

PART 2: SETTLEMENTS

6. CALEDON

6.1 TOWN ANALYSIS

6.1.1 OVERVIEW

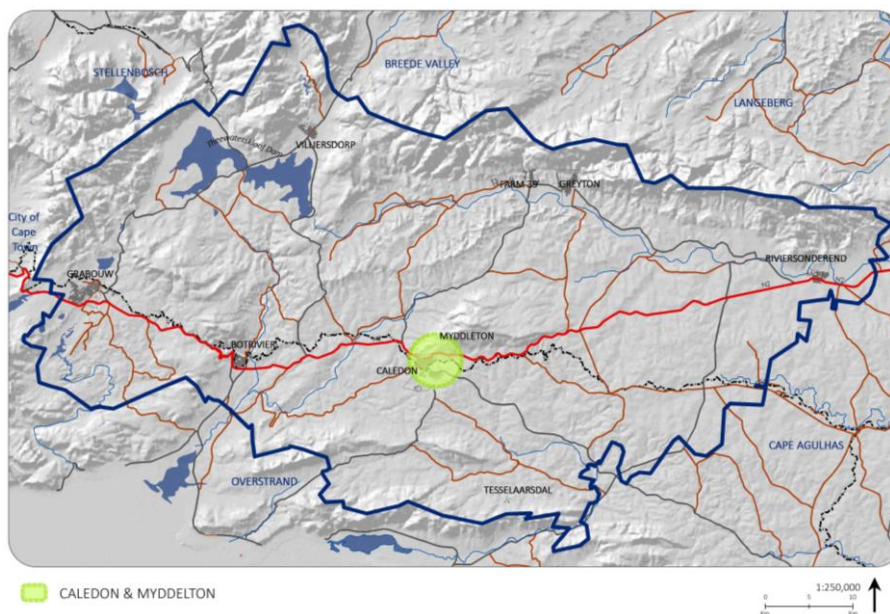


Figure 6.1: Location of Caledon within TWKM

- The role of Caledon within the overall municipal perspective is that of an administrative centre and agricultural regional service centre.
- Caledon is a vital transport and economic link for the agricultural sectors, nearby towns and rural settlements within TWKM.
- According to the Western Cape Growth Potential Study (2014), Caledon has a high development potential and a medium socio-economic need.
- Caledon has the largest commonage of all the urban nodes in TWKM; a

strategic asset that can be developed to address housing needs and also to stimulate economic growth.

Table 6.1: Caledon at a Glance

Caledon at a Glance	
Total population	13 983 (2011 Census) 16 451 (2018 MYPE)
Growth rate (2011 – 2018)	2.4% per annum
Role and function	Administrative headquarters and regional agricultural service centre
Settlement classification	Primary regional service centre
Comparative locational advantage	Existing corporate and government (head) offices Local executive authority Provincial and regional tourism destination (casino, hotel and spa) Provincial hospital and healthcare facilities Tertiary educational institutions Historic precincts Railway access Agri-industrial activities
Economic base	Administrative centre Agri-industrial industries
Growth potential (GPS, 2014)	High growth potential Medium socio-economic need
Housing backlog	1 415 persons

6.1.2 HISTORIC BACKGROUND

Caledon is situated approximately 110 km to the east of Cape Town on the foothills of the Little Swartberg, adjacent to the N2 National Road. Myddleton, a former missionary settlement, is situated east of Caledon and also abuts the N2. The Cape Town-Bredasdorp railway line runs through the town. Historically, the primary function of Caledon was to provide services to the surrounding farmers in the Overberg District (OBD). The town originated from the hot springs on the slopes of the Klein Swartberg. The Baths River that flows through Caledon is a prominent linear natural feature that played an important role in the town's historic development pattern. Mill Street and Church Street are two of the oldest established streets in Caledon.

6.1.3 SETTLEMENT ANALYSIS

Analyses of (i) the biophysical and agricultural environments in and around Caledon, (ii) the socio-economic profile and (iii) the built environment within Caledon were undertaken to inform the spatial proposals that are presented in the following sections. Refer to **Annexure 1, subsection 1**. The analyses focused on the following aspects:

- **biophysical and agricultural environment:**

- the environmental status quo;
- environmental risks;
- agricultural status quo.

- **socio-economic:**

- economic systems;
- residential patterns;
- income distribution;

- demographics.

- **built environment:**

- movement network;
- social facilities distribution and access;
- engineering infrastructure.

