CHAPTER 4: SUMMARY
THEME NO 1: THE OVERBERG DISTRICT

GOAL:
Promote inter-municipal co-ordination to support sustainable use of natural resources and infrastructure.

OBJECTIVES
1. Manage and protect water resources, catchment areas and dams.
2. Improve under utilised public transport infrastructure.
3. Develop a regional tourism and marketing strategy.
4. Implement the proposals of the Area Based Land Reform Plan (ABP) for the municipality.

POLICY STATEMENTS

<table>
<thead>
<tr>
<th>Policy name</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.4 Water resource management</td>
<td>P4.1 Considering the possible implications of climate change, it is important that the hydrological parameters in the Berg and Breede water management areas are monitored closely. Development investment decisions should take into account the potential impacts of climate change on water resources.</td>
</tr>
<tr>
<td>4.5 Transportation</td>
<td>P4.2 The forestry sector should be consulted to determine potential impacts on water drainage from afforestation.</td>
</tr>
<tr>
<td>4.5 Transportation</td>
<td>P4.3 Improvement of inter-regional transport connectivity should focus on rail transport</td>
</tr>
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</tr>
</tbody>
</table>

4.6 Tourism
P4.5 Facilitate the application of targeted tourism development by encouraging appropriate tourism products to develop at compatible locations.

P4.6 Ensure effective upgrading and maintenance of primary tourist infrastructure i.e. tourist attractions, roads, etc.

P4.7 Regulate tourism development and land use by preparing a comprehensive municipal wide tourism strategy.

4.7 Area Based Land Reform Proposals
P4.8 Priority should be given to land available for land reform that are near existing / completed projects, near nodes and settlements at outspans and government owned land abutting good road infrastructure.
CHAPTER 4: OVERBERG DISTRICT

THE OVERBERG DISTRICT (THEME NO 1)

4.1 BACKGROUND

- The Overberg district is composed of four local municipalities namely:
  - Theewaterskloof
  - Overstrand
  - Swellendam and
  - Cape Agulhas

- The district is bordered by the Indian and Atlantic Oceans in the south, the City of Cape Town to the west, the Cape Winelands district to the North and Eden district to the east.
- Geographically, the region is characterised by mountain ranges to the north and south which leads on to the coastal region. Inland between the two mountain ranges, is a large area of rolling plateau.
- There are a total of 24 provincial nature reserves, 4 Mountain catchment areas, 2 National parks and 11 Heritage sites located in the district.

4.2 KEY DISTRICT SPATIAL CHALLENGES / ISSUES

The following key spatial challenges were identified for the Overberg district within the context of the Western Cape Province:

(i) Environmental

- The scarcity of water in the Western Cape and the potential impact of climate change on water resources which may eventually impact on economic growth, since agriculture is one of the main employment sectors and the main economic sector in the district.
- Commercial forests in the Western portions of the Overberg and in the upper reaches of the Breede and Riviersonderend Rivers have notable impact on the run-off of the Breede River Water Management Area. Significant areas of invasive alien vegetation are found in these parts of the Breede River Water Management Area.
- The need exist for the promotion of bio-diversity conservation and sustainable environmental management based on bio-regional planning objectives and the introduction of principles thereof over a wide spectrum.

(ii) Transport

- The public transport sector is inadequate, especially in the rural areas of the Western Cape.
- Rail infrastructure in the Overberg district is underutilized and improved rail services for passengers is needed.

(iii) Tourism

- Upgrading the following tourism routes:
  - Hermanus and Caledon in the Hemel and Aarde Valley
  - Swellendam to Infanta
  - Villiersdorp to Riviersonderend via Genadendal and Greyton
  - Gans Bay to Bredasdorp and Agulhas via Elim
- Establishment of an Overberg Tourism Development and Marketing Strategy.

(iv) Land Reform and Rural development
• The implementation of a workable land reform strategy to benefit previously disadvantaged persons, provide safe tenure of land for farm workers, and provide planning and support to emerging farmers.
• High levels of seasonal in-migration (agricultural and tourism related) into the Overberg district create high levels of unemployment during the out-of-season periods and places economic strain on municipalities to provide basic services such as housing, water and sanitation.

