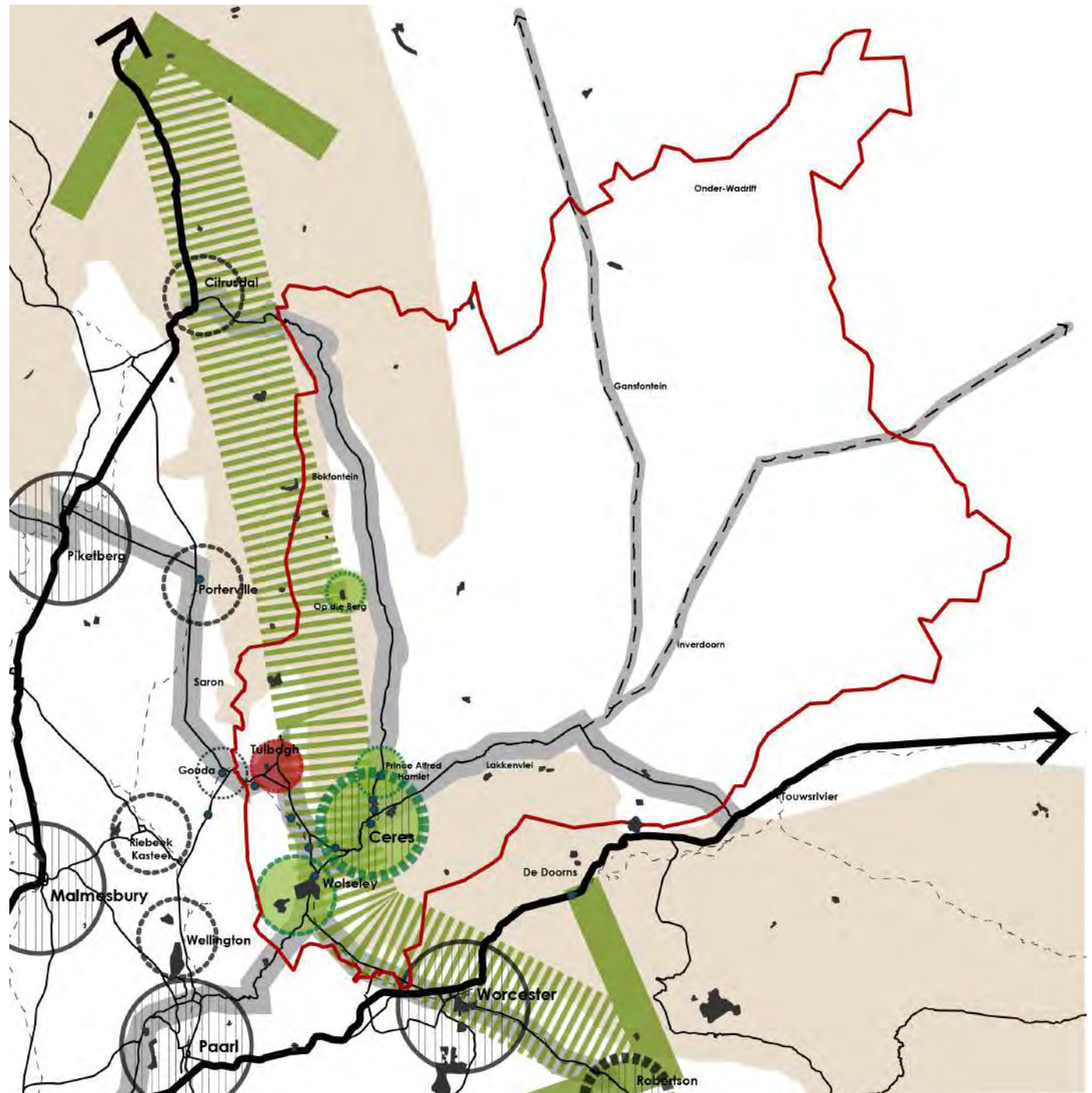


Figure 37. Settlement Concept for Witzenberg - showing priority growth areas in green, such as Ceres and Wolsley, and areas that need to be protected from inappropriate expansion in red, such as Tulbagh



### 4.3. Composite

A composite concept for the Witzenberg MSDF is illustrated in Figure 38.

Key to the concept is:

- The identification and protection of nature areas and assets of different kinds.
- Key regional and intra-regional infrastructure (including the movement routes).
- Areas of high value agricultural land.
- Key place and cultural assets, including scenic routes and gateways.
- A hierarchy of settlements, large and small and focus for non-rural development and services of various kinds.

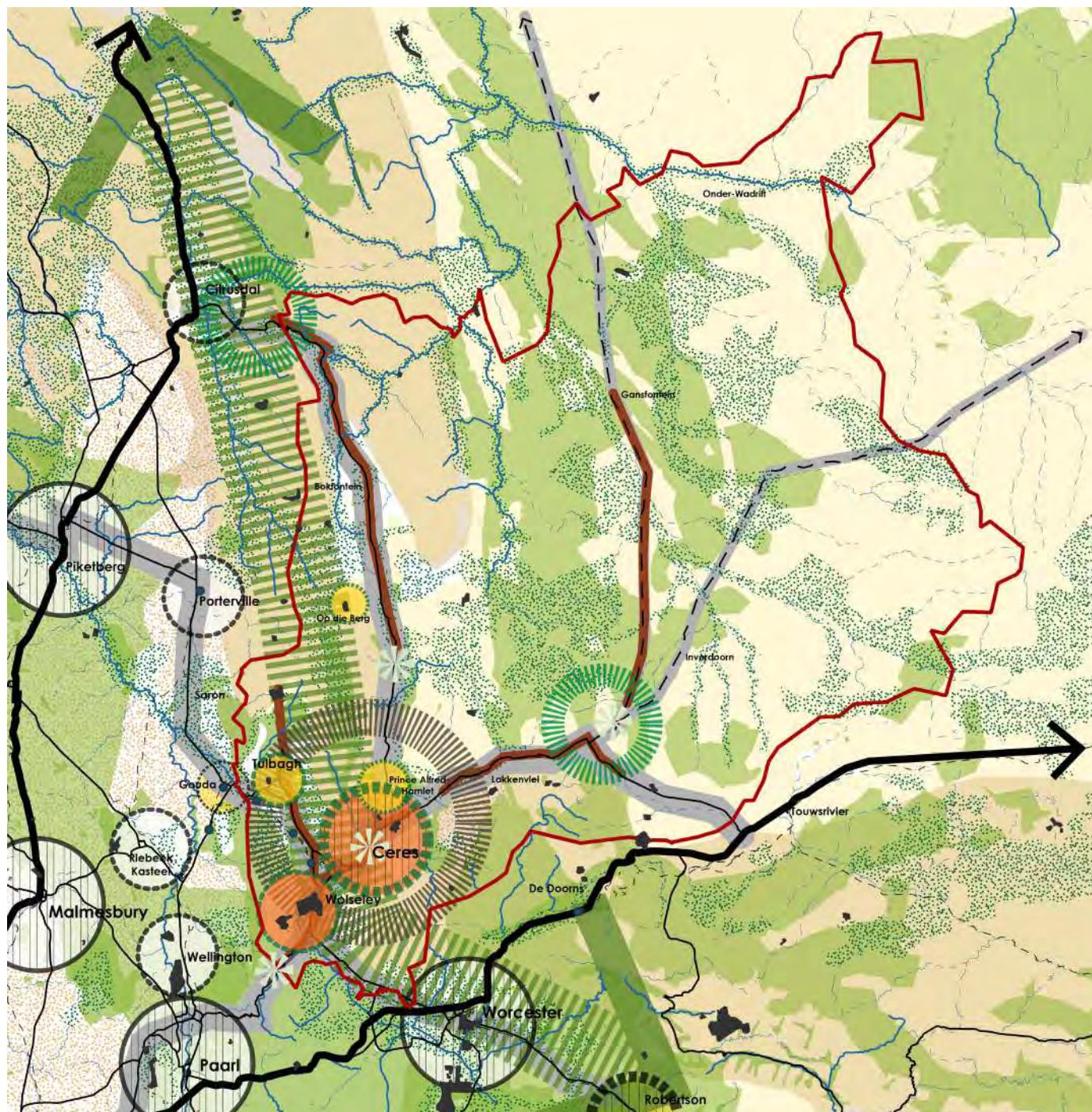


Figure 38. Composite Concept for Witzenberg





**Part 5.**

# **Plans and Settlement Proposals**



## 5. Plans and Settlement Proposals

### 5.1. Introduction

The sections below outline plans and written proposals for:

- Witzenberg Municipality as a whole.
- Individual settlements within Witzenberg Municipality.
- Guidelines for managing specific activities landscape-wide and within settlements.

It is important to remember that the plans constitute one type of planning instrument. Not all of the MSDF objectives or intent can be readily illustrated two dimensionally on a plan. Therefore, the plans are accompanied by descriptions of plan elements and associated proposals. The plans should be read with the written information contained in the descriptions accompanying the plans as well as the policies and guidelines contained in the MSDF. Each settlement plan is introduced by a concept plan, an illustration of the core ideas related to spatial management and development of the settlement.

As indicated elsewhere in this document, spatial plans and proposals can seldomly be fully implemented without supportive actions in other functional areas or sectors. For example, it is doubtful whether the desired form of compact, diverse, inclusive, and walkable settlements will be achieved without parallel supportive initiatives to manage the unimpeded use of private vehicles. For this reason, the plan descriptions also include – where important – related non-spatial proposals.

Broadly – and aligned to the SPLUMA MSDF guidelines – the settlement plans 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 change, 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.

Under these broad types of actions, strategic focus areas and settlement elements are dealt with; for example, protective actions will broadly relate to protecting elements of nature, agriculture, scenic landscapes, historically and culturally significant precincts and places, and so on.

### 5.2. Witzenberg Municipality as a Whole

The overall plan for Witzenberg Municipality essentially comprises of:

- Landscape-wide Spatial Planning Categories (SPCs) and associated land use guidelines.
- A settlement hierarchy and associated settlement development and management guidelines.
- Places of cultural and scenic significance.
- Municipal-wide infrastructure.

#### 5.2.1. Landscape-wide Spatial Planning Categories

At the broadest level of municipal planning, desired land use patterns are reflected in the delineation of landscape-wide or municipal-wide Spatial Planning Categories (SPCs), namely Core, Buffer, Agriculture and Settlement categories. The definition of SPCs is based on the Western Cape Biodiversity Spatial Plan, 2017 (WCBSP) which delineates the Western Cape's biodiversity network.

In general terms, the definition of SPCs is directed by the understanding that:

- The Western Cape's biological diversity underpins livelihoods, the Province's economy and the provision of ecosystem services. The spatial continuity and connectivity of the biodiversity network strengthens its resilience. Different categories of biodiversity areas indicated in the WCBSP Map and SPCs have specific management objectives, according to their biodiversity priority. In broad terms, the biodiversity priority areas need to be maintained in a healthy and functioning condition, whilst those that are less important for biodiversity can be used for a variety of other land uses.
- Cultivable soils and mineral resources are non-renewable assets, important foundations of the Western Cape economy. As agricultural output is the basis of the Western Cape's rural economy and an important input to the urban economy, safeguarding the Province's agricultural resources, and productively using them without compromising biodiversity, heritage and scenic resources, remains a key challenge. There is limited suitable land available for extension of the Province's agricultural footprint, and water availability limits the use of cultivatable soils.
- Settlements – of different sizes – support critical livelihood opportunity and economic exchange. A key concern is to maintain and grow the efficient functioning of settlements while preventing encroachment into priority biodiversity, agricultural, scenic areas.

Figure 39 and Table 4-5 indicate the landscape-wide SPCs for Witzenberg Municipality. The tables also list the names of key places which forms part of each SPC, what activities are broadly supported in each category, the activities not supported, and the overall desired form of development in each category.

The activities supported and overall desired form of development in each SPC is based on the guidelines contained in the Western Cape Land Use Planning Guidelines Rural, March 2019. For a fuller explanation of each SPC, the full Rural Guidelines document should be consulted<sup>1</sup>.

The guidelines were prepared to establish norms and standards based on evidence and is aligned with international, national, and provincial policy related to the sustainable use of natural resources and agricultural land.

1 [https://www.westerncape.gov.za/eadp/files/atoms/files/Rural%20Areas%20Guideline\\_web\\_0.pdf](https://www.westerncape.gov.za/eadp/files/atoms/files/Rural%20Areas%20Guideline_web_0.pdf)

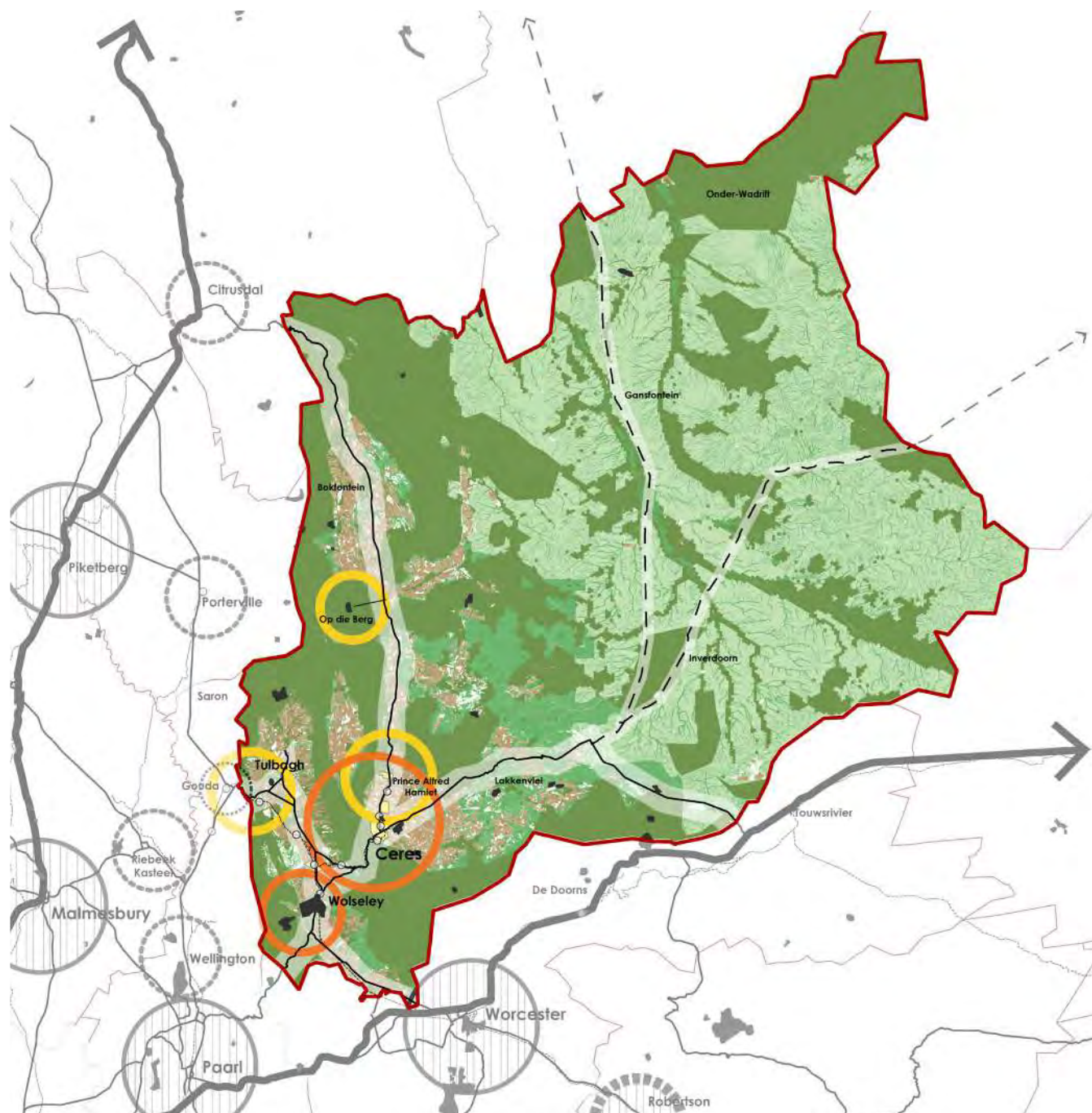


Figure 39. Consolidated Municipal Framework Map for the Witzenberg Municipality as a whole



Table 4. Landscape-wide Spatial Planning Categories

SPC	DESCRIPTION	KEY PLACES IN WITZENBERG	ACTIVITIES SUPPORTED	ACTIVITIES NOT SUPPORTED	OVERALL DESIRED FORM OF DEVELOPMENT
<b>Core 1</b>	Areas that must be maintained in, or restored to, a natural state in order to sustain biodiversity patterns and processes and the functionality of eco-system services.	<ul style="list-style-type: none"> <li>Formal protected areas and Mountain Catchment Areas: Tankwa Karoo NP, Matroosberg MCA, Cederberg MCA, Kouebokkeveld MCA, Winterhoek MCA, Hawequas MCA.</li> <li>Private nature reserves.</li> <li>Areas designated by the WCBSP as CBA1.</li> </ul>	<ul style="list-style-type: none"> <li>Essentially Core areas are “no-go” areas from a development perspective. Human impact must be restricted to ensure that there is no further loss of natural habitat.</li> <li>Conservation management activities should be encouraged.</li> <li>Subject to stringent controls biodiversity-compatible land uses that may be accommodated include non-consumptive low impact eco-tourism activities (e.g. hiking trails, bird and game watching, and visitor overnight accommodation); and harvesting of natural resources (e.g. wildflowers for medicinal, culinary or commercial use).</li> <li>Controlled livestock grazing and game farming must be informed by the habitat type, grazing potential and other site sensitivities. No further loss of natural habitat should occur and lower than standard stocking rates should be applied.</li> <li>Land consolidation</li> </ul>	<ul style="list-style-type: none"> <li>Mining or prospecting.</li> <li>Extensive or intensive grazing.</li> <li>Conversion of natural habitat for cultivation or forestry.</li> <li>Large-scale eco-tourism.</li> <li>Subdivision.</li> <li>Expansion of settlements.</li> </ul>	Small low-density footprints, and temporary structures are preferred with units carefully dispersed or clustered to achieve least impact. The use of alternative porous materials and innovative eco-friendly design concepts are encouraged.
<b>Core 2</b>	Areas in a degraded condition that must be rehabilitated in order to sustain biodiversity patterns and processes and the functionality of eco-system services. Includes areas that support the ecological functioning of critical biodiversity areas.	<ul style="list-style-type: none"> <li>Areas designated by the WCBSP as CBA2 or ESA1.</li> <li>Lower slopes and foothills in Land van Waveren and Warm Bokkeveld.</li> <li>Degraded reaches of the Groot and Doring Rivers in the Ceres and Tankwa Karoo.</li> <li>Watercourses and their buffers in the Ceres and Tankwa Karoo.</li> </ul>	<ul style="list-style-type: none"> <li>As for Core 1 whilst allowing for a limited increase in scale of development in less sensitive areas (provided ecological processes are not disrupted).</li> <li>Where existing agricultural activities (e.g. extensive livestock or game farming) occur in Core 1 or Core 2 Areas, it needs to be subject to inter alia lower impact practices, lower than standard stocking rates, resting cycles wetland and riverbank protection, and avoiding areas containing red data species.</li> </ul>	<ul style="list-style-type: none"> <li>Extension of intensive or extensive agriculture.</li> <li>Mining or prospecting.</li> <li>Large-scale cultivation.</li> <li>Urban or industrial development.</li> </ul>	As for Core 1. Detailed site-level mapping of habitat conditions should inform the placement of essential buildings or structures in Core Areas. Disturbed footprints should preferably be utilised.
<b>Buffer 1</b>	Large intact portions and remnants of natural or near natural vegetation not designated as Core Areas but in proximity to them.	<ul style="list-style-type: none"> <li>Areas designated by the WCBSP as Other Natural Area, in proximity to or adjacent to Core Areas.</li> <li>Livestock farming areas in the Ceres and Tankwa Karoo.</li> </ul>	<ul style="list-style-type: none"> <li>Conservation activities as per Core 1 and 2 Areas, including sustainable consumptive or non-consumptive uses.</li> <li>Extensive agriculture such as game or livestock farming, subject to lower impact practices, sustainable stocking rates, rotational grazing cycles, protection of watercourses, and avoidance of areas containing species of conservation concern.</li> <li>Development (e.g. structures) in support of both tourism and biodiversity conservation in Core Areas.</li> <li>Extensive agriculture comprising extensive game and livestock farming, subject to inter alia lower impact practices, lower than standard stocking rates, resting cycles wetland and riverbank protection, and avoiding areas containing red data species.</li> </ul>	<ul style="list-style-type: none"> <li>Case-specific determination based on impact on biodiversity.</li> </ul>	<p>Development should reinforce existing farm precincts and reflect similar vernacular in terms of scale, form and design.</p> <p>In the absence of existing farmsteads, development should reflect compact and unobtrusive characteristics, conforming to local vernacular in terms of scale, form and design.</p> <p>The design of all proposed development should embrace the spatial form, movement patterns, building design and conservation and ecology of the local area.</p>

Table 5. Landscape-wide Spatial Planning Categories (continued)

SPC	DESCRIPTION	KEY PLACES IN WITZENBERG	ACTIVITIES SUPPORTED	ACTIVITIES NOT SUPPORTED	OVERALL DESIRED FORM OF DEVELOPMENT
Buffer 2	Natural or near natural areas located in an agricultural matrix as the dominant land use.	<ul style="list-style-type: none"> <li>Areas designated by the WCBSP as ESA2 or Other Natural Area, located in an extensive or intensive agricultural matrix as the dominant land use.</li> <li>River corridors on cultivated land in the Warm and Koue Bokkeveld and Land van Waveren.</li> </ul>	<ul style="list-style-type: none"> <li>Activities and uses directly relating to the primary agricultural enterprise.</li> <li>Additional land uses to facilitate diversification and “value adding”, including restaurant and venue facility, farmstall and farm store, home occupation; local product processing, and tourist and recreational facilities.</li> <li>Buffer 2 Areas within the “fringe” of settlements can accommodate space extensive uses not suited to location within the urban edge (e.g. regional sports and recreation facilities, tourist facilities); or associated with nuisance and buffer requirements (e.g. waste water treatment plants, cemeteries, solid waste disposal sites, airports, feedlots, quarries and mines, truck stops).</li> </ul>	<ul style="list-style-type: none"> <li>Case-specific determination based on impact on agriculture and biodiversity.</li> </ul>	<p>Building development should reflect the style, scale, and form of the farmstead precinct or farm outpost, their buildings and setting.</p> <p>In the absence of existing farmsteads or farm outposts, development should be compact and unobtrusive, conforming to local vernacular in terms of scale, form and design.</p>
Agriculture	Existing and potential intensive agricultural land where significant or complete loss of natural habitat and ecological functioning has taken place due to ploughing, hardening of surfaces, mining, cultivation, and so on.	<ul style="list-style-type: none"> <li>Existing intensive agriculture including irrigated and dry land crop cultivation, primarily in the western parts of the municipal area.</li> </ul>	<ul style="list-style-type: none"> <li>Activities and uses directly related to the primary agricultural enterprise.</li> <li>Additional dwelling units to support rural tourism and diversify farm income, to a maximum of 1 additional non-alienable du per 10 ha and 5 per farm.</li> <li>Additional land uses to facilitate diversification and “value adding”, including restaurant and venue facility, farmstall and farm store, home occupation; local product processing, and tourist and recreational facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Large scale resorts.</li> <li>Tourist and recreation facilities.</li> </ul>	<p>Facilities for ancillary on-farm activities should be in scale with and reinforce the farmstead precinct, enhance the historic built fabric and respect conservation-worthy places (these could be natural areas or areas which are degraded but still provide ecological connectivity and/or ecosystem services).</p> <p>Fragmentation of farm cadastral units should be prevented, and consent processes and spot zoning employed for managing land uses ancillary to or associated with agriculture.</p>
Settlement	Existing towns, villages and hamlets..	<ul style="list-style-type: none"> <li>Ceres.</li> <li>Wolseley.</li> <li>Tulbagh.</li> <li>Prince Alfred Hamlet.</li> <li>Op-die-berg.</li> </ul>	<ul style="list-style-type: none"> <li>“Normal” activities associated with urban development.</li> </ul>	<ul style="list-style-type: none"> <li>New settlement formation that negatively impacts on municipal financial sustainability.</li> </ul>	<p>Development should:</p> <ul style="list-style-type: none"> <li>Retain the compact form of smaller settlements.</li> <li>Prevent settlement encroachment into agricultural areas, scenic landscapes and biodiversity- and ecological system service priority areas.</li> <li>Maintain and enhance public spaces.</li> <li>Reinforce the close relationship of settlements to the regional route structure.</li> <li>Integrate new development into the settlement structure.</li> <li>Respect socio-historical and cultural places.</li> </ul>



Table 6. Guidelines for specific activities in rural areas

### 5.2.2. Managing specific activities

The Western Cape Rural Guidelines include general development guidelines as well as specific recommendations for the location, form and management of specific activities in the rural area. In general terms, development in the rural area should not:

- Have a significant negative impact on biodiversity or ecological system services.
- Lead to the loss or alienation of agricultural land or has a cumulative impact there upon.
- Compromise existing or potential farming activities.
- Compromise the current and future possible use of mineral resources.
- Be inconsistent with the cultural and scenic landscape within which it is situated.
- Lead to inefficient service delivery or unjustifiable extensions to the Municipality's reticulation networks.
- Impose real costs or risks to the Municipality delivering on their mandate.
- Infringe on the authenticity of the rural landscape.

Guidelines related to specific activities are summarised in Tables 6-10. For a fuller explanation related to each activity, the full Rural Guidelines document should be consulted.

ACTIVITY	OBJECTIVE	APPLICABLE SPCs	GUIDELINES
<b>Conservation</b>	To protect, conserve, and expand the Western Cape's conservation areas (public and private) and a conservation ethic into all rural activities, protect the scenic qualities of cultural and natural landscapes, protect the rural "sense of place" and structures of heritage and archaeological significance, and ensure that new development respects cultural landscapes and sites.	<ul style="list-style-type: none"> <li>• Core 1</li> <li>• Core 2</li> <li>• Buffer 1</li> </ul>	<ul style="list-style-type: none"> <li>• Biodiversity offsets and various established mechanisms and incentives should be considered to enable protection of formally protected areas as well as areas not formally declared.</li> <li>• Buildings and infrastructure associated with conservation should be limited to structures such as environmental or tourist facilities, tourist accommodation, utility services and in the case of privately-owned conservation areas one homestead.</li> <li>• Not more than one homestead should be permitted irrespective whether the conservation area is owned by entities of multiple ownership.</li> <li>• Avoid establishing facilities with a large workers' residential component in conservation areas.</li> <li>• Accommodation on proclaimed nature reserves should be limited to tourist accommodation providing opportunities for tourists and visitors to experience the Western Cape's unique biodiversity.</li> </ul>
<b>Agriculture</b>	To promote consolidation of farming landscapes and prevent their fragmentation, provide for land and agrarian reform, improve the economic viability of farming by facilitating diversification of agricultural production, promote enterprise opportunities within the food system and promote sustainable farming practices.	<ul style="list-style-type: none"> <li>• Buffer 1</li> <li>• Buffer 2</li> <li>• Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>• "Nuisance" and space extensive agricultural enterprises (e.g. intensive feed-lots, poultry battery houses) and agricultural industries (winery, distillery, feed mixing, fruit drying and a sawmill) should be located in the Agriculture and Buffer 2 SPCs.</li> <li>• Farm buildings, and buildings accommodating land uses ancillary to or associated with agriculture (e.g. guest house), should be located within the farmstead precinct, preferably using existing structures.</li> <li>• Where new buildings are erected these should be on previously disturbed footprints within, or adjacent, to the farm homestead.</li> <li>• Buildings accommodating land uses ancillary to or associated with agriculture, should not detract from the functionality and integrity of farming practices and landscapes and be of an appropriate scale and form.</li> <li>• A maximum of 10 tent or caravan stands can also be permitted on agricultural land, dependant on scale and the size of the property.</li> <li>• Camping establishments should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character (permanent tents are regarded as additional dwelling units).</li> <li>• For farms not exceeding 2000 ha, additional dwelling units can be allowed at a ratio of 1 additional dwelling unit per 10 ha, calculated on the basis of all additional dwelling units on the agricultural land unit, up to a maximum of 5 additional dwelling units</li> <li>• For farms exceeding 2000 ha, a further 5 dwelling units can be applied for as a consent use, at a ratio of 1 unit per 500ha;</li> <li>• Additional dwelling units may not be alienated, whether by individual erven, sectional title, share block or by any other means.</li> <li>• The establishment of additional dwelling units must avoid negative impact on river systems and should therefore not be permitted below the 1:100 flood line or within 32m of a riverbank.</li> <li>• Large scale resorts and tourist and recreation facilities that detract from the functionality and integrity of productive farming landscapes should not be allowed.</li> </ul>

Table 7. Guidelines for specific activities in rural areas (continued)

ACTIVITY	OBJECTIVE	APPLICABLE SPCs	GUIDELINES
<b>Land Reform</b>	To support aspirant emerging farmers with access to land for commercial and subsistence farming purposes, create opportunities to develop agricultural holdings in the urban fringe, and support different settlement options to allow rural dwellers and their dependants to fully benefit from the various tenure, housing and subsidy benefits and rights which are availed to them.	<ul style="list-style-type: none"> <li>• Buffer 1</li> <li>• Buffer 2</li> <li>• Agriculture</li> </ul>	<ul style="list-style-type: none"> <li>• Where an agricultural land reform project is implemented on a farm, the same rights apply as in “normal” areas. If a group of individuals collectively own the land, the provision of housing to all beneficiaries of the land reform project is discouraged as only one homestead for the owner is allowed. The remaining occupants on the farm could be accommodated as agri-workers, but settlement formation should be guarded against.</li> <li>• New agricultural holdings (small agricultural properties) in the urban fringe within the Agriculture SPC are encouraged for cultivation and livestock purposes.</li> <li>• Municipal commonage (which should not be alienated or fragmented) and state-owned land should be considered for the establishment of (community) food gardens and the entry of new farmers into the market.</li> <li>• A minimum agricultural holding size of 8000m<sup>2</sup> is recommended and such properties should include an independent water source, or a secured water source for the intended agricultural or economic activities and purposes on the land.</li> <li>• In order to prevent the urbanisation of the urban fringe and ensure that areas set aside for small scale farming do not lead to uncontrolled urban sprawl or settlement formation, authorities should restrict residential rights on agricultural holdings (but make provision for temporary structures on these properties for tool sheds, produce stores, security purposes, etc.).</li> <li>• Municipalities should ensure that appropriate zoning or overlay zones are available and used for this purpose to differentiate from conventional agricultural areas, which accommodates multiple dwellings and ancillary uses.</li> <li>• Land reform beneficiaries are encouraged to settle in nearby settlements. Only in exceptional cases, should authorities deviate from these guidelines and permit a maximum of one dwelling per agricultural holding for settlement of the owner or those who work the land.</li> <li>• The subdivision of agricultural land in the rural landscape for individual title to provide security of tenure to agri-workers and rural dwellers are not supported.</li> <li>• Agri-villages can be considered in a farming area where there is a concentration of agri-workers due to the type of agricultural activities (and a substantial demand for “off-the-farm” settlement), where there are no established settlements within practical commuting distance (approximately 30km), where the owners and workforce of a company farm (or a group of neighbouring farms) identify sufficient demand and the capacity for the establishment of a centrally located settlement where housing and communal facilities and services can be cost-effectively provided to the local agri-worker community.</li> <li>• Security of tenure is afforded by way of a lease or notarial deed of servitude, as the land and housing remain the property of the institution/ legal entity.</li> </ul>
<b>Tourist and Recreational Facilities</b>	To offer a range of appropriate nature, cultural and agri-based rural tourism facilities and recreational opportunities across the rural landscape, enabling economic diversification and access to natural resources for citizens.	<ul style="list-style-type: none"> <li>• All rural SPCs</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst tourist and recreation facilities should be accommodated across the rural landscape, the nature and scale of the facility provided needs to be closely aligned with the environmental characteristics of the local context.</li> <li>• The development should have no adverse effects on society, natural systems and agricultural resources.</li> <li>• Rural tourism and recreation facilities and activities should not compromise farm production and be located to reinforce the farmstead precinct.</li> <li>• Existing structures or disturbed footprints should preferably be used, and adequate provision made for access and parking.</li> <li>• A large-scale recreational facility which includes a residential component (e.g. golf courses, polo fields, horse racing) should be located on the urban edge, with such residential component located inside the edge.</li> </ul>



Table 8. Guidelines for specific activities in rural areas (continued)

ACTIVITY	OBJECTIVE	APPLICABLE SPCs	GUIDELINES	
<b>Rural Accommodation</b>	<p>Recognising the prospects of tourism to diversify and strengthen the rural economy, to facilitate the provision of a variety of short-term tourism accommodation across the rural landscape, in keeping with the local character.</p> <p>Channeling pressures for residential development to existing towns, villages and hamlets, and on-the-farm accommodation for agri workers provided in a manner that does not compromise the functionality and integrity of farming practices.</p>	<ul style="list-style-type: none"> <li>All rural SPCs</li> </ul>	<p><b>Tourist accommodation:</b></p> <ul style="list-style-type: none"> <li>Large scale tourist accommodation should preferably be provided in or adjacent to existing towns and rural settlements. Tourist accommodation in the rural landscape could be allowed if, of an appropriate scale and form, appropriate to the SPC.</li> <li>Tourist accommodation situated outside of the urban edge should be clustered in visually discreet nodes, preferably make use of existing buildings or new buildings on disturbed footprints, located within or peripheral to the farmstead, reinforce rural landscape qualities, and cater exclusively for the temporary accommodation for in transit visitors.</li> <li>Whilst it is preferable that they be located within the farmstead, dispersed rental units should be on existing farm roads, in visually unobtrusive locations, and be self-sufficient in terms of servicing.</li> <li>Additional dwelling units should be restricted to 1 unit per 10ha, to a maximum of 5 units; 175m<sup>2</sup> maximum floor area including garaging and building height of 1 storey (6,5m).</li> <li>Additional dwelling units should be non-alienable, whether individual erf, sectional title, share block or other.</li> <li>Camp sites of multiple free standing or linked structures of a temporary nature may include caravans and tents but excludes mobile homes and are conventionally seen as being part of resort developments, but can also be permitted on agricultural land, dependent on scale.</li> <li>Camping establishments should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character.</li> <li>A resort development should be closely associated with a resource which clearly advantaged and distinguished the site, in terms of its amenity value, from surrounding properties.</li> <li>Resorts may not be located within productive agricultural landscapes but must be situated adjacent to a rural feature or resource (e.g. dam, river) that offers a variety of leisure and recreation opportunities (e.g. hiking, mountain biking, water-based activities), and is well connected to regional routes.</li> <li>Rezoning to resort zone should not be entertained for properties of which the size is less than 50 ha. Only in exceptional circumstances should more than 50 units be allowed.</li> </ul>	<ul style="list-style-type: none"> <li>Subdividing and alienating individual units in rural resort developments is not be allowed. The resort development itself may not be subdivided and alienated from the original farm (whether individual erf, sectional title, share block or other).</li> <li>Rural resorts should be compact and clustered in nodes and a range of accommodation types is encouraged.</li> <li>The building height of any new resort unit should be restricted to that of a single storey (6,5m).</li> <li>The maximum floor area of a resort unit should be limited to 120m<sup>2</sup>, including garaging.</li> </ul> <p><b>Agri-worker housing:</b></p> <ul style="list-style-type: none"> <li>Agri-worker dwellings are regarded as part of the normal farm operations based on the extent of the bona fide agricultural activities on the land unit and applicable in all rural SPCs.</li> <li>Units should be non-alienable, whether individual erf, sectional title, share block or other.</li> <li>The building height of agri-worker dwelling units should be restricted to that of a single storey (6,5m) with a maximum floor area of 175 m<sup>2</sup>.</li> <li>The placement of the dwelling units should not undermine the sustainable utilisation of agricultural resources.</li> <li>Where possible agri-workers' dwelling units should be clustered and located in close proximity to rural movement routes, existing services and housing stock where-ever possible.</li> <li>The number of units must reasonably be connected to the bona-fide primary farming and agricultural activities on the land unit.</li> <li>Ideally accommodation should be provided on the land unit where production is taking place with the most units on the larger property if more than one property is involved.</li> <li>Where the employer farms on more than one cadastral unit, consideration should be given to the location of the facilities in relation to the main farmstead.</li> </ul>

Table 9. Guidelines for specific activities in rural areas (continued)

ACTIVITY	OBJECTIVE	APPLICABLE SPCs	GUIDELINES
<b>Rural Business</b>	To enable the development of businesses serving the needs of rural communities and tourists, as well as agricultural production.	<ul style="list-style-type: none"> <li>All rural SPCs</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate rural businesses could be accommodated in all SPCs (e.g. curio-shop appropriate in a National Park) but with restrictions and subject to site attributes.</li> <li>Place-bound businesses (appropriate land uses ancillary to agriculture) include farm stalls and farm shops, restaurants and venue facilities (e.g. conferences and weddings) businesses should preferably be located on the farm to consolidate the farmstead precinct and complement the farm's operations.</li> <li>Restaurants and venue facilities should be located within the farmstead precinct and be of appropriate scale and vernacular design, generate positive socio-economic returns and do not compromise the environment, agricultural sustainability, and the scenic, heritage and cultural landscape.</li> <li>A farm shop should be limited to selling of daily requisites to agri-workers and employees of the farm and farm stalls to selling products produced and processed on the farm to tourists and travelers. Each should be limited to a maximum floor space of 120m<sup>2</sup> including storage facilities.</li> <li>Restaurant and venue facilities should be of a scale compatible with the farmstead precinct and/ or surrounding rural context.</li> </ul>
<b>Mining and industry in rural areas</b>	Strengthening the rural economy through enabling the development of rural industrial activity in suitable locations and at appropriate scale.	<ul style="list-style-type: none"> <li>Buffer 2</li> <li>Agriculture</li> <li>Settlement</li> </ul>	<ul style="list-style-type: none"> <li>All non-place-bound industry (land uses not ancillary to agriculture e.g. transport contractors, dairy depots, fabricating pallets, bottling and canning plants, abattoirs and builder's yards) should be located within urban areas.</li> <li>Extractive industry (i.e. quarrying and mining) and secondary beneficiation (e.g. cement block production, concrete batch plants, pre-mix asphalt plants) have to take place at the mineral or material source. If the mine will result in an impact on biodiversity a biodiversity offset must be implemented.</li> <li>All place-bound agricultural industry related to the processing of locally sourced (i.e. from own and/ or surrounding farms) products, should be located within the farmstead precinct in the agricultural area.</li> <li>Industry in rural areas should not adversely affect the agricultural potential of the property.</li> <li>Agricultural industry should be subservient or related to the dominant agricultural use of the property and/ or surrounding farms.</li> <li>All industries should exclude any permanent on-site accommodation for workers or labourers.</li> <li>The subdivision of agricultural land to accommodate industrial activities should be discouraged.</li> </ul>
<b>Community Facilities and Institutions</b>	Community facilities serving rural communities should be located within existing settlements, except when travel distances are too far, or rural population concentrations justify the location of community facilities in rural areas.	<ul style="list-style-type: none"> <li>Buffer 2</li> <li>Agriculture</li> <li>Settlement</li> </ul>	<ul style="list-style-type: none"> <li>A location within the rural landscape may be required in exceptional circumstances when travel distances are too far, or rural population concentrations justifies the location of community facilities in rural areas.</li> <li>In extensive agricultural areas, it is preferable to locate rural community facilities and institutions in Buffer 2 SPCs, and along regional accessible roads.</li> <li>In instances where community facilities are justified "on-farm", existing farm structures or existing footprints, disturbed areas and areas of low agricultural potential should be utilised, with local vernacular informing the scale, form and use of materials.</li> <li>The nodal clustering of community facilities in service points should be promoted, with these points accommodating both mobile services and fixed community facilities (e.g. health, pension payments).</li> <li>The subdivision of agricultural land to accommodate community facilities or institutions should be discouraged and lease agreements are preferred.</li> <li>Only 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 should be accommodated.</li> </ul>



Table 10. Guidelines for specific activities in rural areas (continued)

ACTIVITY	OBJECTIVE	APPLICABLE SPCs	GUIDELINES
<b>Infrastructure installations</b>	To ensure that these essential public installations can function effectively in suitable rural locations.	<ul style="list-style-type: none"> <li>• Buffer 2</li> <li>• Settlement</li> </ul>	<ul style="list-style-type: none"> <li>• Where locations inside urban areas are impractical for infrastructure, extensive agricultural areas peripheral to settlements are preferable.</li> <li>• Within the Agricultural SPC only essential installations should be accommodated.</li> <li>• Where possible installations should be located on previously disturbed terrain, or land of low biodiversity or agricultural value and should not interfere with, or impact negatively on, existing or planned production areas as well as agricultural infrastructure.</li> <li>• Installations, facilities or supporting infrastructure should, where possible, not be established on slopes of more than 12%.</li> <li>• No subdivision of agricultural land will be allowed to accommodate the establishment of any installation, facility or supporting infrastructure or access routes in any form or for any purpose unless the application adheres to the norms and standards for approval of the sub-division of agricultural land.</li> <li>• Any installation, facilities and associated infrastructure, including buildings, power lines, cables and roads which has reached the end of its productive life or has been abandoned, must be removed.</li> <li>• Establishing installations with a large workers' residential component in remote rural locations should be avoided.</li> <li>• Installations should include appropriate buffers, and landscaping and screening to reduce their visual impact on the rural landscape.</li> </ul>
<b>Urban development</b>	To channel settlement development pressures into the current footprint of towns, villages and hamlets, thereby preventing urban development encroachment into agricultural areas, scenic landscapes and biodiversity priority areas, and promoting smart growth.	<ul style="list-style-type: none"> <li>• Settlement</li> </ul>	<ul style="list-style-type: none"> <li>• Low density sprawl into the rural landscape should be limited to the minimum.</li> <li>• Smart growth principles such as integration and urban restructuring should be promoted.</li> <li>• Layout options of new settlements should be clustered.</li> <li>• In all cases the provision of housing and associated services to rural communities should preferably take place in existing settlements, thereby improving their sustainability.</li> <li>• The establishment of new smallholding developments (e.g. rural lifestyle- and agricultural estates) is not encouraged and should be considered with circumspection.</li> <li>• When planning new smallholding developments, properties targeted at the rural lifestyle market should be limited to appropriate locations close to settlements and should not be permitted in agricultural areas.</li> <li>• A smallholding unit size of between 4 000m<sup>2</sup> and 3ha is recommended in the urban fringe of a demarcated urban area, with consideration to subsequent subdivision as part of the urban growth frontier. If planned for and identified in municipal SDFs, smallholdings should not encourage urban sprawl.</li> <li>• Smallholdings should not be located on or have a detrimental effect on high and medium potential agricultural land or land of biodiversity significance.</li> </ul>

### 5.2.3. Norms for the subdivision of agricultural land

Following a consultative process with organised agriculture, the various commodity groups and the Western Cape Department of Agriculture, norms and guidelines were established to calculate the farm size for various farming enterprises. These size norms (to enable an agricultural unit to be farmed in a sustainable manner), are determined over the long term for an average farm with a medium-low and higher potential.