6.1.4 KEY SPATIAL CHALLENGES/ISSUES

- Urban efficiency/Spatial dislocation:

- The settlement of Myddleton and the southern neighbourhoods of Caledon, i.e. Uitsig, Riemvasmaak and Bergsig are spatially isolated from the primary services and employment opportunities in the centrally located Primary Economic Area.
- Limited employment opportunities and community facilities exist within easy walking distance (1 km and less) from existing residential areas south of the railway line, i.e. Uitsig, Riemvasmaak and Bergsig.
- The communities living in Myddleton, Riemvasmaak and Uitsig are not located within an ideal walking distance to a secondary school, clinic or the hospital.

- Environment:

- The Riemvasmaak informal settlement negatively impacts on the wetland system and is located in a flood prone area.

- Local Economic Development:

- Limited supply of serviced industrial, commercial and business land.
- The upgrading of Chavonnes Road is required to unlock the development potential in the south.

- Housing Backlog:
 - The subsidised housing backlog is 1 415 persons¹ (DoHS database, 2018).

6.1.5 DEVELOPMENT INFORMANTS AND CONSTRAINTS

- Much of the Klein Swartberg within the Caledon commonage is possibly suitable for formal conservation, or possibly an extension of the Caledon Nature Reserve. Most of the Klein Swartberg is intact (untransformed) Overberg Sandstone Fynbos Complex, which although having a 'least threatened' ecosystem status, is nonetheless listed as a Critical Biodiversity Area.
- There are a number of intact patches of relatively well connected Western Rûens Shale Renosterveld within the urban edge, having a 'critically endangered' ecosystem status and which are listed as Critical Biodiversity Areas.
- The Baths River and its tributaries, which flow through Caledon and parts of the commonage, are important ecological corridors. Wetlands and/or floodplain areas associated with the Baths River system are similarly an important part of this ecological corridor.
- Sensitive vegetation is located in areas to the west and southwest of the golf course, followed by high potential agricultural land further east, which limits the potential for urban development. Similarly, steep slopes, the Baths River and privately owned high potential agricultural land are located to the west.
- The Baths river and railway line divides the town into northern and southern halves. The latter half contains mainly middle to low income

residential areas that are spatially isolated from the main economic opportunities in the northern half.

Figure 6.2 illustrates the combined opportunities and constraints identified for Caledon, which needs to be considered for planning purposes of future development within the town.

¹ Housing backlog = number of informal structures, backyarders and farm workers on the waiting list.

