

2. POLICY CONTEXT

2.1 INTRODUCTION

The purpose of this chapter is to briefly provide a summary of the legislative and policy framework that has a bearing on the SDF for TWKM. The chapter will seek to crystalize the key informants from each piece of legislation or policy and provide clear direction for the SDF proposals.

The intention of this chapter is not, however, to provide either an exhaustive list of relevant legislation and policy, or to comprehensively summarise the aforementioned, but to focus on and highlight the key legislation and policy drivers that impact the SDF.

2.2 LEGISLATIVE CONTEXT

2.2.1 Spatial Planning and Land Use Management Act, 2013

SPLUMA provides detailed guidance on the content and process of preparing municipal spatial development frameworks (SDFs) (Sections 20 and 21). Essentially SDFs are premised on the principles of spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.

Section 21(c) of SPLUMA requires that municipal SDFs must indicate the desired spatial growth and development pattern for the next 10 to 20 years. It was decided to mirror the lifespan of the SDF with the lifespan of the IDP, mindful of the fact that the IDP would be reviewed in 2018 creating a timely opportunity for alignment. This report therefore represents the 2018 to 2028 Spatial Development Framework for TWKM.

As per the Department of Rural Development SDF Guidelines (2017), the founding principles as set out in Section 7(a) to (e) of SPLUMA that apply to all SDFs are:

“Spatial Justice: past spatial and other development imbalances must be

redressed through improved access to and use of land by disadvantaged communities and persons.

***Spatial Sustainability:** spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability through encouraging the protection of prime and unique agricultural land; promoting land development in locations that are sustainable and limit urban sprawl; consider all current and future costs to all parties involved in the provision of infrastructure and social services so as to ensure the creation of viable communities.*

***Efficiency:** land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment.*

***Spatial Resilience:** securing communities and livelihoods from spatial dimensions of socio-economic and environmental shocks through mitigation and adaptability that is accommodated by flexibility of spatial plans, policies and land use management systems.*

***Good administration:** all spheres of government must ensure an integrated approach to land use and land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendments of SDFs. This principle is the fulcrum of this framework largely because the implementation of the spatial planning vision and objectives is not only highly dependent on a strong coordinating role of central government, but is also predicated upon good governance mechanisms, incorporating meaningful consultations and coordination with a view to achieving the desired outcome across the various planning spheres and*

domains.”

The five development principles must guide the preparation, adoption and implementation of any SDF, policy or by-law concerning spatial planning and the development or use of land.

2.2.2 Municipal Systems Act, 2000

The requirement for a municipality to have a Spatial Development Framework (SDF) initially arose through the Municipal Systems Act (Act 32 of 2000, MSA). The Act states that a SDF is a core component of an Integrated Development Plan (IDP). The MSA Regulations go further by stating what should be included in an SDF and make the link between the SDF and a municipal land use management system.

Prior to the MSA, the spatial planning tools used in the South African context were Guide Plans and Structure Plans. Perhaps one of the greatest failings of the latter was that they did not link planning to the budgetary realities of a municipality. The MSA however, makes it clear that a SDF is linked to both the IDP and the Municipal Budget, by requiring that a SDF sets out a “*capital investment framework for the municipality’s development programmes*”.

With the implementation of the Spatial Planning and Land Use Management Act (Act 16 of 2013, SPLUMA) and the Land Use Planning Act (Act 3 of 2014, LUPA), the role and status of SDFs were expanded upon. SPLUMA details what the contents of the SDF should be, while LUPA provides further guidance on the process to be followed by municipalities in the drafting of their SDF.

Arguably one of the most critical aspects of SPLUMA as far as the legal status of SDFs is concerned, is Section 22(1), which refers to how a Municipal Planning Tribunal or any other authority required to make a land development decision, cannot make a decision which is inconsistent with a SDF. This clause in the Act gives the SDF a status beyond just being a guiding document, which it could be said is the status of the SDF in terms of the MSA. Municipalities can now no longer approve development applications that are not consistent with the SDF,

unless there are ‘site specific’ circumstances to justify this. If there are no site specific circumstances to justify an inconsistent development proposal, SPLUMA requires that the SDF be amended prior to an application being approved.

Integration between the SDF and other sector plans is critical. The SDF needs to be guided by the spatial requirements of these plans and in turn spatially reflect where these requirements will be met. All of this needs to happen with an understanding of the existing levels of infrastructure provision within the municipality and where any shortfalls exist. In addition, the SDF needs to speak to the cost of providing the infrastructure to meet any shortfalls, both in the short and medium term.