Temporary innovative trends and high prices are not used to calculate optimal farm size. Long term determinants are required for sustained successive optimal economic utilisation of land. If farm sizes are to be calculated on short-term trends, the successive owner/ generation can struggle to make the land unit economically viable. This, in turn, can lead to the over utilisation of the natural resource in an attempt to span the shortfall, which could ultimately lead to unsustainable farming practices. It is important that the potential of the soil be taken into account in the determination of farm size. Should the soil potential be low, an increase in the size of the land will be necessitated.

Norms and guidelines for the respective enterprises are reflected in Table 11. Irrigation water refers to the amount of water necessary for irrigation, determined by calculating the irrigation requirements for deciduous fruits as the average water requirement, in order to be risk averse.

Table 11. Ideal farm size units

FARMING ENTERPRISE	SIZE/QUANTITY	IRRIGATION WATER	COMMENT
<b>1. Grain (rotational practices are not included in the calculation and should therefore be taken into consideration).</b>	1 200 tonnes	-	Based on long term yield e.g.1 200 units 3 tonnes/ ha = 400 ha
<b>2. Livestock: Extensive beef cattle, milk (grazing)</b>	1 200 Small Stock Units (SSU) 200 Large Stock Units (LSU) 60 cows (lactating)	-	Based on carrying-capacity e.g.1 200 SSU x 10 ha = 12 000 ha
<b>3. Deciduous Fruits</b>	40 ha	40 ha @ 7500 m <sup>2</sup> / ha	Arable land
<b>4. Citrus</b>	40 ha	40 ha @ 7500 m <sup>2</sup> / ha	Arable land
<b>5. Vineyards</b>	40 ha	40 ha @ 7500 m <sup>2</sup> / ha	Arable land
<b>6. Dryland Vineyards</b>	80 ha	-	Suitable climate and soil potential
<b>7. Export Table Grapes</b>	60 ha	30 ha @ 7500 m <sup>2</sup> / ha	Arable land
<b>8. Combination of all of above</b>	On merit, comparable to the above sizes	-	-



5.2.4. Opportunities for emerging farmers and subsistence farming

In terms of national and provincial policy, there is a commitment to support aspirant emerging farmers with access to land for commercial and subsistence farming purposes. Specifically, the focus is on creating opportunities to develop agricultural holdings in the urban fringe and support different settlement options to allow rural dwellers and their dependants to fully benefit from the various tenure, housing and subsidy benefits and rights which are availed to them. Municipal commonage (which should not be alienated or fragmented) and state-owned land is targeted for the establishment of (community) food gardens and the entry of new farmers into the market.

Specific options to be explored for emerging farmers and subsistence farming are presented as part of the individual settlement plans for Witzenberg.

5.2.5. Heritage, cultural and scenic resources

The palaeontology of Witzenberg Municipality is very complex. Numerous fossil-bearing shale bands and sandstones of the Cape Fold Belt are of particular significance and are the subject of ongoing scientific research. Areas where mountain passes cut through the fossil-bearing formations (e.g. the Gydo Pass at the northern entrance into Ceres through the Skurweberg), are particularly at risk of illegal collection of fossil material, and destruction by infrastructure development. The whole of the Cape Fold Belt Mountain Range has a high potential for rock art and associated sites. No systematic archaeological surveys have taken place in the Witzenberg Municipality and the more remote areas, such as the Ceres and Tankwa Karoo, are thus hugely underrepresented in literature regarding archaeology. It is conceivable that the whole area will have a high archaeological potential. Known archaeological sites ranging from the Early Stone Age right into the 19th century.

Human presence in the landscape is of great antiquity, extending back more than a million years. More recent evidence of human engagement with the area indicates core themes of South Africa's cultural history, including 18th century expansion into the interior, European settlement, separate development and struggle. Key cultural landscapes include the Tulbagh Valley, Karoopoort "uitspan" and route to the interior, Hex River Valley, Wolseley Valley, and the Ceres Basin.

Owing to its topography the Witzenberg Municipality has a number of historic passes with outstanding scenic qualities, listed in Table 12.

No comprehensive local heritage inventory has as yet been prepared for the whole of the Municipality (especially for the Ceres and Tankwa Karoo). Heritage sites have however been listed by the South African Heritage Resource Agency (SAHRA) and recorded in a number of secondary sources. Most prevalent is historic buildings in Tulbagh.

The Witzenberg Zoning Scheme makes provision for overlay zones, aimed at appropriately addressing development and land use management issues in specific areas. The historic Church Street and environs in Tulbagh has been designated as an overlay zone.

The WCG's Heritage and Scenic Resources: Inventory and Policy Framework (2013) provides an overview of cultural and scenic resources in the Western Cape and high-level guidance for the identification and conservation of these resources<sup>2</sup>. It also informs the PSDF's Settlement Toolkit which provides spatial guidance on the PSDF's proposals for key themes at municipal, rural, town and precinct scales<sup>3</sup>.

Table 13 outlines guidelines from the Settlement Toolkit relevant to heritage, cultural and scenic resources.

2 [https://www.westerncape.gov.za/eadp/files/atoms/files/Heritage%20and%20Scenic%20Resource%20Specialist%20Study\\_2013.pdf](https://www.westerncape.gov.za/eadp/files/atoms/files/Heritage%20and%20Scenic%20Resource%20Specialist%20Study_2013.pdf)  
3 <https://www.westerncape.gov.za/eadp/files/atoms/files/2014%20PSDF%20Annexures.pdf>

Table 12. Scenic routes and historic mountain passes

SCENIC ROUTES	HISTORIC MOUNTAIN PASSES
R43 from Worcester to Ceres	Roodezandt Pass/ Oudekloof Pass
R46 from the N1 via Ceres and Wolseley to Tulbagh	Nuwekloof
R303 from Ceres via Prince Alfred Hamlet and Op-die-Berg to Citrusdal	Witzenberg Pass
R355 the gravel road from Karoopoort to Calvinia	Mitchell's Pass
	Gydo Pass
	Karoopoort, including the Hottentotskloof and Theronberg Pass)

Table 13. Guidelines for managing heritage, cultural and scenic resources

SPATIAL SCALE			
MUNICIPAL WIDE	RURAL AREA	SETTLEMENTS	PRECINTS
<ul style="list-style-type: none"> <li>• Protect Scenic routes, retain view-lines and vistas and prioritise infill, intensification and redevelopment within settlements to avoid encroachment into surrounding scenic landscapes or sites of visual significance.</li> <li>• Insist on visual impact assessments to argue for development alignment with local sense of place.</li> <li>• Protect all identified provincial heritage areas and cultural landscapes (as identified per Oberholzer and Winter 2013 study).</li> <li>• Avoid indiscriminate or inappropriate forms of development through recognising historical settlement typologies.</li> <li>• Avoid large-scale infrastructural developments (wind farms, transmission lines, solar energy facilities) where these disrupt historical settlements and landscape settings.</li> <li>• Avoid development on slopes greater than 1:4 to prevent visual scarring to historical settlement and landscape backdrops.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect all identified rural heritage landscapes and settlements through the provisions of NHRA.</li> <li>• Avoid inappropriate development in rural villages and hamlets in order to retain their sense of scale and rootedness.</li> <li>• Minimise urban expansion of rural areas to retain heritage elements.</li> <li>• Strictly control any new building development in the open countryside regarding scale, height, colour, roof profile and typology.</li> <li>• Retain watercourses and channels as important place-making elements and integral components of the historical regional open space network.</li> </ul>	<ul style="list-style-type: none"> <li>• Retain clear settlement edges through defining limits to settlements and through establishing buffers/transitions between urban and rural.</li> <li>• Define non-negotiable interfaces with key place-making and resource assets.</li> <li>• Protect and enhance all landmarks, views and character areas (river corridors, koppies, unique vegetation, agricultural areas).</li> <li>• New development within or adjacent to historical settlements should follow the grain and texture of historical patterns, including subdivision patterns, block size and shape, street setbacks, relation to open spaces and building forms.</li> <li>• Avoid indiscriminate or inappropriate forms of development through recognising settlement layout types such as grid, linear, informal, etc.</li> <li>• Avoid “filling in” of existing green field sites of visual significance within the urban edge.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that development in heritage contexts are appropriate in terms of scale, massing, form and architectural idiom.</li> <li>• Retain essential place-making elements and street hierarchy, such as the dominance of the main or high street forming the heart and connecting spine of neighbourhoods.</li> <li>• Retain the patterns and types of tree planting, which reinforce the spatial qualities of historical settlements by lining streets, defining gateways and structuring open spaces.</li> <li>• Ensure that hard and soft landscaping complement existing character of streets and squares (such as sensitive engineering standards regarding kerb and channel treatments) and avoid disruption of “leiwater” systems - essential for agricultural activities and an integral component of the historical settlement fabric.</li> <li>• Ensure positive building-street relationships through human-scaled setbacks from the street edge, through avoiding high boundary walls, and through limiting garages/parking along street façade.</li> <li>• Relax parking ratios and building lines prescribed in zoning schemes for heritage areas to retain the relationship between building and street and to allow for continuity in relation to historic streetscapes.</li> </ul>



### 5.2.6. Municipal-wide infrastructure

Municipal-wide infrastructure is critical to support livelihood opportunities in Witzenberg Municipality. Key municipal-wide infrastructure to be maintained and enhanced is listed in Table 14.

General guidelines applicable to municipal-wide infrastructure are:

- Major infrastructure installations associated with nuisance and buffer requirements – e.g. waste-water treatment plants, cemeteries, solid waste disposal sites, airports, feedlots, quarries and mines, truck stops – can be accommodated within Buffer 2 Areas within the fringe of settlements.
- The provision or location of major infrastructure should not be used to attract significant development in a manner which takes away from the policy objective to prevent urban sprawl and consolidate existing settlements.

In relation to movement routes, two specific guidelines appear very significant in relation to Witzenberg:

- Major movement routes are the focus for significant development related “energy”, and land adjacent to key section of these routes within settlements should be exploited for economic development opportunity (particularly for emerging entrepreneurs).
- Major movement routes serve to provide access to people living in areas underprovided in commercial and job opportunity (e.g. Bella Vista and Nduli) to higher opportunity areas. As many people rely on walking and cycling to access opportunity, major routes connecting settlements which remain spatially segregated should provide for safe non-motorised transport.

Existing cemeteries are largely subject to soil and water table issues and there is a need for additional space. WM is in the process of seeking

Table 14. Municipal-wide infrastructure

INFRASTRUCTURE	NAME	SERVICE AREA
<b>Provincial roads</b>	R44/R46/R303	Municipal wide and beyond
<b>Primary freight network</b>	R44/R43	Somerset West-Stellenbosch-Klapmuts-Wellington-Gouda-Ceres-Touwsriver (N1)
<b>Secondary freight network</b>	R303	Ceres-Prince Alfred Hamlet/ Op-die-Berg/ Citrusdal
<b>Rail network</b>	-	Cape Town-Worcester service
<b>Rail stations</b>	Tulbagh & Wolseley	Cape Town-Worcester service
<b>Water</b>	Koekedouw Dam Tierkloof Weir Moordenaarskloof and Tierkloof Wabooms River Weir	Supplies Ceres Supplies Wolseley Supplies Tulbagh Supplies Prince Alfred Hamlet
<b>Waste water treatment works</b>	Ceres WWTW Wolseley WWTW Tulbagh WWTW Op-die-berg WWTW	Ceres Wolseley Tulbagh Op-die-berg
<b>Electricity</b>	Ceres power station Bon Chretien substation Wolseley substation Tulbagh substation	Supplies Ceres Supplies Ceres Supplies Wolseley Supplies Tulbagh
<b>Landfill</b>	1. Worcester 2. Ceres 3. Wolseley 4. Tulbagh 5. Prince Alfred Hamlet 6. Op-die-berg	1. A regional landfill site currently in process with the purpose to accommodate the municipalities of Witzenberg, Breederiver, and Langeberg. 2. Closed in 1999 3 & 4. General waste, builders' rubble and garden refuse 5. Builders' rubble and garden refuse only (also serves Ceres) 6. To be closed

a service provider to undertake work to identify additional land and associated environmental processes to support a funding application. Albeit some communities prefer “own” cemetery facilities, a shared central facility is favoured.

A shared regional landfill site currently in process with the purpose to accommodate the municipalities of Witzenberg, Breederiver, and Langeberg. To assist with waste management, a recycling centre is planned in Ceres and drop-off facilities in Nduli and Wolseley.

In relation to electricity, Witzenberg Municipality is working proactively with Eskom to ensure timeous provision of infrastructure to meet expected demand in Witzenberg and has launced various energy saving and alternative energy initiatives.

Table 14. Municipal-wide infrastructure continued

INFRASTRUCTURE	NAME	SERVICE AREA
Cemeteries	1. Wolseley (capacity: 2 048) 2. Tulbagh (capacity: 596) 3. Prince Alfred Hamlet (capacity: 3 034) 4. Bella Vista (capacity: 1 553)	1. Wolseley (soil and vandalism issues) 2. Tulbagh (adjacent area available for expansion; soil issue) 3. Prince Alfred Hamlet (water table issue) 4. Bella Vista (also serves Ceres and Nduli; water table issue. Will reach capacity by 2022)



5.2.6.1 Renewable Energy Development Corridors

The Strategic Environmental Assessment for Wind and Solar Photo-voltaic Energy in South Africa identified 8 Renewable Energy Development Zones (REDZs) in 2015, that are of strategic importance for large scale wind and solar photo-voltaic energy development, including the roll-out of its supporting transmission and distribution infrastructure. New wind or PV projects located within one of the eight REDZ areas will now be subject to a Basic Assessment and not a full EIA process, as well as a shortened timeframe of 57 days for the processing of an Application for Environmental Authorisation.

The Council for Scientific and Industrial Research (CSIR) identified eight geographic REDZ's following a Strategic Environmental Assessment:

NAME	SIZE	PROVINCE
Overberg	5 263 km <sup>2</sup>	Western Cape
Komsberg	8 846 km <sup>2</sup>	Western Cape
Cookhouse	7 366 km <sup>2</sup>	Eastern Cape
Stormberg	12 041 km <sup>2</sup>	Eastern Cape
Kimberley	9 568 km <sup>2</sup>	Free State & Northern Cape
Vryburg	9 204 km <sup>2</sup>	North West
Upington	12 833 km <sup>2</sup>	Northern Cape
Springbok	15 214 km <sup>2</sup>	Northern Cape
Total	80 335 km <sup>2</sup>	

Figure 40. The 8 REDZs (CSIR)

The Witzenberg Municipality forms part of the Komsberg REDZ. Any projects or renewable energy developments in the municipal area should preferably be located inside of this boundary (shown in Figure 41), however, proposals for renewable energy developments outside of this boundary will be considered on a case by case basis based on its own merits.

Figure 41. The location of the Komsberg REDZ area within the Witzenberg Municipality

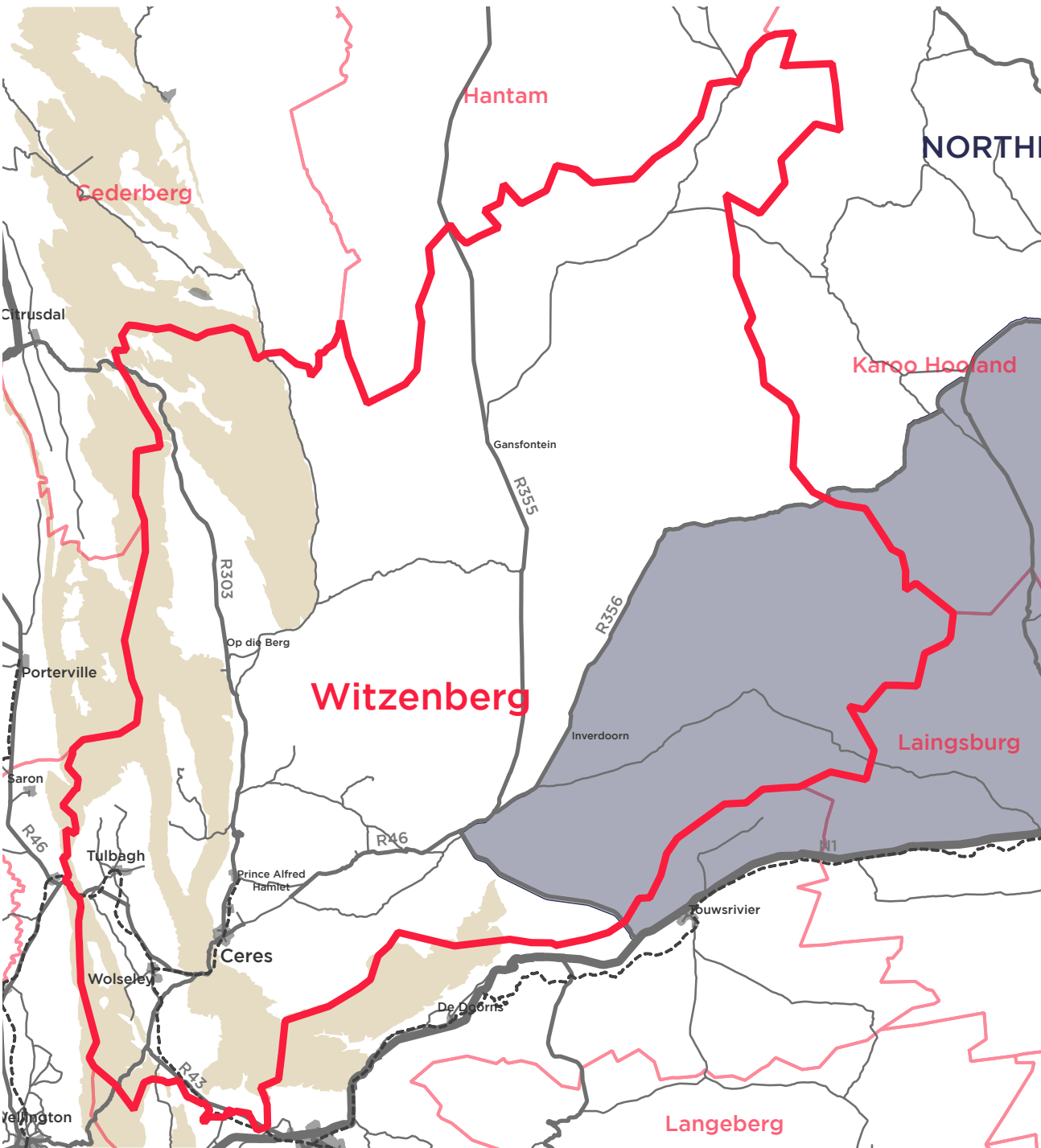


Table 15. Settlement hierarchy and categorisation

CATEGORY	POPULATION AND ECONOMY	EXAMPLES IN COUNTRY	WITZENBERG SETTLEMENTS	POPULATION	MAIN FUNCTIONS
<b>City Regions</b>	<ul style="list-style-type: none"> <li>Population: &gt; 1 million.</li> <li>Morphology: Large urban conurbations (functional regions).</li> <li>Economy: Diverse, economic output &gt; R40 816m p/a (2013).</li> </ul>	Gauteng, Cape Town city-region, eThekweni city-region, Nelson Mandela Bay city-region.	-	-	-
<b>Cities and very large regional centres</b>	<ul style="list-style-type: none"> <li>Population: &gt; 500 000 (cities), &gt; 300 000 (Very large regional centers)</li> <li>Morphology: Dense urban areas with interconnected settlements in functional hinterland areas.</li> <li>Economy: Service related, economic output &gt; R7 900m p/a (2013) (Cities); and &gt; R4 000m p/a (Very large regional centers) (2013).</li> </ul>	City Examples: Buffalo City, Polokwane, Mangaung.  Very large regional centers: Welkom, Tzaneen, Witbank, New Castle.	-	-	-
<b>Large regional centres</b>	<ul style="list-style-type: none"> <li>Population: 100 000-300 000.</li> <li>Morphology: Regional node consisting of interconnected settlements, with significant reach in hinterland. Significant social and economic service role in region.</li> <li>Economy: Economic output above R1 400m p/a (2013).</li> </ul>	Mokopane, George, Mthatha, Ladysmith.	-	-	-
<b>Regional centres</b>	<ul style="list-style-type: none"> <li>Population: &lt; 100 000.</li> <li>Morphology: Regional node consisting of interconnected settlements, with significant reach in hinterland. Significant social and economic service role in sparsely populated region.</li> <li>Economy: Economic output above R1 100m p/a (2013).</li> </ul>	Bela-Bela, Bethlehem, Grahamstown, Mossel Bay.	-	-	-
<b>Service towns</b>	<ul style="list-style-type: none"> <li>Population: Variation between 15 000 and 100 000.</li> <li>Morphology: Providing an economic and social service anchor role in hinterland.</li> <li>Economy: Economic output above R670 p/a (2013).</li> </ul>	Jane Furse, Harrismith, Jeffreys Bay, Thabazimbi, Taung.	Ceres	10 412 (town) 9 350 (N'Duli) 13 460 (Bella Vista)	<ul style="list-style-type: none"> <li>Centre of governance and administration.</li> <li>Centre of higher order community/ social facilities.</li> <li>Centre of commercial, financial, and cooperative services.</li> <li>Major agricultural support centre.</li> <li>Significant place of residence.</li> </ul>

### 5.2.7. Settlement hierarchy

In terms of the IUDF Spatial Considerations Research Paper, Ceres and other settlements in Witzenberg will be considered medium-sized towns or small urban centres with established infrastructure in the semi-periphery or periphery, whereas the Council for Scientific and Industrial Research (CSIR) typologies would categorise these settlements as service towns, small service towns, and rural settlement areas and villages<sup>4</sup>.

The major settlement in Witzenberg remains Ceres. In terms of the CSIR typology, Ceres could be described as a regional service centre (albeit its population probably somewhat smaller for this kind of centre). Wolseley, Tulbagh, and Prince Alfred Hamlet are small service towns, local niche towns, or local towns and Op-die-berg a rural settlement or village. Table 15 and 16 categorises settlements in Witzenberg in terms of the CSIR typology (the full range of typologies are given for comparative purposes).

Five other “settlement groupings” exist in Witzenberg Municipality, listed in Table 17. Excluding Kluitjieskraal, these are not foreseen to be included as part formal urban settlement areas in Witzenberg.

<sup>4</sup> South African Functional Town Typology 2018 van Huyssteen, E. Green, C. Sogoni, Z., Maritz, J. and McKelly, D. (CSIR 2018 v2). Available at [http://stepsa.org/socio\\_econ.html#Indicator](http://stepsa.org/socio_econ.html#Indicator)

Table 16. Settlement hierarchy and categorisation (continued)

CATEGORY	POPULATION AND ECONOMY	EXAMPLES IN COUNTRY	WITZENBERG SETTLEMENTS	POPULATION	MAIN FUNCTIONS
Small service towns	<ul style="list-style-type: none"> <li>Population: Less than 20 000 in town itself.</li> <li>Morphology: Monocentric small towns, often apartheid landscape double centre towns. Playing an anchor role as social service point, serving a large number of people within 30km from the town in denser areas and within 50km from the town in sparser areas.</li> <li>Economy: Government and community services significant in local economy.</li> </ul>	Nkandla, Piketberg, Victoria West, Swartruggens.	Wolseley	1 528 (town) 6 263 (Montana) 4 341 (Pine Valley)	<ul style="list-style-type: none"> <li>Agricultural support centre</li> <li>Significant place of residence.</li> </ul>
			Tulbagh	8 969 (town) 1 083 (Meulstroom)	<ul style="list-style-type: none"> <li>Recognised as of national historic interest (Church Street area).</li> <li>Popular week-end tourism destination.</li> <li>Agricultural support centre.</li> <li>Significant place of residence.</li> </ul>
			Prince Alfred Hamlet	6 809	<ul style="list-style-type: none"> <li>Agricultural support centre</li> <li>Significant place of residence.</li> </ul>
Rural service settlement	<ul style="list-style-type: none"> <li>Population: Varied in nodal settlement, large population in direct hinterland</li> <li>Morphology: Emerging nodes of consolidation in dense rural settlements local service role. Strategically located to play an anchor role as social service point, serving a large number of people within 30km from the town in denser areas and within 50km from the town in sparser areas.</li> </ul>	Jozini, Port St Johns, Lady Frere, Highflats.	-	-	-
Rural settlement areas and villages	<ul style="list-style-type: none"> <li>This area incorporates both (i) Formal Rural settlement area (ii) Traditional Authority Rural Settlement Area. Both have very small formal service economy activities.</li> <li>Within such areas rural service settlements and smaller nodal settlements with limited population and economy but forming part of the South African group of towns can be identified for location of social services as applicable based on the population threshold and characteristics.</li> </ul>	-	Op-die-berg	1530	<ul style="list-style-type: none"> <li>Place of residence.</li> <li>Small service centre to rural community.</li> </ul>
			Non-Urban	52 000	
			Total	115 946	



Table 17. Other settlement groupings in Witzenberg Municipality

SETTLEMENT	DESCRIPTION
<b>Kluitjieskraal</b>	The residential area at the Kluitjieskraal Forestry Station, known as Swanenbergpark, is situated adjacent to the Pine Valley residential area to the east of Wolseley. Kluitjieskraal was one of the first forestry stations to be established as a labour and housing node for the then Department of Forestry and subsequently became the property of SAFCOL. The residential village grew over the years to some 80 units. The residents have always had lessee status only. Most of the existing residents have always lived at Kluitjieskraal and have expressed the wish to obtain ownership of housing units. An initiative is underway to transfer ownership to eligible participants. The area is incorporated as part of Wolseley.
<b>Tulbagh Road</b>	Tulbagh Road was established around a former railway station. A few residential units exist south of the rail line while the area north of the rail line is used for agricultural use. Witzenberg Municipality do not provide services to residents.
<b>Steinthal</b>	Steinthal Estate, measuring some 860ha in extent, is located east of the town of Tulbagh. Steinthal has been used for farming activities since around the first half of the 18th century. Traditional farming activities included dairy cattle, the cultivation of fodder crops, small-scale commercial broiler farming, and the operation of a small poultry abattoir. Institutional uses date from the early 19th century (when the area was acquired by the Rhenish Missionary Society). Current institutional uses include a children's home, school, and skills development centre. Some 15 households associated with the institutions and farming activities reside on the Estate.
<b>Drosdy</b>	Drosdy is located 3km north of Tulbagh, adjacent to the Drosdy-hof winery. Some 20 properties exist, zoned for agricultural use. No municipal services are provided to Drosdy.
<b>Waterval</b>	Waterval is situated approximately 8,5 km southwest of Tulbagh and 4 km southeast of the Tulbaghweg railway station. This settlement was established as a housing area for then Cape Nature Conservation employees. The village consists of some 26 houses, a two-classroom school and a small clinic. The school is currently used as an office and training centre. The clinic has fallen into a state of disrepair. Mobile clinic services are rendered to the residents. Another house and church building are situated about 500m north of the core settlement. The residents have expressed a wish to obtain ownership of the housing units and some 93 ha of farming land (through the establishment of a trust)

5.2.8. Growth potential and socio-economic needs

The composite growth potential and socio-economic needs of the various settlements in Witzenberg as determined by the WCG is as presented in Table 18 below. Ceres and Prince Alfred Hamlet is regarded as having the best growth potential of settlements in Witzenberg. The highest socio-economic need is also in Ceres.

Based on growth potential, following Provincial policy, Ceres is the primary focus in Witzenberg Municipality for accommodating new growth.

5.2.9. General settlement guidelines

As part of the PSDF, a “Settlement Toolkit” has been prepared, providing spatial guidance on the PSDF’s proposals for key themes at municipal, rural, town and precinct scales. Table 19 and 20 summarises the core guidelines to be applied in managing development and land use in settlements generally (the guidelines outlined in Section 5.2.5 above under heritage, cultural and scenic resources are also applicable to settlements).

Table 18. Settlement growth potential and socio-economic need

		SOCIO-ECONOMIC NEEDS				
		VERY LOW	LOW	MEDIUM	HIGH	VERY HIGH
GROWTH POTENTIAL	VERY LOW					
	LOW			Op-die-berg Tulbagh Wolseley		
	MEDIUM			Prince Alfred Hamlet	Ceres	
	HIGH					
	VERY HIGH					

Table 19. PSDF Settlement Toolkit guidelines for settlements

THEME	SPATIAL SCALE			
	MUNICIPAL WIDE	RURAL AREA	SETTLEMENTS	PRECINTS
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Improve linkages to existing regional transport infrastructure such as the rail network and primary regional transfer routes.</li> <li>Restructure road networks and encourage centralised, multi-modal municipal transport interchanges.</li> <li>Utilise public transport to promote economic activity in appropriate locations while at the same time enabling the clustering and integration of activities in proximate location of public transport interchanges.</li> <li>Ensure that all new developments are located at points of highest possible public and pedestrian accessibility.</li> <li>Align economic and social opportunities with accessibility and transport routes.</li> </ul>	<ul style="list-style-type: none"> <li>Align rural development with rural public transport networks.</li> <li>Evaluate rural-urban commuter and shopping flows within functional regions – across municipal boundaries – to inform rural public transport networks.</li> <li>Prioritise infrastructural investment and allocation of funding for paving and landscaping of non-motorised pathways, bicycle lanes and walkways for travelling between and within rural areas</li> </ul>	<ul style="list-style-type: none"> <li>Locate new development in accessible locations which prioritise pedestrian and public transport access, close to transport interchanges and routes.</li> <li>Provide a clearly defined hierarchy of streets and public spaces with varied roles and character that provide positive social, economic and environmental spaces.</li> <li>Support increased accessibility between fragmented parts of towns (towns and townships) especially for pedestrian, cycle and public transport routes and modes</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that settlement layouts provide clear and direct pedestrian linkages and routes.</li> <li>Avoid convoluted road networks which favour vehicular circulation.</li> <li>Promote streets as multi-purpose spaces designed to accommodate all modes of transport and a range of activities.</li> <li>Encourage walking and cycling by providing safe, legible and attractive environments free from traffic and ensure that these routes are edged by buildings that overlook space rather than blank walls and backs of buildings.</li> <li>Manage parking so that it is used more efficiently and does not dominate the streetscapes of the town by placing it behind or to the side of the building to avoid impeding pedestrian access.</li> <li>Minimise driveway widths so as to conflict as little as possible with pedestrian traffic.</li> <li>Encourage pedestrian access by placing buildings adjacent to the street with minimal setbacks (no more than 3-5 meters for commercial and mixed-use or 6-8 meters for residential), rather than behind large parking lots. Primary entrances should open to the street and be located as close as possible to transit stops.</li> </ul>
<b>Facilities and Social Services</b>	<ul style="list-style-type: none"> <li>Strategically locate and align the provision of facilities and social services with access networks as well as settlement role and local needs to ultimately increase convenience, access and viability.</li> <li>Prioritise clustering of activities in key economic urban areas while prioritising mobile services to serve the wider region.</li> </ul>	<ul style="list-style-type: none"> <li>Expand and coordinate periodic, mobile services to establish rural service centres. Primary community facilities serving rural communities should be located within or adjacent to existing settlements, but access must be increased via mobile service centers and must be linked to market spaces or transport interchanges.</li> <li>Upgrade degraded rural facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Locate social facilities so that they contribute to the social and economic life of towns rather than operate as spatial barriers.</li> <li>Optimise underutilized and excess land around facilities for other complementary land-uses or expansion of facilities (sport, crèches, housing, retail, urban agriculture, etc.).</li> <li>Cluster social facilities at accessible locations to optimise the catalytic potential of public services and buildings as instruments for urban regeneration and to define vibrant public spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Encourage multi-functionality, safety, legibility and access through well-designed community facilities.</li> <li>Edge community facilities with functional public spaces, housing or retail activities – not vast vacant land.</li> <li>Always consider positive edges and public interfaces, accessible &amp; well-defined entrances when designing the form and layout of education and health facilities.</li> </ul>



Table 20.

