

3. THE MUNICIPAL SPATIAL DEVELOPMENT CONCEPT

3.1 BACKGROUND

The establishment of a Vision, Goals, Objectives and Principles is imperative to provide direction to the planning effort. In order to prioritise objectives and to consider how far they are reconcilable with each other, it is critical to identify what needs to be achieved. The principles, goals and objectives are central to realising the vision and addressing the issues of concern. In essence, they provide the foundation to attain the spatial vision for TWKM and for guiding all spatial planning initiatives for the municipal area.

The concepts used to explain and which relates to the vision are:

- Vision:** “Statement of intent” of how the region could and should function optimally;
- Principles:** “Universal truths” that underpin all action;
- Goals:** “Statements of ambition” which are essentially general and highly abstract;
- Objectives:** “Statements of ambition”, related to the goals, providing more detailed information of what is to be achieved;
- Strategies:** These are sets of actions or tasks to be undertaken in order to achieve the implementation of the objectives;
- Policies:** Public policy indicates a framework for moving from point of departure (issues identified) towards a common destination (i.e. a shared vision).

3.2 THE SPATIAL VISION AND OVERARCHING GOALS AND OBJECTIVES

The spatial concept for the municipality is founded on the five development principles as contained in SPLUMA (refer to **Chapter 2, subsection 2.2.1**), and has informed the broad based vision for spatial development. The IDP for Theewaterskloof sets out the vision for the 5-year period as:

“A Theewaterskloof where all of its people and key stakeholders are working together in establishing and developing a sustainable environment within which all of its people can live in peace, harmony and dignity and an economy able to create working and wealth opportunities for all”.

The Theewaterskloof Spatial Development Framework aims to go beyond the traditional all-inclusive approach towards spatial planning by avoiding compartmentalisation and embracing holistic governance. This is done through the use of a framework approach of interrelated systems, which recognises that activities in the Municipality occur as a multidimensional medium in a single space.

Although there is clearly exchange outside the boundaries, the Municipality depends on the resources within its boundaries. The following figure illustrates this relationship by showing how the 26 layers of the matrix of the TWKM analysis are all interrelated with one another within a shared geographical space, even though they may be divided for the purposes of research, application and management. At the instruction level, the layers can be grouped into three overarching spatial themes, which are highlighted below. These spatial themes are used to formulate goals and objectives, to analyse the current municipal status quo and to present spatial proposals.

▪ Built

The first set of layers deal with the built environment and it is with these layers and the patterns they follow that most problems with resource sustainability occur. History, planning and environmental policy are seen as three golden threads that have a transverse relationship with all the layers of the framework.

▪ Socio-economic

Research shows that a primary relationship between population distribution and the hidden resource pattern are very important for the natural environmental distribution pattern. However, in reality we see that most patterns follow that of the built environment and not necessarily that the population distribution is linked to resources.

▪ Bio-physical

Natural systems are the primary and most important layer on which all other layers rest. One must recognize the natural capital base in which the other two sets of layers must feed into. The inter-relationship of the three sets of layers is extremely important and it must happen in a sustainable manner. Therefore, soils and climate form the basic geomorphological relationship which gives rise to hydrological, topographical and biodiversity patterns. Agriculture and mining are included in this sub-set due to their close relationship with the natural surrounding conditions.

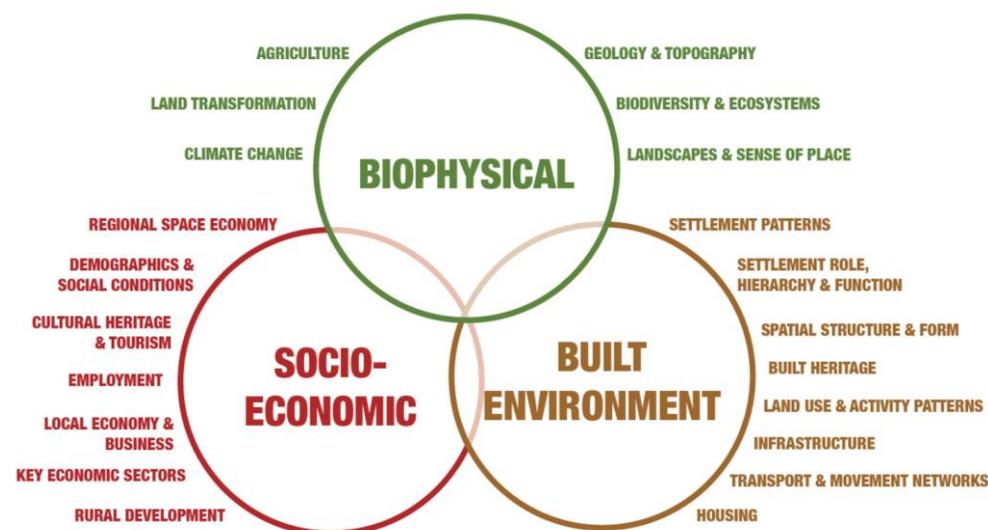


Figure 3.1: Inter-relationship of the Three Spatial Themes (Source: DRDLR SDF Guidelines, 2014)

3.3 OVERARCHING DEVELOPMENT CONCEPT

3.3.1 Introduction

The spatial planning concept and development principles contained herein will provide the context for the overall spatial structure and the broad development principles which are required to ensure appropriate forms of settlement growth, urban development and land utilisation in the Theewaterskloof municipal area as a whole.