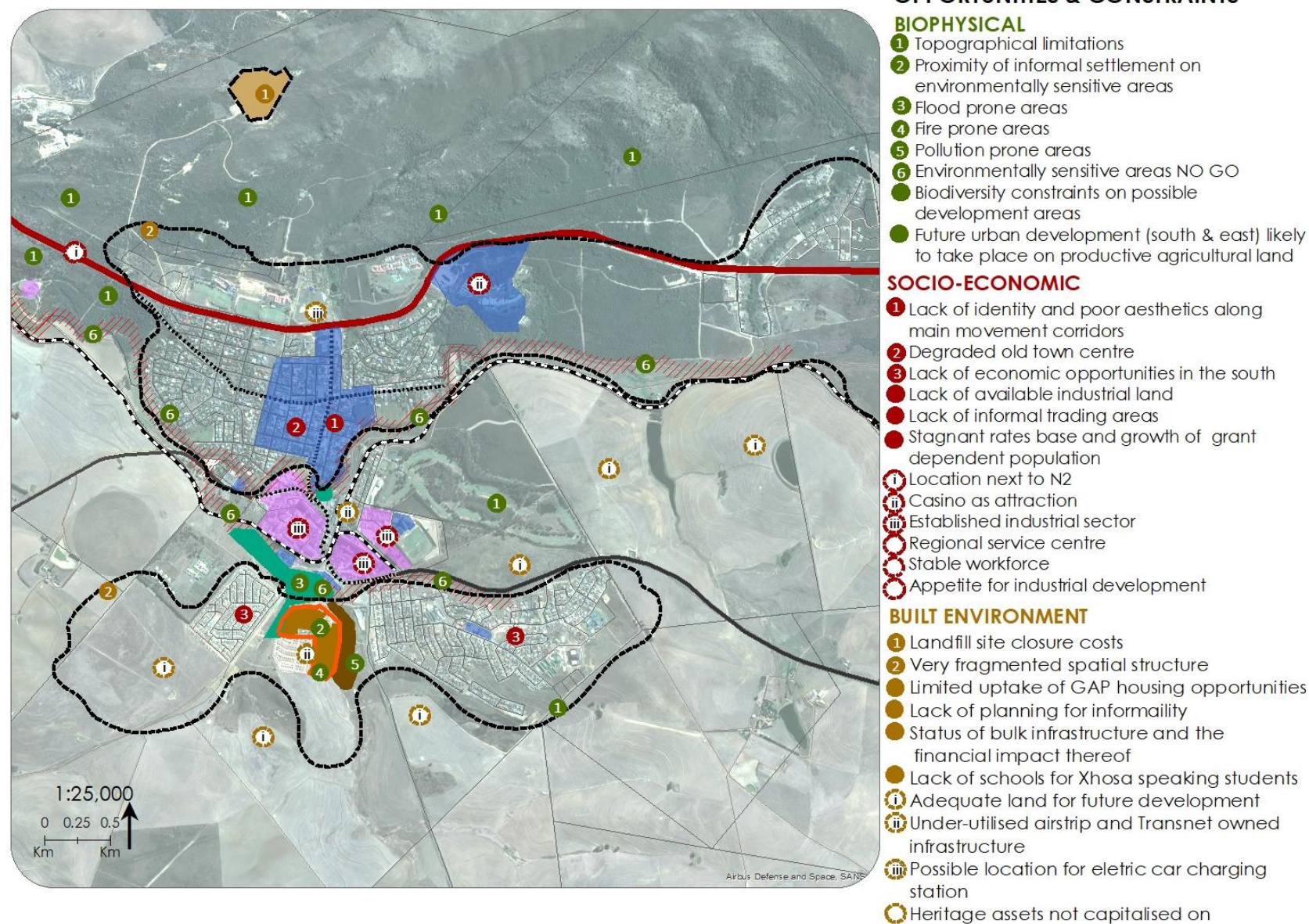


Figure 6.2: Caledon: Combined Opportunities and Constraints

6.2 PROPOSALS

6.2.1 THE SPATIAL DEVELOPMENT CONCEPT

(i) The Spatial Vision

Promote Caledon as a first order urban node within the Overberg District and derive maximum growth from the N2 as the regional transport corridor.

(ii) The Spatial Concept Plan (Figure 6.3)

The spatial vision and spatial concept for Caledon is illustrated on the following figure and is informed by the following main structuring elements:

■ Nodes:

- The town centre;
- Train station precinct;
- Casino tourism precinct;
- Vensterskloof tourism node;
- Myddleton.

■ Paths/Routes

- N2 national road;
- R316 (to Bredasdorp);
- R320 (to Hermanus via Hemel-en-Aarde);
- Minor Road 13 (Chavonnes Street);
- The Baths River.

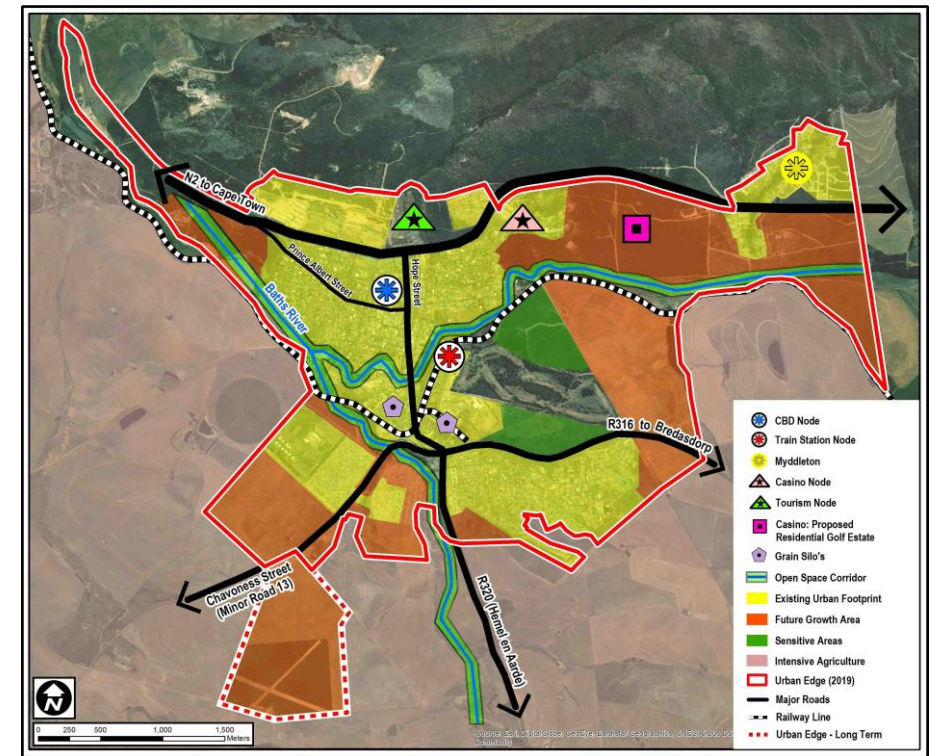


Figure 6.3: Caledon: Spatial Concept

■ Edges

- N2 national road;
- Steep slopes north and west of the town.