2.2.3 Local Government: Municipal Planning and Performance Management Regulations, 2001

The Local Government: Municipal Systems Act (32 of 2000): Local Government Municipal Planning and Performance Management Regulations set out the requirements of a SDF that is to be included in the Municipal IDP. The regulations require that a SDF reflected in a municipality’s IDP must:

- set out objectives that reflect the desired spatial form of the municipality;
- contain strategies and policies indicating the desired spatial patterns of land use, addressing the spatial reconstruction of the municipality and providing strategic guidance in respect of the location and nature of development within the municipality;
- set out basic guidelines for a land use management system in the municipality;
- set out capital investment framework for the municipality’s development programs;
- contain strategic assessment of the environmental impact of the SDF;
- identify programmes and projects for the development of land within the

municipality;

- be aligned with the SDF reflected in the IDPs of neighbouring municipalities;
- provide maps or plans indicating the desired spatial form of the municipality, which illustrates where public and private land development and infrastructure investment should take place where desired or undesired, areas where strategic intervention is required and areas where priority spending is required.

2.2.4 Theewaterskloof Municipal Planning By-Law, 2015

The by-law regulates and controls municipal land use planning and related activities in the area of jurisdiction of TWKM. The Municipality may not approve any land use application which is not consistent with the SDF, unless site specific conditions can be motivated.

2.2.5 Statutory implications

As indicated earlier, the TWKM SDF does not infringe upon any existing rights nor does it grant any additional rights. Further to this, no guideline contained in this plan, or any proposals regarding land uses which may arise from it, creates any rights or exempts anybody from his obligation under any law.

The SDF provides guidelines for the future use, development and conservation of land within the TWKM. The SDF therefore:

- guides and informs all decisions of the Municipality relating to the use / development / conservation / planning of land;
- proposes the ideal land use (as opposed to the zoning scheme that reflects the current use right);
- does not create employment directly, but provides an enabling framework to facilitate development and employment opportunities.

2.3 PLANNING FRAMEWORK

2.3.1 National Development Plan 2030

In September 2012, the National Development Plan 2030 Our Future Make It Work, was adopted as the vision and plan for the country. The NDP aims to eliminate poverty and reduce inequality by 2030 whilst guiding long-term development in South Africa.

The NDP notes that increasing employment and improving the quality of education are the highest priorities. It also identified three key demographic issues which need to be taken into account namely, urbanisation, immigration and the stabilising HIV/AIDS infection rate.

The following aspects of the NDP fall within the competencies of local government that should inform the TWKM SDF:

- The transformation of human settlements and the nation's space economy. Targets 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 stopping further housing development in marginal places, increasing urban densities and improving the location of housing, improving public transport, incentivizing economic opportunities in highly populated townships and engaging the private sector in the gap housing market.
- Building an inclusive rural economy by inter alia improving infrastructure and service delivery and investing in social services and tourism.
- Invest in economic infrastructure including the roll out of fibre-optic networks in municipalities.
- Building 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.

- 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.

2.3.2 Integrated Urban Development Framework

The IUDF's core objective is spatial transformation; drawing its mandate from the NDP and the realisation that urbanisation is an increasing challenge, and indeed an opportunity, in South Africa. The IUDF essentially proposes a growth model for all urban areas in South Africa that promotes compaction, connectedness and coordinated growth in respect of land, transport, housing and job creation. The end goal is to create efficient urban spaces by reducing the travel costs and improving public transport, aligning land use and transport planning, increasing densities and promoting mixed land uses so that people live and work in the same places and spaces.

The IUDF provides Government's policy framework for transforming and restructuring South Africa's urban spaces. It is guided by the vision of creating *"liveable, safe resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life"*.

The IUDF proposes an urban growth and management model premised on compact, connected and coordinated cities and towns. Yet it also recognizes that the country has different types of cities and towns which have different roles and responsibilities. As such, the vision has to be interpreted and pursued in differentiated and locally relevant ways.

Strategic goals include:

- **Spatial integration:** To forge new spatial forms in settlement, transport, social and economic areas;

- **Inclusion and access:** To ensure 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.