3.3.2 General Spatial Planning Principles

The methodology used in the compilation of the overarching spatial planning concept for the area has been informed by a number of spatial planning principles which should, on an ongoing basis, underpin the Municipality's

approach to the integrated spatial management of land use and economic development within its jurisdictional area. These principles include:

(i) An Overarching Spatial Development Strategy based on a Clear Hierarchy of Nodes and Settlements

Development should be guided by an overarching, hierarchical, spatial development pattern of nodes and settlements. The hierarchy of development patterns should be clearly defined and based upon empirically determined growth potential, the principles of comparative advantage and sustainable development theory.

(ii) Containment and Directed Growth

The growth of urban nodes and rural / agricultural settlements should be strictly contained and strategically directed within well-defined boundaries to ensure maximum economic, environmental and social returns at both the local and regional level.

(iii) Compaction and Densification

Growth should be managed so as to ensure that development pressures are, wherever possible, directed and absorbed within the defined urban areas. Appropriate densification specific to each urban area must be encouraged to limit unwanted sprawl into the rural hinterland.

(iv) Ecological Integrity

The diversity, health and productivity of natural eco-system and biodiversity, throughout the rural, urban and agricultural areas should be maintained through an interlinked web of managed natural areas and ecological corridors so as to ensure the protection of important and sensitive habitats.

(v) Agricultural Enhancement

Identify and protect prime and unique agricultural areas from non-agriculture

related land use activities.

(vi) Strategic Locational Advantage

The diversification of industrial and agricultural based economic development must be based on proven locational and comparative resource advantages. Such development opportunities should be strategically promoted in locations to maximise opportunities for spatial integration and the stimulation of economic growth and employment opportunities.

3.3.3 Spatial Development Concept: Regional Level

This section presents a synthesis of trends and spatial informants into an overarching conceptual and schematic representation of future development proposals.

(i) Bioregional Spatial Planning Categories

The bioregional spatial planning categories described in **Chapter 4** are derived, principally, from the Critical Biodiversity Areas and other associated biodiversity spatial data.

The protection of these Critical Biodiversity Areas and their associated Ecological Support Areas, as well as their linkages to such areas in the wider region, is very important for the maintenance of ecosystem functions in these areas, and consequently also for the maintenance of the ecosystem goods and services in the region upon which human wellbeing is dependent.

The key areas in the region requiring this protection are depicted in **Plan 3.1**.

(ii) Triangular Road Transport Network

The PSDF contains broad-based proposals for regional development corridors, giving strategic directives that have a direct bearing on the spatial development strategy for the Overberg and Cape Winelands Districts. On a regional level, two main transport corridors (road and rail) have been identified, namely the:

- Breede River Valley Regional Development Corridor: Tulbagh – Ceres – Worcester – Robertson - Swellendam combined road / rail infrastructure corridor (Cape Winelands District);
- Overberg Regional Corridor: Grabouw – Caledon - Bredasdorp combined road / rail infrastructure corridor (Overberg District) (refer to **Figure 2.3**).

The Theewaterskloof Municipal area is located close to these regional development corridors. These have been identified in the PSDF for future growth in order to absorb some of the Province's population growth. It is proposed that future development of TWKM should be contextualised within a proposed new sub-regional transport corridor in the Overberg. A north-south linkage along the R43, linking the N1 and the Breede River Valley Regional Corridor via Worcester with the Proposed Overberg Regional Corridor (along the N2 National Road) is proposed.

While the abovementioned are road and rail based transport corridors, it is proposed that two main road based (only) transport corridors are added to a conceptual spatial framework. They are:

- Caledon – Riviersonderend – Swellendam (N2 National Road);
- Worcester – Villiersdorp – Botrivier – Hermanus (R43 Road).

The result of these shown in schematic format (refer **Plan 3.1**) is a transport and triangular road and partially rail-based transport corridor. The three 'anchors' of the triangular road network within a regional context are the towns of:

- Botrivier;
- Worcester;
- Swellendam.

The significance of the proposed triangular road based transport corridors are that it presents a regional structure which can provide strategic direction for the

implementation of growth and development policies. These need to be developed further in detail, but the main elements of such a district-level growth and development plan should include the proposals relating to a north-south coastal link and an east-west rail and road transport corridor.