PSDF Settlement Toolkit guidelines for settlements (continued)

THEME	SPATIAL SCALE			
	MUNICIPAL WIDE	RURAL AREA	SETTLEMENTS	PRECINTS
<b>Activity Patterns and Land Use</b>	<ul style="list-style-type: none"> <li>Clarify the economic role and function of towns within a municipality or region to establish a clear settlement hierarchy to guide investment and planning decisions.</li> <li>Prioritise clustering of activities in key economic urban areas while prioritising mobile services to serve the wider region.</li> <li>Optimise the spatial allocation of activity patterns and clustering as a key tool for spatial integration.</li> </ul>	<ul style="list-style-type: none"> <li>Diversify rural activities through optimising the potential of the green economy and its implications for rural development.</li> <li>Promote sustainable, ecologically responsible and equitable tourism and recreation activities to diversify rural economic activities (markets, historical tourism routes, hiking, camping, other eco-friendly activities).</li> <li>Facilitate the development of rural industrial activity, especially those promoting green technologies, in suitable locations and at appropriate scale.</li> </ul>	<ul style="list-style-type: none"> <li>Create economic opportunities close to where people live to break down spatial barriers.</li> <li>Increase choice and convenience through increasing the range and number of high opportunity places throughout settlements.</li> <li>Create a system of community and activity destinations throughout settlements that promote clustering of services and opportunities.</li> <li>Cluster civic, business and community facilities so that they are accessible to public transport interchanges and routes and prioritise higher density mixed-use development in these areas.</li> </ul>	<ul style="list-style-type: none"> <li>Local precincts within towns must be mixed use, with properly-scaled residential and commercial development to make transportation systems more efficient and affordable, to create economic opportunity and to enhance the community.</li> <li>Ensure that all communities and neighbourhoods have access to the full range of services, amenities and opportunities.</li> <li>Aim for "Neighbourhood completeness" through clustering to increase the liveability, accessibility and vitality of settlements.</li> <li>Group public facilities, services and government offices to increase convenience and efficiency and align this with higher densities.</li> <li>Ground floor uses facing the street should be "active" uses as much as possible (such as retail or community uses) and should be mostly transparent (e.g., windows, display cases) rather than blank walls facing the street.</li> </ul>
<b>Informality, housing delivery, inclusion and urban land markets</b>	<ul style="list-style-type: none"> <li>Optimise state owned land and other resources through the implementation of integrated housing projects that are sustainable, viable and diversified to facilitate settlement restructuring.</li> <li>Align investment of housing with economic growth and infrastructure capacities.</li> <li>Channel pressures for residential development to existing towns, villages and hamlets while focussing housing investment in towns with stronger economic bases.</li> <li>Initiate and motivate the identification of restructuring zones at a municipal scale – aligned with functional regions and settlement roles – which promulgates infrastructure investment for housing and economic opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Minimise urbanisation patterns through providing sustainable rural housing opportunities while aligning such projects with land reform (to only take place in commonage and urban fringe/ peri-urban areas given market and social facility proximity).</li> <li>Restrict rural residential rights to incentivise the consolidation of rural properties of high biodiversity value and their incorporation into conservation plans (Cape Nature stewardship programme).</li> <li>Promote sustainable and flexible rural housing opportunities for poorer rural communities and workers threatened by seasonal labour.</li> <li>Prevent further development of extensive residential lifestyle properties in the rural landscape; only to be established in suitable, degraded or non-scenic landscapes.</li> <li>Only allow for rural housing development through eco-housing projects that accommodates sustainable building standards and investment feasibility (e.g. dwelling extent, number of units).</li> <li>The allocation of peri-urban and commonage land must accommodate agri-models for semi-subsistence and semi-commercial emerging farmers.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinating the release of land with housing programmes and infrastructure provision.</li> <li>Develop smaller, integrated settlements within existing urban areas, through densification and infill before allowing urban expansion through new, peripheral settlements.</li> <li>Provide a range of housing typologies including incremental housing, public and private rental and GAP housing.</li> <li>Deal proactively with informality through prioritising incremental development and serviced land projects which focus attention on the collective elements such as social facilities, spaces and amenities while providing for emergency services and basic services (identify incremental overlay zones).</li> </ul>	<ul style="list-style-type: none"> <li>Improve the spatial design qualities of new housing projects through improved layout and unit design and appropriate orientation of buildings.</li> <li>Consider sustainable urban systems and infrastructure through green building technologies and infrastructure options.</li> <li>Prioritise investment into community facilities, public infrastructure and public space rather than a single focus on housing or top structures.</li> <li>Encourage the development of new social housing stock and provide access to municipal rental stock, land and buildings for social housing development.</li> </ul>

### 5.3. Individual settlement plans

The following sections sets out the conceptual proposals for each settlement's future growth, as well as the spatial framework for future priorities. The table unpacks each of the elements of the spatial framework to provide clarification on the definitions and possible land uses per category. These definitions are not restrictive and must be considered within the context of each settlement and based on each of the expanded tables per settlement.

PLAN ELEMENT	EXPLANATION
<b>SDF Urban Edge</b>	The 2020 MSDF urban edge
<b>Potential Future Urban Edge to Accommodate Growth</b>	Potential changes to future urban edge based on longer term growth trajectory. Areas identified as most strategic for accommodating future growth and the be prioritised when urban edge changes are considered.
<b>Settlement Business and Community Core</b>	Primary and secondary settlement centres, occurring at major cross routes and strategic central business locations, where public transport and clustering of services and activities should be prioritised.
<b>Green Areas to be retained</b>	Major nature areas to be retained such as CBAs and areas along river corridors.
<b>Peri urban farming opportunity areas</b>	Areas that can be explored for peri urban farming, providing opportunity for emerging farmers and subsistence farming as supported by national and provincial policy.
<b>Densification Areas</b>	Strategic vacant sites and areas zoned for business, general residential or community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres (in addition to the identified strategic infill and mixed use human settlement sites).
<b>Strategic Sites</b>	Strategic sites are those previously enabled for development (through the 2012 MSDF) for the expansion of industry or housing. It also includes key land parcels earmarked for more detailed planning and accommodating major future growth. Land uses are not restricted and could include commercial, industrial, community facilities such as schools, or mixed use retail developments - adding to economic development in a strategic manner.
<b>Activity Routes</b>	Activity routes carry the most significant movement of vehicles and people and should be prioritised for the intensification of economic opportunity, NMT improvements, and landscaping.
<b>New road linkages and structuring routes</b>	The most critical new routes, as well as longer term routes - as identified by the 2020 Witzenberg Roads Masterplan - to support future growth, allowing for integration and enabling maximum exposure for settlement and economic development.
<b>Historic Core</b>	Focus areas for on-going public space improvement, identification and protection of historic places and assets, and sensitive redevelopment and infill.
<b>Priority Focus Area (PFA)</b>	Three areas have been identified for concerted, priority intervention, based on the specific context and locational needs. Each PFA is unpacked per settlement.

### 5.3.1. Ceres

Ceres remains the most significant settlement in Witzenburg Municipality with the most diverse infrastructure, land use, and range of community facilities. It serves as a:

- Centre of governance and administration.
- Centre of higher order community/ social facilities.
- Centre of commercial, financial, and cooperative services.
- Major agricultural support centre.
- Significant place of residence.

The settlement is expected to retain and grow its share of some half of the urban population in Witzenburg Municipality. The key focus area for accommodating future development – both housing, industrial activity, and associated uses – over the planning period is the area between Ceres, Bella Vista, Vredebes, and Nduli. Except for this area, urban edge changes are not deemed necessary given the extent of land development on areas included within the urban edge and anticipated population growth. Areas allocated for higher income residential development in the 2012 MSDF have shown slow or no development.

The development concept for Ceres is illustrated in Figure 42 and the plan in Figure 43. The plan is expanded upon in Table 21.



Figure 42. Development Concept for Ceres



# Ceres Development Framework

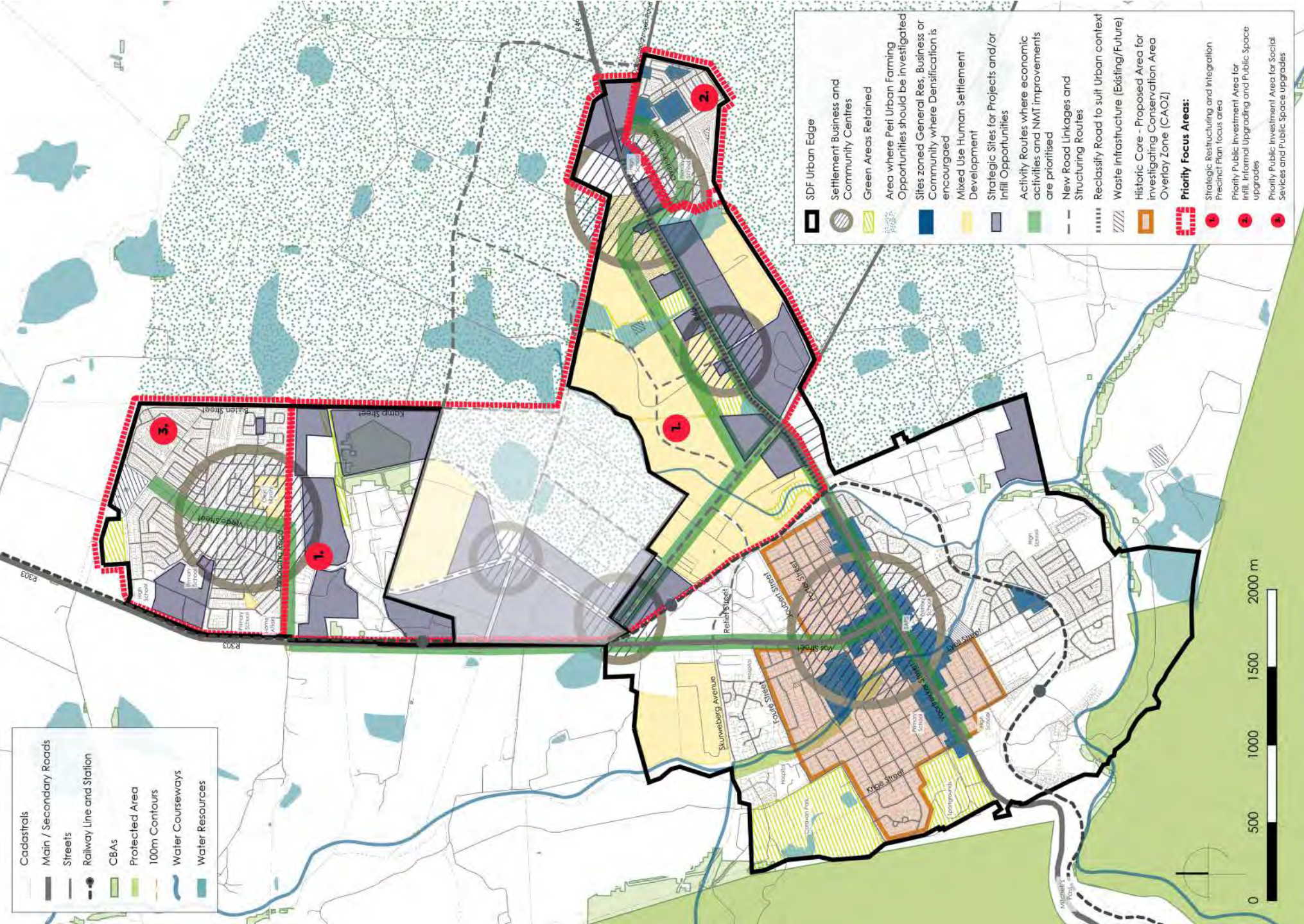


Figure 43. Development Plan for Ceres



Table 21. The Ceres plan expanded

PLAN ELEMENT	EXPLANATION
<b>Current Urban Edge</b>	The 2012 MSDF urban edge is largely retained as it is expected that anticipated growth over the planning period can be accommodated within this urban edge.
<b>Urban Edge Change</b>	The area south of Bella Vista and the Schoonvlei Industrial Area and north of Vredebes is proposed for inclusion within the urban edge. This provides for a larger area accommodating future growth (both housing, industrial activity, and associated uses). It is proposed that the detailed delineation of this edge be confirmed as part of more detailed planning to be undertaken for the area.
<b>Settlement Business and Community Core</b>	Ceres CBD remain the primary settlement centre, with secondary centres envisaged in Bella Vista and Nduli. Tertiary centres can occur at major cross routes, specifically in the area between Ceres, Bella Vista, and Nduli planned for future development.
<b>Green Areas to be retained</b>	Major nature areas to be retained occur to the west of town and along river corridors.
<b>Peri urban farming opportunity areas</b>	The area east of Bella Vista and north and south of Vredebes/ Nduli should be explored for peri urban farming, also providing opportunity for emerging farmers and subsistence farming as supported by national and provincial policy.
<b>Densification Areas</b>	In addition to the identified strategic infill and mixed use human settlement sites, the areas zoned for business, general residential and community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres.
<b>Strategic Sites</b>	Strategic sites are those previously enabled for previous development (through the 2012 MSDF) for the expansion of industry or housing. It also includes key land within the area between Ceres, Bella Vista, Vredebes, and Nduli earmarked for more detailed planning and accommodating major future growth.
<b>Activity Routes</b>	Activity routes carry the most significant movement of vehicles and people and should be prioritised for the intensification of economic opportunity, NMT improvements, and landscaping. The R303 and R46 are the most significant routes, with the opportunity to establish new activity routes linking communities and activity in the area between Ceres, Bella Vista, Vredebes, and Nduli. R303 and R46 are currently prioritised for NMT improvements.
<b>New road linkages and structuring routes</b>	The most critical new routes are envisaged in the area between Ceres, Bella Vista, Vredebes, and Nduli. These routes should integrate the area with surrounding opportunity and enable maximum exposure of the area for settlement and economic development.
<b>Historic Core</b>	The historic core of Ceres town should be the focus of on-going public space improvement, identification and protection of historic places and assets, and sensitive redevelopment and infill. Densification sensitive to adjoining development – as enabled through the Zoning Scheme – can occur.
<b>Priority Focus Area</b>	<p>Three areas are envisaged for concerted, priority intervention:</p> <ol style="list-style-type: none"> <li>1. The area between Ceres, Bella Vista, Vredebes, and Nduli earmarked for strategic restructuring, integration and significant future development.</li> <li>2. Ongoing informal settlement upgrading in Nduli, including the upgrade of public space and increased commercial opportunity on the R46.</li> <li>3. The upgrading of public space in Bella Vista.</li> </ol>

### 5.3.2. Wolseley

Wolseley remains as a secondary service town in Witzenberg Municipality, an agricultural support centre and significant place of residence for a sizable portion of the urban population. Given a favourable location on key movement routes, Wolseley is well-placed for further industrial/manufacturing development. While further affordable housing is envisaged towards the west to accommodate known and expected demand, there is significant opportunity for infill residential and mixed-use development closer to the centre of town.

The development concept for Wolseley is illustrated in Figure 44 and the plan in Figure 45. The plan is expanded upon in Table 22.

## Wolseley Concept

- *Containing the footprint of the town*
- *Extending settlement opportunity in well-located areas*
- *Infill development to improve the living environment of western areas*
- *On-going upgrading of informal settlements*



Figure 44. Development Concept for Wolseley



# Wolseley Development Framework

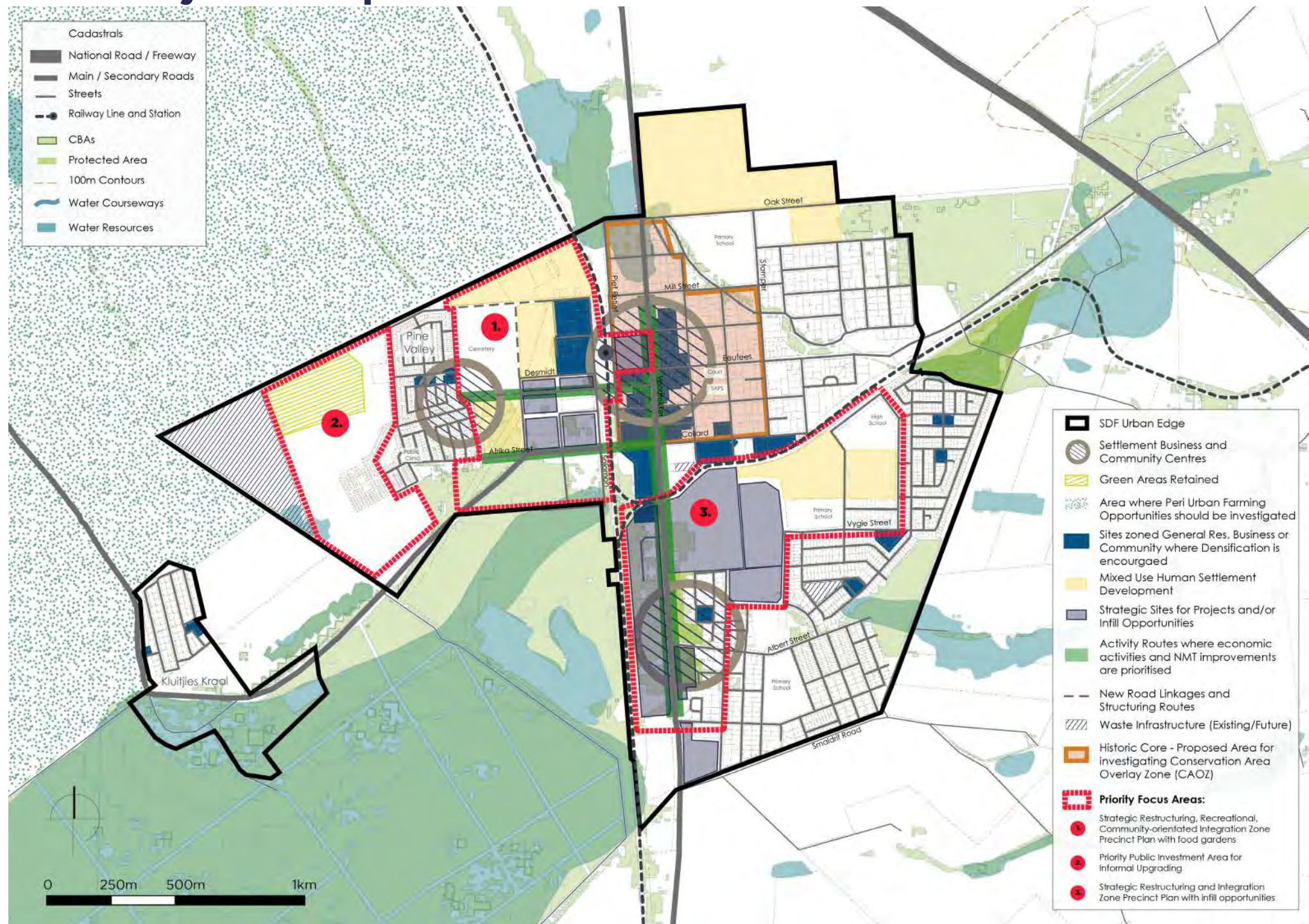


Figure 45. Development Plan for Wolseley



Table 22. The Wolseley plan expanded

PLAN ELEMENT	EXPLANATION
<b>Current Urban Edge</b>	The 2012 MSDF urban edge is largely retained as it is expected that anticipated growth over the planning period can be accommodated within this urban edge.
<b>Urban Edge Change</b>	No urban edge changes are proposed.
<b>Settlement Business and Community Core</b>	The settlement centre is located on Voortrekker Road and concentrated around the historic gird of the town centre. Additional centres are encouraged to create alternative areas of concentrated activity to reach a broader range of communities in Wolseley.
<b>Green Areas to be retained</b>	Major green areas to be retained occur to the south-west of the settlement.
<b>Peri urban farming opportunity areas</b>	The area east of Wolseley – adjacent to potential beneficiary communities – should be explored for peri urban farming, also providing opportunity for emerging farmers and subsistence farming as supported by national and provincial policy.
<b>Densification Areas</b>	In addition to the identified strategic infill and mixed use human settlement sites, the areas zoned for business, general residential and community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres.
<b>Strategic Sites</b>	Significant underdeveloped and undeveloped land occur east of Pine Valley, south of the rail line in the vicinity of Voortrekker Road, and east of Voortrekker Road south. Targeting these sites for infill development will improve the functioning of the town and livelihood opportunity.
<b>Activity Routes</b>	Activity routes carry the most significant movement of vehicles and people and should be prioritised for the intensification of economic opportunity, NMT improvements, and landscaping. The most significant route requiring reinforcement with development is the connection between Pine Valley and Voortrekker Road.
<b>New road linkages and structuring routes</b>	Strategic crossings of the railway line must be investigated to improve pedestrian permeability and access through the town. New routes are identified around the areas identified for strategic infill and development to create more accessible movement patterns.
<b>Historic Core</b>	The historic core of Wolseley town should be the focus of on-going public space improvement, identification and protection of historic places and assets, and sensitive redevelopment and infill. Densification sensitive to adjoining development – as enabled through the Zoning Scheme – can occur.
<b>Priority Focus Area</b>	<p>Three areas are envisaged for concerted, priority intervention:</p> <ol style="list-style-type: none"> <li>1. The area south of the rail line in the vicinity of Voortrekker Road contains substantial tracks of well-located underdeveloped and undeveloped land.</li> <li>2. Strategic infill in the area between Pine Valley to the west and the rail line to the east.</li> <li>3. Upgrading and infill development in Pine Valley.</li> </ol>

### 5.3.3. Tulbagh

Tulbagh is a secondary service town in Witzenberg Municipality, an agricultural support centre and significant place of residence for a sizable portion of the urban population. The town also contains a very significant historic precinct and is a centre for tourism. Over the past years, the Municipality's focus has been on infill housing and informal settlement upgrade – with associated social facilities – in the centre of town.

The development concept for Tulbagh is illustrated in Figure 46 and the plan in Figure 47. The plan is expanded upon in Table 23.

Planning for the Waverenskroon lifestyle estate north of Tulbagh has been in process for a number of years, including negotiations for the upgrade of water supply facilities for Tulbagh as part of the development. A critical concern about the development – and given SPLUMA development principles and pressure on the Municipality for lower income accommodation – is residential opportunity for workers on the estate. It is proposed that the Municipality secure appropriate worker housing for estate workers as part of the approval of the development.

## Tulbagh Concept



- *Retaining a compact settlement form*
- *On-going settlement upgrade in infill development*
- *Maintenance of strong historic and tourism component*

Figure 46. Development Concept for Tulbagh



The map displays the following elements:

- Legend (Top Left):**
  - Cadastrals
  - National Road / Freeway
  - Main / Secondary Roads
  - Streets
  - Railway Line and Station
  - CBA's
  - Protected Area
  - 100m Contours
  - Water Courseways
  - Water Resources
- Map Labels:** Wintervoorst Road, Kruijsvallei Road, Obliqua Petron, Local Nature Reserve, Waveren, Waterkloof, Rossouw, Oudt, Vredesdal, Steintjies, Hoopstad, Woon Des Sta, Primary School, Church, Public, High School.
- Scale Bar (Bottom Left):** 0, 500, 1000, 2000 m.
- Legend (Right Side):**
  - SDF Urban Edge
  - Settlement Business and Community Centres
  - Green Areas Retained
  - Area where Peri Urban Farming Opportunities should be investigated
  - Sites zoned General Res, Business or Community where Densification is encouraged
  - Mixed Use Human Settlement Development
  - Strategic Sites for Projects and/or Infill Opportunities
  - Activity Routes where economic activities and NMT improvements are prioritised
  - New Road Linkages and Structuring Routes
  - Waste Infrastructure (Existing/Future)
  - Historic Core - Approved Conservation Area Overlay Zone (CAOZ)
  - Priority Focus Areas:**
    - 1. Strategic area for Mixed Use Development Precinct plan with new infill and community facility opportunities and public upgrading
    - 2. Mixed Use Recreational community-orientated development Precinct plan

Figure 47. Development Plan for Tulbagh

Table 23. The Tulbagh plan expanded

PLAN ELEMENT	EXPLANATION
<b>Current Urban Edge</b>	The 2012 MSDP urban edge is largely retained as it is expected that anticipated growth over the planning period can be accommodated within this urban edge.
<b>Urban Edge Change</b>	No urban edge changes are proposed. The 233ha Waverenskroon Country Estate and Dalskroon senior's village, to comprise six villages and public facilities (1 350 units), was approved prior to the 2012 MSDP. This area is to be retained within the urban edge, but with specific urban design guidelines to ensure for a sustainable footprint that does not compromise the scenic value of this area. Furthermore, it is proposed that the Municipality secures the provision of appropriate worker housing for estate workers as part of the approval of the development.
<b>Settlement Business and Community Core</b>	The largely linear settlement centre remains Van der Stel Street, where the current low-rise form of buildings adjacent to tree line footways/ street space should be retained. No development should be encouraged to include active facades on the main street (as opposed to blank walls).
<b>Green Areas to be retained</b>	The green/ institutional corridor along the river wets of the town is to be retained.
<b>Peri urban farming opportunity areas</b>	The area north and east of Tulbagh – adjacent to potential beneficiary communities – should be explored for peri urban farming, also providing opportunity for emerging farmers and subsistence farming as supported by national and provincial policy.
<b>Densification Areas</b>	In addition to the identified strategic infill and mixed use human settlement sites, the areas zoned for business, general residential and community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres.
<b>Strategic Sites</b>	A number of sites strategically located adjoining or surrounded by existing development, and under- or undeveloped, exist. All can accommodate infill development, with special consideration to the nature and form of adjoining activities.
<b>Activity Routes</b>	Routes to be emphasised for upgrading are Market Street, Waterkant Street, and Steinthal Street; all linked to Van der Stel/ Church Street.
<b>New road linkages and structuring routes</b>	
<b>Historic Core</b>	The historic core of the town is protected and managed as a Conservation Area Overlay Zone of the Zoning Scheme. The 2018 inventory that was completed for the town should be considered when applying for new development of refurbishment within the town centre to encourage the maintenance of the unique historic character of the town.
<b>Priority Focus Area</b>	The area envisaged for concerted, priority intervention is situated north of the river and town's current built edge. Opportunity for further housing and mixed-use development exists, with due consideration to making a positive edge to built development and sensitive river edge.



#### 5.3.4. Prince Alfred Hamlet

Prince Alfred Hamlet is a secondary service town in Witzenberg Municipality, an agricultural support centre and significant place of residence for a sizable portion of the urban population. The town also contains a very significant historic precinct and is a centre for tourism.

The development concept for Prince Alfred Hamlet is illustrated in Figure 48 and the plan in Figure 49. The plan is expanded upon in Table 24.

## Prince Alfred Hamlet Concept



Figure 48. Development Concept for Prince Alfred Hamlet



# Prince Alfred Hamlet Development Framework

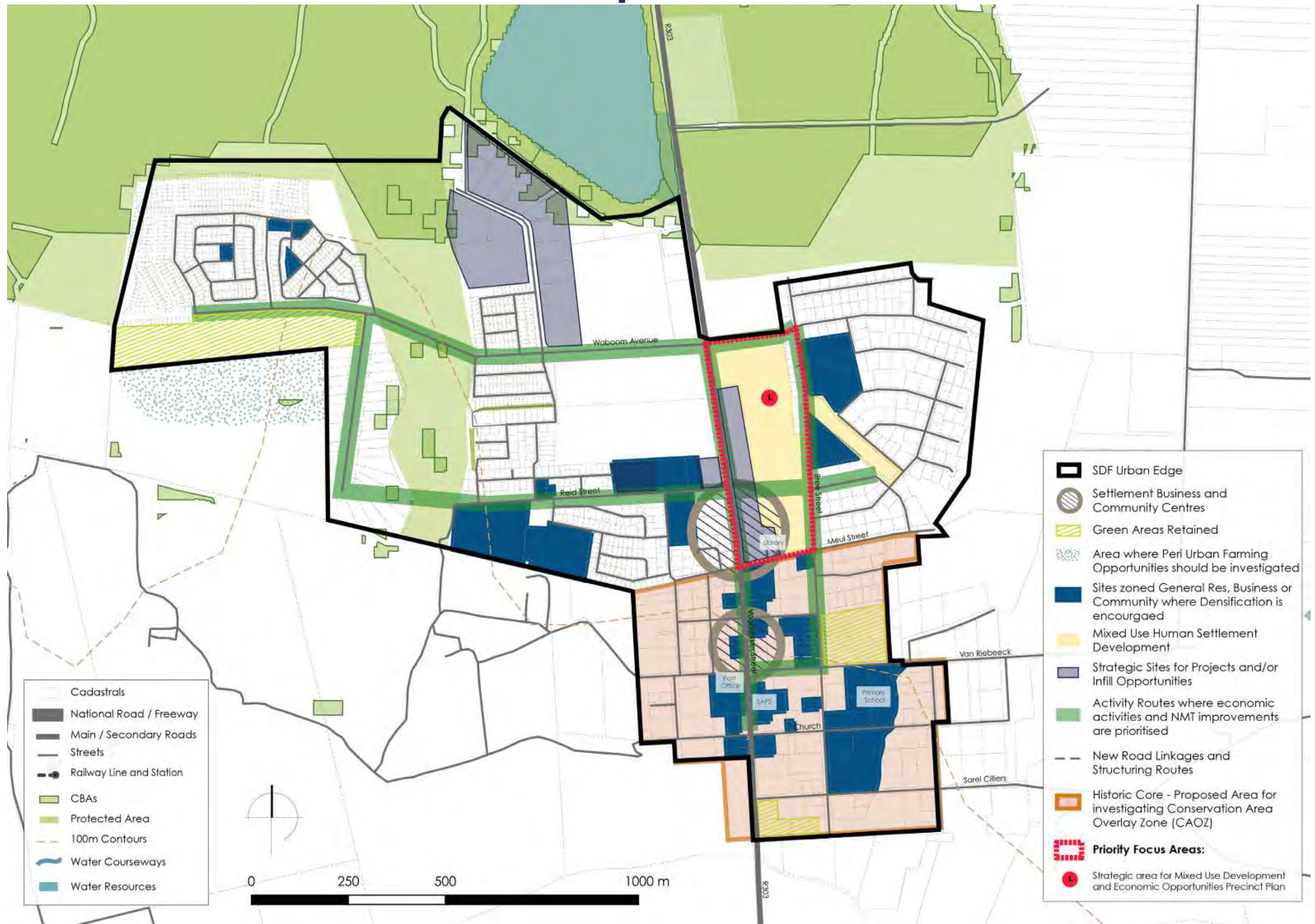


Figure 49. Development Plan for Prince Alfred Hamlet

Table 24. The Prince Alfred Hamlet plan expanded

PLAN ELEMENT	EXPLANATION
<b>Current Urban Edge</b>	The 2012 MSDP urban edge is largely retained as it is expected that anticipated growth over the planning period can be accommodated within this urban edge.
<b>Urban Edge Change</b>	No urban edge changes are proposed.
<b>Settlement Business and Community Core</b>	Areas to be prioritised for planting and street improvement are Voortrekker Road and Olienhout Avenue (specifically the western section linking to the Kliprug residential area.
<b>Green Areas to be retained</b>	Logical future extension to the town is to the north (both for the western and eastern sections of the town), in that way protecting valuable agricultural land to the west and south.
<b>Peri urban farming opportunity areas</b>	The area north of Prince Alfred Hamlet and area between the Kliprug residential area and old town lends itself to small scale farming and urban gardens.
<b>Densification Areas</b>	In addition to the identified strategic infill and mixed use human settlement sites, the areas zoned for business, general residential and community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres.
<b>Strategic Sites</b>	A number of undeveloped or underdeveloped sites exist within the urban edge of the settlement that could be targeted for sensitive infill development.
<b>Activity Routes</b>	The most important streets remain Voortrekker Road and Olienhout Avenue.
<b>New road linkages and structuring routes</b>	Should the area bounded by Voortrekker Road, Mill Street, Bree Street, and Olienhout Avenue be developed, consideration should be given to linking Reif Street and Hugo Street.
<b>Historic Core</b>	The historic core of Prins Alfred Hamlet should be the focus of on-going public space improvement, identification and protection of historic places and assets, and sensitive redevelopment and infill. Densification sensitive to adjoining development – as enabled through the Zoning Scheme – can occur.
<b>Priority Focus Area</b>	The area envisaged for concerted, priority intervention is bounden by Voortrekker Road, Mill Street, Bree Street, and Olienhout Avenue possible expanded to include the area bounded by Voortrekker Road north of Olienhout Street. The 2012 MSDP identified this area for Social Housing. Locationally, it is ideally situated for higher density housing and associated public facilities.

### 5.3.5. Op-die-berg

Op-die-berg is a small settlement with limited facilities surrounded by an agricultural community. The settlement is not envisaged to accommodate significant growth.

The development concept for Op-die-berg is illustrated in Figure 50 and the plan in Figure 51. The plan is expanded upon in Table 25.

## Op-die-berg Concept

- *Retaining a compact settlement form*
- *On-going settlement upgrade in infill development*
- *Maintenance of strong historic and tourism component*



Figure 50. Development Concept for Op-die-berg



# Op-die-berg Development Framework



Figure 51. Development Plan for Op-die-berg

Table 25. The Op-die-berg plan expanded

PLAN ELEMENT	EXPLANATION
<b>Current Urban Edge</b>	The 2012 MSDP urban edge is largely retained as it is expected that anticipated growth over the planning period can be accommodated within this urban edge.
<b>Urban Edge Change</b>	No urban edge changes are proposed.
<b>Settlement Business and Community Core</b>	
<b>Green Areas to be retained</b>	The village is hemmed in by mountainous terrain and agricultural land east of the R303. No change in this relationship is envisaged.
<b>Peri urban farming opportunity areas</b>	
<b>Densification Areas</b>	In addition to the identified strategic infill and mixed use human settlement sites, the areas zoned for business, general residential and community land uses allow for densification through mechanisms such as additional dwellings and should be encouraged strategically along activity routes and in settlement centres.
<b>Strategic Sites</b>	Infill development could occur on the site previously identified for a retirement village and the area between Kerk Street and development to the north.
<b>Activity Routes</b>	
<b>New road linkages and structuring routes</b>	
<b>Historic Core</b>	
<b>Priority Focus Area</b>	The area between Kerk Street and development to the north could be explored in more detailed planning.



## Part 6. Implementation



## 6. Implementation Framework

### 6.1. Introduction

In terms of SPLUMA, a MSDF must include an implementation plan or framework comprising of:

- Sectoral requirements, including budgets and resources for implementation.
- Necessary amendments to the land use scheme.
- Specification of institutional arrangements necessary for implementation.
- Specification of implementation targets, including dates and monitoring indicators.
- Specification, where necessary, of any arrangements for partnerships in the implementation process.

The MSDF implementation framework for Witzenberg outlined in the sections below includes these elements as well as further implementation measures and instruments considered necessary, including policy, the use of guidelines, prioritisation of development and detailed planning, measures for decision-making support, and so on.

### 6.2. Policy framework

The policies tabulated in this section should guide decision-making on resource allocation, sector planning, land use management and land development programmes. Each core policy is supported by policy implications, acting as guidelines in policy implementation. As is the case with spatial plans, spatial policy can seldomly be fully implemented without supportive actions in other functional areas or sectors. For this reason, the main spatial policies are supported by both spatial and non-spatial policy implications.