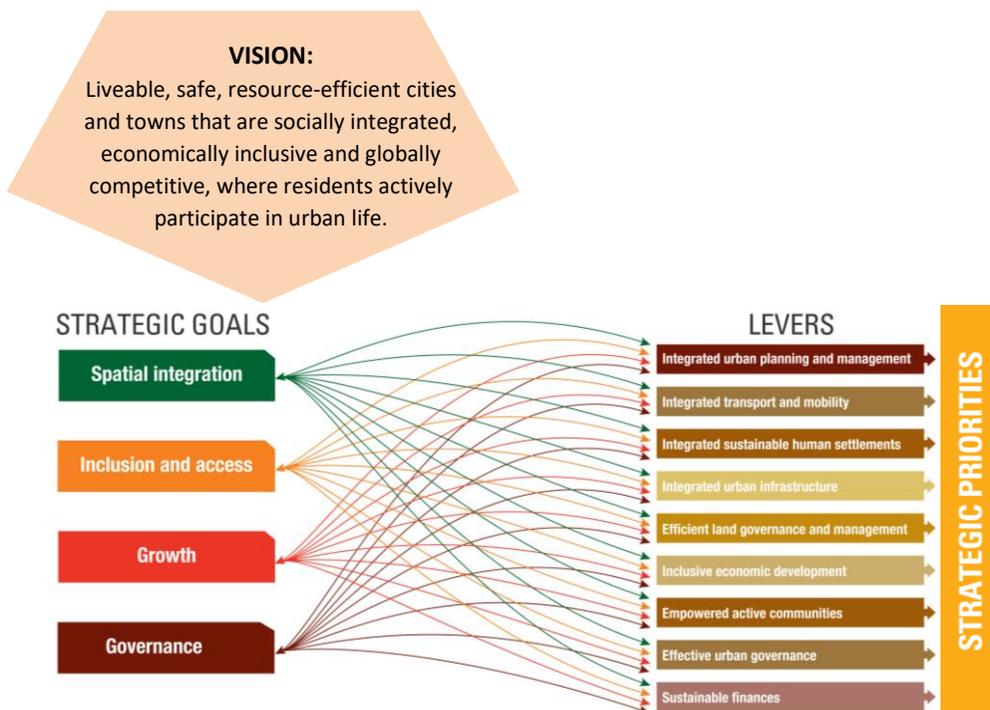


Figure 2.1: Core Elements of the IUDF

One element of the implementation of the IUDF is the introduction of a consolidated infrastructure grant, the Integrated Urban Development Grant (IUDG), which municipalities may be eligible for. Among other features, the IUDG moves towards programmatic grant monitoring. The business plan for the

IUDG is a three-year capital programme that is aligned with a long-term Capital Expenditure Framework. In order to access IUDG funding, TWKM requires a credible 10-year CEF.

2.3.3 Western Cape Provincial Spatial Development Framework, 2014

The PSDF gives spatial expression to the national and provincial development agendas, serves as a basis for coordinating, integrating and aligning ‘on the ground’ delivery of national and provincial departmental programmes and supports municipalities to fulfil their municipal planning mandate in line with the national and provincial agendas. It communicates the Provincial Government’s spatial development intentions to the private sector and civil society.

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 space economy, settlement restructuring and protecting the natural and cultural resource base.

The following PSDF policy statements have application for the TWKM:

- **POLICY R1:** Protect biodiversity and ecosystem services.
- **POLICY R2:** Safeguard inland and coastal water resources and manage the sustainable use of water.
- **POLICY R3:** Safeguard the Western Cape’s agricultural and mineral resources and manage their sustainable and productive use.
- **POLICY R4:** Recycle and recover waste, deliver clean sources of energy to urban households, shift from private to public transport and adapt to and mitigate against climate change.
- **POLICY R5:** Protect and manage provincial landscape and scenic assets.

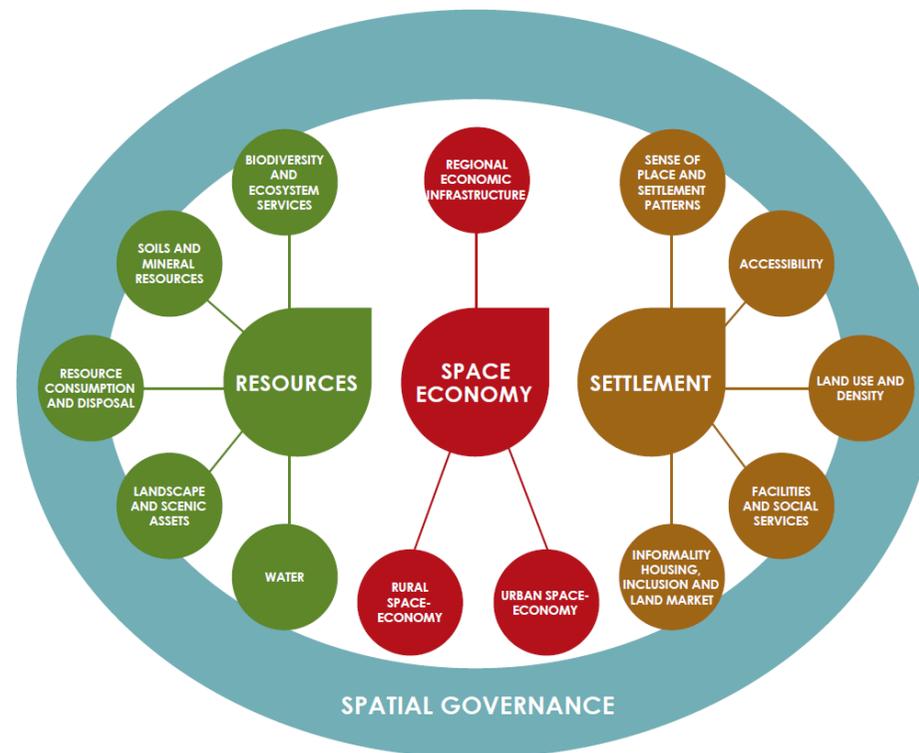


Figure 2.2: Depiction of the Three Spatial Themes underlying the PSDF and their Associated Elements, supported by Spatial Governance (PSDF, 2014)