■ Districts/Precincts

- New urban growth expansion area to the south and east of Caledon;
- Low/medium density residential areas north of the railway line;

- High density residential areas south of the railway line.

▪ **Landmarks**

- Caledon Casino;
- Hot springs;
- Wildflower Garden (Vensterkloof Nature Reserve);
- SAB Malsters grain silos.

(iii) Principles for Implementing the Spatial Concept

▪ **Encourage:**

- Integrated development and investment within the southern portion towards the airfield and south of the railway line;
- spatial integration through development to the east towards Myddleton.

▪ **Promote:**

- Caledon as the administrative centre and the centre for industrial, commercial and residential development.
- infill development within the urban edge;
- spatial integration between the northern and southern halves of the town;
- tourism initiatives, e.g. Station Precinct, Hemel-en-Aarde Valley tourism corridor and eco-tourism;

▪ **Restrict:**

- development on steep slopes north of the N2;

- development within environmental sensitive areas (i.e. Klein Swartberg and Vensterkloof);

- inappropriate development on high potential agricultural land.

▪ **Maintain / Protect**

- the open space corridors created by the Baths River and other drainage lines.

▪ **Contain:**

- the expansion of Myddleton.

(iv) Spatial Restructuring

▪ **Spatial Integration**

- The southern and northern residential areas of Caledon are spatially divided by the railway line, the R316 and the Baths River. Integration between these areas is proposed through the introduction of integration areas (integrated residential neighbourhood development, community facilities, sport facilities, etc.) and the provision Non-Motorized Transport (NMT).

▪ **Densification:**

- Support mixed land uses within identified integration areas and identified activity streets;
- Promote general densification (infill development, sub-divisions of erven, second dwellings, etc.) within the urban footprint.

▪ **New Growth Areas:**

- Urban growth is proposed in a southern and eastern direction.

6.2.2 POPULATION GROWTH AND LAND USE REQUIREMENTS

Based on population projections and historic trends for Caledon, the population growth rate was 2.4% per annum between 2011 and 2018. Assuming an average population growth rate with a slight decrease to 2.2% per annum, it is estimated that ±59.2 ha of land is required to accommodate the projected housing needs for the next 10 years. However, considering the proposed densification measures for brownfield area included in **Table 6.2** and space for the required community facilities, ±69.6 ha of greenfield area would be required. The table also sets out the projected need for urban growth up to 2028.

Table 6.2: Caledon: Projected Land Requirements

Proposed densification strategy:			
Densification	Assumption	Units	
Vacant erven	10% vacant erven developed	19	
2nd Dwellings	5% of single residential erven developed	123	
Sub-divisions	5% of single residential erven developed	123	
Sub-total (Density of 25 du/ha):			265 (±10.6 ha) (A)
Residential projections and allocation assumptions:			
Density Category	% of Population	Average Household Size	Density
Low Density	20%	3	15 du/ha
Medium Density	30%	4	25 du/ha
High Density	50%	5	50 du/ha
Subsidy housing	-	5	65 du/ha

Projected residential units and required area up to 2028 (3 959 additional people)				
Density Category	Existing Housing Backlog (Units)	Population Increase	New Units Required	Land Required (Ha)
Low Density Housing	-	792	264	17.6
Medium Density Housing	-	1 188	297	11.9
High Density Housing	-	1 979	396	7.9
Current Subsidy Housing Demand	1 415	-	1 415	21.8
Units and area required for residential growth:			2 372	59.2 (B)
New residential growth area required (including densification): C=B - A				48.6 (C)
Community facilities requirements for the current need and future population growth up to 2028: 16 451 persons (2018) plus additional 3 959 persons = 20 410 persons (2028) *				
Community Facilities	Population Threshold	Space Requirement per Facility (ha)	Number of Facilities Required	Required Space (ha)
ECDC/Crèche	2 400	0.02	2	0.04
Primary School	4 000	2.8	2	5.6
Secondary School	5 000	4.8	2	9.6
Skills Training Facility	as per need	0.2	3	0.6
Primary Health Clinic	5 000	0.2	3	0.6
Library	400	0.05	1	0.05

Community Centre	10 000	0.2	1	0.2
Grass field	2.3		1	2.3
Parks (neighbourhood)	0.5 ha/1 000		8	2.0
Fire Station	60 000	0.3	-	-
Police Station	60 000	0.1	-	-
Area required for community facilities:				21.0 (D) **
Total greenfield area required (C + D):				69.6 ha

* The CSIR Guidelines (2015) were used to determine the social facilities requirements. The estimated total population for 2028 was used to determine the total number of required social facilities. The existing social facilities were subtracted from the total number required to calculate the number of new facilities. The Social Infrastructure Accessibility Study for the Theewaterskloof Municipality (2018) was also studied.