Table 26. MSDF Policy Framework

STRATEGIC FOCUS	CORE POLICY	SPATIAL IMPLICATIONS	NON-SPATIAL IMPLICATIONS
Nature	Proactively manage natural resources as finite assets of society, delivering critical ecological, social, and economic services.	<ul style="list-style-type: none"> <li>• Utilise and contribute to municipal and provincial mapping and planning initiatives that inform land use decision-making supportive of ecological integrity and securing natural resources.</li> <li>• Maintain a compact form and minimum necessary footprints to settlements, in turn ensuring that nature areas are protected from settlement expansion, and a settlement form contributing to the minimum use of resources (e.g. fossil fuels related to movement) and exposure to known environmental risks.</li> <li>• Ensure the continuity and connection of core biodiversity areas, river systems and landscape elements, in that way maintaining and establishing municipal-wide connected green networks and ecological corridors.</li> <li>• Prohibit incompatible activities in critical biodiversity areas and ecological support areas.</li> <li>• Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socioeconomic returns, and do not compromise the sustainability or integrity of nature areas, or the ability of the municipality to deliver on its mandate.</li> <li>• Follow acceptable norms to set urban development back from wetlands and floodplains.</li> <li>• Apply biodiversity offsets in cases where development in areas of endangered and irreplaceable biodiversity cannot be avoided.</li> </ul>	<ul style="list-style-type: none"> <li>• Actively engage with adjoining municipalities and provincial government to ensure that the integrity of Witzenberg's natural environment is maintained (specifically in relation to land use management in adjoining municipal areas).</li> <li>• Prepare and implement management plans for municipal nature reserves and other ecological assets.</li> <li>• Prioritise the management of alien invasive species in water catchments and river corridors.</li> <li>• Implement proactive fire and invasive species management on municipal properties.</li> <li>• Provide active support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management Areas which protects and expands biodiversity and nature areas.</li> <li>• Support initiatives to extend public access to nature assets without compromising the integrity of nature areas or ecological services.</li> <li>• Proactively maintain and upgrade municipal infrastructure services to limit/ mitigate risk to ecological services.</li> <li>• Develop resource efficient strategies for all municipal services and land and building development (e.g. compulsory green energy installations in building development, grey water circulation, sustainable urban drainage, etc.).</li> </ul>

Table 27. MSDF Policy Framework (continued)

STRATEGIC FOCUS	CORE POLICY	SPATIAL IMPLICATIONS	NON-SPATIAL IMPLICATIONS
Regional Infrastructure	Establish and strengthen regional service infrastructure, regional connections, and rural-urban accessibility.	<ul style="list-style-type: none"> <li>Support infill development and increased land uses in areas where existing infrastructure will be able to support additional capacities.</li> <li>Where possible infrastructure installations should be located on previously disturbed terrain, or land of low biodiversity or agricultural value and should not interfere with, or impact negatively on, existing or planned production areas as well as agricultural infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Prioritise infrastructure and public investment in settlements identified for growth and where existing infrastructure can support future development.</li> <li>Establish formal relationships with neighbouring municipalities regarding aspects of mutual relevance regarding infrastructure and resources (also in relation to the provision of “shared” infrastructure services/ facilities).</li> <li>Investigate new public transport opportunities for improved local and regional accessibility, including rail infrastructure.</li> <li>Ensure the upkeep of the R43, R46, R303 and R355 as major economic transport and scenic routes.</li> </ul>
	Ensure food security through protecting agricultural land while supporting sustainable diversification of the agricultural sector and encouraging more efficient methods and models of cultivation.	<ul style="list-style-type: none"> <li>Utilise and contribute to municipal and provincial mapping and planning initiatives that inform land use decision-making supportive of protecting agricultural land of high value.</li> <li>Avoid the subdivision of agricultural land or changes in land-use to minimise the loss of agricultural activities while also avoiding the creation of uneconomical agricultural units.</li> <li>Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socioeconomic returns, and do not compromise agricultural sustainability, or the ability of the municipality to deliver on its mandate.</li> <li>Support aspirant and emerging farmers with access to land for commercial and subsistence farming purposes through opportunities to develop agricultural holdings in the urban fringe.</li> <li>All non-place-bound industry (land uses not ancillary to agriculture e.g. transport contractors, dairy depots, fabricating pallets, bottling and canning plants, abattoirs and builder’s yards) should be located within urban areas.</li> </ul>	<ul style="list-style-type: none"> <li>Facilitate private sector led institutional arrangements to enable joint planning and development of agriculture related activities.</li> <li>Promote incentives for smarter/ green agricultural practices and technologies.</li> <li>Make municipal commonages available for agri-tourism initiatives through public-private-community partnerships.</li> <li>Explore alternative farming models such as the possibility of transforming unused uncontaminated industrial land into community gardens, or “on-farm” options such as “share-schemes” for farm ownership.</li> </ul>
	Protect significant cultural and historic resources that contribute to the sense of place and experience of the area while ensuring appropriate public access and economic opportunity.	<ul style="list-style-type: none"> <li>Contribute to mapping, planning, and regulatory initiatives that aims to identify and protect critical cultural and historic assets.</li> <li>Preserve significant cultural and historic assets within the municipality and grow the opportunity for new or emerging forms of cultural expression through expanding the use of existing cultural assets or supporting new uses for areas or structures of historic value.</li> <li>As far as is possible, protect cultural landscape assets – including undeveloped ridge lines, view corridors, scenic routes, and vistas – from development.</li> <li>Support alternative uses for historic structures and places which will enable its preservation (subject to adherence to general MSDF strategy and policies).</li> <li>Ensure that changes in land use – urban or rural – maintain the integrity, authenticity and accessibility of significant cultural landscapes.</li> <li>Encourage the establishment of appropriate yet strategic gateway nodes/ entry points to the various landscapes of the region.</li> <li>Encourage the use of Overlay Zones in areas where unique settlement patterns or rural landscapes need to be protected or enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>Establish a strong brand for the region that is unique and suitable to the landscape and its character/ history.</li> <li>Consider accommodating and enabling larger annual festivals or gatherings which exposes the area to visitors and assist in growing local opportunity (e.g. a regional or national agricultural show/ event).</li> </ul>

Table 28. MSDF Policy Framework (continued)

STRATEGIC FOCUS	CORE POLICY	SPATIAL IMPLICATIONS	NON-SPATIAL IMPLICATIONS
<b>Settlement</b>	Ensure the sustainability of communities through quality urban settlements.	<ul style="list-style-type: none"> <li>• Direct significant growth or new development in Witzenberg to areas not identified as of the most critical natural or agricultural significance, and where the most opportunity exist in existing infrastructure investment, whether reconfigured, augmented, or expanded.</li> <li>• Direct urban growth, new development and public infrastructure investment to the main urban centres within the municipality, and to areas within the existing urban footprints of towns where current “buffer” areas are dividing communities.</li> <li>• Work towards and maintain – for each settlement in the municipality – a compact form and structure to achieve better efficiency in service delivery and resource use, the viability of public transport/ NMT, and facilitate inclusion, integration, and entrepreneurship development.</li> <li>• Adopt a conservative view towards the extension of existing urban edges over the MSDF period.</li> <li>• Avoid large retail malls and commercial development in peripheral locations, predominantly reliant on private vehicular access, in a manner which detracts from the viability of established commercial and work areas and locks out small entrepreneurs.</li> <li>• Actively support infill development and the adaptive re-use of existing structures.</li> <li>• Support increased densities in new, infill, and redevelopment projects.</li> <li>• Support the general upgrading and transformation of existing informal settlements.</li> <li>• Expand housing opportunity for a broader range of groups, including a fuller range of housing options.</li> <li>• Provide and maintain a system of accessible social facilities, integrated with public space and public transport/ NMT routes.</li> <li>• Facilitate the clustering of facilities and commercial opportunities, especially in neighbourhoods with a lack of diverse activities, supported by a range of housing typologies and mixed use developments.</li> <li>• Provide and maintain an urban open space/ public space system integrated with public transport/ NMT, social facilities, and linked to natural assets (e.g. river corridors).</li> <li>• Ensure work and commercial opportunity accessible through public transport/ NMT to all communities and providing opportunities for emerging and small entrepreneurs.</li> <li>• Rationalise space standards – especially of social facilities – and release surplus land for other uses, specifically housing.</li> <li>• Where large lifestyle estates are supported, secure the provision of appropriate worker housing for estate workers as part of the approval of the development.</li> </ul>	<ul style="list-style-type: none"> <li>• Co-ordinate public investment through available programmes/ support schemes while using publicly owned land to give access to livelihood and economic opportunities for local communities.</li> <li>• Prioritise basic residential services for poor households, specifically in informal settlements, backyard dwellings, and a minimum level of basic services to marginalized rural settlements.</li> <li>• Resist existing informal settlements being the only viable settlement option for poor households by supporting the identification and servicing of alternative areas for settlement.</li> <li>• Ensure that asset management best practice is followed to maintain existing infrastructure investment and prevent greater replacement cost in future.</li> <li>• Reinforce basic service delivery with good quality urban management to support household and economic asset development.</li> <li>• Accommodate the likelihood of back-yarding and its contribution to livelihood strategies in the planning of infrastructure and social facilities.</li> <li>• Enable progressive housing improvements and incremental development through public, private and community finance with differentiated levels of service.</li> <li>• Reinforce social facilities with good quality urban management to ensure service excellence and sustainability.</li> <li>• Focus on fewer but better social facilities.</li> <li>• Prioritise open/ public space development in poor and denser neighbourhoods of the municipality.</li> <li>• Reinforce open/ public space with good quality urban management to ensure use and safety.</li> <li>• Actively support the use of non-government organisations in providing social services to communities.</li> </ul>



### 6.3. Development guidelines

The WCG has prepared a number of general guidelines to assist in decision-making related to spatial development and management in rural and settlement areas. These include:

- Western Cape Land Use Planning Guidelines Rural (March 2019).
- Heritage and Scenic Resources: Inventory and Policy Framework (2013).
- PSDF Settlement Toolkit (2014).
- Commercial and Office Decentralisation: Specialist Study Prepared for the Western Cape Provincial Spatial Development Framework (this study inter alia assesses the impact of “large box” or mall type commercial development).

From the perspective of spatial planning, critical also is the CSIR’s Guidelines for the Provision of Social Facilities in South African Settlements (first addition August 2012). Apart from providing guidelines on different facilities needed to service population in terms of thresholds, the guidelines also emphasise aspect of social facility location and form included in this MSDF.

Although the guidelines do not convey development rights, they were prepared to establish norms and standards based on evidence and is aligned with international, national, and provincial policy related to the sustainable use of natural resources and agricultural land. Thus, they should be used in deliberations and decision-making related to the MSDF.

Aspects of the guidelines have been included in Part 5, Plans and Settlement Proposals, as well as the Policy framework presented in Section 6.2 above.

### 6.4. Core principles of land use management

The Witzenberg Municipality Land Use Planning By-Law (2015) has been adopted to regulate and control municipal land use planning. The preparation and adoption of the By-Law follows on and has occurred within the framework of:

- Section 156(1) of the Constitution conferring on municipalities the executive authority and right to administer local government matters as set out in Part B of Schedule 4 and Part B of Schedule 5 to the Constitution (and Part B of Schedule 4 to the Constitution listing municipal planning as a local government matter).
- SPLUMA requiring the executive authority of a municipality to oversee such responsibilities as it may designate to officials of such municipality and non-officials in the implementation of the Act.
- LUPA requiring a municipality to regulate inter alia the development, adoption, amendment and review of a zoning scheme for the municipal area, the procedures in terms of which the municipality receives, considers and decides on land use applications (including public participation and criteria for decision-making).
- Section 156 (2) of the Constitution empowers municipalities to make and administer laws for the effective administration of matters that it has the right to administer.

Key themes, principles, and regulations contained in the By-Law related to the status of the MSDF, its implementation as proposed, and land use management in relation to the MSDF, are listed in Table 29.

Four aspects of the By-Law appear key:

1. The significance of the MSDF and related provisions in decision-making, including a municipal obligation to ensure that these provisions are considered in the motivations submitted by applicants
2. The Municipality’s right to proactively zone land in order to enable achievement of municipal objectives.
3. The Municipality’s right to impose conditions of approval related to MSDF objectives.
4. Acknowledgment of the value of the package of plans approach as a means to ensure responsible planning and decision-making related to the development of large or strategic urban development areas.

Table 29. Key themes, principles, and regulations contained in the Municipal Land Use Planning By-Law

THEME	RELEVANT SECTION OF THE BY-LAW	PRINCIPLES OR SPECIFIC REGULATIONS
Status of the MSDF	Section 7	<ul style="list-style-type: none"> <li>The Municipality may not make a decision in terms of the By-Law which is inconsistent with the MSDF.</li> <li>The Municipality may deviate from the provisions of the MSDF only if site specific circumstances justify the deviation.</li> <li>In determining whether the site-specific circumstances exist, the Municipality must have regard to the development application which has been submitted and any other relevant considerations, including whether the proposal would not defy the general aim of the MSDF.</li> <li>The MSDF does not confer or take away rights.</li> </ul>
Rezoning of Land	Section 17	The Municipality may, on its own initiative or on application, create an overlay zone for land (while following the provisions of the Municipal Systems Act).
Pre-Application Consultation	Section 37	The Municipality may require an applicant to meet with the authorised employee prior to submitting an application to the Municipality, in order to determine the information that must be submitted together with the application, and other matters connected therewith. At these consultations, it can be expected that the Municipality can request of applicants to clearly motivate in formal applications how the provisions of the MSDF will be met (Section 38 of the By-Law – “Information require” – do not specify a motivation of this nature).
General criteria for consideration of applications	Section 68	<p>When a Municipality considers an application, it must have regard to inter alia:</p> <ul style="list-style-type: none"> <li>The IDP and MSDF.</li> <li>The applicable policies of the Municipality that guide decision-making (this would include policies in support of the MSDF).</li> <li>The PSDF and, where applicable, the Regional SDF.</li> <li>The policies, principles, planning and development norms and criteria set by national and provincial government.</li> <li>The matters referred to in section 42 of SPLUMA (referring inter alia to the SPLUMA principles; norms, standards, measures designed to protect and promote the sustainable use of agricultural land; national and provincial government policies and the MSDF; the public interest; and the constitutional transformation imperatives and the related duties of the State).</li> </ul>
Conditions of Approval	Section 69	Conditions of approval related to an application may include inter alia conditions related to requirements of the MSDF, major land uses and the extent thereof, and density.
Package of Plans	Section 97	<ul style="list-style-type: none"> <li>The Municipality may require a package of plans to be submitted for approval in respect of an application for rezoning of certain planning areas.</li> <li>The general purpose of a package of plans is to provide for a mechanism to plan and manage the development of large or strategic urban development areas. It is a phased process of negotiation, planning and approvals, whereby increasing levels of planning detail are approved together with conditions for such approvals.</li> <li>The Municipality may require that the area covered by a development framework shall extend beyond the land under consideration if, in its opinion, the proposed development will have a wider impact, and the municipality may determine the extent of such area.</li> </ul>

## 6.5. The MSDF's relationship with corporate and sector planning and decision-making

The MSDF is a transversal planning instrument impacting on most, if not all, of the Witzenberg Municipality's functional areas as well as the other spheres of government and state-owned entities. Institutional alignment of the MSDF, both in relation to the corporate and sector planning and decision-making, is essential to implementing the MSDF.

With regards to corporate planning and decision-making:

- The main argument and strategies of the MSDF must be incorporated into Annual Reports, annual IDP Reviews, and future IDPs.
- Any review of the MSDF must form part of the IDP review process.
- The main vision, strategies, proposals and policies of the MSDF must inform sector planning and resource allocation. In particular, the Municipality's Human Settlement Plan and Comprehensive Integrated Transport Plan must be informed by and aligned to the vision, strategies, proposals and policies set out in the MSDF.
- The vision, strategies, proposals and policies of the MSDF must inform land use management decision-making.
- National and provincial plans, programmes and actions should consider the vision, strategies, proposals and policies of the MSDF.

While existing sector considerations and plans give context to the formulation of the MSDF, strategically and spatially, these should also be informed by the MSDF. To this end, the MSDF must be a key consideration when the Municipality makes sector specific decisions or when sector plans are reviewed. This is important to ensure alignment and for the different sectors to fully contribute as implementation tools of the MSDF.

Table 30. Sector foci, plans, and the MSDF

SECTOR/ FUNCTIONAL AREA	SECTOR PLAN	STATUS	SDF IMPLICATIONS
<b>Infrastructure (generally)</b>	Infrastructure Plan Witzenberg Municipality	Draft 2014	<ul style="list-style-type: none"> <li>• Recognise the Witzenberg settlement hierarchy in planning infrastructure provision.</li> <li>• Ensure that space extensive infrastructure is located in peripheral locations on the edges of human settlement.</li> <li>• Ensure that the design of major infrastructure considers the rural and scenic qualities of landscape.</li> <li>• Consider sustainable urban systems and infrastructure through green building technologies and infrastructure options.</li> </ul>
<b>Transport</b>	Local Integrated Transport Plan for Witzenberg (2016-2021)	2016	<ul style="list-style-type: none"> <li>• Prioritise the maintenance of existing intra-regional routes and infrastructure.</li> <li>• Support increased accessibility between fragmented parts of towns (towns and townships) especially in relation to pedestrian, cycle and public transport routes and modes.</li> <li>• Utilise public transport to promote economic activity in appropriate locations while at the same time enabling the clustering and integration of activities in proximate location of public transport interchanges.</li> <li>• Prioritise infrastructure investment and allocation of funding for paving and landscaping of non-motorised pathways, bicycle lanes and walkways for travelling between and within rural and urban areas.</li> <li>• Avoid convoluted road networks which favour vehicular circulation.</li> </ul>
<b>Pavement Management</b>	Witzenberg Pavement Management System (PMS)	2010	<ul style="list-style-type: none"> <li>• Prioritise the maintenance of major regional and urban routes (carrying the highest volumes).</li> </ul>

Table 30-32 summarises the Witzenberg Municipality's sector foci, applicable plans (and their status), and implications of the MSDF for these sectors and plans.



Table 31. Sector foci, plans, and the MSDF (continued)

SECTOR/FUNCTIONAL AREA	SECTOR PLAN	STATUS	SDF IMPLICATIONS
Water	Water Masterplan	Approved 2015	<ul style="list-style-type: none"> <li>Protect catchment areas, river corridors, and wetlands from development.</li> </ul>
	Water Services Development Plan	Approved 2019	<ul style="list-style-type: none"> <li>Proactively support water demand programmes.</li> <li>Proactively support water-wise practices in land development.</li> </ul>
Wastewater	Sewer masterplan	Approved 2015	<ul style="list-style-type: none"> <li>Proactively support the re-use of wastewater.</li> </ul>
	Water services development plan	Approved 2019	
	Re-use through reclamation of treated effluent in Ceres, Wolseley, Tulbagh and Op-Die-Berg for Witzenberg Municipality	Approved 2018	
Stormwater	Prince Alfred Hamlet Stormwater Management Plan	2017	<ul style="list-style-type: none"> <li>Proactively support sustainable urban stormwater management systems which replenishes natural water aquifers/ storage.</li> </ul>
Solid Waste	Integrated Waste Management Plan	Approved 2013	<ul style="list-style-type: none"> <li>Proactively support waste minimisation and recycling.</li> <li>Work with adjoining municipalities to find efficient regional waste collection solutions.</li> </ul>
Electricity	Electricity Master Plan	2018 (Master planning and status Reports on the 11KV Infrastructure in Ceres, Wolseley and Tulbagh: Period 2018-2028)	<ul style="list-style-type: none"> <li>Proactively work with Eskom to ensure timeous provision of infrastructure to meet expected demand in Witzenberg.</li> <li>Proactively support energy saving and alternative energy initiatives.</li> </ul>
Human settlements	Witzenberg Human Settlements Plan	Draft 2016	<ul style="list-style-type: none"> <li>Channel pressures for residential development to existing towns, villages and hamlets while focussing housing investment in towns with stronger economic bases.</li> <li>Promote sustainable and flexible rural housing opportunities for poorer rural communities and workers threatened by seasonal labour.</li> <li>Prevent development of extensive residential lifestyle properties in the rural landscape.</li> <li>Coordinate the release of land with housing programmes and infrastructure provision.</li> <li>Develop smaller, integrated settlements within existing urban areas, through densification and infill before allowing urban expansion through new, peripheral settlements.</li> <li>Provide a range of housing typologies including incremental housing, public and private rental housing, and GAP housing.</li> <li>Deal proactively with informality through prioritising incremental development and serviced land projects which focus attention on the collective elements such as social facilities, spaces and amenities while providing for emergency services and basic services.</li> <li>Improve the spatial design qualities of new housing projects through improved layout and unit design and appropriate orientation of buildings.</li> <li>Actively support farmers to provide agri-worker housing (following the guidelines contained in “Western Cape Land Use Planning: Rural Guidelines”).</li> <li>Gated residential development is not favored. Public components of development should remain public, enabling integration of neighbourhoods and through movement. Security to private components of developments could be provided through other means than the fencing and access control of large development blocks or areas neighbourhoods.</li> </ul>

Table 32. Sector foci, plans, and the MSDF (continued)

SECTOR/FUNCTIONAL AREA	SECTOR PLAN	STATUS	SDF IMPLICATIONS
Local Economic Development	Local Economic Development Strategy	Draft format (still to submit before Council for workshop and adoption)	<ul style="list-style-type: none"> <li>• A precautionary approach to the Municipality's assets of nature, agricultural land, scenic landscapes and routes, and historically and culturally significant precincts and places, which underlies critical livelihood processes, including a tourism economy.</li> <li>• Promote sustainable, ecologically responsible and equitable tourism and recreation activities to diversify rural economic activities (markets, historical tourism routes, hiking, camping, other eco-friendly activities).</li> <li>• Ensure that local precincts within towns are mixed use, with properly scaled residential and commercial development to make transportation systems more efficient and affordable, to create economic opportunity and to enhance the community.</li> <li>• Create economic opportunities close to where people live to break down spatial barriers.</li> <li>• Proactively enable small entrepreneur through providing land/ facilities in accessible locations.</li> <li>• Guide against the location of "mall-type" commercial development in locations only accessible by car.</li> </ul>
Social / Public Facilities			<ul style="list-style-type: none"> <li>• Strategically locate and align the provision of facilities and social services with access networks as well as settlement role and local needs to ultimately increase convenience, access and viability (e.g. the highest order facilities – serving the region as a whole – should ideally be located in Ceres).</li> <li>• Prioritise clustering of activities in key economic urban areas while prioritising mobile services to serve the wider region.</li> <li>• Encourage the optimisation of underutilized and excess land around facilities for other complementary land-uses or expansion of facilities (sport, crèches, housing, retail, urban agriculture, etc.).</li> <li>• Cluster social facilities at accessible locations to enable efficiency and optimise the catalytic potential of public services and buildings as instruments for urban regeneration and to define vibrant public spaces.</li> <li>• Encourage multi-functionality, safety, legibility and access through well-designed community facilities.</li> <li>• Edge community facilities with functional public spaces, housing or retail activities – not vast vacant land.</li> <li>• Provide positive edges and public interfaces, and accessible and well-defined entrances to public facilities.</li> </ul>
Environment	Biodiversity Sector Plan	Compiled 2010	<ul style="list-style-type: none"> <li>• Proactively support stewardship programmes.</li> <li>• Support compatible and sustainable rural activities outside the urban edge (including tourism) if these activities are of a nature and form appropriate in a rural context, generate positive socioeconomic returns, and do not compromise the sustainability or integrity of nature areas, or the ability of the municipality to deliver on its mandate.</li> <li>• Proactively support programmes to prevent fire and alien vegetation expansion/ removal.</li> </ul>

## 6.6. Prioritising development

In terms of the MSDF concept and plan, prioritisation of development – at a broad level – are of two types. The first is spatial and targeted at significant future growth in specific places. The second is sectoral or thematic, focused on the kind of development to be prioritised.

Spatial areas for priority development over the MSDF planning period should consider:

- A settlement hierarchy where significant new growth and the highest order enterprises and facilities are located in Ceres, Wolseley, and Tulbagh (with Ceres the location for most growth and highest order enterprises and facilities).
- Accommodating growth within the agreed urban edges of settlements.
- The potential of the area located between Ceres, Bella Vista, and Nduli to accommodate significant growth and meet diverse needs, including economic development opportunity, a range of housing types, and integrated movement between largely fragmented settlement parts.
- Within Wolseley and Prince Alfred Hamlet, the preparation of opportunity for housing closer to main thoroughfares and commercial clusters within the towns.
- Within Tulbagh, continuation of programmes to upgrade settlements and provide new opportunity within the urban edges and proximate to other opportunity within the settlement.

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade services and enhance security of tenure in informal settlements.

- Enhance the integration of informal settlements and poorer areas with areas of higher opportunity.
- Provide housing for lower income groups in accessible locations (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints).
- Expand and improve public and NMT routes.
- Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on).
- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

## 6.7. Priority projects

In terms of spatial planning and land use management, five priority projects have been identified for further discussion, described in more detail in Table 33.

## 6.8. Areas prioritised for more detailed spatial planning

The individual town plans identify priority areas where more detailed planning, such as precinct plans, are required. The Witzenberg Zoning Scheme allows for Special Planning Overlay Zones (SPOZ) to provide for a package of plans mechanism to plan and manage the development of large or strategic urban development areas with a greater degree of flexibility. An SPOZ is generally created in respect of an application that involves a mixed use development proposal or where the development does not generally comply with the development parameters of the applicable land uses of this zoning scheme. It is envisaged that the proposed priority areas identified below can be facilitated in future through the delineation of SPOZs.

The proposed priority areas for more detailed spatial planning in Witzenberg Municipality are:

- The area between Ceres, Bella Vista, and Nduli.
- Possible housing areas in central Wolseley and Prince Alfred Hamlet.
- A housing area north of the main town in Tulbagh (and interface with a proposed “estate” development).

Planning of the area between Ceres, Bella Vista, and Nduli is the first priority for more detailed planning. The potential of the area to accommodate significant growth and meet diverse needs, including economic development opportunity, a range of housing types, and integrated movement between largely fragmented settlement parts has been acknowledged in various initiatives. To maximise the potential of the area, the need for more detailed “precinct” level planning was identified, building on previous work undertaken as part of the WCG RSEP.

Given the strategic nature of the area, it is recommended that the package of plans approach – incorporated in the Witzenberg Municipality Land Use Planning By-Law – is followed, enabling structured phases of negotiation, planning and approvals (including the approval of increasing levels of planning detail together with conditions for such approvals).

In focus, planning for the area should consider inter alia:

- Movement routes which integrate Ceres, Bella Vista, Vredebes, and Nduli (and attract higher order development and uses dependent on passing trade/ access).
- Activities and uses foreseen as part of an agri-park.
- Housing opportunity, including opportunity at higher density, a more urban form, and richer range of typology, than traditionally and currently provided with government assistance in Bella Vista and Vredebes.



Table 33. Priority Projects

PROJECT	PURPOSE	KEY ACTIVITIES
<b>The integration of Ceres, Bella Vista, and Nduli</b>	More detailed planning to accommodate significant growth and meet diverse needs, including economic development opportunity, a range of housing types, and integrated movement between largely fragmented settlement parts.	Prepare a local SDF in consultation with all relevant service departments.
<b>A Koue Bokkeveld and Tankwa Gateway</b>	More detailed planning to celebrate the gateway location to the Koue Bokkeveld and Tankwa and create local entrepreneurship opportunity.	Prepare more detailed development proposals as part of planning for the integration of Ceres, Bella Vista, and Nduli.
<b>Space for emerging and small entrepreneurs</b>	Ensure that emerging and small entrepreneurs are provided for in major public and private sector projects.	<ul style="list-style-type: none"> <li>• Utilise existing municipal industrial land as a pilot to provide for small/ emerging manufacturing/ service industries.</li> <li>• Consider providing for emerging and small entrepreneurs as part of planning for the integration of Ceres, Bella Vista, and Nduli.</li> </ul>
<b>Small scale farming</b>	Providing for small farmers on the edges of settlements.	Continue to reserve commonage and municipal land for small scale farming activities.
<b>Public space programme</b>	Providing public space in mon-functional residential areas.	Launch a programme for enhanced public space in Bella Vista.

- The possible reconfiguration of “buffer” strip industrial land south of Bella Vista to also accommodate other uses closer to Ceres.
- Opportunity for start-up or smaller industry/ workshop entrepreneurs.
- An area and facilities which could accommodate large events (e.g. an agricultural festival/ exhibition).
- Higher order institutions.
- Opportunity for small scale farming (to the east).
- A “truck stop” (with appropriate supporting facilities).
- A mixed-use area as part of Nduli with commercial opportunity and public space which can serve as a “gateway” attraction to the Koue Bokkeveld and Tankwa Karoo while providing livelihood opportunity for local residents.

In its location and focus, the project should fit the criteria for funding allocation of the Neighbourhood Development Partnership Grant of National Treasury.

Figure 52 outlines the focus area, and Figure 53 illustrates the potential of the area in concept form.

In relation to land use management, it could be beneficial to establish an overlay zone for this area in the municipal Zoning Scheme or make use of the SPOZ allocation.



Figure 52. The cadastral area showing the location of the priority area between Ceres, Bella Vista, and Nduli



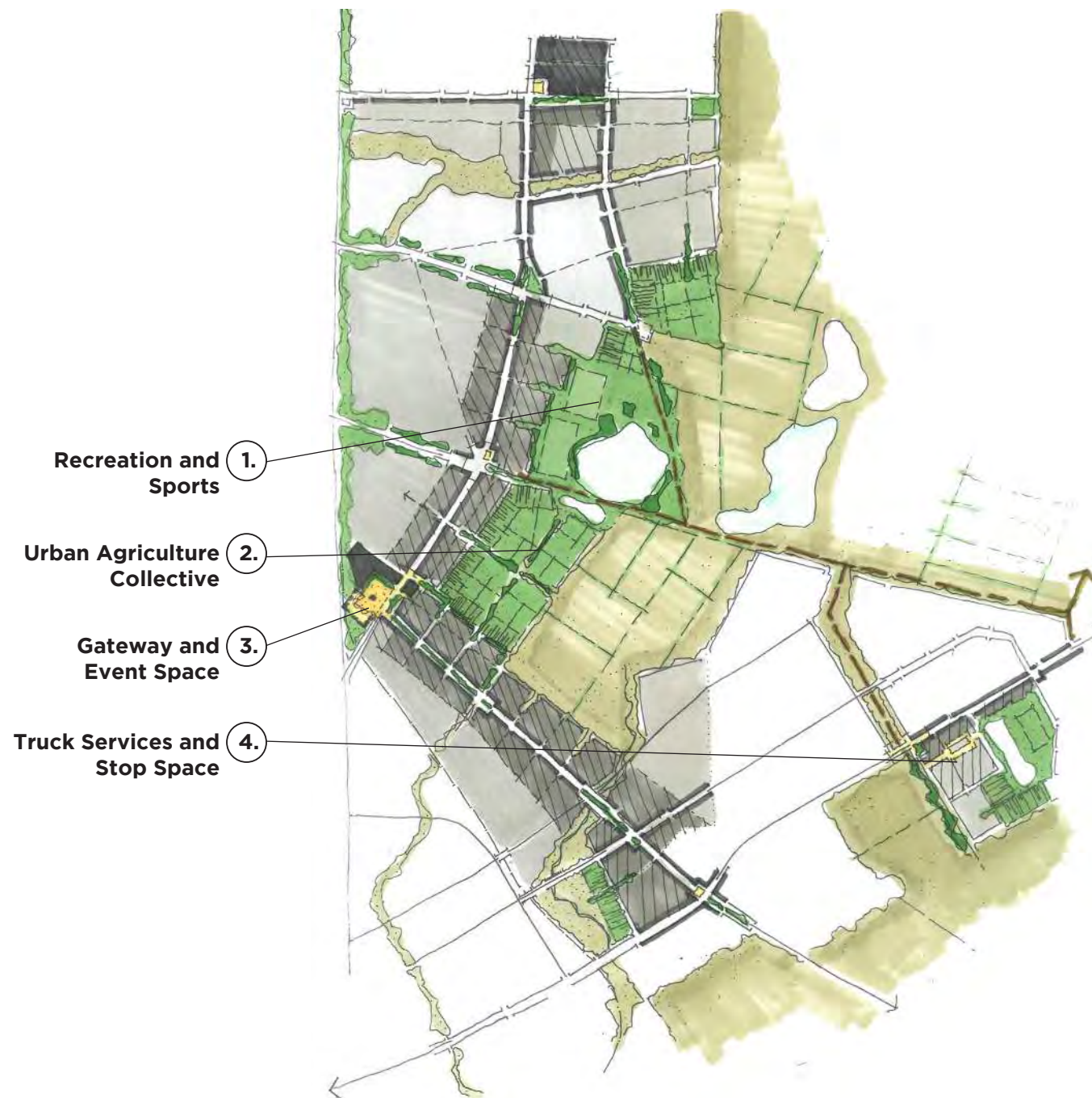


Figure 53. Concept development of the area between Ceres, Bella Vista, and Nduli (work in progress)



The second priority for more detailed planning is possible housing areas in central Wolseley, Prince Alfred Hamlet, and Tulbagh. Within the context of the national and provincial human settlement objectives of compacting settlements (to enable greater efficiency in service provision, the protection of agricultural land, walkability, and so on), the provision of well-located housing, higher density housing which also extends the range of housing opportunity offered, is a critical consideration. To date, Witzenberg Municipality has not focused specifically on this form of housing. The 2012 MSDF identified suitable land for this form of housing in Wolseley, Prince Alfred Hamlet, and Tulbagh. It is proposed that more detailed spatial planning be undertaken for these three areas to illustrate the yields achievable and form of housing that could be delivered. Once completed, The Municipality can test viability with housing providers (including accredited social housing companies). The photographs illustrate the form of housing contemplated.



Figure 54. Examples of appropriate form of publicly assisted housing in central locations (add sources and names)

## 6.9. Institutional arrangements

### 6.9.1. Municipal arrangements for spatial planning and land use management

The Witzenberg Municipality has dedicated staff resources for spatial planning and land use management structured as a division of the Technical Services Directorate. Work occurs within the framework set by annually approved Service Delivery and Budget Implementation Plans (aligned with the IDP), decision-making processes and procedures set by Council, and a suite of legislation and regulations guiding spatial planning, land use management, and environmental management (including SPLUMA, LUPA, the National Environmental Management Act, and the Witzenberg Municipality Land Use Planning By-Law).

The Technical Services Directorate will facilitate implementation of the MSDF in terms of institutional alignment, including:

- The extent to which the main argument and strategies of the MSDF are incorporated into Annual Reports, annual IDP Reviews, future municipal IDPs, and so on.
- The annual review of the MSDF as part of the IDP review process.
- The extent to which the main argument and strategies of the MSDF inform sector planning and resource allocation.
- The extent to which the main argument and strategies of the MSDF inform land use management decision-making.
- Alignment with and progress in implementing the Municipality's Human Settlement Plan and Comprehensive Integrated Transport Plan.
- The mutual responsiveness of the MSDF and national, provincial and regional plans, programmes and actions (including the extent to which MSDF implementation can benefit

from national and provincial programmes and funding).

### 6.9.2. Inter-government planning

Inter-governmental planning and coordination within the framework of the MSDF will focus primarily on:

- Extracting resources – across spheres of government – for the planning and development of the area between Ceres, Bella Vista and Nduli (building on the work already completed under the RSEP programme).
- Ongoing negotiations and deliberations with higher levels of government (and their agencies) related to the upgrading and maintenance of regional infrastructure (e.g. regional routes and electricity).
- On-going joint work – especially with the WCG – related to the planning and funding of publicly assisted housing.
- On-going joint work with adjoining municipalities and the District Municipality related to the provision of shared infrastructure and/ or public facilities (e.g. infrastructure related to waste disposal).

### 6.9.3. Private sector partnerships

Partnerships with the private sectors are increasingly needed for a number of reasons:

- The municipal human and financial resource base are simply too small to achieve the vision of the MSDF or implement associated strategies and plans.
- Many matters critical to implementing the MSDF fall outside the direct control or core business of the municipality. For example, the Municipality does not necessarily own the land associated with projects critical to achieve MSDF objectives.

Three foci for private sector partners appear significant to implement the MSDF:

- Active ongoing support for Stewardship Programmes, Land-care Programmes, and the establishment of Conservancies and Special Management Areas which protects and expands biodiversity and nature areas.
- Proactive engagement and joint planning with land areas in the area between Ceres, Bella Vista, and Nduli to unlock the full development potential of the area.

Proactive engagement with the agricultural sector to explore opportunity for emerging and small-scale farmers in the urban fringe (proximate to residential areas).



## 6.10. A checklist to enable consideration of the MSDF in deliberations and decision-making

Table 34 begins to outline such an agenda in the form of a “checklist” of questions be employed in deliberations and decision-making from the perspective of spatial planning and land use management. If the initiators of development proposals, applicants, officials, and decision-makers all, in general terms, address the same questions in the conceptualisation, assessment, and decision-making related to proposals, a common, shared “culture” could be established where key tenets of the MSDF is considered and followed on a continuous basis. Although focused on the location, nature, and form of activities in space, the checklist incorporates questions addressing issues beyond space, including matters of resource management, finance, institutional sustainability, and so on.

It is not envisaged that the checklist be followed slavishly in considering every development proposal. Yet, its use is important in ensuring that relevant issues be addressed and discussed to enable decision-making in line with the MSDF and broader provincial and national planning policy. If, in assessing a proposal or project, posing a question results in a negative answer, the proposal probably requires very careful consideration, further work, or change.

The checklist should not be viewed as static. Rather, it should be reviewed periodically and in parallel with the MSDF review – perhaps under the leadership of the Municipal Planning Tribunal and with input from all stakeholders – to reflect the municipal spatial planning agenda and challenges. 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.

Table 34. Checklist for compliance with MSDF

CHECKLIST QUESTION OR ISSUE	YES	NO
<b>Nature</b>		
Is the proposal located in or does it impact on a formally protected area, Critical Biodiversity Area, or Ecological Support Area?		
Can associated impacts be managed without diminishing the integrity of the formally protected area, Critical Biodiversity Area, or Ecological Support Area?		
Does the proposal protect, maintain, or enhance the sustainability of existing ecological systems and services?		
Is the proposal situated within a river or wetland setback, or a flood line?		
Does the project enable enhanced and appropriate public access to natural resources, amenity, and recreational opportunity?		
Is the proposal conceptualised to withstand the impact of climate change and global warming?		
Has the project considered recycling, rainwater collection, and alternative energy generation?		
<b>Agriculture</b>		
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?		
Does the proposal provide for enhanced security of tenure and livelihood opportunity for agri-workers?		
<b>Infrastructure</b>		
Does the proposal support the agreed settlement hierarchy of Witzenberg Municipality?		
Does the proposal support maintaining or growing the local economy or livelihood opportunity?		
Are the needs of vulnerable communities addressed?		
<b>People and Place</b>		
Are the needs of the previously disadvantaged and marginalised considered and addressed?		
Does the proposal consider and respect historic and culturally significant precincts and assets?		
Does the proposal enable new forms of cultural expression previously not recognised or neglected?		
<b>Settlement Form and Character</b>		
Is the proposal local within an agreed urban edge?		
Does the proposal support integration and compaction of activities, thereby increasing thresholds for work related activity, less movement, and efficiency in service delivery?		
Does the proposal provide for or support a balanced mix of land uses?		
Does the proposal support public and non-motorised transport?		
Does the proposal increase housing choice for different sectors of society?		
Does the proposal contribute to the local economy, job creation, and inclusion of emerging entrepreneurs?		
<b>Governance</b>		
Are the processes for stakeholder participation in spatial planning known and accessible to all stakeholders?		
Are processes for inter-governmental cooperation in place and maximised?		
Does the proposal provide adequately for on-going management and maintenance?		
Does the proposal limit undue pressure on public funds (specifically in relation to on-going management and maintenance)?		



## 6.11. A municipal leadership advocacy agenda related to spatial planning and land use management

In terms of the Constitution and associated legislation, local government in South Africa has far-reaching obligations and responsibilities. Key is to direct – within the context of national and provincial policy – the provision of services, promotion of a safe and healthy environment, and promotion social and economic development, in a manner which is sustainable. Determining and managing the direction, nature, and form of spatial development within the municipality, is a key function.

Elected representatives carry significant authority in relation to decision-making. Their task is a difficult one. While acting upon the technical work and inputs of officials, elected representatives are often required to deal with and mediate between different needs and requests on a daily basis, whether emanating from a specific sector (e.g. one functional area struggling from a lack of resources to fulfill its services), a community, individual citizen, or the corporate sector. Arguably, they are also not expected – or have the time – to fully comprehend the technical detail embodied in the work of officials. They should, however, lead at the level of principle, and direct, inspire, and monitor accordingly.

What can a municipal leadership and advocacy agenda look like? What should be foremost on the mind of leadership? What should they be particularly vigilant about, advocate for, and monitor in every initiative? Table 35 proposes a municipal leadership advocacy agenda related to spatial planning and land use management.