- **POLICY E1:** Use regional infrastructure investment to leverage economic growth.
- **POLICY E2:** Diversify and strengthen the rural economy.
- **POLICY E3:** Revitalise and strengthen urban space-economies as the engine of growth.
- **POLICY S1:** Protect, manage and enhance the provincial sense of place, heritage and cultural landscapes.

- **POLICY S2:** Improve provincial, inter- and intra-regional accessibility.
- **POLICY S3:** Ensure compact, balanced and strategically aligned activities and land uses.
- **POLICY S4:** Ensure balanced and coordinated delivery of facilities and social services.
- **POLICY S5:** Ensure sustainable, integrated and inclusive housing, planning and implementation.

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 which are of relevance to TWKM, 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).

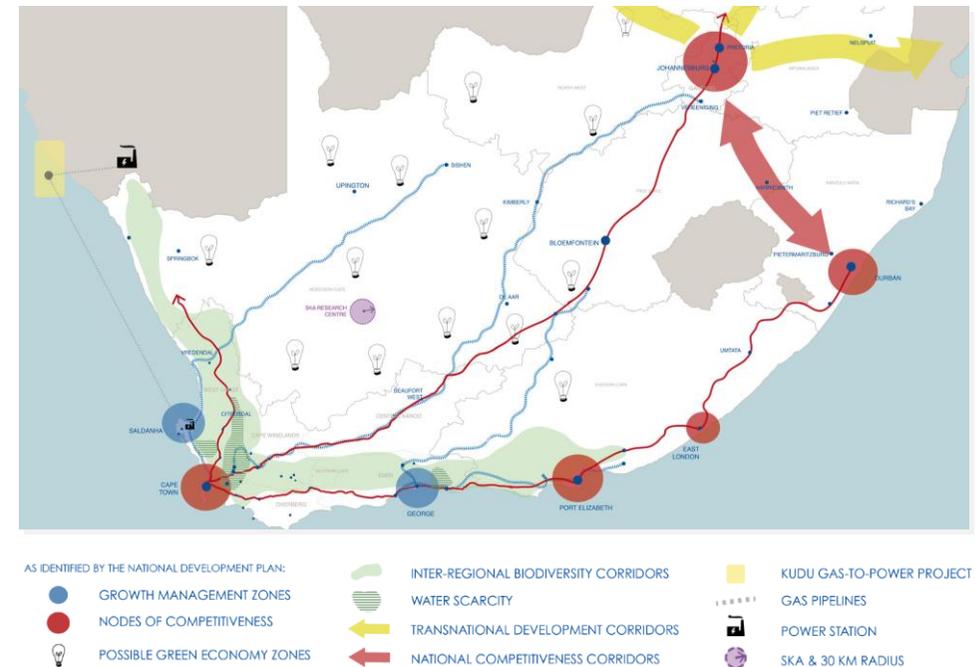


Figure 2.3: Inter- and Intra-Provincial Spatial Initiatives

Implications for the Theewaterskloof Municipality

The TWKM SDF will seek to align with the PSDF policy statements which promote the sustainable use and safeguarding of cultural and scenic assets, climate change mitigation by encouraging and supporting renewable energy generation at scale, developing integrated and sustainable settlements, improving inter and intra-regional accessibility, using regional infrastructure investment to leverage economic growth and diversifying and strengthening the rural economy.

The SDF will further seek to progressively comply with the process and content requirements for SDFs as prescribed in terms of SPLUMA and LUPA.

2.3.4 The Overberg District Municipal Spatial Development Framework, 2014

The Overberg District Municipal Spatial Development Framework presents the vision for the District Municipality, which includes the following:

- The area's unique agricultural, environmental and urban qualities must be maintained;
- In particular, the Elgin valley and the Rûens must continue to be farmed to as intensely as possible, but care must be taken to safeguard their key inputs, namely its water and fertile soil which should be protected from erosion and over use;
- Private conservation areas must continue to be promoted with careful consideration of appropriate development rights to mobilise the necessary resources for veld rehabilitation and management;
- Renosterveld linkage corridors across the Rûens linking remnant patches not suitable for agriculture, should be encouraged;
- These corridors can provide both a tourism opportunity as well as channels for faunal movement and seed transport;
- The tourist appeal and promotion of the various settlements should be promoted so as to increase awareness of them and thereby help to improve the livelihoods of their residents, particularly those for whom these settlements may represent poverty traps;
- Development and tourism efforts should take advantage of the district's close proximity to Cape Town as well as ensuring maximum benefits for local residents.