4.3 GOAL AND OBJECTIVES

**Goal:** Promote inter-municipal co-ordination to support sustainable use of natural resources and infrastructure.

**Objective 1:** Manage and protect water resources, catchment areas and dams.

**Objective 2:** Improve under utilised public transport infrastructure.

**Objective 3:** Develop a regional tourism and marketing strategy.

**Objective 4:** Implement the proposals of the Area Based Land Reform Plan (ABP) for the Municipality.

4.4 WATER RESOURCE MANAGEMENT

**P4.1** Considering the possible implications of climate change, it is important that the hydrological parameters in the Berg and Breede water management areas are monitored closely. Development investment decisions should take into account the potential impacts of climate change on water resources.

**P4.2** The forestry sector should be consulted to determine potential impacts from afforestation.

(i) **Background (Plan 4.1)**

**Rivers**

With the exception of the Kogelberg (Palmiet) river, most of the rivers in the district are in a poor state categorised as critically endangered. This status can be ascribed to poor riparian land use management practices, including river bank ploughing, removal of indigenous riparian vegetation, poor erosion control, pollution by agricultural chemicals and abstraction. The upper catchment areas are located in the Franschoek and Rivieronderend mountains, located mostly within the Theewaterskloof municipality. Rivers that cross-cut into other municipalities are:

- Rivieronderend River
- Botrivier and Swart River
- Palmiet River
- Sout River
- Klein River
- Palmiet river catchment

**Catchments**

Surface water in the study area consists mainly of the following catchment areas:

- Rivieronderend catchment
- Botrivier catchment
- Kleinrivier catchment

**Supply schemes**

Bulk supply schemes and storage dams are shown on **Plan 4.1** they are:

- Theewaterskloof dam (480 million m³; the 7th largest in South Africa); the dam supplies 723 farms (470 000 ha). Water from the dam supply areas along the Rivieronderend, lower Breede River catchments and urban settlements. Water is also exported to the City of Cape Town.
- Donkerhoek dam
- Genadendal dam
- Rüensveld West Scheme
- Theewaterskloof scheme
Other dams in the area include:

- Rockview dam
- Kogelberg dam
- Steenbras dam
- Eikenhof dam 28.9 million m³
- Elandsloof dam 11 million m³

- The Palmiet pumped storage scheme

The Palmiet hydro–electric and water transfer scheme comprise two dams, namely the lower Kogelberg Dam on the Palmiet River south of Grabouw and the upper Rockview Dam on the watershed between the Palmiet and Steenbras rivers. A conduit between the two reservoirs conveys water to the reversible pump turbines in the 400 MW station on the back of the Kogelberg reservoir. During the off-peak period, water is pumped from Kogelberg to Rockview reservoir. From here water specifically allocated to DWAF for water supply flows by gravity into the Steenbras reservoir via a separate conduit. This supplements Cape Town’s annual supply of an average of 25 million m³. The power generated is fed into the national transmission network at the Bacchus substation near Worcester (Eskom: Palmiet; Pumped Storage Scheme).

(ii) Strategies: Resource Management

A number of general measures and guidelines are proposed for water resource management. They include:

- Afforestation should be monitored to determine the impacts on the ecological component of the Reserve, groundwater recharge and sensitive salinity balance.
- Water that are to be reserved in the Breede management area for transfer between the Breede and Berg water management areas via the Riviersonderend / Berg River Scheme totals 162 million m³/ annum. Transfer of 50 million m³ / annum is required from the Palmiet River to the Berg water management area.
- Considering the possible implications of climatic change, it is important that the hydrological parameters in the Berg and Breede water management areas are monitored closely. No development or investment decisions should be made that neglect to take into account the actual or potential affects of climatic change on water resources (2004: National Water Resource Strategy)
- Additional transfers are likely to be required in the future to serve the greater Cape Town area in the Berg water management area. Care must therefore be taken that the construction of any new, large infrastructure does not prejudice future water transfer options to the Berg water management area.
- In general there is sufficient yield available in the Breede water management area to meet all existing water requirements. Small surpluses currently exist in the upper Breede and Riviersonderend catchments, but will be taken up with the implementation of the resources development exist.
- With over 90% of water used for irrigation, it would be prudent for specific attention to be given to the continuous improvement of irrigation practices and the maximisation of the benefits derived.
- A water balance study is proposed to determine what water resources are available and the quantity of potential water resources (unused) that could be allocated to new agricultural projects and rural development initiatives.
- Greater co-ordination is required between the City of Cape Town and the Theewaterskloof Municipality with regard to management of storage dams.