Table 35. A municipal leadership advocacy agenda related to spatial planning and land use management

ISSUE	SPECIFIC CONCERNS RELATED TO THE ISSUE
The critical role of the environment in providing ecological services, key to the economy and sustainability of life in general.	Activities, development, or ways of providing services which detract from the functioning of the natural environment or places.
The critical role of agricultural land – whatever its current use – in providing food security.	Activities, development, or ways of providing services which detracts from the current or future use of land for food production or related use.
The critical role of historic and cultural assets in the municipal economy.	<ul style="list-style-type: none"> <li>The loss of built or unbuilt cultural places and activities.</li> <li>Inadequate exposure of neglected cultural practices.</li> <li>Inadequate places and opportunity for practicing new forms of cultural expression.</li> </ul>
The critical need to enable the gradual upgrading of informal settlements.	Inadequate forward planning for settlement and the resultant on-going accommodation of new residents in areas already limited in resources and opportunity.
The relationship between settlement form (e.g. its density, mix of uses, and extent to which it provides opportunity for different groups) and common-day challenges such as the prospect of all to find sustainable, dignified, livelihoods, traffic congestion, safety, and so on.	<ul style="list-style-type: none"> <li>The relationship between development density and municipal servicing costs.</li> <li>The relationship between development density and the viability of public/ NMT.</li> <li>The relationship between development density, inclusive and mixed activity, and entrepreneurship opportunity, mutual learning, and innovation.</li> <li>The relationship between 24/ 7 activity and safety.</li> </ul>
The critical role of social facilities and public space in the lives of ordinary citizens.	<ul style="list-style-type: none"> <li>The developmental role of social facilities and public space.</li> <li>The relationship between the clustering, exposure, and sharing of social facilities (and associated public space), and the quality and sustainability of social service delivery.</li> </ul>
The critical role of NMT modes to access opportunity, specifically for ordinary citizens.	<ul style="list-style-type: none"> <li>The very high costs of transport infrastructure as compared to other forms of municipal infrastructure services.</li> <li>The relatively small proportion of the population serviced by private vehicles and concomitant cost on the environment.</li> </ul>
The long-term resource impacts of spatial decisions today on the sustainability of government, communities and enterprises.	The long-term costs of urban sprawl and the outward growth of settlements in relation to environmental sustainability, agricultural potential, and the municipal infrastructure maintenance budget.
The limitations of municipal resources, and therefore the need to work with the private and community sectors to meet collective objectives.	The extent of private and community sector development energy available, and its possible contribution to address challenges if closer aligned to the municipal development agenda.
The interrelationship between settlements and need to work with adjoining municipalities and overarching government structures.	The resource constraints of Witzenberg Municipality, and its preparedness to accommodate impacts related to development pressure in adjoining municipalities.



## **Part 7.**

# **Capital Expenditure Framework**

## 7. Capital Expenditure Framework

### 7.1. Introduction

SPLUMA requires that MSDFs “determine a capital expenditure framework for the municipality’s development programmes, depicted spatially”. SPLUMA does not provide further detail on what this Capital Expenditure Framework (CEF) should include and there is currently no specification for a SPLUMA-compliant CEF. The intention appears to more effectively link the Municipality’s spatial development strategies to one of the primary means with which to implement these strategies, namely the Municipality’s budget and the budgets of other government stakeholders. By providing more specific guidance on what investments should be made where, in what order of priority, alignment between the Municipality’s strategies, plans and policies and development on the ground is better maintained and the risk that budget allocations undermine or contradict the MSDF are mitigated.

The Capital Expenditure Framework (CEF) has become a key tool supporting government’s initiatives to achieve national settlement development and management objectives. The Integrated Urban Development Framework (IUDF), approved by Cabinet in 2016, sets out the national policy framework for transforming and restructuring South Africa’s urban spaces, guided by the vision of creating “livable, safe, resource efficient cities and towns that are socially integrated, economically inclusive and globally competitive”. In addition, the IUDF proposes an urban growth model premised on compact and connected cities and towns. With the acceptance of the IUDF as policy, the emphasis has now shifted to implementation.

The IUDF is coordinated by the Department of Cooperative Governance (DOCG), which has set up the institutional arrangements for the coordination of activities across government

departments and agencies, under the overall management of an IUDF Working Group on which partner organizations such as National Treasury, organized local government and the World Bank are represented.

The purpose of the ICMs support strategy is to help translate IUDF policy into practical programmes, starting with larger cities and intermediate cities. In so doing the initiative aims to give impetus to achieve the main IUDF goals, which are forging new integrated forms of spatial development; ensuring that people have access to social economic services, opportunities and choices; harnessing urban dynamism to achieve inclusive and sustainable growth; and enhancing the governance capacity of the state and citizens in settlements.

One element of the implementation of the IUDF is the introduction of the CEF instrument. The DCOG recently prepared a “Guide to preparing a Capital Expenditure Framework (Draft Document)” to provide ICMs with guidance with regard to what a CEF is, what it should include for the purposes of the IUDG, and how to go about a CEF. The Guide defines a CEF as “a consolidated, high-level view of infrastructure investment needs in a municipality over the long term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward.”

### 7.2. Capital Finance

For the previous financial years, the Witzenberg Municipality’s capital investment spend focused on the bulk infrastructure projects required for the Vredebes housing project, the Tulbagh storage dam, upgrading of sports facilities and other upgrades to water, sanitation and electricity services. The allocation of the current three to five year budget continues with its commitment on upgrading of bulk resource and infrastructure (28%), implementation of the human settlements plan (24%), upgrade and maintenance of network infrastructure (12%) and transport management and road maintenance (12%).

The composition of the Witzenberg Capital Budget is shown in Table 36. The Municipality’s budget mainly comprises of the Capital Replacement Reserves (35%) and Municipal Infrastructure Grant (28.86%) funding. The sustainability of the reliance on the Capital Replacement Reserves is threatened by variances in the collection rates for the various services. Notably, the Municipality’s indigent population is increasing, general household affordability levels deteriorating which may in future, impact on the Municipality’s ability to sustain the high levels of revenue collection. The Municipality has relied heavily on grant funding during the previous financial years. Municipal Infrastructure Grant (MIG) funding is fairly constant with an annual increase approximately in line with annual escalation. Regional Bulk Infrastructure Grant (RBIG) funding for water and sanitation projects is granted as needed/requested and approved by the Department of Water Affairs.



Table 36. Capital Funding Mix (Source: 2nd Reviewed IDP, 2019-2020)

FUNDING SOURCE	PURPOSE	MTEF 2019/2020 - 2021/2022 (R)	MTEF 2019- 2022 (%)	Estimated Budget 2022/2023 - 2023/2024 (R)	Budget % 2022/2023 - 2023/2024	Total Budget 2019/2020 - 2022/-2024 (R)	Budget % 2019/2020 to 2022/-2024
Capital Replacement Reserve (CRR) - Municipality	Upgrading and equipment	90,566,719	32.42%	42,410,000	42,99%	133, 006, 719	35.17%
Integrated Housing and Human Settlements Development Grant (IHSDG) - Dept of Human Settlements	Capital funding for internal social housing developments' infrastructure networks as well as related bulk infrastructure	46,956,520	16.80%	-	-	46, 956, 520	12.42%
Municipal Infrastructure Grant (MIG) - Dept of Cooperative Governance	Infrastructure that supports the poor, mainly bulk infrastructure related to social housing projects.	65,591,396	23.47%	43,550,000	44.14%	109,141,306	28.86%
Regional Bulk Infrastructure Grant (RBIG) - Dept of Water Affairs	Bulk water and sanitation related projects.	36,931,304	13.21%	-	-	36,931,304	9.77%
Integrated National Electrification Programme (INEP) - Dept of Energy	Electrical networks for social housing projects.	12,521,739	4.48%	7,000,000	7.10%	19,521,739	5.16%
Regional Socio-Economic Programme (RSEP) - Dept of Env Affairs and Development Planning	Socio-economic upgrading - non-motorised transport - walkways	3,478,000	1.24%	-	-	3,478,000	0.92%
Twinning agreement with Essen, Belgium (Beguir) - Belgium Federal Government	Support in implementation of Waste Management Strategy	1,000,000	0.36%	-	-	1,000,000	0%
Provincial Government (Prov Grant) - WC Provincial Government	Various Grant related to upgrading of main roads (bridges), fire fighting vehicles, libraries	12,876,522	4.61%	5,700,000	5.78%	18,576,522	4.91%
<b>TOTAL</b>		<b>R269,952,110</b>		<b>R98,660,000</b>		<b>R368,612,110</b>	

### 7.3. Prioritisation of Capital Budget

The majority (76% or R206million) of the Municipality's current capital budget 2019/2020-2021/2022 is allocated to Key Performance Area (KPA): Essential Services. The current estimated five year budget reflects similarly, with 78% of the budget allocated to Essential Services. The five year budget reflects the Municipality objective of creating an enabling environment by focusing their spending on bulk infrastructure and human settlements implementation. Table 37 reflects the allocation of the capital budget to the key performance areas and municipal objectives.

The allocation of funding of the five year budget is primarily allocated to benefit the entire Witzenberg Municipality (34%). In terms of spatial prioritization, the allocated spend is aligned with the settlement hierarchy, with Ceres (Ward 5) allocated 26,98% (or R99,4million), Tulbagh (Ward 11) allocated 13.55% (or R49,9million) and Wolseley (Wards 2 and 7) allocated approximately 9% (or R32,5m) of the capital budget.

The ward allocation of the budget is shown in Table 38 and graphically depicted in Figure 55.

Table 37. Allocation of capital budget to Key Performance Areas (KPA)

KPA	STRATEGIC OBJECTIVES	PROGRAMME	TOTAL 2019/2020 - 2023/2024	% PER PROGRAMME	TOTAL PER KPA	% PER KPA
Essential Services	Objective 1.1: Sustainable provision and maintenance of basic services infrastructure	1.1a Upgrading of bulk resource & infrastructure	96,931,304	26%	R286,141,872	78%
		1.1b Upgrade & maintenance of network infrastructure	54,805,000	15%		
		1.1c Transport management and road maintenance	38,278,000	10%		
	Objective 1.2: Provide for the needs of informal settlements through improved services	1.2a Implementation of human settlements plan (serviced sites)	96,127,567	26%		
Governance	Objective 2.1: Support Institutional Development and Transformation	2.1 d Administration	1,946,087	1%	R9,002,326	2%
		2.1 b Law enforcement & traffic	2,039,500	1%		
		2.1 g Disaster management & fire fighting	1,471,739	0%		
		2.3 a Communication & Marketing	595,000	0%		
		2.3 b ICT	2,950 000	1%		
Communal Services	Objective 3.1: Provide and maintain facilities and an environment that make citizens feel at home	3.1a Upgrading & Maintenance of facilities	38,291,998	10%	R43 447 398	12%
		3.1b Environmental management	5,155,400	1%		
Socio-economic Support Services	Objective 4.2: Create an enabling environment to support local economy	4.2a Local economic development	29,354 783	8%	30 020 515	8%
		4.2b Utilising municipal/ public property to support growth	665,732	0%		

Table 38. Spatial allocation of budget

WARDS	BUDGET TOTAL (2019/2020 - 2023/2024)	%
1	R870,000	0.24%
3	R16,843,515	4.57%
4	R850,000	0.23%
5	R99,429,047	26.98%
7	R12,000,000	3.26%
8	R8,400,000	2.28%
11	R49,931,304	13.55%
1,12	R13,056,520	3.54%
3,5	R21,354,783	5.79%
7,11	R19,260,870	5.23%
7,2	R1,245,040	0.34%
All	R125,341,031	34.01%
	<b>R368, 582,111</b>	

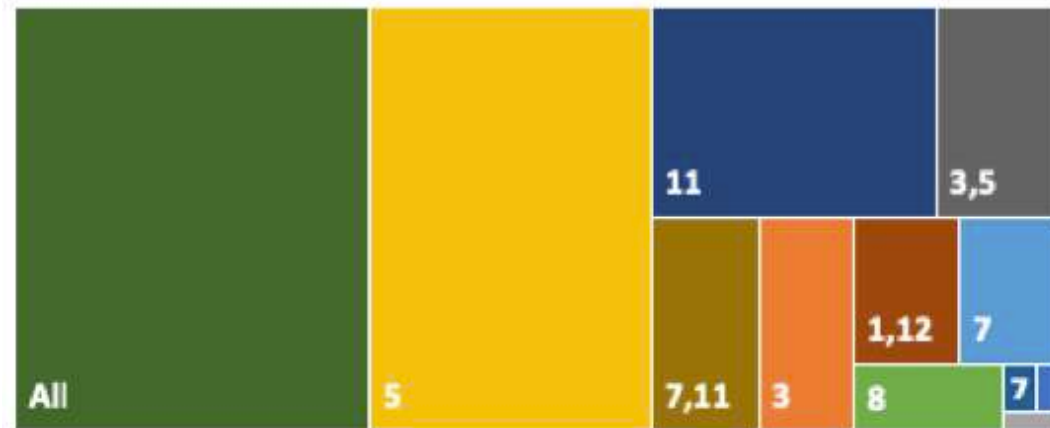


Figure 55. Ward allocation of budget

With Ceres (Ward 5), being the growth node of the Witzenberg Municipality, 24% of the total budget is allocated to supporting 1.2a: human settlements (Objective 1.2a – Implementation of human settlements). This allocation comprises of:

- 85% of the total IHSDG funding
- 100% of the INEP
- 26% of the total MIG funding

The budget allocation to Tulbagh (comprising of Ward 7 and 11) is centred around water infrastructure projects relating to the Tulbagh dam (10% or R36m of total budget) and Tulbagh reservoir, with the next biggest funding allocation to road rehabilitation. The budget allocation for Wolseley is for sports facility upgrades and the Tierhokskloof Bulk Water Pipeline

## 7.4. Capital Expenditure Categorisation

The Municipality's 5 year capital investment has been categorized in terms of its attending to the municipality's growth, servicing the backlog infrastructure or renewal of infrastructure (to accommodate/maintain the status quo). The figure below shows that the current capital expenditure need is geared to servicing new growth. The Municipal focus does currently not attend to maintenance or their backlog, which, if not attended to or serviced in the foreseeable future, will lead to adverse impacts of the infrastructure asset's lifespan, increased maintenance cost and/or an increasing backlog of service provision.

The classifications as shown in Tables 39 and 40 below was used to assess the Municipality's capital expenditure over the 2019/2020 - 2023/2024 period.



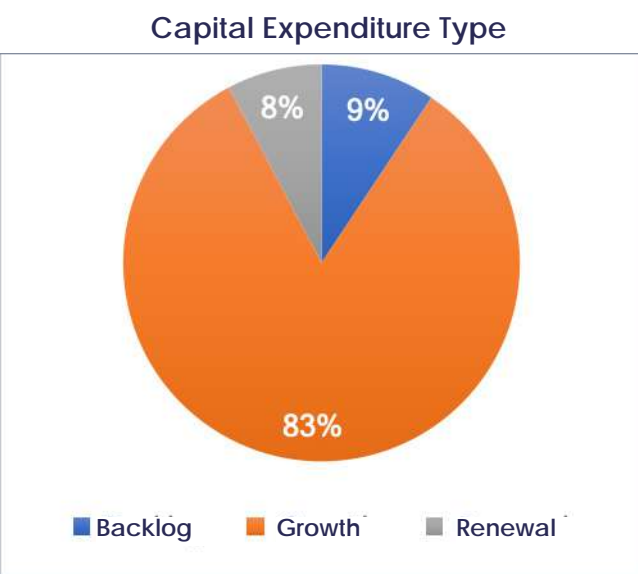


Figure 56. Capital Expenditure Type

Table 39. Classification of infrastructure

CLASSIFICATION	DESCRIPTION	INFLUENCING FACTOR
<b>Engineering Bulk Infrastructure</b>	Bulk engineering infrastructure for macro or regional water supply, sanitation, electricity, solid waste, roads and public transport services.	Demand for bulk infrastructure is driven by the volume/need of downstream services
<b>Engineering Distribution Infrastructure</b>	Engineering infrastructure for distribution or connection of bulk water supply, sanitation, electricity, solid waste, roads and public transport services within communities.	Demand for distribution infrastructure is driven by number of customers (although it should be noted that while connector infrastructure is primarily driven by number and location of customers served, the cost is also influenced by volume of water supplied to these customers).
<b>Social Infrastructure</b>	Construction and maintenance of facilities that support social services.	Demand for publicly accessed services is driven by population size or number of households.
<b>Plot-based services</b>	Water supply, sanitation, electricity and solid waste (the trading services) linked to erven.	Demand for plot/stand/erven-based infrastructure is driven, as the name suggests, by numbers of plots/stands/erven provided with these services.
<b>Publicly accessed services</b>	Roads, public transport and the other social infrastructure services.	Demand for publicly accessed services is driven by population size or number of households.

Table 40. Infrastructure Grouping

GROUPING	CATEGORY	CATEGORY DESCRIPTION
<b>Capacity</b>	New	Capital projects to provide new assets to meet the current and future growth demands.
	Upgrade	Upgrade projects are generated according to the requirement for the replacement of a part of an asset component with the aim to increase the current capacity of the asset.
<b>Functionality</b>	Refurbishment/ Rehabilitation	Refurbishment projects are generated according to the requirement for the replacement of a part of an asset component, not increasing the capacity of the asset, therefore enhancing the Remaining Useful Life (RUL) of the asset.
	Renewal	Demand for plot/stand/erven-based infrastructure is driven, as the name suggests, by numbers of plots/stands/erven provided with these services.
	Replacement	Demand for publicly accessed services is driven by population size or number of households.

Figures 57 and 58 shows that Municipality's allocation for new and upgrading of infrastructure 69% and 16% of the capital spend. This provides the municipality with the necessary infrastructure to support all types of growth, commercial, industrial and residential for, at the very least, the next 5 year period. With the Municipality's focus on new and upgrading of infrastructure, the Municipal spend on refurbishment/rehabilitation and replacement is muted. The condition of infrastructure will deteriorate if not attended to, increasing the risk of infrastructure failure or compromising service delivery.

### 7.5. Capital Expenditure Need

A consolidated, high-level view of the Municipality's current significant/ infrastructure investment needs for the municipality over the MTEF period 2019 to 2024 is shown in Table 41 - 44. With Witzenberg Municipality's estimated population growth rate of 2.25% coupled with a strong growth rate in the working age category and current housing backlog, the demand for housing will remain, despite any and all attempts to eradicate the current housing backlog. With the spatial distribution of growth focused around Ceres, Wolseley and Tulbagh, the capital expenditure focus should continue as per the Municipality's current implementation pipeline. The period for implementation is categorised as:

- Short: 0 -36 months
- Short-Medium: 0-60 months

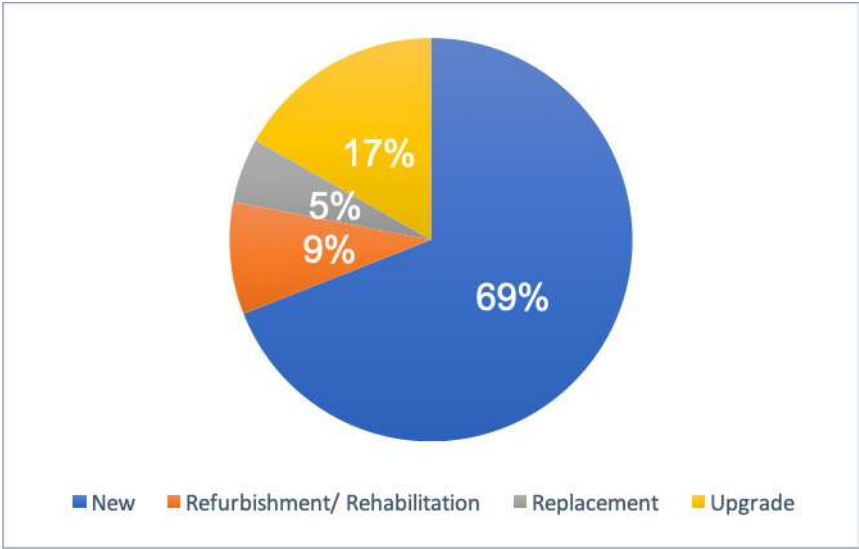


Figure 57. Capital allocation to infrastructure

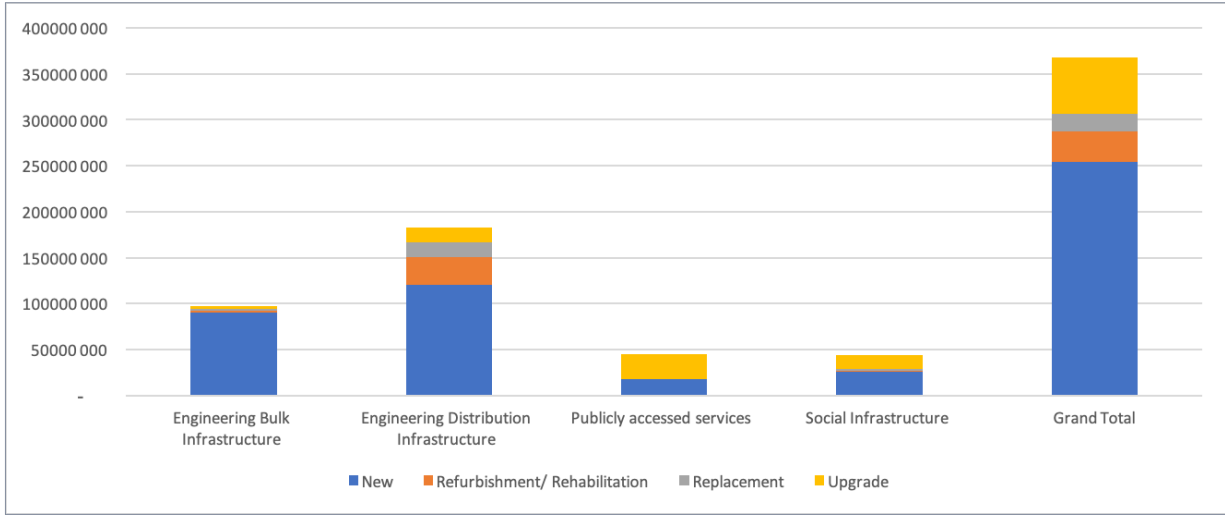


Figure 58. Capital allocation to infrastructure

Table 41. Capital Expenditure \* (to be updated in accordance with Roads Master Plan and Infrastructure Master Plan)

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	Total R 2019-2024
2	Regional	Cemeteries	Capex New Regional Cemetery	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	All	Short-Medium	<b>R12 051 305</b>
8	Ceres: PFA 2	Community Halls And Facilities	Polocross Hall	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	1,12	Short	<b>R5 000 000</b>
9	Ceres: PFA 2	Community Halls And Facilities	Fencing Nduli Comm Hall	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	1,12	Short	<b>R350 000</b>
15	Wolseley: Overall	Library Services	Capex Upgrade Wolseley Library	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	3	Short	<b>R1 500 000</b>
18	Regional	Recreational Land	Capex Sportsground Development & Upgrading	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	All	Short-Medium	<b>R1 200 000</b>
24	Wolseley: Overall	Recreational Land	Capex Upgrade Of Leyell Str Sport Facilities	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	3	Short	<b>R10 434 783</b>
25	Wolseley: Overall	Recreational Land	Tulbagh Sport Facilities Upgrade	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	7,11	Short	<b>R1 260 870</b>
26	Wolseley: Overall	Recreational Land	Wolseley Sport Facilities Upgrade	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	7,2	Short	<b>R1 245 040</b>
40	Ceres: Overall	Electricity: Administration	Capex Electrical Network Housing Project	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short-Medium	<b>R19 521 740</b>
41	Regional	Electricity: Administration	Capex Mv Substation Equipment	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	<b>R4 500 000</b>
42	Regional	Electricity: Administration	Capex Upgrade Of Lv Network Cables	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	<b>R3 000 000</b>
43	Regional	Electricity: Administration	Capex Mv Network Equipment	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short-Medium	<b>R4 000 000</b>
44	Regional	Electricity: Administration	Capex Upgrade Of Mv Cables	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	<b>R2 010 000</b>



Table 42. Capital Expenditure \* (to be updated in accordance with Roads Master Plan and Infrastructure Master Plan) continued

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	Total R 2019-2024
46	Regional	Electricity: Administration	Capex Electrical Network Refurbishment	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Refurbishment/ Rehabilitation	All	Short-Medium	<b>R2 700 000</b>
48	Ceres: Overall	Electricity: Street Lights	Capex Vredebes Streetlights	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short-Medium	<b>R2 621 481</b>
51	Ceres: PFA 1	Roads	Capex Upgrade Pavement Vosstr From Retief To Edge	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	Upgrade	5	Short	<b>R2 608 000</b>
52	Ceres: Overall	Roads	Capex Upgrade Van Breda Bridge	1.1c Transport management and road maintenance	Growth	Publicly accessed services	Upgrade	3,5	Short	<b>R4 000 000</b>
53	Ceres: PFA 2	Roads	Capex Pedestrian Route Along R46/nduli	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	New	1	Short	<b>R870 000</b>
54	Ceres: Overall	Roads	Capex: Vredebes Acces Collector	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Medium	<b>R16 000 000</b>
55	Tulbagh: Overall	Roads	Capex Rehabilitation - Streets Tulbagh	4.2a Local economic development	Backlog	Engineering Distribution Infrastructure	Refurbishment/ Rehabilitation	11	Short-Medium	<b>R13 000 000</b>
57	Ceres: Overall	Roads	Capex: New Taxi Facility At The Corner Of Vos And	1.1c Transport management and road maintenance	Growth	Publicly accessed services	New	5	Short	<b>R7 000 000</b>
58	Ceres: PFA 2	Roads	Capex Nduli Housing Roads	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	<b>R1 739 130</b>
59	Ceres: PFA 1	Roads	Capex Upgrade Pavement Vosstr From Retief To Edge	1.1c Transport management and road maintenance	Growth	Publicly accessed services	Upgrade	5	Short	<b>R1 400 000</b>
60	Regional	Roads	Capex Network Street	1.1c Transport management and road maintenance	Backlog	Engineering Distribution Infrastructure	Refurbishment/ Rehabilitation	All	Short-Medium	<b>R14 500 000</b>
61	Regional	Roads	Capex Upgrade Van Breda Bridge	1.1c Transport management and road maintenance	Growth	Publicly accessed services	Upgrade	All	Short	<b>R4 000 000</b>
63	Ceres: Overall	Roads	Capex Upgrade Van Breda Bridge	4.2a Local economic development	Growth	Publicly accessed services	Upgrade	3,5	Short-Medium	<b>R16 354 783</b>

Table 43. Capital Expenditure \* (to be updated in accordance with Roads Master Plan and Infrastructure Master Plan) continued

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	Total R 2019-2024
66	Regional	Sewerage	Capex Aerator Replacement Programme	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Replacement	All	Short-Medium	<b>R1 500 000</b>
67	Ceres: Overall	Sewerage	Capex Vredebes Housing Sanitation	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Medium	<b>R1 100 000</b>
68	Regional	Sewerage	Capex Refurbishment Wwtw	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Refurbishment/ Rehabilitation	All	Short-Medium	<b>R2 100 000</b>
69	Regional	Sewerage	Capex Sewer Pumps-replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short-Medium	<b>R1 100 000</b>
70	Regional	Sewerage	Capex Sewer Network Replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short-Medium	<b>R7 500 000</b>
71	Regional	Sewerage	Capex Security Upgrades	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Upgrade	All	Short-Medium	<b>R1 050 000</b>
73	Ceres: PFA 2	Sewerage	Capex Nduli Housing Sanitation	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	<b>R1 739 130</b>
74	Ceres: Overall	Solid Waste (Dumping Site)	Capex New Material Recovery Facility/drop Off	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	3	Short	<b>R1 000 000</b>
75	Regional	Solid Waste (Dumping Site)	Capex New Material Recovery Facility/drop Off	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	All	Short	<b>R15 000 000</b>
76	Regional	Solid Waste (Dumping Site)	Drop Offs/transfer Stations	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short-Medium	<b>R9 000 000</b>
77	Regional	Solid Waste (Dumping Site)	Purchase Of 30ton Bins & Truck For Mrf	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short	<b>R3 500 000</b>
81	Ceres: PFA 2	Stormwater Management	Capex Nduli Housing Storm Water	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	<b>R1 739 130</b>
84	Ceres: Overall	Water Distribution	Vredebes Housing Roads	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short	<b>R10 000 000</b>

Table 44. Capital Expenditure \* (to be updated in accordance with Roads Master Plan and Infrastructure Master Plan) continued

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	Total R 2019-2024
85	Ceres: Overall	Water Distribution	Vredebes Housing Water	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short	R10 000 000
86	Ceres: Overall	Water Distribution	Vredebes Housing Stormwater	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short	R10 000 000
87	Ceres: Overall	Water Distribution	Vredebes Housing Sewage	1.2a Implementation of human settlements plan (serviced sites)	Growth	Engineering Distribution Infrastructure	New	5	Short	R10 000 000
89	Op-die-berg: Overall	Water Distribution	Op-die-Berg Reservoir	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	8	Short	R7 500 000
90	Tulbagh: Overall	Water Distribution	Tulbagh Reservoir	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	7,11	Short-Medium	R13 000 000
91	Tulbagh: Overall	Water Distribution	Tierhokskloof Bulk Pipeline	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	7	Short-Medium	R12 000 000
92	Tulbagh: Overall	Water Distribution	Tulbagh Dam (own)	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	7,11	Short	R5 000 000
94	Regional	Water Distribution	Capex Security Upgrades	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Upgrade	All	Short-Medium	R1 850 000
95	Regional	Water Distribution	Capex Network-Water Pipes & Valve Replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short	R7 500 000
96	Wolseley: PFA 2	Water Distribution	Capex Tulbagh Dam	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	New	11	Short	R36 931 304
97	Wolseley: PFA 2	Water Distribution	Capex Nduli Housing Water	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	R1 739 130
98	Regional	Water Distribution	Capex - Grey Water System	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short-Medium	R4 500 000



## 7.6. Breakdown of infrastructure Requirements per PFA

The SDF's priority interventions for development are identified via the town's Priority Focus Areas (PFA). The PFA's in turn identify the interventions required for the implementation of the SDF's strategies. The PFA's identify the guiding principles and boundaries for the identified interventions and projects. Notably, the Municipality, in certain instances have already budgeted for the investment required to activate or implement projects within the PFA, while in other instances, new investment is required.

The PFA's are further influenced by municipal-wide or overarching town-based infrastructure limitations. These infrastructure projects are thus a requirement for the PFA's. The municipal wide infrastructure limitation to all PFA's is that the Municipality is currently at its Notified Maximum Demand (NMD) of 45.5 MVA and that the current Eskom backbone network does not permit an increase of the NMD until such time as their backbone network has been upgraded. The implications hereof is that the envisaged date of Eskom's upgrade is, at earliest, 2023.

The sections below serves to disaggregate the Municipal budget to the level of the town as it relates to the investment required in order to activate each of the PFA's for development. The indicative time frames and additional infrastructure projects, priorities and estimates required are further shown. Notably, in certain instances, the infrastructure projects cannot be defined as further precinct planning work would be required to identify the required infrastructure needs/ upgrades.

With cognizance given to certain infrastructure projects already been budgeted for over the MTEF period, the prioritization of new projects are informed via a high-level assessment of the projects in relation to the following criteria:

- **Cost:** The cost of the project with regard to planning, design and/or implementation.
- **Value:** The community's benefit created or derived from the project.
- **Risk:** The risk/s associated with the planning, design and/or implementation.
- **Effort:** The human resource effort and/or time required to secure budget, plan and/or implement project
- **Need:** The need to implement the project in relation to achieving the objectives of social, economic and spatial integration

The projects unpacked according to the estimated order of magnitude cost, interventions/ actions required to implement the projects. The timeframes consider the envisaged time for planning and implementing the projects. The timeframes allocated to the projects follows:

**Short: 0 -36 months**

**Medium: 37 – 60 months**

**Long: 61 or more months**

### 7.6.1. Ceres

The three PFAs for Ceres are:

- ***PFA 1: The area between Ceres, Bella Vista, Vredebes, and Nduli earmarked for strategic restructuring, integration and significant future development***
- ***PFA 2: Ongoing informal settlement upgrading in Nduli, including the upgrade of public space and increased commercial opportunity on the R46.***
- ***PFA 3: The upgrading of public space in Bella Vista.***

Table 45 shows the overarching infrastructure requirements applicable to the town of Ceres and as such, to the three PFAs in Ceres.

Tables 46 - 48 show the infrastructure/ project requirements applicable to the Ceres PFAs.

Table 45. Overall requirements for Ceres to enable activation of the PFA's

Project No.	Area/ PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
41	Regional	Electricity: Administration	Capex Mv Substation Equipment	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	Existing	High	R4 500 000
42	Regional	Electricity: Administration	Capex Upgrade Of Lv Network Cables	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	Existing	High	R3 000 000
43	Regional	Electricity: Administration	Capex Mv Network Equipment	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short-Medium	Existing	High	R4 000 000
44	Regional	Electricity: Administration	Capex Upgrade Of Mv Cables	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	Existing	High	R2 010 000
46	Regional	Electricity: Administration	Capex Electrical Network Refurbishment	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Refurbishment/ Rehabilitation	All	Short-Medium	Existing	High	R2 700 000
66	Regional	Sewerage	Capex Aerator Replacement Programme	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Replacement	All	Short-Medium	Existing	High	R1 500 000
68	Regional	Sewerage	Capex Refurbishment Wwtw	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Refurbishment/ Rehabilitation	All	Short-Medium	Existing	High	R2 100 000
69	Regional	Sewerage	Capex Sewer Pumps-replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short-Medium	Existing	High	R1 100 000
70	Regional	Sewerage	Capex Sewer Network Replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short-Medium	Existing	High	R7 500 000
71	Regional	Sewerage	Capex Security Upgrades	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Upgrade	All	Short-Medium	Existing	High	R1 050 000
94	Regional	Water Distribution	Capex Security Upgrades	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Upgrade	All	Short-Medium	Existing	High	R1 850 000
95	Regional	Water Distribution	Capex Network-Water Pipes & Valve Replacement	1.1b Upgrade & maintenance of network infrastructure	Renewal	Engineering Distribution Infrastructure	Replacement	All	Short	Existing	High	R7 500 000
98	Regional	Water Distribution	Capex - Grey Water System	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	New	All	Short-Medium	Existing	High	R4 500 000
New 1	Ceres: Overall	Electricity: Administration	Various - 2024/2025-2027/2028 Projects From Master Plan (June 2018)	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Various	1,3,4,5,6,12	Medium-Long	New	High	R15 150 000
New 2	Ceres: Overall	Sewerage	Bulk Waste Water Treatment Works Upgrade	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Upgrade	1,3,4,5,6,12	Long	New	High	TBC

Table 46. Requirements to activate Ceres: PFA 1

Project No.	Area/ PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
51	Ceres: PFA 1	Roads	Capex Upgrade Pavement Vosstr From Retief To Edge	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	Upgrade	5	Short	Existing	High	R2 608 000
59	Ceres: PFA 1	Roads	Capex Upgrade Pavement Vosstr From Retief To Edge	1.1c Transport management and road maintenance	Growth	Publicly accessed services	Upgrade	5	Short	Existing	High	R1 400 000
New 3	Ceres: PFA 1	Roads	Pedestrian and bicycle network- Ceres, Bella Vista and Nduli	1.1c Transport management and road maintenance	Growth	Publicly accessed services	New	5,6,12	Medium	New	High	R5 000 000
New 4	Ceres: PFA 1	Roads	New Vehicle and pedestrian route linking Bella Vista to Vredebes	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	New	5,6,12	Long	New	High	TBC
New 5	Ceres: PFA 1	Human Settlements	Precinct Plan for Mixed-use development along R46 at Vredebes and Nduli	2.1c Spatial and Town Planning	Growth	Publicly accessed services	New	5,6,12	Medium-Long	New	High	R1 500 000
New 6	Ceres: PFA 1	Parks	Tree planting on Recreational space with landscaping, furniture and irrigation along primary movement routes	3.1b Environmental management	Growth	Publicly accessed services	New	5,6,12	Medium-Long	New	High	R2 000 000



Table 47. Requirements to activate Ceres: PFA 2

Project No.	Area/ PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
8	Ceres: PFA 2	Community Halls And Facilities	Polocross Hall	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	1,12	Short	Existing	High	R5 000 000
9	Ceres: PFA 2	Community Halls And Facilities	Fencing Nduli Comm Hall	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	1,12	Short	Existing	High	R350 000
53	Ceres: PFA 2	Roads	Capex Pedestrian Route Along R46/ nduli	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	New	1	Short	Existing	High	R870 000
58	Ceres: PFA 2	Roads	Capex Nduli Housing Roads	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	Existing	High	R1 739 130
73	Ceres: PFA 2	Sewerage	Capex Nduli Housing Sanitation	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	Existing	High	R1 739 130
81	Ceres: PFA 2	Stormwater Management	Capex Nduli Housing Storm Water	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	Existing	High	R1 739 130
97	Ceres: PFA 2	Water Distribution	Capex Nduli Housing Water	1.2a Implementation of human settlements plan (serviced sites)	Backlog	Engineering Distribution Infrastructure	New	1,12	Short	Existing	High	R1 739 130
New 7	Ceres: PFA 2	Parks	Tree planting on Recreational Space with landscaping, furniture and irrigation along primary movement routes	3.1b Environmental management	Growth	Publicly accessed services	New	1,12	Medium-Long	New	High	R2 000 000
New 8	Ceres: PFA 2	Parks	Upgrade of public spaces	3.1b Environmental management	Growth	Publicly accessed services	Upgrade	1,12	Medium	New	High	R2 000 000
New 9	Ceres: PFA 2	Roads	Pavement upgrade	1.1c Transport management and road maintenance	Backlog	Publicly accessed services	Upgrade	N/A	N/A	New	High	R2 000 000
New 10	Ceres: PFA 2	Electricity: Street Lights	Upgrade Of Streetlights	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	1,12	Medium-Long	New	High	R1 700 000
New 11	Ceres: PFA 2	Electricity: Street Lights	New streetlights in unsafe areas	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	1,12	Medium-Long	New	High	R1 700 000
42	Regional	Electricity: Administration	Capex Upgrade Of Lv Network Cables	1.1b Upgrade & maintenance of network infrastructure	Growth	Engineering Distribution Infrastructure	Upgrade	All	Short-Medium	Existing	High	R3 000 000

Table 48. Requirements to activate Ceres: PFA 3

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
4	Ceres: PFA 3	Community Halls And Facilities	Capex Upgrade Of Kononia Community Hall & Youth Centre	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	4	Short	Existing	High	R250 000
New 12	Ceres: PFA 3	Parks	Upgrade of public spaces	3.1b Environmental management		Publicly accessed services	Upgrade	4,6	Medium	New	High	R2 000 000
New 13	Ceres: PFA 3	Roads	Pedestrian and bicycle network	1.1c Transport management and road maintenance	Growth	Engineering Distribution Infrastructure	New	4,6	Medium	New	High	R2 000 000
New 14	Ceres: PFA 3	Recreational Land	Multi-use sports and/or community and/or youth facility	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	New	7,2	Short	New	Medium	R1 245 040
New 15	Ceres: PFA 3	Human Settlements	Plan for business hub/opportunity area	2.1c Spatial and Town Planning	Growth	Social Infrastructure	New	7,2	Short	New	High	R1 245 040
New 16	Ceres: PFA 3	Recreational Land	Upgrade Of Bella Vista Community	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	3	Long	New	Medium	R10 434 783
New 17	Ceres: PFA 3	Recreational Land	Upgrade of sports grounds to include pavillions	3.1a Upgrading & Maintenance of facilities	Growth	Social Infrastructure	Upgrade	3	Long	New	Medium	R10 434 783

## 7.6.2. Wolseley

The three PFAs for Wolseley are:

- **PFA 1: The area north of the rail line in the vicinity of Voortrekker Road contains substantial tracks of well-located underdeveloped and undeveloped land.**
- **PFA 2: Strategic infill in the area between Pine Valley to the west and the rail line to the east.**

- **PFA 3: Upgrading and infill development in Pine Valley.**

Table 49 shows the overarching infrastructure requirements applicable to the town of Wolseley and as such, to the three PFAs in Wolseley.