The Overberg District SDF includes the following strategies and proposals specifically formulated for TWKM:

- Review whether Caledon should be the highest order settlement in the Municipality in view of the growth and development taking place at Grabouw;
- Refine and indicate the proposed bio-regions and related strategies:
 - Kogelberg;
 - Theewaterskloof;
 - Riviersonderend Mountains;
 - The Rûens.
- Refine and indicate the spatial planning categories (SPCs) and related proposals;
- Indicate the following:
 - Tourism destination venues: Theewaterskloof Dam and Resort; Caledon Spa and Casino, Genadendal and Greyton
 - Investigate the establishment of the railway line between Grabouw and Bredasdorp;
 - Investigate the upgrading of the airfield at Caledon.
- Designate scenic routes throughout the Municipality including the following:
 - Villiersdorp, past Helderstroom prison to the Genadendal villages;
 - Grabouw to Villiersdorp via Vyeboom;
 - Viljoenshoop;
 - The Hemel-en-Aarde Valley Road.

The following figure illustrates the abovementioned strategies and proposals.

The following projects are specifically listed:

- Upgrade the Grabouw and Botriver railway stations and their precincts for tourism purposes linking Caledon, Napier and Bredasdorp;
- Upgrade the airfield as a commercial facility;
- Formulate an Urban Design Framework for Grabouw CBD.