(iii) Spatial Projects proposed for inclusion in the IDP

- A water balance study is proposed to determine the water resources that are available and the quantity of potential water resources (unused) that could be allocated to new agricultural projects and rural development initiatives.

4.5 TRANSPORTATION (REFER FIGURE 4.2)

P4.3 Improvement of inter-regional transport connectivity should focus on rail transport

P4.4 Improvement of inter-regional transport infrastructure should be implemented to realise economic benefits and for tourism development. These interventions include proposals for scenic route classification and implementation of the steam train initiative.
(i) **Background (Figure 4.1)**

- **Roads**

  The road system is classified into: National distributor (Trunk), Primary distributor (Main), District distributor, Divisional and Local distributor (minor). Important new linkages currently constructed are: Road between Caledon and Hermanus along the Hemel and Aarde Valley. Road between Gansbaai and Bredasdorp via Elim.

  Most of the District is served by a well developed network of roads. The District has a well-developed inter-regional connector in the N2 while the intra-regional connector network also ensures a good measure of connectivity in the region. SANRAL is proposing that certain sections of the N2 will be tolled and upgraded. Botrivier is proposed as the start of the toll road system up to the R300 intersection within the City of Cape Town.

  The proposed upgrade includes widening the existing two-lane road to a four-lane undivided road from the top of Sir Lowry’s Pass to Houwhoek Pass, upgrading of 5 intersections to grade separated interchanges and the construction of a number of overpass and underpass structures.

  The N2 is the main transportation corridor within the district. At the centre of a corridor is the highest order arterial route that optimises mobility levels between economic centres along the route. The N2 route bisects the district and together with feeder routes provides relatively short linkages (10 – 30km from the N2 to neighbouring towns). Mobility from the catchment area to the N2 can be described as good. The application of this concept to the region is important, as the notion is that increased mobility will contribute to increased levels of inter-
urban economic activity and consequently, the enhancement of the economic potential of the district.

- Rail network and rolling stock

The only rail network that exist in the Theewaterskloof area starts in Somerset West in the west and continues eastwards through Grabouw, Botrivier, Caledon, Klipdale and ends in Bredasdorp, a total distance of ±200km. A main line also continues from Caledon up to the Southern Cape towns of Mossel Bay and George. The rail activity in the Theewaterskloof areas is shown in Table 4.1.

<table>
<thead>
<tr>
<th>Operator</th>
<th>Service</th>
<th>Goods</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spoornet</td>
<td>Van der Stel to Caledon</td>
<td>General Freight</td>
<td>6 per day (in season)</td>
</tr>
<tr>
<td>Spoornet</td>
<td>Van der Stel to Caledon</td>
<td>General Freight</td>
<td>2 per day (out of season)</td>
</tr>
<tr>
<td>Spoornet</td>
<td>Caledon to Bredasdorp</td>
<td>General Freight</td>
<td>1 per day (in/out of season)</td>
</tr>
<tr>
<td>Special train</td>
<td>Tourist</td>
<td>Passenger</td>
<td>On request only</td>
</tr>
</tbody>
</table>

Table 4.1: Rail activity in the Theewaterskloof area

- Airports and landing strips

The largest airport is located near Bredasdorp, currently used mainly as a military installation. Commercialisation of the airport is proposed and this would benefit amongst other sectors, also agriculture (high volume perishable cargo) and tourism. Caledon airport has the largest landing strip and other smaller landing strips are also located in the district as indicated on Plan 4.2.