▪ **The North-south Coastal Link**

The north-south coastal link between the N1 National Road (Worcester) in the north and Hermanus in the south could be promoted as a major tourism route and a direct route to the coastal resort towns of the Overberg via Botrivier. The route should be optimized to promote tourism in Villiersdorp, the Theewaterskloof Dam and surrounding areas. Botrivier as an 'anchor' within the triangle, points towards its strategic location at the intersection of north-south and east-west transport routes. The potential therefore exist to optimize mainly transport related and logistics development opportunities in this town.

▪ **The East-west Transport Corridor**

Notwithstanding that the section of the east-west transport corridor between Caledon and Swellendam excludes rail-based transport, the advantages of this transport corridor within the triangular transport context should be optimized. Capturing of traffic as a source for tourism development in the towns of Riviersonderend and Caledon, including the towns of Greyton and Genadendal, would generate economic spin-offs. The location of Grabouw at the gateway to the Cape Metropolitan region and into the Overberg, holds significant potential. The economic advantages relates to road-based agricultural and tourism transport.

(iii) **Industrial Node**

Notwithstanding Botrivier 'anchor' node status within the triangular transport structure, the town has also been identified in the PSDF as a major industrial node, serving not only TWKM, but also the towns within the Overberg district.

(iv) Agricultural and Rural Development

Agriculture remains the economic base of the area. The implementation of new technologies should be supported to increase production such as the introduction of genetically modified cultivars, bio-fuels and organic food. Transport and civil infrastructure which support agricultural production should be planned and developed, i.e. investigate investment in rail freight transport to support the agricultural sector and identify potential new or underutilized water sources that would increase agricultural production.

3.3.4 Spatial Development Concept: Local Level

Following from the regional level Spatial Development Concept, the local level provides a conceptual and schematic indication of future development proposals.

(i) Bioregional Spatial Planning Categories

The bioregional spatial planning categories described in **Chapter 4** are derived, principally, from the Critical Biodiversity Areas and other associated biodiversity spatial data.

The protection of these Critical Biodiversity Areas and their associated Ecological Support Areas, as well as their linkages to such areas in the wider region, is important for the maintenance of ecosystem functions in these areas, and consequently also for the maintenance of the ecosystem goods and services upon which human wellbeing is dependent.

The key areas in the region requiring this protection are depicted in **Plan 3.2**.

(ii) Priority Fixed Investment Nodes

Three towns, based on their growth potential and socio-economic needs, are proposed as priority fixed investment nodes namely:

- Caledon;

- Grabouw;
- Villiersdorp.

Development within these nodes should focus on each town's rural hinterland (± 25 km radius) and its linkages with other towns (in ± 50 km radius). These towns should be developed firstly as service centres for its rural hinterland, providing essential services (i.e. education, health, employment, business services, housing). Secondly, the economic growth strategy of these towns should strengthen its comparative economic advantages and strengthen its economic linkages with other towns (within a 50 km radius) also identified as priority fixed investment nodes.

It is proposed that the following major economic intra-nodal linkages should be strengthened (shown schematic format in **Figure 3.2** below) to enhance and extract further economic growth.

- Grabouw: Intra-nodal linkages with City of Cape Town Metro, Villiersdorp and Botrivier;
- Villiersdorp: Intra-nodal linkages with Worcester, Franschhoek and Grabouw;
- Caledon: Intra-nodal linkages with Villiersdorp, Botrivier and Hermanus.

(iii) Human Resource Development

Irrespective of their priority fixed investment status, Villiersdorp and Grabouw are also towns with high human needs. Further investment of basic services and investment in human resource development is therefore also proposed.

(iv) Rural Development

The high intensity agricultural production of areas between Grabouw and

Villiersdorp has contributed towards higher rural population densities. To provide the poorer section of farm workers and rural residents access to essential services, it is proposed that rural nodes should be identified for providing basic services in selected locations.

The combination of natural resources, a variety of attractions near the mountain ranges in the east and north and man-made resources (Eikenhof Dam and Theewaterskloof Dam) warrants a new approach towards accommodating tourist-related development within the proposed rural development areas in the rural environment.

(v) Tourism Node (Greyton – Genadendal)

Greyton and Genadendal have been identified as priority tourism and heritage destinations. The formulation of an integrated tourism development strategy has many advantages for these towns and surrounding communities, given their complimentary attributes. Greyton and Genadendal should be promoted under one marketing strategy, while still maintaining each settlement's unique heritage value.