** Note that the area could be reduced if community facilities are clustered and shared, e.g. school shared sportsfield. Alternatively, existing facilities can be upgraded to provide for improved and additional services.

6.2.3 URBAN EDGE

Considering the overarching growth management strategy for the Municipality and given the wider socio-economic role of Caledon within the Municipality and the sub-region, sufficient spatial provision is required for commercial, residential and industrial expansion to realize the estimated economic growth potential of the town.

To achieve the advantages of economies of scale and agglomeration, and in determining the urban edge for Caledon, due consideration was given to the important role of the town as a high order regional service centre in the municipal area. Consideration was also given to:

- The intrinsic and systemic value of the natural areas directly surrounding

the Caledon urban area: The areas north of the N2 are formal conservation areas (Vensterkloof Nature Reserve and Klein Swartberg Conservancy) and also contain undevelopable steep slopes. These areas are regarded as valuable environmental and eco-tourism assets that should be protected (e.g. Caledon Wild Flower Garden). Some areas can be developed for tourism and health related land uses.

- Projected future urban growth: According to the population projections for Caledon, ±69.6 ha is required to accommodate the projected urban growth for the next ten years. These areas are to be provided within the urban edge.
- The proposed urban edge for Caledon is illustrated on **Plan 6.1**.

6.3 SECTOR STRATEGY: BIOPHYSICAL ENVIRONMENT AND AGRICULTURE

The biophysical sensitive environment within the urban edge should be managed and protected from inappropriate urban development. In this regard, the following areas are of particular importance:

- Patches of Western Rûens Shale Renosterveld are located within the urban edge, namely two large areas north and south of the golf course. Key objectives of managing these areas would include the maintenance of the connectivity between the patches and their incorporation into open space areas and corridors.
- The riverine environment of the Baths River and its tributaries, which function as an ecological corridor and linear open space system. These areas could be used for environmentally sensitive recreational spaces, such as parks and walkways.
- High potential agriculture land should be protected and developed to its potential. Balancing the need for urban growth to address the housing backlog and future population growth versus the protection of the natural

resource base and economic value of agricultural land, requires careful consideration.

- Agri-industrial activities should be supported in appropriate areas in proximity to where the products being processed are cultivated, where the infrastructure network has capacity and where a workforce is available.

6.4 SECTOR STRATEGY: SOCIO-ECONOMIC

6.4.1 Industrial Development (business services, light industry and industry)

The existing industrial area is a key driver of the economy of Caledon. Only a few vacant erven remain in the industrial area and sufficient industrial land allocations are therefore required to facilitate industrial growth.

In recent years, larger freight related transportation has deviated to the Klipheuwel Road and a truck stop was developed alongside this road. Given the aforementioned, the area adjacent to Klipheuwel Road, located to the west of the town, is identified for further (light) industrial development (Areas 12 and 13 on **Plan 6.1**). Although the area is not located directly adjacent to the available workforce, bulk service infrastructure is available and is highly accessible from the N2. Development along this road will however be subject to detailed studies and land use applications, as the natural environment associated with the Baths River (i.e. floodlines, development setbacks) must be considered.

Potential expansion area to the existing industrial development includes an adjacent portion of land (Area 15 on **Plan 6.1**). This portion is well located in terms of existing access and services.

A larger parcel of industrial land is proposed south of Chavonnes Road (Area 14 on **Plan 6.1**). The development of this industrial area is dependent on the upgrading of Chavonnes Road and the availability of bulk infrastructure capacity. Further expansion of the industrial node near the station and golf course can only be considered should it be possible to negotiate a land swap agreement with Area 11.

In total, ±63 ha of new industrial development areas are provided within Caledon.

6.4.2 Tourism

Tourism has been identified as one of the key economic drivers of Caledon. Existing tourism destinations in the town are considered to be under-utilized and spatially fragmented. These include the Caledon Casino, Hotel and Hot Springs (Area 19(A) on **Plan 6.1**) and the Caledon Wildflower Garden (Venster Kloof Nature Reserve). These destinations are all located to the north of the town and therefore needs to be developed as the town's tourist entertainment and cultural precincts. Refer to **Figure 6.4**, which illustrates the location of these tourism destinations.