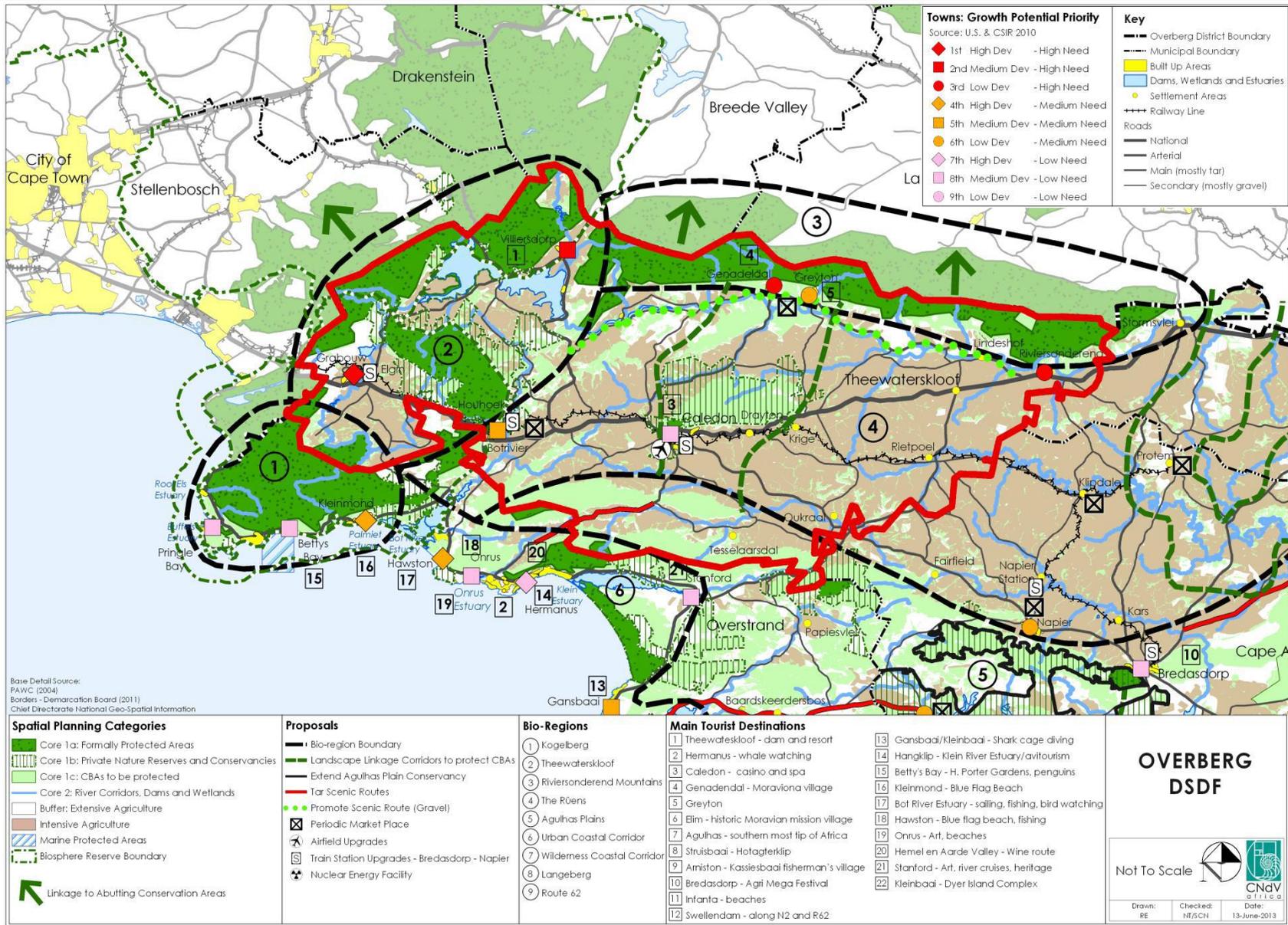


Figure 2.4: Overberg District SDF: Strategies and Proposals

2.3.5 Greater Cape Metro Regional Spatial Implementation Framework

The Greater Cape Metro (GCM) regional study area is defined in terms of the economic, infrastructural, ecological and administrative criteria applied in the Organisation for Economic Co-operation and Development's 2008 territorial review. The regional study area covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof and Overstrand.

The GCM Regional Spatial Implementation Framework (RSIF) Baseline Status Quo report presented a contextual analysis of the municipalities that make up the GCM. The SDFs of these municipalities provide local spatial policy informants to the RSIF. The RSIF's primary focus is on spatial considerations that cut across local authority boundaries. The trans-boundary regional spatial agenda was determined by engaging with all GCM municipalities.

From a regional perspective, the GCM RSIF identifies Caledon as being the services and administrative centre of the TWKM and Overberg Region with agri-processing and distribution, as well as a high growth potential, being some of its key attributes. It plays an important role in regional power generation with a wind farm located near Caledon. The GCM RSIF recognizes Caledon as a regional centre and a proposed road-rail transport hub.

In terms of the rural space economy, it is noted that the GCM's economic value-chains transcend rural and urban areas. Recognizing this, the GCM RSIF presents strategies for the development of the rural space economy and associated spatial targets and implementation levers. One strategy applicable to the TWKM is to strengthen value-chains in the rural economy by developing product handling, processing, packaging and distribution facilities and infrastructure. Specifically, agricultural beneficiation such as an Agri-hub is identified for the Grabouw-Elgin Valley area. The Agri-hub is discussed in more detail under **subsection 5.8** and within each relevant settlement chapter.

2.3.6 Informants from Adjacent Municipalities

(i) Breede Valley Municipality

The Breede Valley Municipality is situated to the north of TWKM. It is divided largely by the Riviersonderend Nature Reserve, which is of national significance.

The R43 Road is a link with the closest town being Worcester (approximately 48 km from Villiersdorp). It is also the most direct link between the N1 and N2 National Roads.

The agriculture sector is the dominant economic sector within the Breede Valley Municipality. The relationship of this sector between the two municipalities can be strengthened.

No major developments are proposed along the R43 between Villiersdorp and Worcester. However, the Destiny Farm housing project may supply a large workforce for the regional agricultural sector. This may spill over to the neighbouring municipality.

The R43 has been designated as a 'secondary corridor' in the Draft 2018 Breede Valley Municipality SDF, which aims to promote the linkage with Worcester.

Social services are more established in Worcester and serve the region.

(ii) Cape Agulhas Municipality

Situated to the southeast is the Cape Agulhas Municipality, with the bulk of land situated on the common border being agricultural in nature.

There are two major links between the municipalities, being the R316 Road that connects to the N2 National Road via Caledon and the R326 that links to the N2 near Riviersonderend. Both roads lead to Napier.

Once more, the agricultural sector forms a large part of the economic sector in the Cape Agulhas Municipality. The protection of agricultural resources is emphasised in the Cape Agulhas SDF (2017) and land uses which depletes

agricultural opportunity should be prevented.

As part of a provincial programme to promote agricultural production and entrepreneurship, an Agri-Park is to be established in Bredasdorp. The outcome of this project can indirectly influence the agricultural sector in TWKM.

The Cape Agulhas SDF (2017) also emphasizes the R316 Road as a scenic route and, in principle, development that occurs on the route should complement this. There is potential to extend this vision through to Caledon.

(iii) City of Cape Town

Situated to the west is the City of Cape Town Metropolitan area. It is divided by natural features, namely the Hottentots Holland Mountains and Nature Reserve as well as the Steenbras Dam, which falls within the Kogelberg Nature Reserve. The City of Cape Town relies on, *inter alia*, water sources outside of its municipal area, such as the Theewaterskloof Dam. This source should be protected and development occurring along the dam may directly affect the Cape Metropolitan area.