- Harbours

Smaller harbours are located outside Theewaterskloof municipality, namely Hermanus, Struisbaai, Infanta, Gansbaai, Hawston and Kleinmond. The closest major ports are located in Cape Town and Mossel Bay. The harbours serve mainly the local fishing and tourism (fishing charters) industry.

(ii) Strategies: Optimization of transport

- Roads
Apart from the Elim and Hemel and Aarde roads, no other new roads are planned or proposed. The N2 is proposed as a major transport corridor, connecting Bredasdorp via Caledon to Cape Town. A second lower order transport corridor is proposed in a north–south direction, to link the Breede Valley regional transport corridor with the N2 transport corridor (also refer Section 6.8). The high quality of rural landscapes in the municipality necessitates that certain roads should be classified as scenic routes. A landscape analysis and landscape management guidelines are therefore proposed. It is further proposed that a classification system of scenic routes is developed for routes.

Routes of extreme high scenic quality are (refer Figure 4.1):

- Wapadskloof Pass
- Van der Stel Pass
- Viljoens Pass
- Houwhoek Pass
- The Road to Kaaimansgat and Louwshoek Pass
- Akkedisberg Pass
- Shaw’s Pass
- The Road from Helderstroom to Genadendal and Greyton
- The Gravel Road from Greyton to Riviersonderend
- The Road from Farm Hartebeestrivier to Tesselaarsdal
- The R316 road to Napier
- The R406 road from Boontjeskraal to Genadendal

- Rail network

The introduction of the vintage rail project for tourism purposed is generally regarded as an important element of the tourism development strategy.

Potential stop-over include:

- Sir Lowry’s pass (view point)
- Elgin
- Houwhoek
- Botrivier
- Caledon
- Bredasdorp
- Other viewpoints along the route

The demand for rail freight in the district is unknown. The status of Botrivier as a new industrial growth node as proposed in this document, may contribute towards an increase of freight usage. It is proposed that the use of rail freight as a mode of transport should be increased, not only to reduce road transport volumes, but also to increase agriculture export to the metro region. Investment in rail infrastructure can also contribute towards general economic growth in towns linked to the rail network and overall strengthening of the east–west transport corridor.

- Airports and landing strips

The commercialisation of the Bredasdorp airport should be supported as it is expected to unlock the potential economic benefits from tourism and potential freight handling for the Overberg region. Caledon landing strip should be regarded as the main airfield for the area, serving surrounding towns of Hermanus, Villiersdorp, Botrivier, and Grabouw. Further investment of infrastructure (i.e. runway length increase) is proposed to increase its capacity as a major hub for light commercial and sports orientated aircraft.
• N2 Interchanges proposals

The proposed N2 interchange upgrading proposals will contribute towards improvement of accessibility of feeder routes and land near these interchanges.

The Pineview and Viljoenshoop interchange will introduce the most significant changes to the existing situation. It is proposed that a more detailed framework plan should be compiled for these precincts for further investigation of the following development opportunities:

- Truck stop and service station
- Rural industry (warehousing, pack stores, bottling)
- Upgrading of hostels
- Pedestrian accessibility and safety across the N2

• Grabouw West (Pineview) and East (Viljoenshoop) Interchange

- Viljoenshoop road is the main rural activity route providing access to the Oudebrug apple farming industries (i.e. Appletizer).
- Viljoenshoop road is the main access route to tourist attractions, such as appletizer, Wapadrug scenic route, N2 via Valley road, etc.
- Viljoenshoop road is the main road to tourist and recreational facilities and rural business such as farm shops, nurseries, overnight accommodation, venue facilities, restaurants etc.
- Pineview is the first interchange into the Overberg and the closest to the City of Cape Town.