Developing the Caledon Wildflower Garden and Klein Swartberg Conservation area (Area 21(C)/Priority Development Area 6 on **Plan 6.1**) has the potential to become one of the main tourist attractions in the Overberg District, which could include a restaurant, shop, tea garden, a weekend market, braai and picnic facility, a tourism office, conference and function facility and education facilities. Additional land use options include an amphitheatre, caravan and camping area. In addition, sufficient space exists to accommodate an electric vehicle charging station, strategically located along the N2 national road, given the expected average battery life of electric vehicles and distance from Cape Town. This initiative has been identified as a Priority Development Area by TWKM.

Small-scale eco-tourism based development should be considered north of the N2 within the Klein Swartberg Conservancy and Vensterkloof Nature Reserve. Opportunities exist for tourism accommodation, mountain bike trails, walking trails, adventure based activities (e.g. zip-line), etc.

The opportunity exists to establish a public-private partnership with Transnet to develop a cultural/entertainment precinct at the Caledon Station (Area 20(B) on **Plan 6.1**), including opportunities for development of restaurants, entertainment, accommodation establishments etc. Transnet has indicated their

willingness to explore opportunities to repurpose existing underutilized Transnet owned infrastructure. It is proposed that a Local Precinct Plan/Local Spatial Development Framework should be compiled to determine and guide the development potential of the above precincts (Refer to **Figure 6.4.**).

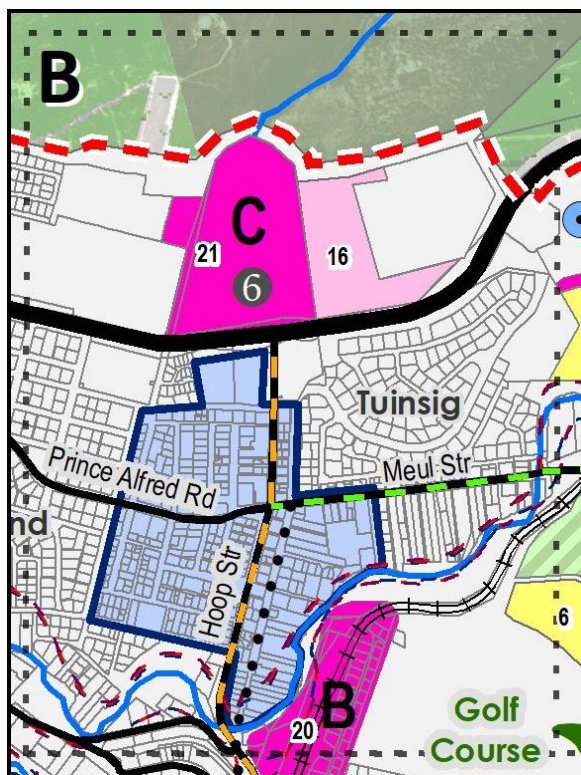


Figure 6.4: Caledon: Local Precinct Plan (Central)

The Hemel-en-Aarde Valley wine region is a popular tourist area and the opportunity exists to strengthen the road link (R320) and further market the valley as an important tourism corridor connecting Caledon and Hermanus. A detailed tourism development study is required to determine development initiatives, the demarcation of the scenic route sections and landscapes as a

Scenic Overlay Zone and the formulation of guidelines for appropriate development.

6.4.3 Economic Development

As mentioned previously, residents within the southern parts of Caledon are removed from the economic opportunities concentrated in the Primary Economic Area and northern part of Caledon.

In order to address this need, commercial development in Bergsig should be encouraged through the demarcation of a secondary business node and the development of an activity route along Charter and Sterling Streets. This activity route should accommodate higher intensity, non-residential uses that are regarded as appropriate and compatible with the character of the surrounding area (i.e. bed-and-breakfast, guesthouse, business services, offices, shops).

Adequate provision and support should also be given to localised commercial and economic opportunities within proposed subsidized housing developments.

Secondary business nodes are proposed at the intersection of the R316 road and the proposed collector road to Myddleton; an accessible intersection for traffic en-route to Bredasdorp and Stanford. Refer to **Figure 6.5** which illustrates the above proposals. It is proposed that a Local Precinct Plan/Local Spatial Development Framework should be compiled to determine and guide the development potential of this area

The proposed eastern extension mixed use area (Area 11 on **Plan 6.1**) could also accommodate a variety of commercial uses, where desirable. For the proposed eastern extension area, mixed use developments are proposed. The large area (± 107 ha) will address the long term future development horizon (10 – 20 year) of the town. For an appropriate and integrated well-functioning development, a package of plans planning approach should be followed, which sets out the overall development concept, contextual framework and development framework, followed by detailed precinct planning. A mixed use development of this size can accommodate a variety of land uses, including a mixture of business,

warehousing and distribution, light manufacturing, residential and community facilities.