Grabouw, being the closest town, supplies a large workforce to Cape Town and infrastructure pertaining to transport routes must be maintained to provide adequate access. The N2 via Sir Lowry's Pass is the main road link between the two municipalities. A freight railway line also runs through the mountain range. Agricultural exports from the Municipality are mainly transported to the Port of Cape Town. The rail link can be strengthened to relieve stresses on the road for the transportation of goods.

The Cape Town Metropolitan Spatial Development Framework (2018) acknowledges that Cape Town is the focal urban area in the Western Cape and forms part of a larger, regional spatial and economic network. Spatial integration is one of the key principles of the Cape Town SDF.

(iv) Langeberg Municipality

Langeberg Municipality is situated to the northeast, but is largely cut-off by topographic features. The Riviersonderend Mountains act as a border between Theewaterskloof and Langeberg. The nature reserve is protected and activities should not have a negative impact on the conservation worthy aspects within the nature reserve. There are no direct physical linkages between the two municipalities.

There are activities such as hiking trails that connect Greyton with McGregor. Measures to strengthen the tourism sector between the municipalities should be explored.

(v) Overstrand Municipality

With recent completion of the road upgrade that took place on the R320, better access is enjoyed within the Overstrand Municipal area in the south. The Kleinrivier Mountains serve as a topographical buffer between the two municipalities.

There are currently three road transport links, namely Fisherhaven to Botrivier via the R43, Sandbaai to Caledon via the R320 and Stanford to Caledon via the R326 and R316. There are various agricultural related activities located along these routes.

Hermanus is a well-known tourist/holiday destination in the Overberg region. A diverse range of vineyards can be found on route, which attribute to the tourist related activities in the municipal area. Activities to the south of Theewaterskloof should strengthen the tourism sector; however, not at the expense of prime agricultural land opportunities.

Caledon serves as the region's administrative hub. Due to the lack of adequate industrial opportunities available in the Overstrand municipal area, specifically in Hermanus, land near Botrivier has been earmarked in the previous SDF for a large industrial hub.

Overstrand Municipality and TWKM recently have entered into an agreement to utilise the Karwyderskraal landfill site for the treatment of solid waste.

(vi) Stellenbosch Municipality

The Stellenbosch Municipality is located to the northwest and is divided by the Franschhoek mountain range. The Theewaterskloof Dam is situated at the foothills of this mountain range and to ensure the protection of the water source, development should not impede on the flow of water from the mountains into the dam.

Access to the Stellenbosch municipal area is gained via the R45 (Franschhoek Pass) through the town of Franschhoek. Prime, unique agricultural land should be protected along the border. No land use activities should be allowed that are incompatible with the existing agricultural uses.

(vii) Swellendam Municipality

The municipal area bordering Swellendam Municipality is located just outside of Rivieronderend to the west. There are no natural features prohibiting access to and from the municipal area.

The N2 is the main road link to the City of Cape Town for Swellendam. This road runs through the TWKM area from Rivieronderend to Grabouw. Activities along this route should not prohibit mobility, but can also be recognised as a main economic driver for the area.

Agricultural activities are predominantly found along the border.

2.3.7 Local Municipal Planning Informants

(i) Theewaterskloof Municipality SDF and IDP

The Theewaterskloof Municipality SDF was last revised in 2012 and subsequently adopted as a core component of the new generation IDP without updates and amendments. As previously indicated, this SDF is not a complete

review or replacement of the 2012 TWKM SDF; it only aspires to update, synthesise and where applicable amend the document.

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 ”.

This approach is to guarantee a sustainable Theewaterskloof, where all sectors are adjusted for the improvement and advantage of the municipal area as a whole and to create an enabling environment for the inhabitants of Theewaterskloof towards guaranteed job opportunities and thus a better livelihood and citizen satisfaction.

(ii) Vision 2030

Developing a long-term vision for TWKM started with the identification of key issues and an exploration of the challenges and opportunities these present. This informed the development of scenarios which concluded that the region could not continue with ‘business as usual’. Based on these scenarios, a vision for Theewaterskloof 2030 was crafted.

Theewaterskloof vision 2030 is a plan to make TWKM an attractive and desirable place to live, work and visit because of its high-quality, sustainable country living environment and its connected and creative community. The vision can be unpacked as follow:

- High quality environment: A beautiful natural environment offering residents the best of country living. A place with excellent municipal and government services accessible to both rich and poor. A place that celebrates diversity and affords everyone an opportunity to prosper.
- Sustainable: A region where all the residents are able to meet their basic

needs, the Municipality is financially viable and resources are managed responsibly to protect them for future generations.

- **Connected:** An integrated community where people are connected across towns and communities. A region that is connected and interactive in all aspects of its cultural offerings, economic activity and options for smart living. A region that works well with other spheres of government, neighbouring municipalities and other economic regions in the world. Partnerships characterise every aspect of the region's working life.
- **Creative:** A region that embraces risk and is dynamic, innovative and adaptable. A place that is recognised for its entrepreneurship and creativity across a diverse range of sectors, with opportunities to invest and create wealth.