(iii) Spatial projects proposed for inclusion in the IDP

- Investigate the options (i.e. concessions to private operators) for the improvement of rail-based freight transport on the route between Bredasdorp via Caledon, Botrivier, and Grabouw to the metropolitan area.
- Similar to the above, implement a vintage rail-based tourism development plan incorporating station upgrades and provision of tourism accommodation.
- Compile precinct plans linked with the N2 interchange upgrading at Pineview, Grabouw east and Grabouw west.

4.6 TOURISM (PLAN 4.3)

This section presents a summary of the only existing tourism study (Western Cape Integrated Tourism Development Strategy) available, with the focus on spatially related findings followed by spatial implications and proposals for the Theewaterskloof Municipality.

P4.5 Facilitate the application of targeted tourism development by encouraging appropriate tourism products to development at compatible locations.
By defining tourism products the strengths and weaknesses of the Theewaterskloof municipal area are highlighted which enables maximization of resources at specific tourist destinations i.e. targeted tourism development at most compatible locations. In this regard, it is proposed that as part of a municipal wide tourism strategy a comprehensive register of tourism infrastructure i.e. accommodation, facilities, resources and road network should be compiled to define the most appropriate tourism land uses for each town and its hinterland.

(ii) TWK Local Economic Development Strategy (June 2009)

Tourism projects that have been identified in the Theewaterskloof Local Economic development strategy (June 2009) include:

- Establish a tourism forum to coordinate activities across all the towns,
- Develop a municipal-wide tourism strategy,
- Destination branding, marketing and signage to promote the area,
- Vintage rail project – this was identified as a catalytic project which could be used to brand and market the route and the festival,
- Develop a Theewaterskloof Route – a meander (road and cycle) linked to agri-tourism and biodiversity. This would link the different areas while retaining the current individual strengths.
- Launch a regional festival, possibly a harvest festival, which attracts people to the area, runs over a few days and profiles the offerings of each of the towns.
- Cycling route and community project – Theewaterskloof is a recognised mountain biking destination and will be the location of the Cape Epic. Building on this, it is proposed that the area develops a cycling route, based on the French experiences, which would enable cycling enthusiasts to cycle safely through the area over a number of days. This requires developing a route and cycling trails, as well as appropriate accommodation facilities.

(iii) Strategies: Development Framework (refer Table 4.3 and Plan 4.3)

A tourism development framework for the Theewaterskloof municipal area, should amongst other consist of the spatial elements of a tourism journey i.e. gateways,
The Hemel en Aarde road forms an important linkage between Overstrand municipality and the Theewaterskloof municipal area. The road has recently been upgraded and within the context of the municipal tourism spatial framework is identified as an important tourism linkage route.

- The R320 links the N2 (Caledon) with Bredasdorp (Cape Agulhas municipality) and is considered an important sub-regional linkage route.
- R406 provides a linkage between the R43 via Greyton and Genadendal to Riviersonderend (N2). Upgrading (tarring) of this route should be considered.
- R43 as a link via Franschhoek Pass from Franschhoek to Villiersdorp and Theewaterskloof dam.

**Tourism and Heritage development / destinations**

Important tourism and heritage destinations that are of provincial and national significance are:

- Kwaggaskloof dam (sport, recreation, resorts)
- Theewaterskloof dam (sport, recreation, resorts)
- Elgin Valley
- Eikenhof dam (sport, recreation, resorts)
- Genadendal and Elim (Heritage settlements)
- Coastal towns and resorts (Kleinmond, Hermanus, Onrus)
- Kogelberg biosphere (protected environment)
- Caledon Casino / spa (entertainment)
- Greyton / Genadendal (Conservation Village)

**Future Tourism destinations**

- Botrivier (agri tourism & vintage rail station)
- Tesselaarsdal (rural life style village: Agri–tourism)

**Tourism distribution point**

Caledon is considered the main commercial and administrative centre for the municipal area and is strategically located within the centre of the municipal area, at the intersection of the R320 (from Bredasdorp) with the N2. The focus here should be on signage and providing tourism information that would encourage tourist to explore the municipal area.