(vi) Tourism Routes

The identification and further development of rural tourism routes has many economic advantages. The main new routes are:

- Caledon – Hermanus via Shaw's Mountain Pass (Hemel-en-Aarde Valley);
- Riviersonderend route along the river valley via towns of Riviersonderend, Greyton, Genadendal, Helderstroom, Theewaterskloof Dam and Villiersdorp;
- Steam train route starting in the Cape Town Metro (via Sir Lowry's Pass) to Grabouw, Botrivier and Caledon.

(vii) Economic Development (Comparative and Competitive Advantages)

Economic development of towns should be based on their comparative and competitive advantage identified in **Chapters 6 to 13**. The philosophy of building on existing economic strengths will ensure that towns retain their identity while strengthening its economic base.

Projects should be identified and developed that are linked to the comparative and competitive advantages for each town that none of the other towns in the district possess. The following table provides each town and settlement's comparative advantages.

Table 3.1 Competitive and Economic Advantages of Towns

Town	Comparative advantage	Competitive advantage (unique)
Caledon	Administrative/ services centre	Hospital and Casino
Grabouw	Agricultural service centre	Agricultural export hub
Villiersdorp	Agricultural service centre	Theewaterskloof Dam
Botrivier	Rural settlement	Gateway location
Riviersonderend	Agricultural service centre	N2 stop-over
Greyton	Property prices	Protected Victorian village
Genadendal	Missionary settlement	'Living museum'

(viii) Green Industries

In support of national and provincial initiatives to decrease the country's reliance on carbon-based energy generation, the introduction of green

industries and in particular the development of wind farms in selected areas should be supported.

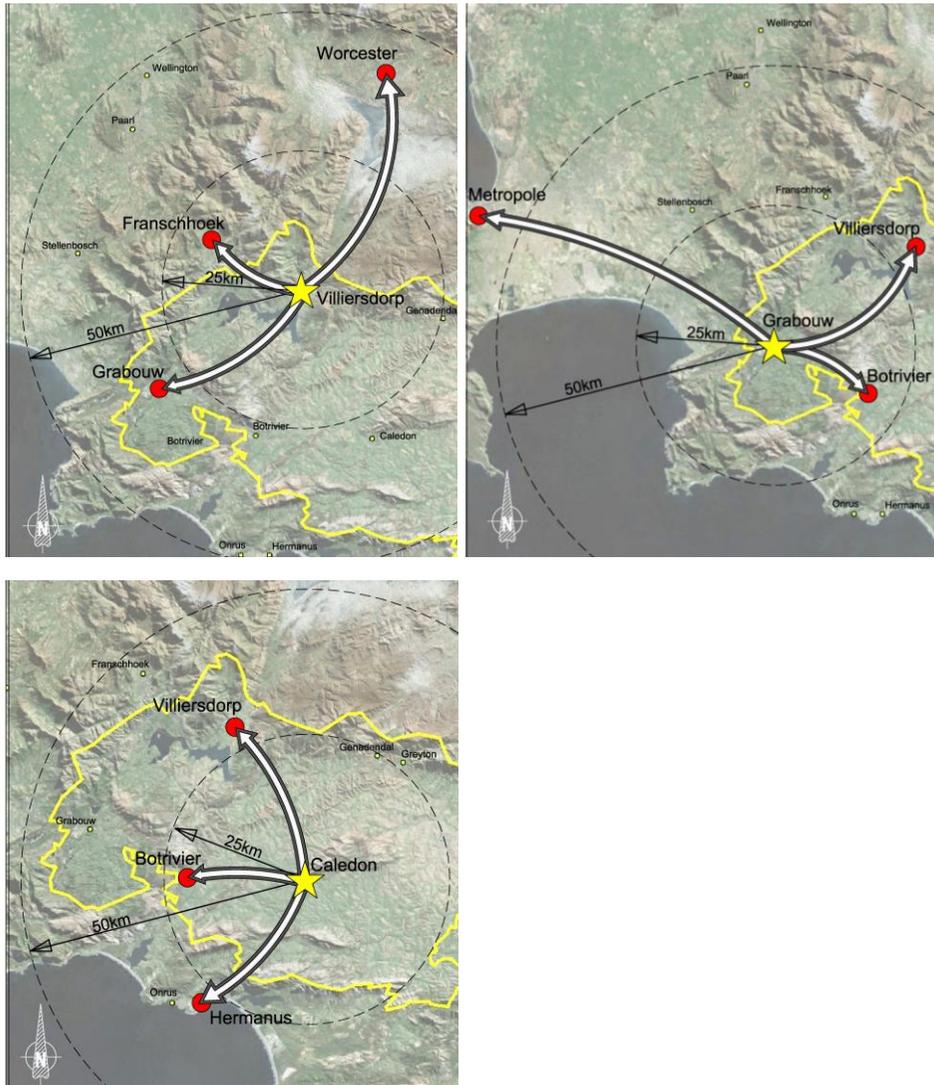


Figure 3.2: Intra-nodal Linkages from Priority Fixed Investment Nodes