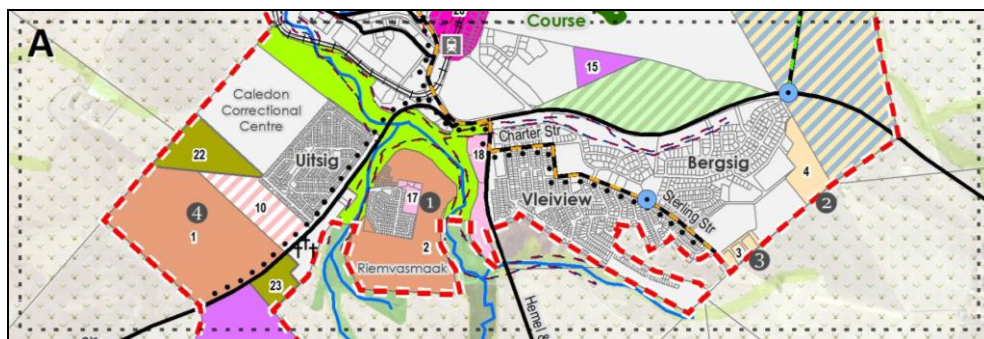


Figure 6.5: Caledon: Local Precinct Plan (South)

To accommodate the possible future demand for rail-based freight, space and opportunity should be provided around the Caledon Station precinct and along the railway line for freight and logistics-related facilities and infrastructure, e.g. cold storage, transfer stations, turntable/turnaround area, etc. Rail-based freight could benefit the local agricultural and agri-industrial activities by providing a more cost-effective mode of transport. Further consideration could be given to the possibility of the re-planning of the 9-hole golf course in order to make more land available for the expansion of the industrial node next to the station.

6.5 SECTOR STRATEGY: BUILT ENVIRONMENT

6.5.1 Population Growth and Land Use Requirements

Based on the population projections for Caledon, the estimated total population by 2028 will be $\pm 20\,410$ residents and $\pm 6\,003$ households. According to StatsSA (2011), 68.8% of the population is categorised within the subsidised grant segment according to their income. Assuming the current levels are maintained, $\pm 14\,042$ individuals (4 358 households) will fall within this segment by 2028. This represents 4 417 additional people and 1 608 additional households within this income bracket. The future land use needs for this residential category is

therefore an important determinant of the housing pipeline and human settlement sectoral plan.

In addition to the current urban footprint of Caledon and considering the need to accommodate the total projected population growth, it is estimated that 69.6 ha of additional greenfield areas will be required for residential development. A total of ± 152.2 ha of new residential development areas has been allocated for this purpose (this excludes the Blue Crane golf estate (Area 5) and the proposed eastern mixed use extension area, Area 11). The land provision therefore far exceeds the demand for housing in terms of the current housing backlog and the projected growth for the next 10 years. A phased and prioritised approach is therefore proposed, identified as Priority Development Areas 1 to 5 on **Plan 6.1**.

6.5.2 Residential

(i) Low density residential development

The Blue Crane golf estate (Area 5 on **Plan 6.1**) and Extension 12 residential developments were included in the 2012 SDF. Development rights exist for this area. This will address a significant portion of the high income, low density residential demand. Two smaller pockets are also proposed to the north of the golf course (Areas 6 and 7 on **Plan 6.1**). The Caledon Airfield could also be developed into a higher income, lower to medium density residential development (Area 8 on **Plan 6.1**). Area 9 is also proposed for low density residential land uses, given its scenic quality. Cognisance should be taken of applicable floodlines.

(ii) Medium density residential development

Medium density housing opportunities are located in two precincts in Bergsig (Areas 3 and 4 on **Plan 6.1**), approximately 7.2 ha in extent. These two areas have been identified as priority housing projects by TWKM, aimed at the FLISP market. An estimated 308 housing opportunities can be provided within these two areas.

The need for future integrated neighbourhood development should also be

accommodated in the area designated for mixed use development, i.e. the proposed eastern expansion area (Area 11 on **Plan 6.1**).

(iii) High density residential development

High density development represents the existing and planned subsidised housing projects. The current housing demand is stated in **Table 6.2** above.