**Adventure based tourism**

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### Components of a Tourism Journey

<table>
<thead>
<tr>
<th>Component</th>
<th>Definition</th>
</tr>
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<tbody>
<tr>
<td>Gateway</td>
<td>Access or clearing points i.e. entry point to a district, metropolitan area, city etc.</td>
</tr>
<tr>
<td>Routes</td>
<td>Tourist travel along routes to reach tourism destinations and generally, tourist will balance the distance to travel with the quality of the experience and safety of the route.</td>
</tr>
<tr>
<td>Destinations</td>
<td>Usually a cluster of attractions and support infrastructure; it need to have compelling products, access and viable support infrastructure i.e. restaurants, accommodation etc.</td>
</tr>
<tr>
<td>Distribution Points</td>
<td>The distribution point is a critical link within the overall experience of traveling between destinations and serves as a source of information, direction and focus.</td>
</tr>
</tbody>
</table>

**Table 4.3: Spatial Elements of a Tourism Journey Source: Western Cape Integrated Tourism Development Framework (DPWC, 2003:22)**

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### Tourism Gateways

- **Grabouw** is the point of entrance for tourists from the metropole *en route* to the Garden Route. Similarly, Riviersonderend is the first town tourists will encounter when entering the Theewaterskloof Municipal area when travelling the opposite direction towards Cape Town.
- **Traffic from the N1 (Worcester) to the coastal regions (Overstrand) is directed along the R43 and enter Theewaterskloof municipal area at Villiersdorp.** These towns therefore fulfill the function as tourism gateways into the Theewaterskloof municipal area and the focus should be on signage of the major tourism attractions within the area.

### Tourism Routes

**Tourism Distributor Routes:**

- The N2 national road is the main distributor route through the municipal area and provides linkages to the hinterland areas.
- The R43 links the N1 national road with the N2. These two roads merge at Botrivier which is located between Grabouw and Caledon along the N2.
A new trend in tourism market is the emergence of adventure based tourism (abseiling, paragliding, mountain bike riding, 4 x 4 routes, canoeing, cross country running, parachuting, fishing, skiing, sailing etc.) The mountainous regions of the Kogelberg, Hottentots Holland, Franschhoek and Riviersonderend together with the Theewaterskloof and Eikenhof dam, holds significant potential for further development of this market. The Cape Epic mountain bike event has successfully being held in this region in the last three years and has the potential to become one of the most important events on the international calendar, with similar status as the Tour de France cycle race.

Tourism (themed) routes

A number of new theme-based routes could be developed, incorporating many attractions / points of interest along the routes. The aim should be to eventually create a meander route linking all eight towns within the Theewaterskloof Municipal area. The major regional tourism routes include:

- Gansbaai – Elim – Bredasdorp (missionary, Agulhas plains)
- Caledon – Hermanus (scenic)
- Riviersonderend – Genadendal – Greyton – Theewaterskloof dam (missionary, Victorian settlement, recreation)
- Gordons Bay – Kleinmond – Botrivier / Hermanus (Biosphere, coastal scenic)
- Metropole – Grabouw – Botrivier – Caledon – Bredasdorp (steam train route)

The compilation of a tourism development framework should build on the existing spatial patterns i.e. networks, clusters and other tourism opportunities. Target markets could also be established to link these to tourism products and locations. It is proposed that a municipal wide tourism strategy should be compiled on the basis of the identified spatial components of a tourism journey.

(iv) Spatial projects proposed for inclusion in the IDP

- Compile a tourism development framework incorporating the spatial elements of gateways, routes, destinations, distribution points, theme based routes and heritage destinations.

4.7 AREA BASED LAND REFORM (REFER FIGURE 4.3)
Priority should be given to land available for land reform that are near existing/completed projects, near nodes, settlements and outspans, government owned land and areas abutting good road infrastructure.