In order to achieve the 2030 vision, five inter-related strategic 'thrusts' have been identified, which, if actioned together, will provide the stimulus to create a quality living environment and turn the local economy around. These thrusts form the basis of a programme with detailed action plans, as illustrated in the following figure.

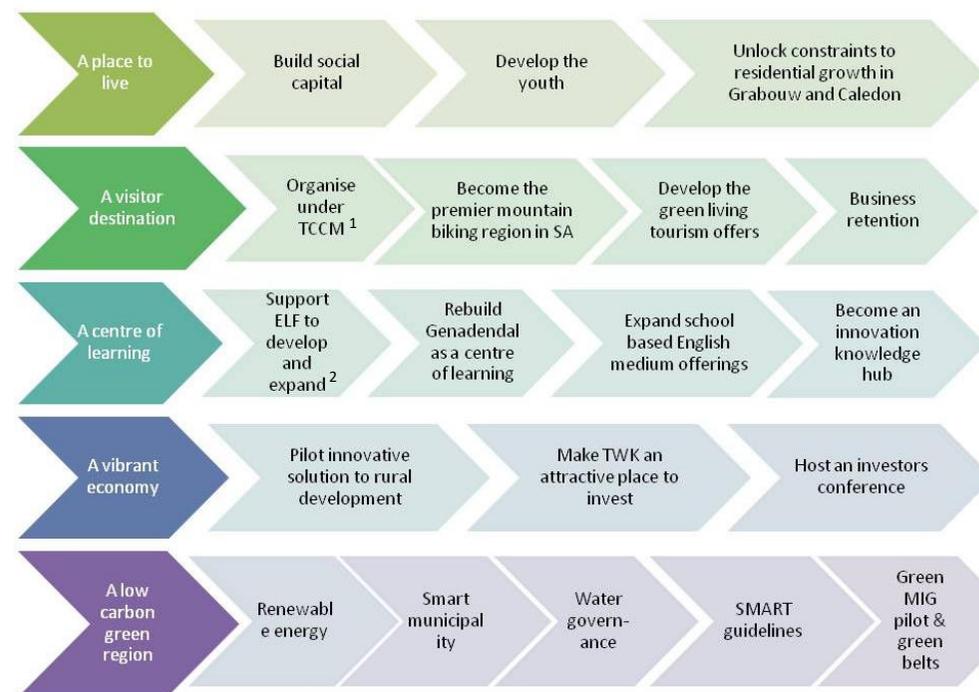


Figure 2.5: TWKM Five Thrusts and Priority Areas

(iii) Theewaterskloof By-law on Municipal Land Use Planning, 2015

The by-law regulates and controls municipal land use planning and related activities in the area of jurisdiction of TWKM. The Municipality may not approve any land use application which is not consistent with the SDF, unless site specific conditions can be motivated.

¹ TCCM = The Cape Country Meander

² ELF = Elgin Learning Foundation

2.4 INTEGRATION THROUGH PROVINCIAL STRATEGIC GOAL 4

The Provincial Government of the Western Cape compiled the Provincial Strategic Plan (2014 – 2019) in order to implement its development vision for the Province. The Provincial Strategic Plan has identified five strategic goals in its aim to contribute to the realization of the aims and objectives of the NDP.

One of these strategic goals is Provincial Strategic Goal 4 (PSG 4): Enable a resilient, sustainable, quality and inclusive living environment. The task of the PSG 4 is to create a mechanism in which provincial departments would render services in an integrated and collaborative manner. The seemingly obvious need to collaborate the drafting of the deliverables of various departments was and still is, a major undertaking, requiring guidance and coordination to ensure that departments refrain from adopting ‘business as usual’ approaches to attain department-specific targets rather than collaborative goals. Although several challenges were experienced, lessons were learnt in pursuance of a ‘new normal’.

The drafting of the TWKM SDF also fell under the ambit of PSG 4, making the drafting of the SDF a collaborative effort; essentially compelling Departments to work together, bearing in mind that their inputs were crucial to the delivery of outputs of other departments and therefore could not be drafted in isolation.

The outputs of the following provincial departments form an integral part of the Theewaterskloof SDF:

- Department of Transport and Public Works:
 - TWKM Social Facilities Accessibility Study (Draft, 2018)
 - Local Integrated Transport Plan for TWKM (March 2016)
- Department of Local Government:
 - TWKM Infrastructure Growth Management Plan (2019)

- Provincial Treasury:
 - Long Term Financial Sustainability Plan for TWKM (2019)
- Department of Human Settlements:
 - TWKM Housing Pipeline Projects (2018)