Tables 50 - 52 show the infrastructure/ project requirements applicable to the Wolseley PFAs.

Table 49. Overall requirements for Wolseley to enable activation of the PFA's

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 18	Wolseley: Overall	Electricity: Administration	Various - 2024/2025-2027/2028 Projects From Master Plan (June 2018)	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Distribution Infrastructure	Capacity	2,7	Medium-Long	New	High	R3 500 000
New 19	Wolseley: Overall	Water Distribution	Wolseley Storage Dam	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	2,7	Long	New	High	R20 000 000

Table 50. Requirements to activate Wolseley: PFA 1

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 20	Wolseley: PFA 1	Human Settlements	Precinct Plan for Mixed Use Development	2.1c Spatial and Town Planning	Growth	Plot-based services	Capacity	7	Short	New	High	R2 000 000

Table 51. Requirements to activate Wolseley: PFA 2

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 21	Wolseley: PFA 2	Human Settlements	Precinct Plan for Strategic infill development	2.1c Spatial and Town Planning	Growth	Plot-based services	Capacity	7	Short	New	High	R2 000 000

Table 52. Requirements to activate Wolseley: PFA 3

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 22	Wolseley: PFA 3	Human Settlements	Precinct Plan for upgrading and infill development of Pine Valley	2.1c Spatial and Town Planning	Growth	Plot-based services	Capacity	7	Short	New	High	R2 000 000



### 7.6.3. Tulbagh

The PFA for Tulbagh is:

- ***PFA 1: Strategic area for Mixed Use Development where future Precinct plan is required to determine positive interface with river and settlement edge***

Table 53 shows the overarching infrastructure requirements applicable to Tulbagh.

Table 54 shows the infrastructure/ project requirements applicable to the Tulbagh PFA.

Table 53. Overall requirements for Tulbagh to enable activation of the PFA

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
90	Tulbagh: Overall	Water Distribution	Tulbagh Reservoir	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	7,11	Short-Medium	Existing	High	R13 000 000
91	Tulbagh: Overall	Water Distribution	Tierhokskloof Bulk Pipeline	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	7	Short-Medium	Existing	High	R12 000 000
92	Tulbagh: Overall	Water Distribution	Tulbagh Dam (own)	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	7,11	Short	Existing	High	R5 000 000
96	Tulbagh: Overall	Water Distribution	Tulbagh Dam	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	7,11	Short	Existing	High	R36 931 304
New 23	Tulbagh: Overall	Sewerage	Refurbishment of Waste Water Treatment	1.1a Upgrading of bulk resource & infrastructure	Renewal	Engineering Bulk Infrastructure	Capacity	All	Short-Medium	New	High	TBC

Table 54. Requirements to activate Tulbagh: PFA 1

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 24	Tulbagh: Overall	Human Settlements	Precinct Plan for Mixed Use Human Settlement	2.1c Spatial and Town Planning	Growth	Plot-based services	Plot-based services	11	Short	New	High	R2 000 000

#### 7.6.4. Prince Alfred Hamlet

The PFA for Prince Alfred Hamlet:

- **PFA 1: Strategic area for mixed-use development and economic opportunities where future precinct plan is required.**

The following tables show the overarching infrastructure/ project requirements applicable to the Prince Alfred Hamlet PFA.

Table 55. Requirements to activate Prince Alfred Hamlet: PFA 1

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 26	Prince Alfred Hamlet PFA 1	Human Settlements	Precinct Plan for Strategic Mixed-use area	2.1c Spatial and Town Planning	Growth	Plot-based services	Plot-based services	11	Short	New	High	R2 000 000

#### 7.6.5. Op-die-Berg

The PFA for Op-die-berg is:

- **PFA 1: Strategic area for mixed-use development where future precinct plan is required to determine new gateway to settlement to establish economic opportunities and ensure positive interfaces with R303.**

Table 56 shows the overarching infrastructure requirements applicable to Op-die-berg.

Table 57 shows the infrastructure/project requirements applicable to the Op-die-berg PFA.

Table 56. Overall requirements for Op-die-Berg to enable activation of the PFA

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
89	Op-die-berg: Overall	Water Distribution	Op-die-Berg Reservoir	1.1a Upgrading of bulk resource & infrastructure	Growth	Engineering Bulk Infrastructure	Capacity	8	Short	Existing	High	R7 500 000

Table 57. Requirements to activate Op-die-berg: PFA 1

Project No.	Area/PFA	Department	Budget Project Name	Programme	Investment	Infrastructure Classification	Infrastructure Grouping	Ward	Period	IDP Budget Item	Priority	Budget
New 25	Op-die-berg PFA 1	Human Settlements	Precinct Plan for Strategic Mixed-use area	2.1c Spatial and Town Planning	Growth	Plot-based services	Plot-based services	11	Short	New	High	R1 000 000



**Part 8.**

# **Monitoring and Review**



## 8. Monitoring and Review

### 8.1. Monitoring

Towards the introduction of a planning performance, monitoring and evaluation system for the MSDF, a set of SMART (Specific, Measurable, Achievable, Relevant, Timebound) performance indicators need to be developed and applied. These should measure progress on delivering on the Municipal spatial agenda, including its substantive, spatial objectives.

In this regard, the Municipal Performance Management System (linked to the IDP) is important. It is proposed that the ... development MSDF specific monitoring indicators during the 2019/ 20 business year for inclusion in the Municipal Performance Management System at the beginning of the 2020/ 21 business year.

Ideally, initial performance indicators should be limited to what is manageable by the administration while meaningfully tracking the achievement of stated spatial development objectives. Such criteria could include:

- The overall share of new development applications in the settlements identified for growth as compared to smaller settlements.
- Tracking the number of applications providing for increased density in settlements.
- Tracking the number of applications which entails “inclusive” development, specifically providing a range of housing types accommodating different income groups.
- The extent of agricultural land lost through redevelopment for alternative uses.
- The number of joint planning proposals initiated by landowners (with a view to integrate service improvements and agreed settlement benefits, specifically inclusive development).

### 8.2. Review of the MSDF

Processes, including public participation processes, associated with the review of an MSDF are prescribed by SPLUMA, the MSA (and associated regulations), LUPA, the Witzenberg Municipality Land Use Planning By-Law, and associated policies or regulations.

The purpose of the MSDF is to provide a medium to long term vision and associated strategies, policies, guidelines, implementation measures, and associated instruments to attain this vision progressively over time. As development – whether it be headed by the public sector or the private sector – takes multiple years to be achieved, it is not appropriate that the MSDF is substantially reviewed annually. A major review of the MSDF should therefore occur every five years. Improvements, amendments, and refinements to the MSDF can occur annually.

Five-year and annual reviews are to be aligned with the IDP and budget planning and approval process.

# List of Documents Reviewed

Cape Winelands District Municipality, Local Integrated Transport Plan Witzenberg 2016-2021, 2018

CSIR, Guidelines for the Provision of Social Facilities in South African Settlements, 2012

CSIR, South African Functional Town Typology, 2018

Department of Cooperative Government and Traditional Affairs, Integrated Urban Development Framework: A New Deal for South African Cities and Towns, 2016

Department of Rural Development and Land Reform, AGRI-PARK: Your agri-park; Your future, 2015

Department of Rural Development and Land Reform, Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans, 2017

National Planning Commission, National Development Plan 2030, 2012

Spatial Planning and Land Use Management Act (ACT 16 of 2013), 2013

Stellenbosch University and CSIR, A Revision of the 2004 Growth Potential of Towns in the Western Cape Study (Discussion Document), 2010

Stellenbosch University, Growth Potential of Towns in the Western Cape: Quantitative Analysis of Growth Potential At Settlement And Municipal Level, 2013

WCG DEADP, Provincial Spatial Development Framework, 2014

WCG DEADP, PSDF and the Cape Winelands District (Brochure), 2014

WCG DEADP, PSDF Creating Integrated and Sustainable Settlements (Brochure), 2014

WCG DEADP, PSDF Opening-up Opportunities in the Space Economy (Brochure), 2014

WCG DEADP, PSDF Settlement Toolkit, 2014

WCG, Western Cape Population Projections: 2011-2040, 2014

WCG, Provincial Strategic Plan: 2014 -2019, 2015

WCG Department of Transport and Public Works, Draft Provincial Land Transport Framework, 2016

WCG Department of Human Settlements, Western Cape Human Settlements Framework: Discussion Document, 2016

WCG DEADP, Feasibility Study for Alternative and Sustainable Infrastructure for Settlements, 2016

WCG, Western Cape Biodiversity Spatial Plan, 2017

WCG, RSEP/VPUU Programme: Feasibility Study for Witzenberg Local Municipality, 2018

WCG, RESP/VPUU Annual Review Report 2018/19

WCG, Overview of Provincial and Municipal Infrastructure Investment, 2019

WCG, Witzenberg Municipality LG MTEC Integrated Planning and Budgeting Assessment: Analysis of Municipal IDP, SDF And Budget, 2019

WCG, Western Cape Land Use Planning Guidelines Rural, 2019

Witzenberg Municipality, Witzenberg Spatial Development Framework, 2012

Witzenberg Municipality Land Use Planning By-Law, 2015

Witzenberg Municipality, Master Planning and Status Reports on the 11kv Infrastructure in Ceres, Wolseley And Tulbagh Period 2018-2028, 2018

Witzenberg Municipality Draft Human Settlement Plan, 2016

Witzenberg Municipality, WSDP: IDP Water Sector Input Report, 2017

Witzenberg Municipality, IDP 2017-2022, 2017

Witzenberg Municipality, Reviewed IDP 2018-2019, 2018

Witzenberg Municipality, Reviewed IDP 2019-2020, 2019

Winter, Sarah and Oberholzer, Bernard, Heritage and Scenic Heritage Study: Prepared as input into the Provincial Spatial Development Framework, 2013



# Appendices

# A. SPLUMA Requirements for SDFs

In terms of Section 21 of SPLUMA, a municipal spatial development framework must:

- Give effect to the development principles and applicable norms and standards set out in Chapter 2.
- Include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality.
- Include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years.
- Identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated.
- Include population growth estimates for the next five years.
- Include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments.
- Include estimates of economic activity and employment trends and locations in the municipal area for the next five years.
- Identify, quantify and provide location requirements of engineering infra-structure and services provision for existing and future development needs for the next five years.
- Identify the designated areas where a national or provincial inclusionary housing policy may be applicable.
- Include a strategic assessment of the environmental pressures and opportunities

within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable.

- Identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable.
- Identify the designation of areas in which more detailed local plans must be developed; and shortened land use development procedures may be applicable and land use schemes may be so amended.
- Provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.
- Determine a capital expenditure framework for the municipality's development programmes, depicted spatially.

Include an implementation plan comprising of:

- Sectoral requirements, including budgets and resources for implementation.
- Necessary amendments to the land use scheme.
- Specification of institutional arrangements necessary for implementation.
- Specification of implementation targets, including dates and monitoring indicators.
- Specification, where necessary, of any arrangements for partnerships in the implementation process.

## B. Witzenberg Municipality Land Use Planning By-Law requirements for SDF

In terms of Section 3 (1) of the Witzenberg Municipality Land Use Planning By-Law, 2015 (Province of the Western Cape: Provincial Gazette Extraordinary 7474 21 August 2015), the purpose of the MSDF includes:

- Providing a longer-term spatial depiction of the desired form and structure of the geographic area to which it applies.
- Providing land use management guidelines regarding the appropriate nature, form, scale and location of development.
- Contributing to spatial co-ordination.
- Providing predictable land development.
- Guiding investment and planning of municipal departments and where appropriate other spheres of government.
- Guiding investment for the private sector.
- Guiding decision making on applications.
- Utilising specific arrangements for prioritising, mobilising, sequencing and implementing public and private infrastructural and land development investment in priority spatial structuring areas.
- Heritage resources.
- Current land use.
- Housing market.
- Agricultural resources.
- Land availability.
- Growth potential.
- Existing and anticipated private and public development.

In terms of Section 3 (2), the MSDF should provide land use management guidelines that relate to:

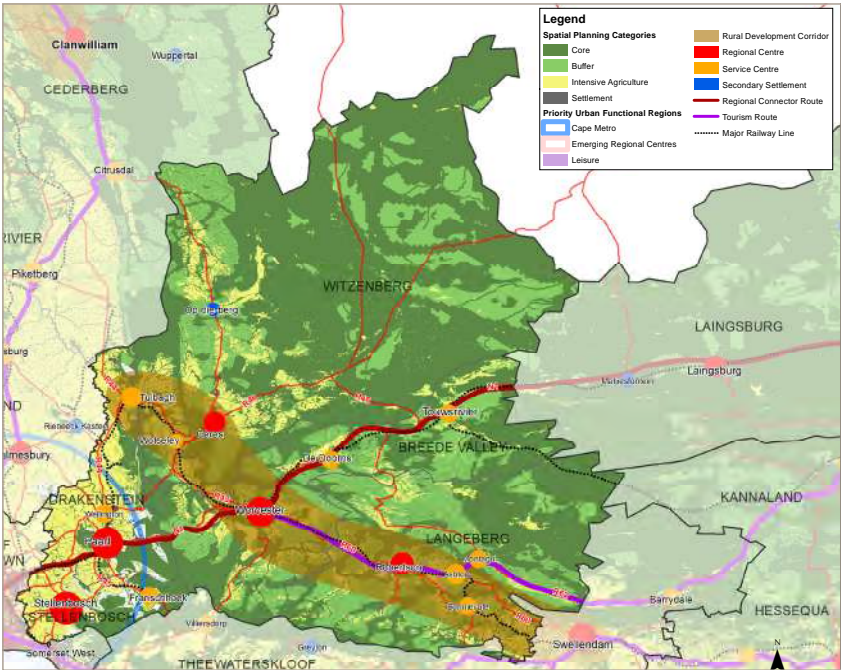
- Capacity of engineering services.
- Community facility needs.
- Demographic conditions.
- Transportation and road network master planning.
- Urban and rural problems.
- Visual form.
- Biodiversity.
- Environmental opportunities and constraints.



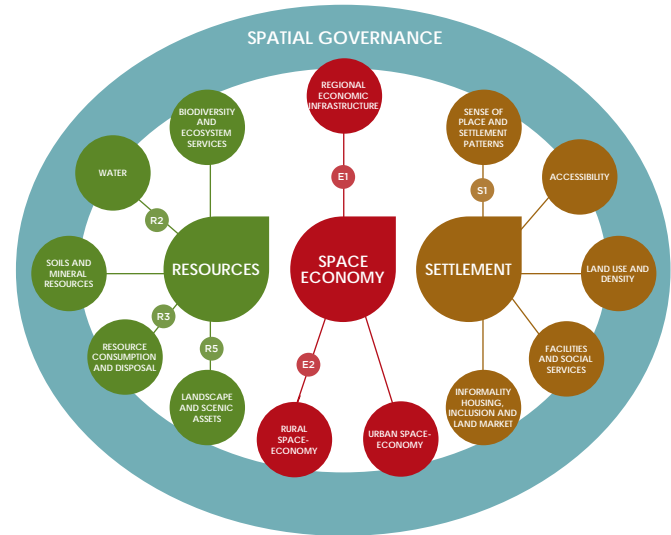
# C. The PSDF and the Cape Winelands District

See: [https://www.westerncape.gov.za/eadp/files/atoms/files/07\\_Implementation%20of%20the%20PSDF\\_Cape%20Winelands.pdf](https://www.westerncape.gov.za/eadp/files/atoms/files/07_Implementation%20of%20the%20PSDF_Cape%20Winelands.pdf)

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 Cape Winelands District consists of Stellenbosch, Drakenstein, Witzenberg, Breede Valley, and Langeberg Municipalities. Situated between the rugged sandstone peaks of the Cape Fold Mountains, the District is an area of high scenic and heritage significance. Its fertile valleys are home to some of the world's famous vineyards which have been earmarked for declaration as a World Heritage Site.



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



## THE SUSTAINABLE USE OF THE PROVINCE'S ASSETS

Water is a key determinant of future Provincial economic growth. Yet escalating demand and finite supply means that protection and rehabilitation of river systems and ground water recharge areas is required.

There is growing competition for water between the agricultural and industrial sector and settlements. The main agricultural users are located in the Breede agricultural valley areas and the Oliphants/Doorn agricultural corridor. Key urban and industrial water users are located in the Cape Metro functional region.

### SAFEGUARD INLAND WATER AND COASTAL WATER RESOURCES AND MANAGE THE SUSTAINABLE USE OF WATER

R2

- Develop agricultural water demand management programmes, focusing on the Breede Valley and Oliphants/Doorn agricultural areas.
- Develop water demand management programmes for the Province's main industrial/settlement nodes.

Agriculture output is the foundation of the Western Cape's rural economy and an important input to the urban economy. Yet there is limited suitable land available for extension of the Province's agricultural footprint, and water availability limits the use of cultivated soils.

Land transformation is the primary cause of biodiversity loss and deteriorating ecosystem health. The main threat is in the lowlands, particularly in areas intensively cultivated and subject to urban growth pressures.

### SAFEGUARD THE WESTERN CAPE'S AGRICULTURAL AND MINERAL RESOURCES, AND MANAGE THEIR SUSTAINABLE USE

R3

- Record unique and high potential agricultural land in municipal SDFs, demarcate urban edges to protect these assets, and adopt and apply policies to protect this resource.
- Reconcile ecosystem requirements with conflicting land development pressures through proactive spatial planning, and application of a land use management system that safeguards biodiversity, protects resources and opens up opportunities for improved livelihoods and jobs.



The Western Cape's cultural and scenic landscapes are significant assets that underpin the tourism economy. Yet these resources are being incrementally eroded and fragmented. Agriculture is being reduced to 'islands', visual cluttering of the landscape by non-agricultural development is prevalent, and rural authenticity, character and scenic value is being eroded.

### SAFEGUARD CULTURAL AND SCENIC ASSETS

R5

- Ensure appropriate interface between urban development and significant landscapes. The delineation of urban edges have significant implications for the protection of natural and cultural landscapes from urban encroachment.
- Priority focus areas for conservation or protection includes rural landscapes of scenic and cultural significance situated on major urban edges and under increasing development pressures.

## DEVELOPING INTEGRATED AND SUSTAINABLE SETTLEMENTS

The Western Cape's unique sense of place and identity underpins its economy in numerous ways.

Scenic landscapes, historic settlements and the sense of place which underpins their quality are being eroded by inappropriate developments that detract from the unique identity of towns. Causes include a lack of adequate information and proactive management systems.



### 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 river corridors.
- Conservation strategies, detailed place-specific guidelines and explicit development parameters must supplement urban edges to ensure the effective management of settlement and landscape quality and form.

## OPENING UP OPPORTUNITIES IN THE SPACE ECONOMY

The demand for infrastructure in the Western Cape is determined by the rate of economic growth and the nature thereof.

### USE REGIONAL INFRASTRUCTURE INVESTMENT TO LEVERAGE ECONOMIC GROWTH

E1

- Integrate the spatial component of bulk infrastructure master plans, public transport plans and housing/human settlement plans into a spatial development framework prepared at the appropriate scale.
- Prioritise developing the required bulk infrastructure capacity to serve the connection and compaction of existing human settlements, over developing bulk infrastructure to serve the outward growth of settlements.

Agriculture is going through a difficult transition period with its traditional export market in recession, escalating pressure on operating margins, more stringent international and national compliance requirements, and instability in the labour market.

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 the urban edge.
- Commonages should be safeguarded for their original purpose, and municipal spatial development frameworks (SDFs) should give considerations to the establishment of new commonages.

## D. Planned provincial expenditure in Witzenberg

The WCG has allocated R3 796,996m to the Cape Winelands District in its infrastructure budget for the MTEF period 2019/ 20-2021/ 22. Of this, 8,4% or R318,355m has been allocated to Witzenberg (the lowest allocation of municipalities within the district).

Of the planned expenditure, most of the funding will be spend by Transport and Public Works on refurbishment and rehabilitation of roads (R119m) with major expenditure on resealing of

C1116 PRMG Ceres-Touwsrivier road (R85m in 2021/ 22) and blacktop/ tarred of C751.2 PRMG TR23/3 Gouda-Kleinbergrivier (R26m in 2019/ 20). The Department of Human Settlements plan to spent R97.13m on IRDP developments in areas such as Tulbagh, Wolseley and Ceres whilst the Department of Education is planning to spend R74,5m on upgrading of a high and primary schools and the building of a new secondary school.

(Reference: WCG, 2019 Overview of Provincial and Municipal Infrastructure Investment.)

Table 58.Planned WCG expenditure in Witzenberg

TYPE OF INFRASTRUCTURE	PROJECT NAME	PROJECT STATUS	PROJECT START	PROJECT COMPLETION	TOTAL PROJECT COST
Mega Secondary School	Waveren SS (Tulbagh)	Design development	15-Apr-20	16-Sep-21	R55 250 000
Mega Secondary School	Tulbagh HS	Design documentation	01-Jun-19	30-Jun-20	R20 500 000
Mega Primary Schools	Boy Muller PS (North of Op-die-berg)	Infrastructure planning	01-Apr-22	01-Dec-23	R30 000 000
PHC (Clinic)	Prince Alfred Hamlet Clinic	Handover	20-March-2012	11-Dec-2017	R29 930 000
District hospital	Ceres new acute psychiatric ward	Design development	01-June-2016	01-April-2021	R4 200 000
District hospital	Ceres hospital and nurses home repairs and renovations	Package planning	28-Febr-2018	31-March-2022	R20 000 000
Health technology	Ceres CDC - HT - General upgrade, extension and maintenance	NA	01-April-2019	31-March-2022	R2 100 000
Health technology	Tulbagh Clinic structural repair	NA	01-April-2019	31-March-2021	R1 400 000
Health technology	Ceres new acute psychiatric ward	NA	01-April-2019	30-March-2021	R500 000
Health technology	Ceres hospital and nurses home repairs and renovations	NA	28-Febr-2018	31-March-2022	R5 000 000
Municipal project: planning	Ceres Vredebes (454 IRDP)	Infrastructure planning	21-Nov-2019	31-Mar-2021	R83 000 000
Municipal project: planning	Wolseley Pine Valley Extention (560 IRDP)	Infrastructure planning	04-Dec-2018	31-Mar-2022	R9 000 000
Municipal project: planning	Tulbagh Erven 1366 & 1435-1443 (225 IRDP)	Infrastructure planning	04-Dec-2018	31-Mar-2022	R27 442 000
Municipal project: planning	Ceres Nduli (188 UISP)	Infrastructure planning	23-Mar-2017	31-Mar-2021	R12 124 000
Gravel roads	Ceres re-gravel	Infrastructure planning	30-April-2018	31-March-2022	R5 830 000
Blacktop/ tarred roads	Gouda-Kleinbergrivier	Works	15-March-2017	31/03/2021	R184 365 000



## E. Witzenberg housing plan and pipeline

### Housing demand<sup>1</sup>

Housing demand in Witzenberg Municipality – as contained in the housing demand database – is illustrated in Table 44.

Approximately 70% of those on the housing demand database were aged between 35 to 59 years at the date of registration and 12% older than 60.

### Additional housing demand<sup>2</sup>

The WCG is busy with work to update population estimates and housing demand based on population growth. This work indicates a population for Witzenberg Municipality of 139 379 (slightly different from a STATS SA 2019 estimate of 142 466. Table 45 indicates the WCG's estimate of housing opportunities required in 2018 based on population growth (in 2018 only).

The two columns relate to assumptions about urbanisation. If assumed no rural demand for housing (all demand absorbed in urban areas) the figure to the right is applicable. If assumed that the urbanisation rate is the same in 2018 as in 2016 (54,4%), the figure to the left applies.

Table 59. Housing demand in Witzenberg Municipality

SETTLEMENT	HOUSING DEMAND	PERCENTAGE OF OVERALL
Ceres	2 576	45%
Wolseley	1 133	20%
Prince Alfred Hamlet	858	15%
Tulbagh	768	14%
Op-die berg	330	6%
Other	6	0%
<b>Total</b>	<b>5 671</b>	

Table 60. Additional housing demand in Witzenberg Municipality

SETTLEMENT	DUs NEEDED IN 2018 IF URBANISATION CONSISTENT	DUs NEEDED IN 2018 IF ALL DEMAND IN SETTLEMENTS
<b>Ceres</b>	258	401
Ceres town	74	114
Bella Vista	78	122
Nduli	106	165
<b>Wolseley</b>	125	195
Wolseley town	20	31
Pine Valley	52	80
Montana	54	83
<b>Tulbagh</b>	83	129
<b>Prince Alfred Hamlet</b>	56	88
<b>Op-die-berg</b>	9	14
<b>Total</b>	<b>531</b>	<b>827</b>

## Informal settlements

Witzenberg Municipality has seven informal settlements. These informal settlements with a population of some 4 600 people in approximately 1 560 structures. Information about the informal settlements are provided in Table 46.

Key service information related to informal settlements include findings that:

- On average, one toilet served 22 people in these informal settlements. An average shortfall of 37 toilets per settlement was estimated.
- Inhabitants of informal settlements have access to potable water, but only Pine Valley has access to individual water pipes connected to homes.
- Only 15% of the households have direct access to electricity (only the Mooibloom settlement is completely electrified and has streetlights installed).
- Solid waste management can be improved.
- All informal settlements are located within 5km from a clinic, a preschool, a primary school, and a secondary school.
- Only 14% of informal settlements are located within a 5km from a hospital (this does not mean that inhabitants do not have access to a hospital, but rather that they reside further than 5km from a hospital).

## Settlement by settlement housing plans

Table 47 summarises the housing context and planned delivery per settlement.

Table 61. Informal settlements in Witzenberg Municipality

SETTLEMENT	STRUCTURES	HOUSEHOLDS	POPULATION	TOWN	APPROACH FORWARD	DATE ESTABLISHED
<b>Pine Valley</b>	360	351	1 053	Wolseley	In situ upgrade	2000
<b>Chris Hani</b>	521	520	1 560	Tulbagh	In situ upgrade/ no urgent relocation required	2013
<b>Mooibloom</b>	81	81	243	Ceres (Nduli)	No urgent relocation required	1993
<b>Zibonele</b>	67	63	189	Ceres (Nduli)	In situ upgrade	1997
<b>Polocross</b>	350	350	1 050	Ceres (Nduli)	In situ upgrading (planning underway)	1993
<b>Die Gaatjie</b>	48	47	141	Tulbagh	In situ upgrade	1998
<b>Kleinbegin</b>	130	130	390	Tulbagh	No urgent relocation required	2012

Table 62. Settlement by settlement housing delivery plan

SETTLEMENT	OVERVIEW	2012 MSDF PROPOSALS	PROJECT NAME	PLANNED DELIVERY	FUNDING REQUIREMENTS	PLANNED CONCLUSION DATE	OTHER ASSOCIATED NEEDS
Ceres	<ul style="list-style-type: none"> <li>45% of housing demand in Witzenberg.</li> <li>New housing development focused on Bella Vista (largely completed) and Vredebes (2 700 opportunities underway in phases).</li> <li>Nduli is earmarked for upgrading.</li> <li>Vredebes will also accommodate decanting from Nduli.</li> <li>Kleinbegin PPP for agri workers (feasibility underway).</li> </ul>	<ul style="list-style-type: none"> <li>Significant residential expansion indicated north-west of Ceres and north of Nduli.</li> <li>Delivery focus on Vredebes.</li> <li>Upgrading of six areas in Nduli.</li> <li>Need for detail planning of area between Ceres, Bella Vista, and Nduli.</li> </ul>	<b>Project 3209 Bella Vista IRDP.</b>	209 top structures.	R13m (HSDG)	2017/ 18	<ul style="list-style-type: none"> <li>Upgrade of R46.</li> <li>Planning of area between Ceres, Bella Vista, and Nduli.</li> <li>Vredebes community facilities.</li> </ul>
			<b>Project 3199 Vredebes IRDP.</b>	600 serviced sites (Phase 2) and 300 top structures in (Phase 1).	R76m (HSDG)	Beyond 2020/21	
			<b>Project 3463 Nduli UISP.</b>	150 enhanced serviced sites.	R7,85m (HSDG)	Beyond 2020/21	
Wolseley	<ul style="list-style-type: none"> <li>20% of housing demand in Witzenberg.</li> <li>Current focus on Pine Valley.</li> </ul>	<ul style="list-style-type: none"> <li>Future focus on southern parts of Pine Valley.</li> <li>The Montana agri-worker housing project to the east will focus on agri-workers in and around Wolseley.</li> <li>Long term direction of housing development identified towards north.</li> </ul>	<b>Project 3238 Pine Valley Phase 2A UISP.</b>	120 serviced sites.	R360 000 (HSDG)	To be determined	
			<b>Pine Valley Extension IRDP.</b>	560 serviced sites and 560 top structures.	R2,49m (HSDG)	Beyond 2020/21	
			<b>Montana agri-worker housing IRDP FLISP.</b>	700 serviced sites and 700 top structures.	R3,12m (HSDG)	Beyond 2020/21	
Tulbagh	<ul style="list-style-type: none"> <li>14% of housing demand in Witzenberg.</li> <li>Historical focus on Chris Hani settlement.</li> </ul>	Indicates extensive expansion to the north and some to south (HSP questions extent of northern extension).	<b>Project 3463 land acquisition Erven 1366-1435-1443.</b>	Acquisition of private property.	R4m (HSDG)	2017/18	
			<b>Project 3463 services and top structures Erven 1366-1435-1443.</b>	225 serviced sites and 225 top structures IRDP.	R38,25m (HSDG)	Beyond 2020/21	
			<b>Project 3462 GAP units FLISP.</b>	50 units.	R6m (HSDG)	Unknown	
Prince Alfred Hamlet	<ul style="list-style-type: none"> <li>15% of housing demand in Witzenberg.</li> <li>240 units completed in 2014/15.</li> <li>No immediate projects planned.</li> </ul>	Long term residential expansion is directed towards the north-west, the north-east and the south (completed development focused on north-west).					
Op-die-berg	<ul style="list-style-type: none"> <li>6% of housing demand in Witzenberg.</li> <li>250 units completed in 2014/15.</li> <li>No immediate projects planned.</li> </ul>	Completed development focused on area between two previously segregated parts of town.					



## Housing delivery pipeline

Table 48 reflects Witzenberg Municipality's agreed housing pipeline. The table indicates that human settlement development in Witzenberg is generally focused on concluding the Bella Vista housing project as well as the continuation of the Vredebes housing project. In parallel with the implementation of the Vredebes project, the Witzenberg

Municipality will also be undertaking various in-situ upgrade projects in Nduli. In the medium term the Witzenberg Municipality will continue with the implementation of some 200 new housing opportunities in Tulbagh. Over the longer terms, the Municipality will focus on Wolseley where more than 1 200 new opportunities are planned over the next five to ten years.

Early in 2020, the Witzenberg Municipality housing pipeline was reviewed following significant Provincial human settlement development budget re-assessments. The new pipeline – for five years – is indicated in Table ...

Over the longer term, significant pressure on available resources are expected. The focus over the medium term remains the completion of the Vredebes project and infill development in Nduli.

Table 63. Agreed housing delivery pipeline

3 YEAR DELIVERY PLAN 2019/20 - 2021/22		2019/20			2020/21			2021/22			2022/23			2023/24		
Average site cost (R'000)	60	Sites Serviced	Houses Built	Funding R'000	Sites Serviced	Houses Built	Funding R'000	Sites Serviced	Houses Built	Funding R'000	Sites Serviced	Houses Built	Funding R'000	Sites Serviced	Houses Built	Funding R'000
Average unit cost (R'000)	130															
<b>Witzenberg as a whole</b>			<b>200</b>	<b>28 000</b>	<b>283</b>	<b>250</b>	<b>47 934</b>	<b>554</b>	<b>220</b>	<b>58 340</b>	<b>0</b>	<b>170</b>	<b>19 330</b>	<b>0</b>	<b>50</b>	<b>5 800</b>
Ceres Vredebes (3 022 serviced sites and 2 163 units)	IRDP															
Ceres Vredebes (Phase 1 600 top structures)	IRDP		200	27 000		200	26 000		170	22 100						
Ceres Vredebes (Phase F1 615 top structures)	FLISP					50	3 000		50	3 000		50	3 000		50	3 000
Ceres Vredebes (Phase H 529)	UISP				200		12 000	329		19 740						
ISSP Ceres Nduli Infill (188 sites)	UISP				83		4 980	105		6 300						
ISSP Ceres Nduli Infill (188 sites) NGO	UISP						558									
Tulbagh 225	UISP												730			
Tulbagh land	Land															
Tulbagh Chris Hani NGO	UISP			1 000			746									
Wolseley Pine Valley (500)	IRDP															1 800
Wolseley Pine Valley 2A Erf 1	IRDP						650	120		7 200		120	15 600			
Wolseley Montana (700)	IRDP															1 000

## F. Regional Socio-economic Programme (RSEP)

### Background and purpose

The Regional Socio-Economic Programme (RSEP) is an intergovernmental programme of the WCG. The primary goal of the programme is urban upgrading and renewal focusing on previously disadvantaged neighbourhoods through pro-poor and social upliftment interventions and to address the legacies of spatial segregation in South Africa.

This is done by implementing physical projects that will have an immediate impact and demonstrate “what can be done” in order for municipalities to mainstream this directive in their normal day-to-day work and future planning initiatives and budgeting processes. In addition, non-physical projects are also undertaken (e.g. precinct planning, urban design, and facilitating partnerships and collaboration).

The Programme also aims to promote a “whole-of-society” approach which envisions provincial and local government partnering with active citizens, communities and stakeholders to promote social and economic inclusion; and furthermore to establish a “whole-of-government” approach to enhance planning-led budgeting through coordinated multi-sector spending in the province. The programme is therefore focused on bringing together a range of stakeholders, both local, provincial, national and private, in order to achieve effective and efficient joint planning and implementation at the local level and to improve quality of life of citizens and in communities.

### Reconstruction Framework

One of the key deliverables developed by the RSEP to be utilized and implemented as a new directive by the municipalities, is a “Reconstruction Framework” for their towns, which can be used as a “toolkit” for upgrading and integration. The framework comprises of a model that investigates the town structure in terms of the impact of apartheid planning, post-apartheid housing developments and the current location of poor communities and their relationship and interaction with the rest of the town. It is aligned to a number of policies such as the IUDF, the NDP and the PSDF.

The RSEP Reconstruction Framework aligns with National Treasury’s Urban Network Strategy, which attempts to align and crowd-in public spending

and unlock private investment in order to re-stitch fragmented spatial forms through catalytic interventions. Components of the framework include:

- Transition/ integration zones.
- Strategic vacant or underutilised land.
- Government facilities.
- Neighbourhood facilities and public spaces.
- Satellite nodes.
- Clustered social facilities/ hubs.
- Pedestrian routes and movement patterns.

The Reconstruction Framework and its components is illustrated in Figure 59.