(1) Background

According to the study by the Human Sciences Research Council (HSRC) in 2006, an investigation was undertaken of 10 land reform projects including Thandi, Vuki, Destiny, Geelbeksvlei. The study identifies evictions from commercial farms as the "most pressing land-related issue facing the area (HSRC 2006:5). The study concludes that the potential of land reform to promote economic development is unlikely and the reasons given therefore are:

- High land prices contributes to few willing-buyer / willing-seller projects
- The lack of a working model that can reconcile high land prices with its grant schemes.
- Nature of commercial farming in the Theewaterskloof areas is largely unattainable by beneficiaries.
- Share equity schemes are the only schemes that have produced positive results.

The land reform strategy for the Overberg District Municipality is contained in the Area Based Plan (ABP) compiled by CNdV Africa town planning firm. The format of the ABP, once approved, will be a sectoral plan of the IDP for the District municipality and local municipalities. The main strategy of the ABP is to identify land suitable for achieving the national land reform goal of transferring 30% of land to black ownership by 2015. Opportunities to acquire additional land for black ownership were identified in the report, namely:

- farmers retiring
- farms for sale
- government land
- purchase of shares in land owning entities

The current status is that 1.7% (±19 000ha) of land is in black ownership and 13.2% (±92 000 ha) is owned by government. The combined area of land in black ownership according to the three farmers associations that exist in Theewaterskloof is 1.2%. The land sector action plan according to the ABP (Overberg District Municipality; 2008:127) contains the following main recommendations for the Overberg District (Phase 1:2010 – 2020): (refer Figure 4.3).

- consolidate and support current projects (nursery stage)
- promote equity share projects wherever private land adjoining state land / unregistered land
• acquire land at production value outside of urban edge for land banking; e.g. farms for sale
• establish a multi-discipline incubator for the Overberg

(ii) Strategies: Land reform

The location of potential land reform projects is unpredictable, by its very nature. The availability of land for land reform purposes is amongst other, determined by the market. Furthermore, the origin of beneficiaries is not necessarily linked to the location of a land reform project. This phenomenon is illustrated by the location of completed projects and the location of new and active projects as indicated on **Figure 4.3.** Proposals indicating where land reform should be targeted on private land are therefore not proposed in this SDF. For the purposes of this SDF, criteria are proposed that are mainly of a non-agricultural (or non-resource based criteria) nature. The spatial considerations that should receive priority in land reform decisions are:

- land near existing / completed land reform projects
- land supported by good road infrastructure
- land near or on outspans
- government owned land
- commonage area adjacent to towns
- land within 5 – 10km radius from towns
- The “Basic” requirements
  - Land with sufficient water supply
  - Availability of good management skills / mentorship
  - Effective marketing
- Land adjoining state land and unregistered land
  - Land for reform proposals on municipal commonage and outspans refer to **section 4.7**

(iii) Rural development and CRDP

- **CRDP programme**
  The new National Department of Rural Development and Land Reform (DRDLR) have been given the mandate to develop a Comprehensive Rural Development Programme (CRDP). The focus of the CRDP is to deal effectively with rural poverty through the optimal use and management of natural resources. This requires broad based agrarian transformation and strategic investment in economic and social infrastructure. The goal of the programme is to ensure "sustainable and vibrant rural communities" are succeeding throughout South Africa.
• 3 Main Strategic focus areas:
  To achieve its objectives, 3 main strategic objectives have been formulated, namely:
  – Agrarian Reform
  – Rural Development
  – Land Reform

Rural development is the one category with specific relevance for a spatial development framework (SDF). The SDF should make proposals for rural development to achieve:
• Improved economic infrastructure, i.e.
  roads, railways
distribution and transport networks
electricity networks
communication networks
• Improved social infrastructure, i.e.
  access to clinics
  communal sanitation systems
  sport and recreational facilities
  rural libraries
  rehabilitation and development of schools

(iv) Spatial projects proposed for inclusion in the IDP

• Update the Area Based Plan proposals through the incorporation of non-resource based spatial criteria and applying these to the Overberg.
• Against the background of the objectives for rural development, the SDF can play a significant role in this regard. This would require a detailed study on rural development issues, policies and strategies. It is therefore recommended that a new rural spatial development framework study should be initiated and then incorporated into the SDF.