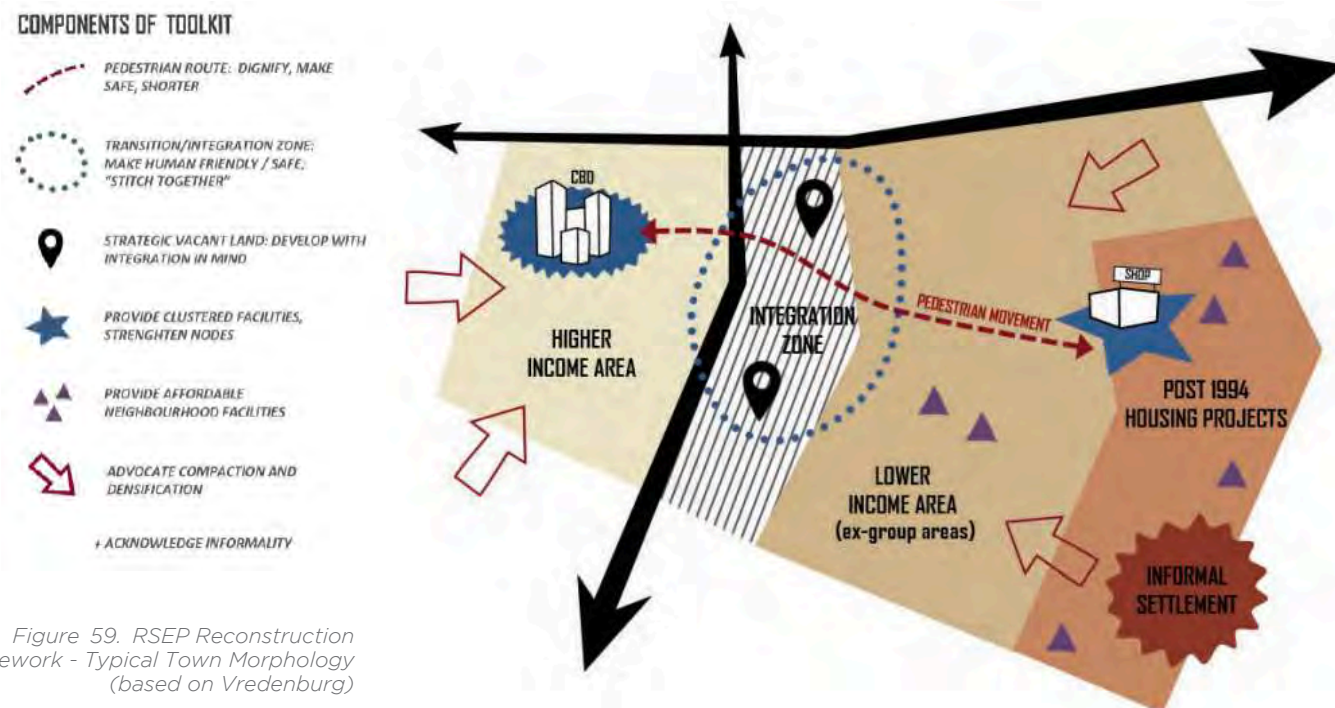


Figure 59. RSEP Reconstruction Framework - Typical Town Morphology (based on Vredenburg)

## RSEP in Witzenberg Municipality

Witzenberg Municipality is currently in the planning stages of implementing the RSEP. The broad focus of the initiative is the integration of Ceres, Bella Vista and Nduli (see Figure 60). Initial work found that large areas between the three areas comprise valuable agricultural land. Following community workshops, the focus has therefore been on two projects.

The first is pedestrian and cycle access between Bella Vista (along the R303/ Vos Street) and Nduli (along the R46) and the main town of Ceres (where most employment and commercial opportunity is located). A budget of R5,61 m has been approved for the pedestrian ways (R1,61 m has been provided by Witzenberg and the remainder by the RSEP). Construction of pedestrian walkways is planned for 2019/ 20.

The second is focused on Vredebes (a large housing project) where it was found that social facilities will not be completed in parallel with housing development. It was agreed to establish a Collaboration Committee, tasked to assist with the coordinated and sustainable development of the area. A concept plan has been prepared to assist the work of the Collaboration Committee, to established during the 2019/ 20 financial year.

*Information drawn from RESP/VPUU Annual Review Report 2018/ 19 and RSEP/VPUU Programme: Feasibility Study for Witzenberg Local Municipality, 2018.*

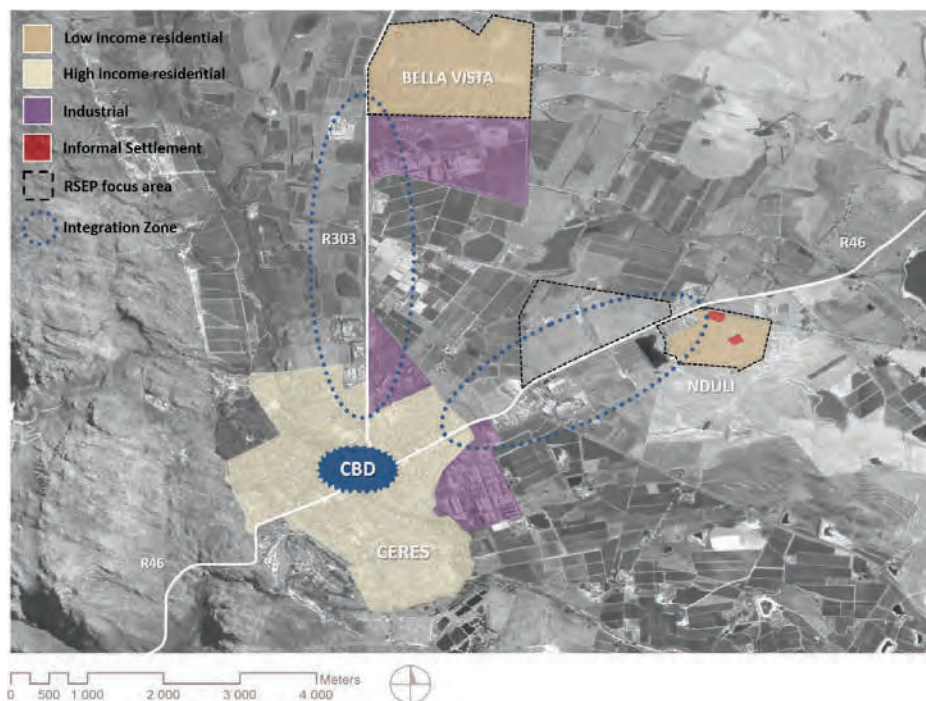


Figure 60. RSEP Framework applied to Ceres



## G. Infrastructure capacity and issues

Infrastructure needs and associated planning is addressed in numerous overarching and specific reports and studies completed over the last number of years. Table 49 summarises key issues and related investment and management actions.

Table 64. Infrastructure capacity and issues per theme and settlement

THEME	ACHIEVEMENTS	SETTLEMENT	STATUS QUO	PLANNED CAPITAL INVESTMENT	BUDGET	PLANNED MANAGEMENT ACTIONS
Water	Achieved BLUE DROP status for all water treatment works for past three years.	Ceres	Current supply from Koekedouw dam is sufficient for 10 years.	Bella Vista reservoir	R7,2 (2017)	<ul style="list-style-type: none"> <li>Maintain drinking water quality.</li> <li>Water and sanitation network maintenance/ replacement programme.</li> </ul>
				Nduli reservoir	R14,6 (2017/ 18)	
				Bulk water pipeline (Vos Street)	R6,2 (2017)	
		Wolseley	Absence of a storage dam places the town at risk during periods of severe drought. The bulk supply line from the Tierkloof weir is at risk of collapsing due to age and is in need of replacement.	Bulk water pipeline from Tier Hok weir.	R11m (2021)	
		Tulbagh	Existing storage dam insufficient. A new reservoir will have to be constructed when private residential housing projects are implemented.	Storage dam	R40m (2017-19)	
		Prince Alfred Hamlet		New reservoir	R9m (2021/ 22)	
		Op-die-berg	Absence of a storage dam places the town at risk during periods of severe drought. A new reservoir is required with the recent construction of 250 RDP houses.	New reservoir	R5,5m (2019/ 20)	
Wastewater	Achieved GREEN DROP status for all wastewater treatment works for past three years.	Ceres		Upgrading of aerators.	R2,1m (2017-20)	
				Rising bulk main.	R7,6m (2017/18)	
		Wolseley	Wastewater treatment plant was upgraded in 2014.			
		Tulbagh	Wastewater treatment plant was upgraded in 2015.			
		Prince Alfred Hamlet				
		Op-die-berg	Wastewater treatment plant requires an upgrade of sand filters.			

THEME	ACHIEVEMENTS	SETTLEMENT	STATUS QUO	PLANNED CAPITAL INVESTMENT	BUDGET	PLANNED MANAGEMENT ACTIONS
Electricity	Eskom increased the NMD for Ceres by 1,7 MVA and Wolseley by 1,7 MVA.  Power factor correction equipment have been installed at the Ceres main electrical substation, providing an additional 1 MVA of electricity.	Ceres	<ul style="list-style-type: none"> <li>Witzenberg Municipality is running at its NMD (Notified Maximum Demand) of 42,8 MVA.</li> <li>The current Eskom backbone network does not permit an increase of NMD until such time as their backbone network has been upgraded.</li> <li>The implications thereof are four years and R360m of investment, meaning that 2021 is the earliest that NMD can be upgraded.</li> </ul>			<ul style="list-style-type: none"> <li>An MOU has been signed with PowerX (a renewable energy trader) to explore new options for power provision.</li> </ul>
		Wolseley				
		Tulbagh				
		Prince Alfred Hamlet				
		Op-die-berg				
Landfill	Development of a regional landfill site at Worcester is currently in process with the purpose to accommodate the municipalities of Witzenberg, Breede Valley (Worcester) and Langeberg (Robertson, Ashton, Montagu).	Ceres	<p>Site has been closed since 1999 as a permit was not issued due to the nature of soil conditions that could lead to underground water pollution.</p> <p>Rehabilitation is still outstanding (at an estimated cost of R 3,5m).</p>	<ul style="list-style-type: none"> <li>Transfer facility.</li> <li>4 public drop-offs</li> </ul>	R14,4m (2019) R14,84m	Developing a long-term waste management strategy.
		Wolseley	<p>Site is licensed for general waste, garden refuse and builders' rubble and have sufficient space up to 2026. Site was closed by the adjacent informal community and it is not foreseen that the site will be opened again in the near future.</p> <p>Rehabilitation is still outstanding (at an estimated cost of cost of R20,5m).</p>			
		Tulbagh	<p>Sufficient airspace for one year and a variation to the licence was applied for.</p> <p>Site needs to be upgraded to the value of R3,1m to comply with DEADP findings.</p> <p>Rehabilitation is still outstanding (at an estimated cost of R14,5m).</p>			
		Prince Alfred Hamlet	<p>Site is licensed for builders' rubble and garden refuse only, with the same geo-hydrological issues as the Ceres site.</p> <p>All builders' rubble and garden refuse from Ceres are dumped here. Vandalism and theft play a major role in the operation of the site as fences are stolen and infrastructure vandalised</p> <p>Rehabilitation is still outstanding (at an estimated cost of R38,5m).</p>			
		Op-die-berg	<p>Site needs to be closed in the near future due to high operating costs.</p> <p>Rehabilitation is still outstanding (at an estimated cost of R4,7m).</p>			

THEME	ACHIEVEMENTS	SETTLEMENT	STATUS QUO	PLANNED CAPITAL INVESTMENT	BUDGET	PLANNED MANAGEMENT ACTIONS
Water and Sanitation Networks	Achievement of consistent decreases in water losses.	Municipality-wide	<ul style="list-style-type: none"> <li>Normal maintenance and repair have increased drastically over the past couple of years due to the ageing of networks.</li> </ul>	Pipe replacement programme (water)	R1,2m pa	
				Pipe replacement programme (sewerage)	R1m pa	
				Sewer pumps upgrading	R0,4m pa	
Electricity Networks	Re-commissioning of Bella Vista main road lighting.  Installation of capacitor banks.	Municipality-wide	<ul style="list-style-type: none"> <li>The cable network of Ceres is considered sufficient to handle a reasonable capacity increase over the foreseeable short to medium term.</li> <li>In the case of both Wolseley and Tulbagh, the cable capacity is 2,38 MVA, insufficient to handle the MND.</li> </ul>	Replacement of MV equipment	R5m pa	<ul style="list-style-type: none"> <li>A Small-scale Embedded Generation (SSEG) plan is under development, to support the management of renewable energy production in the municipal area.</li> <li>Develop strategy and policy to address illegal electricity connections.</li> </ul>
				MV capital investment upgrades	R4m pa	
				Replace 11 KV cables	R3m pa	
Solid Waste Collection		Municipality-wide	<ul style="list-style-type: none"> <li>All formal urban residential erven receive a weekly door-to-door waste collection service with a wheelie-bin system being implemented in 2016/ 17 for business.</li> <li>Approximately 70 skips are distributed through-out towns for the collection of garden refuse.</li> </ul>			The strategic placement of large recycle bins at especially shopping centres and schools will be further expanded to support waste minimisation and recycling.
Transport	Pavement Management System (PMS) has been developed and is kept up to date.	Municipality-wide	<ul style="list-style-type: none"> <li>In relation to public transport, only minibus taxi and limited rail services are available (long-distance bus services offer an inter-municipal service). With 61% of people employed in agriculture, much of the travel in the district is difficult to serve with public transport as a result of the high cost of travel relative to income, seasonal variation in farming activity, and the wide spatial distribution of trip origins and destinations.</li> <li>Most frequent taxi operations take place between Ceres and Wolseley, Ceres and Nduli and Ceres and Bella Vista and Prince Alfred's Hamlet (a taxi rank is required).</li> <li>Average one-way walking trip times are high (up to 30 minutes).</li> </ul>	Road and NMT developments related to Vredebos	R80,7m (2018/ 19)	
				Upgrade of roads in Schoonvlei Industrial area	R40,2m (2018/ 19)	
				Upgrading of Van Breda bridge (Ceres)	R20m (2018/ 19)	
				Upgrade of roads in Tulbagh	R9m (2018/ 19)	
				Bella Vista taxi rank (Ceres)	6,8m (2018/ 19)	



## H. Current major land development proposals

Table 65. Current major land development proposals in Witzenberg Municipality per settlement.

TOWN	INITIATING SECTOR	LOCATION	ERF/ FARM No.	ID: 2012 MSDF	FOCUS	DESCRIPTION	SIZE	DELIVERY DATE	COMMENTS
Ceres	Private	Expansion area north of Ceres town.	1880	1A	Housing/ mixed use	350-unit mixed use (20 units p/ha).	21ha	Not known	Development already included in bulk services planning. Previous approved but not developed.
	Private	Expansion south of Ceres town.	8471	8/9L	Golf estate	Golf estate (289 single units and town houses)	90ha	Not known	In progress. Rights for phase 1 granted. Less than 10% of units developed.
	Private	Expansion west of Ceres town.	8126	10M	Single residential	Proposed single residential area.	2ha	Not known	Approved but rights have lapsed. Not developed.
	Public	Vredebes.	364/72, 364/18	RG	Subsidy housing	Integrated human settlement, state supported.	100ha	Beyond 2020/1	Services completed for Phase 1 and 2 (adjoining R46). 229 Top structures completed.
	Private	Existing agri-worker settlement on 8048 and surrounding land.	3757, 8048,7916	3C	Agri-worker housing	Expanded and formalised agri-worker settlement.	17ha	Not known	No development yet beyond existing housing in centre of site (less than 30 units).
	Private	Extension to residential area west of Retief Street.	8047,7916, 8048	3E	Agri-worker housing	Originally proposed for medium income housing, now agri-worker housing.	19ha	Not known	Development already included in bulk services planning. Not developed. Rights lapsed.
	Private	Industrial expansion on R46.	8028	3F	Industry	Expansion of Crispy Coolers.	5ha	Not known	Not developed. Existing Industrial zoning.
	Private	Expansion area south of Ceres town.	364/120	7K	Industry	Expansion of Ceres Fruit Juices.	15ha	Not known	Not developed.
	Private	Site east of Nduli on R46.	368/35	3I	Institution	Proposal by Zionist Church to establish an institution.	5ha	Not known	Not developed (used for grazing/ keeping of animals).
	Private	Expansion east of Ceres town.	9602	-	Shopping centre	Proposed commercial shopping centre.	7ha	Not known	Not approved yet.

TOWN	INITIATING SECTOR	LOCATION	ERF/ FARM No.	ID: 2012 MSDF	FOCUS	DESCRIPTION	SIZE	DELIVERY DATE	COMMENTS
Ceres (Bella Vista)	Public	Infill Bella Vista north (Buiten Street).	2919	1A	Housing	Infill housing.	4,3ha	Not known	Not developed.
	Public	Infill Bella Vista North-east.	7074	1B	Subsidised housing	Implementation planned for 2015.	2,2ha	-	Completed.
	Public	Infill Bella Vista central-east.	2623	2C	Subsidised housing	Implementation planned for 2015.	9,4ha	-	Completed.
	Public	Vacant land Bella Vista south	2613, 2614, 2615	2F	Agri-worker housing	Expanded and formalised agri-worker settlement.	3,5ha	Not known	No development beyond existing housing.
	Public	Bella Vista central-east.	2622	2D	Agri-Park	Proclaimed industrial area.	40ha	Not known	Infrastructure upgraded.
Wolseley	Private	Expansion area north of Wolseley (Oak Street).	348/1	1A	Retirement village/ lifestyle estate	Heerenberg retirement village and lifestyle estate (2017 single erven, retirement erven, and associated facilities).	20ha	Not known	Approved in 2010.
	Not developed.	Expansion north of existing industrial area on the R303.	7900	2B	Industry	Expansion of Ceres Fruit Processors	4ha	Not known	Not developed.
	Public	Expansion area north of Wolseley (Oak Street/ Protea Street).	Rem. 496	1/2B	Housing	Residential infill (approximately 55 units).	5,5ha	Not known	Not developed.
	Public	Wolseley east (Albert Street).	Rem. 1	3C	Subsidised housing	Residential infill (approximately 140 units).	5,4ha	Not known	Not developed.
	Public	Wolseley south (Raman Street/ Voortrekker Street).	Rem. 1	3D	Subsidised housing	Residential infill (approximately 43 units).	2,9ha	Not known	Not developed.
	Public	Wolseley central-east (Angelier Street/ Malva Street).	Rem. 1	4E	Social housing	Well located and could assist in integration between Montana and the CBD.	5,7ha	Not known	Not developed.
	Public	Wolseley central-west (Afrika Street, Pine Valley).	Rem. 1	4/5H	Subsidised housing	Pine Valley Phase 2A (120 single residential units).	3,4ha	Not known	Not developed.
	Public	Wolseley north-west.	Rem. 1	5/6K	Waste site	Domestic land fill site	22ha	Not known	Not developed.
	Public	Wolseley central-west.	Rem. 1	4/5G	Community gardens	Proposed for urban agriculture/ community gardens.	5,3ha	Not known	Not developed.
	Public	Wolseley central-east (Voortrekker Street/ Gardenia Street).	Rem. 1	4F	Industry	Expansion of existing industrial area.	9,3ha	Not known	Not developed.
	Public	Wolseley west.	1564, Rem. 1	6L	Industry	Industrial development in proximity to poorer communities.	3,6ha	Not known	Not developed.

TOWN	INITIATING SECTOR	LOCATION	ERF/ FARM No.	ID: 2012 MSDF	FOCUS	DESCRIPTION	SIZE	DELIVERY DATE	COMMENTS
Tulbagh	Private	Tulbagh north.	<b>187/34, 187/35, 187/21, 187/29</b>	1/2/3/A	Country estate and retirement village	Waverenskroon Country Estate and Dalskroon senior's village. Six villages and public facilities (1 350 units).	233ha	Not known	Package of plans approach. Valid Environmental Authorisation. Framework plan approved. Not developed.
	Private	Tulbagh central.	<b>1365</b>	B	Housing	Zoned for Residential 1 (could be infill if Waverenskroon proceeds).	5,4ha	Not known	Landowner same as Waverenskroon.
	Private	Tulbagh central.	<b>1331, 1339</b>	C	GAP housing	Identified for GAP housing (approximately 150 units).	3,4ha	Not known	Not developed.
	Private	Tulbagh south.	<b>224/3</b>	5G	Single residential	103 single residential units.	9,8ha	Not known	Approval lapsed but subdivided and included in the urban area.
	Public	Tulbagh south.	<b>389</b>	5H	Single residential	Approximately 200 single dwellings could be accommodated.	11,4ha	Not known	Not developed. Portion of site required for extension of the cemetery.
	Private	Tulbagh south.	<b>192</b>	5I	Single residential	100 single dwellings and town houses.	13ha	Not known	Approval lapsed but outside figure subdivided and included in urban area. Approved. Not developed.
	Public	Tulbagh central-south (Rossouw Street).	<b>389</b>	E	Subsidised housing	Phases 1 and 2 of Chris Hani extension (355 informal erven, 49 single units, community facilities).	15ha	-	Approved. Not developed.
	Public	Tulbagh south.	<b>389</b>	5F	Subsidised housing	Phase 3 of Chris Hani extension (72 informal erven, church site).	6,5ha	Not known	Approved. Not developed.
	Public	Tulbagh west	<b>1, 116/1/ 187/30, 768</b>	6/7K	Agri-industry	Proposed municipal infrastructure and agri-industry.	32ha		Approved. Not developed.
	Public	Tulbagh west (Van der Stel Street).	<b>1</b>	1L	Tourism	Tourism development on commonage (part of tourism and recreation precinct).	4,5ha	Not known	Not developed.



TOWN	INITIATING SECTOR	LOCATION	ERF/ FARM No.	ID: 2012 MSDF	FOCUS	DESCRIPTION	SIZE	DELIVERY DATE	COMMENTS
Prince Alfred Hamlet	Public	Prince Alfred Hamlet south (Sarel Cilliers Road).	<b>232, 233, 251, 252, 260, 261, 263</b>	2/3C	Housing	Infill residential.	3ha	Not known	Not developed.
	Public	Prince Alfred Hamlet central, adjacent to R303/ Voortrekker Road.	<b>Rem. 1</b>	1B	Social housing	Proposed for social housing.	7,6ha	Not known	Not developed.
	Public	Prince Alfred Hamlet north-west.	<b>Rem. 1</b>	5G	Subsidised housing	Expansion of Kliprug settlement (approximately 300 units).	12,6ha	Not known	Northern half not developed.
	Public	Prince Alfred Hamlet west.	<b>Rem. 1</b>	4E	Institution	Expansion of institutional uses adjacent to Kliprug residential area.	4ha	Not known	Not developed.
	Public	Prince Alfred Hamlet west.	<b>Rem. 1</b>	3D	Community gardens	Urban agriculture and community gardens.	7ha	Not known	Not developed.
	Public	Prince Alfred Hamlet west.	<b>Rem. 1</b>	4F	Community gardens	Urban agriculture and community gardens.	4ha	Not known	Not developed (row of structures south of Olienhout Avenue).
	Public	Prince Alfred Hamlet north-west.	<b>Rem. 1</b>	5H	Recreational use	Area in flood plain suitable for recreational development.	7,8ha	Not known	Not developed.
Op-die-berg	Public	Op-die-berg central	<b>14</b>	6B	Subsidised housing	Retirement village for agri-workers	1,3ha	Not known	Not developed.
	Public	Op-die-berg central	<b>103</b>	3/5D	Subsidised housing	Single dwelling houses.	0,3ha	-	Developed.

# I. Land Demand

## Introduction

The sections below set out to determine land demand in Witzenberg, with an emphasis on land demand for housing, and specifically affordable housing requiring government assistance (the overwhelming area of need). A specific enquiry is to determine whether Witzenberg Municipality should reserve land beyond the agreed 2012 MSDF urban edges for settlement development.

## Land allocated within the urban edge in the 2012 MSDF

During the 2012 MSDF process, various land parcels were identified for possible development within the settlements of Witzenberg. Most of these parcels formed part of an “urban fringe” area, defined as “the area located between the urban edge line and the built edge line” where “urban expansion must be accommodated”.

Table 51 summarises the total extent of land identified per settlement, as well as what was regarded as developable land (excluding open spaces along river corridors, sensitive areas, or areas identified for community agriculture).

It was suggested that the designated urban edges make provision for an adequate supply of vacant land that can be efficiently serviced, and which can cater for the then population growth rate (of approximately 1,7%) and the associated infrastructural requirements over a 10-year period, from 2012 onwards.

In order to determine the minimum and maximum number of additional residential units possible and its impact on bulk services, the following densities were allocated to new residential areas:

- Low density: 5-15 du/ha.
- Medium density: 15-25 du/ha.
- High density: 25-40 du/ha.

Table 66.2012 developable land in Witzenberg

SETTLEMENT	TOTAL URBAN FRINGE (HA)	DEVELOPABLE LAND (HA)
<b>Ceres</b>	520	440
<b>Wolseley</b>	120	112
<b>Prince Alfred Hamlet</b>	450	305
<b>Tulbagh</b>	53	30
<b>Op-die berg</b>	11	9
<b>Total</b>	<b>1154</b>	<b>896</b>

Table 67.DEADP Population projections

	2001	2011	2016	2018	2023	2028	2030
<b>Settlements</b>	47 469	62 664	71 934	75 765	83 496	95 384	100 669
<b>Rural</b>	41 618	53 282	60 389	63 614	70 106	80 087	84 524
<b>Total</b>	<b>89 087</b>	<b>115 946</b>	<b>132 332</b>	<b>139 379</b>	<b>153 603</b>	<b>175 472</b>	<b>185 193</b>

In instances where density figures were known or the total amount of units in a proposed development have already been determined (such as in the individual projects of the Housing Pipeline), a density range applicable to the residential offering was allocated. By applying the density schedule, it was determined that a combined total of between 38 000 and 315 000 additional new residential units could be accommodated in the respective towns and settlements on the Municipality.

As indicated in Appendix H, summarising current major land development proposals, very little of

the land identified for development in 2012 – with the exception of phases of Vredebes and infill development in Tulbagh – has been developed. A significant part of the 896ha indicated for future development therefore remains developable.

## Future population projections for Witzenberg

The DEADP of the WCG have provided rough population estimates for settlements in the Western Cape Province based on past growth rates since 2011<sup>1</sup>. The information – split between urbanised and rural populations – for Witzenberg is indicated in Table 52.

<sup>1</sup> Information received from the DEADP, WCG, September 2019

## Housing demand

Based on estimated population numbers, the DEADP has estimated housing demand in Witzenberg. The first two columns in Table 53 below indicates the WCG's estimate of housing opportunities required in 2018 based on population growth (in 2018 only). The two columns relate to assumptions about urbanisation. If assumed no rural demand for housing (all demand absorbed in urban areas) the figure to the right is applicable. If assumed that the urbanisation rate is the same in 2018 as in 2016 (54,4%), the figure to the left applies. The DEADP's work excludes existing housing backlogs.

The table further extrapolate five and ten-year housing need in Witzenberg, with and without the estimated housing backlog added.

In interpreting the table, it is important to note that it is probably unrealistic to assume that all housing demand will be met in settlements (as opposed to rural areas) over the next five or ten years. Although urbanisation is expected to increase, a total turn-around towards accommodating all future demand for housing in settlements over five or ten years is unlikely. Furthermore, the approved 2019-2021 housing pipeline provides for 1 564 opportunities (a combination of serviced sites and top structures). Over the medium to longer term

(prior to 2028) the Municipality is planning some 1 400 opportunities in Tulbagh and Wolseley.

Arguably, therefore, Witzenberg's housing programme prior 2028 will address at least 3 000 opportunities out of the 5 671 reflected on the housing list. Should the average envisaged delivery of 520 opportunities per annum envisaged for 2019-2021 be maintained<sup>2</sup>, some 5 200 opportunities can be delivered up to 2028. This would mean eradication of the existing housing backlog, or a "new" backlog of between 5 310 by 2028 if the current urbanisation rate is maintained.

Table 68. Annual, five and ten-year housing need in Witzenberg

SETTLEMENT	DUs NEEDED IN 2018 IF URBANISATION CONSISTENT	DUs NEEDED IN 2018 IF ALL DEMAND MET IN SETTLEMENTS	DUs NEEDED IF URBANISATION CONSISTENT		DUs NEEDED IF URBANISATION CONSISTENT		2016 HOUSING BACKLOG	TOTAL NEED IF URBANISATION CONSISTENT		TOTAL NEED IF ALL DEMAND MET IN SETTLEMENTS	
			2023	2028	2023	2028		2023	2028	2023	2028
<b>Ceres</b>	<b>258</b>	<b>401</b>	<b>1 290</b>	<b>2 580</b>	<b>2 005</b>	<b>4 010</b>	<b>2 576 (45%)<sup>1</sup></b>	<b>3 866</b>	<b>5 156</b>	<b>4 581</b>	<b>6 586</b>
Ceres town	74	114									
Bella Vista	78	122									
Nduli	106	165									
<b>Wolseley</b>	<b>125</b>	<b>195</b>	<b>625</b>	<b>1 250</b>	<b>975</b>	<b>1 950</b>	<b>1 133 (20%)</b>	<b>1 758</b>	<b>2 383</b>	<b>2 108</b>	<b>3 083</b>
Wolseley town	20	31									
Pine Valley	52	80									
Montana	54	83									
<b>Tulbagh</b>	<b>83</b>	<b>129</b>	<b>415</b>	<b>830</b>	<b>645</b>	<b>1 290</b>	<b>768 (14%)</b>	<b>1 183</b>	<b>1 598</b>	<b>1 413</b>	<b>2 058</b>
<b>Prince Alfred Hamlet</b>	<b>56</b>	<b>88</b>	<b>280</b>	<b>560</b>	<b>440</b>	<b>880</b>	<b>858 (15%)</b>	<b>1 138</b>	<b>1 418</b>	<b>1 298</b>	<b>1 738</b>
<b>Op-die-berg</b>	<b>9</b>	<b>14</b>	<b>45</b>	<b>90</b>	<b>70</b>	<b>140</b>	<b>330 (6%)</b>	<b>375</b>	<b>420</b>	<b>400</b>	<b>470</b>
<b>Total</b>	<b>531</b>	<b>827</b>	<b>2 655</b>	<b>5 310</b>	<b>4 135</b>	<b>8 270</b>	<b>5 671</b>	<b>8 320</b>	<b>10 975</b>	<b>9 800</b>	<b>13 935</b>

<sup>1</sup> Percentages refer to the overall percentage of the total housing backlog per settlement.



## Land availability within the urban edge to meet demand

As indicated above, the 2012 MSDF provided for approximately 896ha developable land within the urban edge. Should two thirds of this land be developed for housing this land at a density of 25 units/ha, it would provide for approximately 14 930 opportunities. If the current backlog of approximately 5 670 is deducted from what could be provided, it leaves 9 260 opportunities (more

than the 5 310 opportunities required by 2028 if the current urbanisation rate is maintained).

At the highest level of generalisation, it would therefore appear that there is not a need to significantly change the urban edges to settlements in Witzenberg within the period of the new MSDF (and prior to a next major review around 2024).

To refine the assessment further, Table 54 assesses land required to meet new demand (over and

above the existing backlog) per settlement. For the purposes of the assessment, it is assumed that the new demand would total 7 000 opportunities in the period up to 2028 (a number of opportunities in-between estimates if urbanisation remains consistent and estimates if all demand is met in settlements). The possible land area per settlement required is provided for three density ranges and possible land areas within the urban edge indicated (identified in the 2012 MSDF and as yet undeveloped).

Table 69. Land required to meet new demand per settlement

SETTLEMENT	% OF DEMAND	NUMBER OF OPPORTUNITIES	AREA REQUIRED AT 25 UNITS/Ha	AREA REQUIRED AT 35 UNITS/Ha	AREA REQUIRED AT 40 UNITS/Ha	POSSIBLE LAND AREAS WITHIN URBAN EDGE (IDENTIFIED IN THE 2012 MSDF AND AS YET UNDEVELOPED)
<b>Ceres</b>	45%	3 150	126	90	79	<ul style="list-style-type: none"> <li>Half of expansion area north of Ceres town (1A: 1884, 7900, 1498, 1002): 25ha.</li> <li>Half of expansion area north of Ceres town, adjacent to existing industrial area (1A: 1880): 10ha.</li> <li>Half of existing agri-worker settlement on 8048 and surrounding land (3C): 8ha.</li> <li>Extension to residential area west of Retief Street (3E: 8047,7916, 8048): 19ha.</li> <li>25% of undeveloped land between Ceres town and Vredebes (3D: 7916, 8048): 13ha.</li> <li>Infill Bella Vista north, Buiten Street (1A: 2919): 4ha.</li> <li>Bella Vista central-east area proposed for community gardens (2D: 2622): 9ha.</li> </ul>
<b>Wolseley</b>	20%	1 400	56	40	35	<ul style="list-style-type: none"> <li>Wolseley central-east, Angelier Street/ Malva Street (4E: Rem. 1): 5,7ha.</li> <li>Half of Wolseley central-east, Voortrekker Street/ Gardenia Street (4F: Rem. 1): 5ha.</li> <li>Wolseley central-west area proposed for community gardens (4/5G: Rem. 1): 5,3ha.</li> <li>Half of Kluitjieskraal Forestry station (J: Rem. 312): 14ha.</li> <li>Wolseley east, Albert Street (3C: Rem. 1): 5,4ha.</li> <li>Wolseley south, Raman Street/ Voortrekker Street (3D: Rem. 1): 3ha.</li> </ul>
<b>Prince Alfred Hamlet</b>	14%	980	39	28	25	<ul style="list-style-type: none"> <li>Tulbagh east (4/5D: 187/2, 224/7): 27,2ha.</li> </ul>
<b>Tulbagh</b>	15%	1 050	42	30	26	<ul style="list-style-type: none"> <li>Prince Alfred Hamlet central, adjacent to R303/ Voortrekker Road (1A: Rem.1): 7,6ha.</li> <li>Prince Alfred Hamlet central, adjacent to R303/ Voortrekker Road (1B: Rem.1): 7,6ha.</li> <li>Half of Kliprug extension (5G: Rem. 1): 6ha.</li> <li>Half of Prince Alfred Hamlet west (4E: Rem. 1): 2ha.</li> <li>Half of Prince Alfred Hamlet west (4F: Rem. 1): 2ha.</li> </ul>
<b>Op-die berg</b>	6%	420	17	12	11	<ul style="list-style-type: none"> <li>Op-die-berg central (2/3A: Rem. 417): 1,5ha</li> <li>Op-die-berg central (6B: 14): 1,3ha</li> </ul>
<b>Total</b>	<b>100%</b>	<b>7 000</b>	<b>280</b>	<b>200</b>	<b>176</b>	

## J. Policy Framework

This section provides an overview of international conventions and national and provincial policies that inform the formulation of the Witzenberg MSDP. A review of high level, international “conventions”, resolutions, or declarations – statements of intent or commitment often agreed to at international level with a view to inclusion in

national policy frameworks and inform member country “behavior” – is included as most of these are related to the management and preservation of cultural and heritage resources, an important theme in developing a framework for the Witzenberg Municipality.

Table 70. Review of high-level international “conventions”, resolutions or declarations

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
<b>Johannesburg World Summit on Sustainable Development (2002)</b> <sup>1</sup> .	The Summit recognised cultural diversity as the fourth pillar of sustainable development, alongside the economic, social and environment pillars. Peace, security, stability and respect for human rights and fundamental freedoms, including the right to development, as well as respect for cultural diversity, are essential for achieving sustainable development and ensuring that sustainable development benefits all.	The celebration of cultural diversity will require the creation of variety of development opportunities within the Municipal area and particularly its settlements. Such opportunities should include provision for different forms of cultural expression.
<b>Québec Declaration on the preservation of the Spirit of Place (adopted by the ICOMOS General Assembly, October 2008)</b> <sup>2</sup> .	The declaration recognizing that the spirit of place is made up of tangible (sites, buildings, landscapes, routes, objects) as well as intangible elements (memories, narratives, written documents, festivals, commemorations, rituals, traditional knowledge, values, textures, colors, odors, etc.), which all significantly contribute to making place and to giving it spirit.  It is argued that spirit of place is a continuously reconstructed process, which responds to the needs for change and continuity of communities, and can vary in time and from one culture to another according to their practices of memory, and that a place can have several spirits and be shared by different groups.	The celebration of cultural diversity will require the creation of variety of development opportunities within the Municipal area and particularly its settlements. Such opportunities should include provision for different forms of cultural expression.
<b>United Nations General Assembly Resolution 65/166 on Culture and Development (adopted in 2011)</b> .	The resolution recognised that culture – of which heritage forms a part – is an essential component of human development, providing for economic growth and ownership of development processes.	Ensure that the management of heritage resource also optimizes its contribution to economic growth.
<b>The Paris Declaration on heritage as a driver of development (adopted in Paris, UNESCO headquarters, December 2011)</b> <sup>3</sup> .	The Declaration committed to integrate heritage in the context of sustainable development and to demonstrate that it plays a part in social cohesion, well-being, creativity and economic appeal, and is a factor in promoting understanding between communities.	The management and use of heritage resources in the municipal area should be aimed at creating opportunities for social interaction, rather than a just a narrow focus on preservation.

<sup>1</sup> <http://www.un-documents.net/aconf199-20.pdf>

<sup>2</sup> [https://www.icomos.org/images/DOCUMENTS/Charters/GA16\\_Quebec\\_Declaration\\_Final\\_EN.pdf](https://www.icomos.org/images/DOCUMENTS/Charters/GA16_Quebec_Declaration_Final_EN.pdf)

<sup>3</sup> [https://www.icomos.org/images/DOCUMENTS/Charters/GA2011\\_Declaration\\_de\\_Paris\\_EN\\_20120109.pdf](https://www.icomos.org/images/DOCUMENTS/Charters/GA2011_Declaration_de_Paris_EN_20120109.pdf)

CONVENTIONS, RESOLUTIONS, OR DECLARATIONS	FOCUS	IMPLICATIONS
<p><b>The “Valletta Principles” towards the Safeguarding and Management of Historic Cities, Towns and Urban Areas (adopted by the ICOMOS General Assembly, April 2010)<sup>1</sup>.</b></p>	<p>Towns and urban areas are currently called to undertake the role of organizer for the economy and to evolve into centers of economic activity, innovation and culture. Connecting protection to economic and social development, within the context of sustainability, and adaptation of historical towns and urban areas to modern life is a key task. The challenge is to increase competitiveness without detracting from main qualities, including identity, integrity, and authenticity, which are the basic elements for their being designated cultural heritage and strict prerequisites for their preservation.</p> <p>Key principles are:</p> <ul style="list-style-type: none"> <li>• All interventions in historic towns and urban areas must respect and refer to their tangible and intangible cultural values.</li> <li>• Every intervention in historic towns and urban areas must aim to improve the quality of life of the residents and the quality of the environment.</li> <li>• The safeguarding of historic towns must include, as a mandatory condition, the preservation of fundamental spatial, environmental, social, cultural and economic balances. This requires actions that allow the urban structure to retain the original residents and to welcome new arrivals (either as residents or as users of the historic town), as well as to aid development, without causing congestion.</li> <li>• Within the context of urban conservation planning, the cultural diversity of the different communities that have inhabited historic towns over the course of time must be respected and valued.</li> <li>• When it is necessary to construct new buildings or to adapt existing ones, contemporary architecture must be coherent with the existing spatial layout in historic towns as in the rest of the urban environment.</li> <li>• A historic town should encourage the creation of transport with a light footprint.</li> </ul>	<p>Appropriate development in the municipal settlements, which respects historic development patterns, and cultural diversity, should inter alia ensure that further congestion is avoided, and create opportunities for socio-economic diversity.</p>
<p><b>Delhi Declaration on Heritage and Democracy Adopted by the ICOMOS General Assembly, December 2017)<sup>2</sup>.</b></p>	<p>The concept of heritage has widened considerably from monuments, groups of buildings and sites to include larger and more complex areas, landscapes, settings, and their intangible dimensions, reflecting a more diverse approach. Heritage belongs to all people; men, women, and children; indigenous peoples; ethnic groups; people of different belief systems; and minority groups. It is evident in places ancient to modern; rural and urban; the small, every-day and utilitarian; as well as the monumental and elite. It includes value systems, beliefs, traditions and lifestyles, together with uses, customs, practices and traditional knowledge. There are associations and meanings; records, related places and objects. This is a more people-centred approach.</p> <p>Key principles are:</p> <ul style="list-style-type: none"> <li>• Conserving significance, integrity and authenticity must be fully considered in the management of heritage resources.</li> <li>• Mutual understanding and tolerance of diverse cultural expressions add to quality of life and social cohesion. Heritage resources provide an opportunity for learning, impartial interaction and active engagement, and have the potential to reinforce diverse community bonds and reduce conflicts.</li> <li>• The culture and dynamics of heritage and heritage places are primary resources for attracting creative industries, businesses, inhabitants and visitors, and foster economic growth and prosperity.</li> </ul>	<p>The large variety of heritage resources of the Witzenberg municipal area, ranging from individual buildings to landscapes should be used to attract economic growth and spreading prosperity to its inhabitants.</p>

<sup>1</sup> <http://civvihi.comos.org/sites/default/files/Valletta%20Principles%20Book%20in%205%20languages.pdf>

<sup>2</sup> [https://www.icomos.org/images/DOCUMENTS/Charters/GA2017\\_Delhi-Declaration\\_20180117\\_EN.pdf](https://www.icomos.org/images/DOCUMENTS/Charters/GA2017_Delhi-Declaration_20180117_EN.pdf)



Table 71. Review of policy frameworks

NATIONAL		
TITLE	FOCUS	IMPLICATIONS
<b>National Development Plan 2030<sup>1</sup></b>	<p>The National Development Plan 2030 (NDP) sets out an integrated strategy for accelerating growth, eliminating poverty and reducing inequality by 2030.</p> <p>The following aspects of the NDP fall within the competencies of local government:</p> <ul style="list-style-type: none"> <li>The transformation of human settlements and the national space economy with targets that include more people living closer to their places of work; better quality public transport; and more jobs in proximity to townships. Actions to be taken include desisting from further housing development in marginal places, increasing urban densities and improving the location of housing, improving public transport, incentivising economic opportunities in highly populated townships and engaging the private sector in the gap housing market.</li> <li>Building an inclusive rural economy by inter alia improving infrastructure and service delivery and investing in social services and tourism.</li> <li>Investment in economic infrastructure including the roll out of fibre- optic networks in municipalities.</li> <li>Improving education and training, through inter alia a focus on expanding early childhood development (ECD) and further education and training (FET) facilities.</li> <li>Building of safer communities and although not explicitly noted in the NDP, actions should include improving safety through sound urban design and investment in the public realm.</li> <li>Building environmental sustainability and resilience with a strong focus on protecting the natural environment and enhancing resilience of people and the environment to climate change. Actions include an equitable transition to a low- carbon economy (which would inter alia imply making settlements more efficient) and regulating land use to ensure conservation and restoration of protected areas. (National Planning Commission, 2012).</li> </ul>	<p>The strong focus on action in the NDP is an indication that planning at the local government level should go beyond the preparation of a spatial plan, but actively pursue investment in strategic services and locations to grow the local economy and address inequality.</p>
<b>National Infrastructure Plan (2012)</b>	<ul style="list-style-type: none"> <li>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.</li> <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> </ul>	<p>The Witzenberg MSDF is the ideal vehicle to coordinate the planning and implementation of investment that realize the vision of integrated settlements structured around densified transport corridors.</p>

<sup>1</sup> <https://www.google.com/search?client=safari&rls=en&q=national+development+plan+chapter+8&ie=UTF-8&oe=UTF-8>

NATIONAL		
TITLE	FOCUS	IMPLICATIONS
<b>Urban Network Strategy (2013)</b>	<ul style="list-style-type: none"> <li>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.</li> <li>The Urban Network is based on the recognition that urban areas are structured by a primary network and secondary networks. 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. At the secondary network level, the strategy proposes strengthening connectivity between smaller township centres and identified urban hubs.</li> </ul>	The systems thinking that underpins the strategy should inform the SDF at the level of the municipal are, i.e. considering the role of settlements, as well as the level of the individual settlements, so as to improve access to economic opportunities and support economic growth through clustering and densification.
<b>National Public Transport Strategy (NPTS), 2007</b>	<ul style="list-style-type: none"> <li>The NPTS provides guidance to all three spheres of government on dealing with the public transport challenges in an integrated, aligned, coordinated manner.</li> <li>The NPTS has two key thrusts: accelerated modal upgrading, which seeks to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and integrated rapid public transport networks (IRPTN), which seeks to develop and optimise integrated public transport solutions.</li> </ul>	The MSDF will have to include the identification and implementation of public transport networks and systems as a critical component of sustainable and integrated settlement development.
REGIONAL		
<b>The Western Cape Government's strategic and policy framework 2014-2019</b>	<ul style="list-style-type: none"> <li>The framework identifies five strategic goals: create opportunities for growth and jobs, improve education outcomes and opportunities for youth development, increase wellness, safety and tackle social ills, enable a resilient, sustainable, quality and inclusive environment living environment, and embed good governance and integrated service delivery through partnerships and spatial alignment.</li> <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, and well-located land release.</li> </ul>	In addition to the directives for spatial planning set out in this policy, the focus on partnerships and the role of government in realizing sustainable development (e.g. release of well-located public land) should inform the implementation plan for the MSDF.
<b>Project Khulisa</b>	<ul style="list-style-type: none"> <li>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.</li> <li>The three priority sectors identified are: agri-processing, tourism, and oil and gas services.</li> </ul>	The agri-processing and tourism sectors are important sectors in the local economy and the MSDF should include strategies to promote these sectors to grow and to be mutually supportive.

REGIONAL		
TITLE	FOCUS	IMPLICATIONS
<b>Western Cape Infrastructure Framework (WCIF), 2013.</b>	<ul style="list-style-type: none"> <li>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.</li> <li>The WCIF prioritises “infrastructure-led growth” as a driver of growth and employment in the region.</li> <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>The WWCIF emphasizes that 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>	The focus on infrastructure investment of the WCIF is another pointer to the importance of an implementation driven MSDF to achieve spatial transformation.
<b>Western Cape Green Economy Strategic Framework (“Green is Smart”), 2013.</b>	<ul style="list-style-type: none"> <li>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.</li> <li>The framework focuses on six strategic objectives: become the lowest carbon Province, increase usage of low-carbon mobility, a diversified, climate-resilient agricultural sector and expanded value chain, a market leader in resilient, livable and smart built environment, high growth of green industries and services, and secure ecosystem infrastructure.</li> </ul>	This framework points to the importance of understanding the impacts of climate change on physical development and the local economy and also of ensuring the MSDF is action-orientated, i.e. results in the implementation of strategies that will build resilience and facilitate economic growth in the face of environmental and resource challenges.
<b>OneCape 2040.</b>	<ul style="list-style-type: none"> <li>OneCape 2040 aims to direct a transition to a more inclusive society, through economic and social development, resulting in a more resilient economy.</li> <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.</li> <li>Key transitions focus on “cultural”, where communities should be socially inclusive; and “settlement” where neighbourhoods and towns should be quality environments, highly accessible in terms of public services and opportunities.</li> <li>The spatial focus is “connection” and “concentration”.</li> </ul>	This strategy provides some content to the Stellenbosch Municipality’s goal to attract and foster innovation as a driver of economic growth, through its focus on creating conducive environments.
<b>Provincial Spatial Development Framework, Public Draft for comment, October 2013<sup>1</sup>.</b>	<ul style="list-style-type: none"> <li>The 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.</li> <li>The PSDF is driven by three major themes, namely growing the economy, using infrastructure investment to effect change, and ensuring the sustainable use of the provincial resource base. The policies and strategies that flow from these themes focus on strategic investment in the space economy, settlement restructuring and the protecting the natural and cultural resource base.</li> </ul>	Alignment of the Witzenberg MSDF with this plan is not only a legal requirement but a strategic imperative to ensure that the Municipality optimises provincial support for its development agenda. The key focus areas are all of particular relevance to the Witzenberg Municipality and its network of settlements.

<sup>1</sup> [https://www.westerncape.gov.za/eadp/sites/default/files/western-cape-provincial-spatial-development-framework-draft-for-comment\\_4.pdf](https://www.westerncape.gov.za/eadp/sites/default/files/western-cape-provincial-spatial-development-framework-draft-for-comment_4.pdf)



REGIONAL		
TITLE	FOCUS	IMPLICATIONS
<b>The Greater Cape Metro Regional Spatial Implementation Framework</b>	<ul style="list-style-type: none"> <li>The GCM RSIF aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.</li> <li>The regional settlement concept proposed by the GCM RSIF is built on the following key tenets: <ul style="list-style-type: none"> <li>- Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects.</li> <li>- Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity.</li> <li>- Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector.</li> <li>- Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation.</li> <li>- Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region.</li> <li>- Shifting to more urban forms of development within town centres including higher densities and urban format social facilities.</li> <li>- Connecting these nodes within an efficient and flexible regional public transport and freight network.</li> <li>- Maintaining valuable agricultural and nature assets.</li> </ul> </li> </ul>	<p>This study points to the importance of understanding functional regions and the impact of settlements and networks beyond municipal boundaries on the functioning of a municipality.</p>
<b>Cape Winelands District Rural Development Plan</b>	<ul style="list-style-type: none"> <li>The Cape Winelands District Rural Development Plan and Cape Winelands DM Agri-Park will be a catalyst for rural economic development/ industrialisation ensuring development and growth in order to improve the lives of all communities in the district.</li> </ul>	<p>The plan identifies various projects, including accommodating an agr-park in Ceres.</p>

## K. Comments and Responses

Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020		
No.	Comment	Response
3.1	It is understood that, through funding assistance from the Department of Transport and Public Works (DT&PW), the Cape Winelands District Municipality is in the process of preparing an Integrated Transport Plan (ITP) for all the Local Municipalities within the District, including Witzenberg. This is therefore an opportune time to improve alignment between the SDF and the Integrated Transport Plan (ITP).	During the PMT the Senior Manager of Streets and Stormwater confirmed that there has been no interaction with the draft CWDM ITP. The Draft has not been shared with the sub consultants and it is therefore constraining the potential to align proposals. The MSDF is available for inclusion in the District Municipality initiative to update the ITP.
3.2	The Draft identifies certain aspects that should be dealt with in the ITP including the: a) high volume of people moving from the rural areas to the settlements on the weekends; b) importance of facilitating the movement of scholars to and from schools; c) need for a weigh bridge near Ceres; and d) need for a mini-bus taxi rank in Prince Alfred Hamlet.	The SDF proposals aim to resolve some of these issues mentioned, although not all of the proposals can be accommodated within the SDF without further guidance from Witzenberg Officials. These matters will need to be further considered in the ITP.
3.3	The SDF should provide sufficient information so as to guide the ITP drafting process and to shape how and where facilities / networks should occur in space.	Agreed. The town proposals will contain maps of new roads required and will be supported by GIS files as per the Witzenberg Roads Master Plan. Regional road proposals will also be aligned.
3.4	The Draft should attempt to map the location of existing education facilities, the scholar transport routes provided by Western Cape Education Department (WCED), the preferred location for a mini-bus taxi rank in Prince Alfred Hamlet, and the possible locations for a weigh bridge near Ceres.	Existing facilities are mapped in the Status Quo report. Scholar transport route maps have not been provided by WCED. Locations for taxi rank in PAH and weigh bridge in Ceres must be guided by WM Officials, but it is insinuated that these facilities should be allocated with the areas identified as "Settlement Business and Community Centre".
3.6	Table 36 notes that the Regional Socio-Economic Programme (RSEP) has assigned R3,478,000 for NMT and walkway upgrades. Once again, the spatial location of this investment should be guided by the SDF and included in the Draft.	RSEP Programme proposals have not been shared with BEP, and should be guided by the Precinct Plan to be developed for the PFA between Bella Vista, Ceres and Nduli. At the scale of the MSDF, the location of walkways have been defined as "Activity Routes".
3.7	These upgrades must also be fed into, and guided by, the ITP drafting process. Although the spatial location of these upgrades is yet to be finalised, the possibility that these upgrades are located adjacent to existing and/or planned education facilities should be investigated. As such, it may be necessary to bring the WCED into this discussion so as to ensure that the scholar movements are accommodated if necessary.	Noted – These matters are to be considered fully during the Precinct Planning process.
3.8	The RSEP Team has noted that the figure allocated to NMT upgrades in Table 36 is incorrect. It is advised that the drafters confirm this figure with the RSEP Team.	Feedback from RSEP Team confirms that the RSEP Programme is providing a total of R4 million for the NMT walkways in Ceres (this includes 15% VAT).
4.1 – 4.3	The 2012 SDF included 896ha of undeveloped but developable land within the urban edge. At the time, the need for including so much land within the urban edge was questioned. The Draft has adopted the urban edges included in the 2012 SDF. It would appear that these urban edges have been adopted without adequately testing their appropriateness and the implications of this move. Careful motivation of any alterations to the proposed edges in the Draft will be required.	Noted. Urban edge in Ceres has been tightened in strategic areas where development is not proposed for the foreseeable future. Urban edges have been adjusted to enable accommodating need responsibly. No significant urban edge changes are envisaged.

## Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020

No.	Comment	Response
4.4	<p>Appendix H lists all current major land development proposals in the municipality. The Appendix notes whether these proposals are private or public led, whether they have received planning approval or not, and the expected delivery date. Many of these proposals remain undeveloped with an unknown delivery date. Spatially representing these development proposals and their state of development would be helpful.</p>	<p>Noted. Shapefiles of these proposal locations are available but not seen as beneficial for including maps in the 2020 SDF as these proposals are outdated - per the 2012 Urban Edge / Growth management areas maps. The list does not include more recent applications or ones outside the urban edge. The SDF team previously attempted to map the spreadsheet of current land use applications but it was not possible to determine from the available information how much of a subject property was proposed for development. E.g. if a consent use was sought on a 300ha farm to build a single additional house it would be misleading to show the whole farm as a development application.</p>
4.5	<p>An initial investigation (Table 1), undertaken by representatives from the Department of Local Government Municipal Infrastructure Directorate, notes that at the current average cost of R165 000 per erf (engineering services and top structures), on average 195 housing units can be financed by the current state subsidies per year in terms of the MIG and HSDG allocations to the Witzenberg Municipality, noting that these are not necessarily confirmed budgets. Based on an average annual delivery of 195 units, the Municipality will be able to provide approximately 3,900 state subsidised houses by year 2040. In light of the above, the information presented in the Draft (refer to Table 53) is unrealistic. The Municipality will not be able to afford to deliver the dwelling units required by year 2028, in an eight-year timeframe.</p> <p>Given the foregoing, it would be useful for the Draft to consider a realistic understanding of expected delivery dates of State subsidised housing projects. This understanding should also be informed by the historic housing delivery rate achieved by the Municipality. Furthermore, the Draft should attempt to direct the delivery of housing projects by identifying where best to locate the units the Municipality can afford, in a sequenced and coordinated manner vis-à-vis its infrastructure capacities and plans. This will assist other sector departments providing facilities to understand when and where additional facilities will be triggered.</p>	<p>Agreed. The town proposals will contain maps of new roads required and will be supported by GIS files as per the Witzenberg Roads Master Plan. Regional road proposals will also be aligned.</p>
4.6	<p>The existing infrastructure capacity and network of the municipality is not spatially reflected. A spatial reflection of the infrastructure needed to make the above mentioned land development proposals development ready is lacking. Part of the purpose of an MSDF is to determine the impact these proposed developments might have on the economy of the settlement and the viability of the municipality and how these proposed developments correlate with the MSDFs projections in terms of population growth, economic growth, housing demand etc.? The Draft, and the IDP, already note the massive capital budget required in order to make the Vredebes development 'development ready'. The Draft needs to unpack and spatially illustrate what infrastructure is required, and where, in order to activate these parcels of land.</p> <p>Obtaining this understanding is important in order to ensure appropriate decision making processes. This understanding should be garnered through the Capital Expenditure Framework as part of the SDF.</p>	<p>The Municipality's existing infrastructure has not been spatially captured and could not be provided to the professional team for incorporation into the SDF.</p> <p>The impact of the proposed development, capacity constraints and upgrading of infrastructure is reflected within the PFA project pipelines. The PFAs are in turn spatially captured.</p>



## Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020

No.	Comment	Response
4.8	In addition to the 2012 urban edges, the Draft includes an additional section of land within the urban edge. The land is between Bella Vista and Ceres. The inclusion of this large tract of land is questioned particularly as the Draft has not adequately illustrated the demand / need for the other undeveloped portions of land. A land demand table such as is contained in the Annexure to the Draft, developed further to indicate actual available land vis-à-vis demand linked to household growth at particular time intervals, according to an assumed percentage of this population growth that will rely on State housing assistance, could assist in determining how much land is needed when and assist with the phasing of proposed developments, linked to available infrastructure. Given a ten-year timeframe for the MSDf, some land identified for development may be long term and may not need to be included in the MSDf at this point in time.	Noted – urban edges changed to longer term growth area. Urban edges have been adjusted to enable gradual change if and when needed.
4.9	It is not clear if the lifecycle costs of the infrastructure for the housing developments are understood vis a vis the municipal funding outlook. This would seem to go against Key Consideration 5 (maintain and expand opportunities of the municipality's settlements through improved efficiency in infrastructure provision and improved integration and compaction to enable better population thresholds) (page 43).	WM officials understand this issue fully and work together across functional areas in housing development. See updated CEF and Appendix E.
4.10	It is not clear from the Draft if the floodplains have been considered when preparing the development proposals.	Data not available
5.2	The integration of Ceres, Bella Vista, and N'duli is identified in the Draft as the top priority for more detailed spatial planning. The Draft proposes that a package of plans approach be investigated along with the preparation of a more detailed precinct plan. It is assumed that part of the investigation will speak to setting up a meta urban structure to shape detailed planning and thereby ensure the structural linkages for integration are in place.  The SDF must be clear on how the proposed inclusion of large tracts of land, particularly between Ceres and Bella Vista, will be developed in an orderly fashion. What is the financial strategy to develop this site and what will the economic impacts be on the Municipality, should this site be developed?	Data not available
5.3	While the recommendation for further detailed studies is supported, it is critical that one of these investigations illustrates the financial impact the resulting development proposals will have on the long term financial sustainability of the municipality, in terms of both CAPEX and OPEX. This information will assist the municipality to make informed decisions.	Where possible, the financial impact of development proposals regarding expected CAPEX cost implications are provided. The long term financial CAPEX and OPEX implications are not addressed as the detailed studies would be required to inform these cost implications.  Historic information to facilitate projections re long term CAPEX and OPEX implications are not available for the professional team to make inferences.
5.5	Possible housing opportunities in Wolseley and Prince Albert Hamlet are identified as the second priority for more detailed spatial planning. The proposal that an additional 1200 housing units will be provided in Wolseley in the next 5 years needs to be investigated on the back of the housing units that are to be accommodated in Vredebees. This investigation needs to look closely at who requires housing in Wolseley e.g. is the housing demand driven by displaced farm workers or not and where are these potential housing recipients currently working (for those that are employed.)	The investigation of housing demand and employment does not form part of the scope of works for an SDF and should be guided by work done for the HSP. The SDF will include latest information of housing projects and priorities as received at recent meeting with Human Settlement officials. Changes have been made accordingly.

## Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020

No.	Comment	Response
5.6	The third priority for more detailed spatial planning is a proposed housing area to the north of Tulbagh. Unfortunately, this statement was not accompanied by a map illustrating the location of this proposed development and as such it is difficult to formulate an appropriate response.	Priority area changed.
5.7	The 2012 SDF identified a large private sector driven housing development to the north of Tulbagh. As the Draft adopted the urban edges of the 2012 SDF, this area has been accommodated within the urban edge. Yet Figure 47 annotates this area as Peri-Urban Farming Opportunities. If the housing development is no longer going ahead then the municipality may wish to reconsider the delineation of the urban edge.	Map of the proposals have been included in SDF. Peri Urban farming changed to settlement in accordance with current application concept framework. Current discussions with officials will determine the future of this application, however the SDF sets out key principles for the future development of this site in the context of Tulbagh.
5.8	Clarity on the above point will also influence the location of the proposed Priority Focus Area (PFA). At present, the PFA is situated to the north of the river and the town's current built edge. While Table 23 notes that this PFA aims to create a positive edge to the built development and the sensitive river edge, it is difficult to allocate this area a higher priority than the integration opportunities that exist between Tulbagh and Chris Hani. The MSDF should consider renaming Priority Focus Areas, to Policy Development areas, as by implication a focus area would be a priority.	PFA area has been changed based on discussions with planning official.
5.9 – 5.10	Three PFAs are identified for Wolseley. As such, most of the settlement falls within a PFA. As noted above, the Draft notes the proposals to provide 1200 housing units in Wolseley. The implication these proposed units will have on the provision of social facilities and services needs to be investigated and unpacked. The Department of Health have indicated that they have plans for a new clinic in Wolseley but this has not been reflected in the Draft. A further discussion with DoH may be required in order to ensure that the proposed location of this clinic is appropriately designated.	New clinic proposal to be incorporated – WM officials will need to take discussions forward with WCG regarding social services and facilities per housing development. Officials of WM understand the implications of housing development in relation to social facilities.
5.11	It is important to note that Pine Valley is located on an important Critical Biodiversity Area (CBA) wetland and water course and as such no future expansion should be permitted.	Noted - This issue is clearly understood by WM officials.
5.12	The proposed PFA in Prince Alfred Hamlet includes mixed-use development and social housing (Table 24). It needs to be noted that social housing can only be accommodate in areas proclaimed by the Social Housing Regulatory Authority as a “Restructuring Zone”. Furthermore, social housing can only work if it is done at scale and the demand for it is present. The identification of Prince Alfred Hamlet as a possible social housing area therefore, requires further careful consideration.	Noted - This is understood. However, the procedural matter does not mean that the appropriateness of the land for social housing should not be noted.
6.1	The Draft notes the importance of restricting development above a specific slope gradient yet, it is unclear if slope was a key informant in designating the development proposals. This may be a key consideration in Op die Berg and Wolseley.	Noted – Lack of access to slope gradient GIS data. gradient development parameters will be added to town proposals.
6.2 – 6.3	Cape Winelands District SDF notes the important role the Witzenberg Mountains play in feeding the water supply network of the province. In light of this, the uphill creep of agricultural activities is a concern as this interferes with the natural absorptive function of these slopes. This can increase the risk of flooding downstream but can also result in increased runoff of nutrient rich top soil and agricultural by-products. This can lead to further depletion of the carrying capacity of the land and also pollute the downstream river system. Uphill agricultural creep can also eat into key biodiversity assets. As such, agricultural uphill creep should be included under Section 3.5.2 Key Findings and Implications.	Text on agricultural uphill creep will be included under Section 3.5.2 Key Findings and Implications.

## Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020

No.	Comment	Response
6.4	CapeNature is initiating talks with Witzenberg Municipality to secure a portion of municipal owned land to close a gap between two proclaimed nature reserves. While these talks are still in their infancy, it is recommended that a follow up discussion is held with CapeNature to ensure that this aspect is included in the Draft appropriately.	Due to time constraints, this might not be possible but communicating will be initiated. Response from Alana: "CN was hoping to engage with SDF regarding drawing up a Protected Area Management Plan (PAMP) for the reserve so that it can be managed in a complimentary way with our properties making up the HexRiver complex. For the purpose of the SDF just include something about drawing up a PAMP and as part of this confirming that the reserve has the necessary proclamation." See amendment on Page 34.
7.1	The SDFs of neighbouring municipalities are not reflected in the Draft. While the Draft refers to the Provincial SDF, the Greater Cape Metro Regional Spatial Implementation Framework (RSIF), and the Cape Winelands District SDF, it must be noted that Witzenberg Municipal lies on the northern edge of the Western Cape Province and borders with municipalities in the Northern Cape. Providing an indication of how the Draft links into the SDFs of the neighbouring municipalities will highlight key cross-regional linkages and identify possible regional opportunities.	Noted. This is unpacked in Section 2.2.
7.2	During previous meetings with the municipality, it was noted that a developer had been in discussions with municipal officials over the possible development of a regional shopping mall in Ceres. The Draft does not refer to this proposal. It is unclear if this proposal is going ahead or not. Regardless of whether or not this particular shopping centre is going ahead, the MSDF needs to provide guidance on factors to consider around the location of shopping centres for the future.	Mall proposal rejected by council. The MSDF includes guidelines on future commercial development.
7.3	Identifying and securing land for cemeteries is an on-going issue in many municipalities. Table 14: Municipal-wide Infrastructure includes cemeteries however this item is not completed. It is recommended that some attempt to quantify the need is made and that possible locations be identified. It is accepted that identifying the ideal location for cemeteries is a highly specialised skill and falls beyond the scope of this report, however quantifying the demand may be an important step.	Noted. A statement on the condition of current cemeteries and plans for enhancement has been included.
7.4	The Draft should clearly articulate the land required for any additional social facilities needed to accommodate the development proposals, particularly the ones originating from the housing plan and pipeline (Appendix E). Quantifying the need, and identifying the preferred locations, will assist the planning of the Western Cape Government (WCG).	Noted.
7.5	In terms of section 21(i) of SPLUMA, an SDF must identify designated areas where a national or provincial inclusionary housing policy may be applicable. This is not reflected in the Draft.	Inputs from WCG: This will require "enabling alternative forms of tenure security, unlocking private land assets that are suitable for development and serving the livelihood needs of the community; planning for neighbourhood development; and providing emergency and basic services. The overall aim is to support incremental and affordable housing opportunities for people living in informal settlements." NUSP document provides a more step-by-step breakdown of the incremental housing process as well as some practical examples.
7.6	The Draft notes that Wolseley is the receiving facility for solid waste from Ceres, Bela Vista, Nduli and Tulbagh. This is incorrect, as the Wolseley waste diversion facility is closed. The SDF should be amended accordingly. Furthermore, the SDF should reflect the necessary expansion of the Tulbagh waste diversion facility.	Noted. Further guidance is needed from Witzenberg Officials.



## Comments Received by Western Cape Government Department of Environmental Affairs and Development Planning on the 5th of February 2020

No.	Comment	Response
<b>8.1</b>	<p>The Priority Focus Areas are not pulled through into the CEF. As such, the CEF is not disaggregated to the level of the PFA.</p> <p>The PFAs should guide the CEF chapter – rework chapter text and structure to start with PFA as priorities. PFAs are separated per town, with cognizance given to the overarching infrastructure requirements to activate the PFA.</p>	PFAs have been separated per town, with cognizance given to the overarching infrastructure requirements to activate the PFA and the infrastructure requirements within the PFA
<b>8.2</b>	Ideally, the CEF should identify what investments are required in order to activate each of the PFAs for development and within what time period. In order to undertake this exercise, infrastructure and financial information is required at the PFA level.	This comment has been addressed through a table that unpacks each PFA in terms of required investments, timeframes, infrastructure requirements.
<b>8.3</b>	<p>Dividing the infrastructure information into categories will contribute to a broader understanding of the overall situation. Potential categories are listed below. Every attempt should be made to spatially reflect (in broad terms) this exercise.</p> <ul style="list-style-type: none"> <li>• New infrastructure or upgrading of existing infrastructure.</li> <li>• Type of infrastructure (water / sewage / roads / electricity).</li> </ul>	This is incorporated into the municipal budget and the PFA projects.
<b>8.4</b>	<p>Currently, the settlement SDF maps annotate the PFA as “... is/are required”. In carrying out the investigations necessary to complete the CEF, the decision-making process should have been carried out as such the map annotation should reflect the decision taken.</p> <p>It is important to note that Pine Valley is located on an important Critical Biodiversity Area (CBA) wetland and water course and as such no future expansion should be permitted</p>	The terminology has been amended to reflect the intent of the Municipality to implement the PFAs.
<b>8.5</b>	The financial component of the Draft CEF relies heavily on the current budget with limited to no indication of the longer-term financial position of the municipality. The CEF should strive to include a 5-10 year understanding of the municipality's income and expenditure streams. Such an exercise will begin to illustrate if, and in turn when, the municipality will reduce its dependence on grants.	The financial component unpacks future expenditure plans and priorities and relate this to what is required for PFAs and the envisaged timeframes associated thereto.
<b>8.6 – 8.7</b>	It is further recommended that the CEF identifies whether or not each project is reflected on the IDP MTREF Budget. It is, however, acknowledged that Witzenberg Municipality has requested assistance with the compilation of the CEF as part of the MSDF. In order to assist this process, it is important that the Strategies and Proposals section of the SDF contain information which can be used in the Capital Expenditure Framework section of the SDF.	This has been addressed, with the existing and new budget items reflected alongside the projects. Given prioritization and identification of project period (timeframe), certain PFA related items could be addressed in short term budget adjustments or securing of external funding. Other larger infrastructure items are largely for implementation post MTEF Period.

## Comments Received by Cape Nature on the 6th of February 2020

No.	Comment	Response
1	The SDF should contain definitions of CBAs, ESAs and other important biodiversity features and link this to the importance of protecting ecological infrastructure. These definitions are provided in the WCBSP 2017 Handbook.	See section 5.2
2	Table 4.4 on page 84 of the WCBSP Handbook should be included in the SDF before Table 4 on page 53 of the Witzenberg SDF.	Noted.
3	A map should be provided showing the WCBSP categories for the Witzenberg Municipality and surrounding municipalities.	Noted.
4	A distinction needs to be made between Open Space that is intended for recreation versus those that will be conservation areas. Open space corridors and areas which will be managed for conservation must be clearly indicated on the SDF for each town. They need to be labelled differently from the CBA and ESA layers which are the informant behind prioritising which areas need to be conserved.	Noted. See definitions table added to page 72.
5	Operational Expenditure has not been indicated. Has consideration been given to conservation operational costs?	Noted. See updated CEF section.
6	Flood lines and management guidelines associated therewith is a key biodiversity and disaster risk informant. These should be clearly indicated in the SDF.	Information is not available.
7	More consideration should be given to water sources alternatives. Current groundwater use and potential future use should also be considered and mapped if possible.	Noted for future work of PFAs and precinct planning.
8	Page 34, Section 3.5.2, Point 1: It should be noted that biodiversity and habitat loss is not only occurring in the lowland areas. There has been an increasing upward expansion of orchards onto the higher slopes (particularly in the Ceres area) in an attempt to escape the frost found in the lower lying areas. This upward expansion poses a risk to Critical Biodiversity Areas (especially seepage areas and loamy areas supporting highly endemic plant and animal species) and Mountain Catchment Areas which will detriment water supply to landowners farther down the catchment. It may also increase the risk of erosion. Further upslope expansion should be strongly discouraged.	Agreed.
9	Page 44, Section 4.2.1: We suggest renaming the title "Nature" to "Natural Area" and/or "Biodiversity". Please provide clarity on what is meant by providing "active support for stewardship programmes..." CapeNature would very much like to work closely with the municipality as the municipality owns substantial land adjacent to the provincial nature reserves. The Hex River Complex consists of Bokkerivier Nature Reserve, Ben Etive Nature Reserve, Fonteintjesberg Nature Reserve, Wittebrug Nature Reserve and Witzenberg Nature Reserve. Ideally, an ecological corridor between these nature reserves should be created and managed for conservation.	Agreed. Further guidance is needed from Witzenberg Officials.
10	Page 44, Figure 33: Please create a clear legend for this map. It would also be useful to label the formal protected areas (provincial and municipal nature reserves).	This map is conceptual and the layers are indicated in the Figure description.
11	Page 47, Section 4.2.4, Point 5: The use of overlay zones should also be encouraged to protect important biodiversity areas.	Agreed. Further guidance is needed from Witzenberg Officials.

### Comments Received by Cape Nature on the 6th of February 2020

No.	Comment	Response
12	Page 63, Table 14: The cemeteries section of the table is incomplete. We have observed an increase in demand for cemetery space in the Cape Winelands over the last few years. These must be planned for as they often have an impact on biodiversity and agricultural land as they can no longer be placed within urban areas. Potential groundwater contamination must also be considered.	Agreed. Further guidance is needed from Witzenberg Officials.
13	Page 64, last paragraph: The SDF states that applications for renewable energy projects or development outside of the REDZ boundary will not be considered or allowed. Whilst CapeNature supports this to some degree with regard to large scale renewable energy development, how does the municipality proposed to enforce this?	The MSDF has to comply to the provisions for REDZs. See Page 65 rephrased.
14	Page 72, Ceres Development Framework: The urban edge has not undergone revision between 2012 and 2019. The southern-most edge is not supported as it encroaches into the Matroosberg Mountain Catchment Area (MCA). CapeNature will not support urban development or any other development that may impact on the water quality or production within MCAs. Previously disturbed areas within MCAs should be rehabilitated. This part of the urban edge must be adjusted northwards. In addition a buffer along both sides of the Koekedou River should be allowed for.	Urban edge adjusted.
15	Page 75, Wolseley Development Framework, Kluitjieskraal Urban Edge: The urban edge should be moved north and no further development should be allowed southwards. Already development has encroached into a floodplain wetland determined as an Aquatic Critical Biodiversity Area. This is not only detrimental for biodiversity and ecosystem services but also places people at risk.	Noted and adjusted.

### Comments received by Renewable Energies on 16th of March 2020

No.	Comment	Response
1	Considering the rationale behind the REDZ's, one can clearly agree that the REDZ's do not by any means indicate that renewable energy developments are only allowed within these zones/corridors. Hence, the draft Witzenberg Municipal Spatial Development Framework should be amended to accommodate renewable energy developments which falls outside the REDZ's/corridors, that will be assessed on a project (site) specific level for decision making. All projects outside any Renewable Energy Development Zones (REDZs), must be judged on merit and not be discriminated against.	The MSDF has to comply to the provisions for REDZs. See Page 65 rephrased.



## Comments received by SAWEA Environmental Working Group on 27th of March 2020

No.	Comment	Response
1	<p>support the directive of the DRAFT Witzenberg MSDF in its current form where it restricts the development of RE to the REDZ's. It is the opinion of the EWG that this inclusion in the MSDF not only restricts development beyond the original intensions, but also does not align with the directives of SPLUMA.</p> <p>The Draft Witzenberg Municipality Spatial Development Framework is too rigid and does not allow for the possibility of renewable energy developments outside the REDZ's.</p> <p>We propose that the relevant section of the Draft Witzenberg Municipality Spatial Development Framework, under Chapter 5: Plans and Settlement Proposals, Section 7.5.1.1 (Renewable Energy Development Corridors), Page 63, be rephrased as follows:</p> <p>"The Council for Scientific and Industrial Research (CSIR) identified eight geographic REDZ's following a Strategic Environmental Assessment. The Witzenberg Municipality forms part of the Komsberg REDZ. Any projects or renewable energy developments in the municipal area should preferably be located inside of this boundary (shown in Figure 41), however, proposals for renewable energy developments outside of this boundary will be considered on a case by case basis based on its own merits"</p>	<p>The MSDF has to comply to the provisions for REDZs. See Page 65 rephrased.</p>

## Comments received by Anton Lotz on 30th of January 2020

No.	Comment	Response
1	In Figures 46 and 47 the Tulbagh Development Framework should, in addition to the urban edge take into consideration the Feb 2018 - approved Waverenskroon development concept	Noted and amended.
2	Table 23 should include the entire Waverenskroon project as a Priority Focus area, particularly given that this is a private-sector project that will provide a range of housing opportunities and carefully designed mixed-use development to the benefit of the Tulbagh community.	Waverenskroon, a private sector development, is not a municipal priority. The WM will, however, participate to enable the development should it proceed.
3	We request a minor change to the urban edge on the eastern boundary of the Waverenskroon Estate (as per plan attached) – security is a critical aspect of new development and with the intention of protecting the renosterveld section of the site, an activated development edge to the east thereof will provide an important secure edge to the entire development.	Not justified based on current approvals.
4	We request a minor change to the urban edge on the northern side of the Waverenskroon Estate (as per plan attached) – the 2012 urban edge included the joint municipal-developer storage dam. An engineering team is currently finalising the dam design for implementation and the expanded capacity affects the design. This also has an impact on the location of the proposed hotel. The proposed amendment is required to accommodate the changed effected by the final dam design.	Not justified based on current approvals.