In order to contain urban growth within the southern part of town, it is proposed that low income housing opportunities should be developed and accommodated no further than the Uitsig expansion area for the current SDF planning horizon. Area 1 (Refer to **Plan 6.1**) is proposed to address the need for this market sector. The planning and design of these sites must be informed by the inputs of the Planning, Housing and Engineering components of the TWKM with inputs from the DEA&DP, DoHS, DoE and DoH. This, together with the planning for Riemvasmaak (Area 2 on **Plan 6.1**) represents the remaining supply of land for low income developments to the south of Caledon. Further need for low income housing opportunities must be accommodated in the proposed integration area in the eastern part, designated for mixed use development (Area 11 on **Plan 6.1**), only once the uptake of the existing sites have been satisfied.

An area for transitional housing is provided (Area 10 on **Plan 6.1**) in Uitsig. Transitional housing represents an area where TWKM will provide basic communal services for low income individuals to accommodate them on a temporary basis, until they can be relocated to a subsidised housing development or find alternative accommodation. The management of the area will be done by TWKM's housing department. A total of ±67.2 ha is provided for high density, subsidised housing.

6.5.3 Mixed Use Development

In order to redirect growth towards the eastern part of the town (Area 11 on **Plan 6.1**), it is proposed that the area should be developed to include a range of income levels and land uses. This offers the opportunity to integrate the current residential settlement of Myddleton with Caledon via a proposed link route

between the N2 (Myddleton) and R316. This proposed mixed use expansion area and collector route will facilitate integration of the overall town and provide employment and economic opportunities nearer to communities.

6.5.4 Cemeteries

Expansion of the two cemeteries situated along Chavonnes Road should accommodate the need for the medium to long term (Areas 22 and 23 on **Plan 6.1**).

6.5.5 Social Facilities

The projected population growth in **Table 6.2** and the CSIR Guidelines for the Provision of Social Facilities (2015) were used to determine the required social facilities by 2028. Cognisance was also taken of the current and future need identified in the Social Infrastructure Accessibility Study for the Theewaterskloof Municipality (2018). Note that the Social Infrastructure Accessibility Study's estimated required schools seem excessive compared to the CSIR Guidelines. Based on the above, two primary schools, two secondary schools and three skill straining facilities would be required by 2028. Schools are space extensive and suitable sites would need to be allocated in Area 17 or 18 and where the need is identified (Refer to **Plan 6.1**). To reduce the space demand, shared sport facilities should be considered. In addition, three primary health clinics and a library would also be required by 2028.

Locations have been identified for new social facilities in Caledon and are situated centrally to the communities of Bergsig, Uitsig and Riemvasmaak (Areas 17 and 18 on **Plan 6.1**). The existing clinic located in the floodplain should be relocated to one of these proposed sites.

A private clinic is currently proposed adjacent to the provincial hospital (Area 16 on **Plan 6.1**).

6.5.6 Densification and development of vacant land

Limited levels of densification have been observed in Caledon between the 2012 SDF and this current SDF. The approach and findings of the 2012 SDF with regard to densification therefore remain applicable. The majority of residential erven in Caledon are within the range between 500 m² and 1 500 m² and the average gross density of the town is approximately 11 du/ha. Densification should be encouraged on privately owned vacant erven (brownfield areas), in the following manner:

- Second dwellings units;
- Smaller subdivisions.

The following densification guidelines for Caledon are recommended. Refer to **Figure 6.6** for the location of these planning areas.

Table 6.3: Caledon: Densification Guidelines

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
A	37 du/ha	37 du/ha	3	-	No further densification. Encourage subdivisions only to secure land tenure.
B	7 du/ha	15 du/ha	28	-	Higher density infill development on privately owned land; second dwelling units; smaller subdivisions; extended dwelling units.
C	3 du/ha	5 du/ha	0	-	Any form of densification should be sensitive to character of the station

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
					precinct.
D	4 du/ha	6 du/ha	5	-	Second dwelling units; smaller subdivisions where desirable.
E	6 du/ha	10 du/ha	8	-	Second dwelling units; smaller subdivisions; extended dwelling units.
F	15 du/ha	30 du/ha	5	-	Where desirable consolidation and redevelopment of vacant land; second dwelling units; smaller subdivisions; extended dwelling units; apartment development.
G	6 du/ha	15 du/ha	9	-	Second dwelling units; smaller subdivisions; extended dwelling units.
H	8 du/ha	15 du/ha	0	-	Consolidation and redevelopment; second dwelling units; smaller subdivisions; extended dwelling units.
I	5 du/ha	10 du/ha	12	-	Where possible consolidation and redevelopment of vacant land; second dwelling units; smaller subdivisions; extended dwelling units.
J	20 du/ha	30 du/ha	120	-	Second dwelling units;

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
					smaller subdivisions; extended dwelling units.
K	10 du/ha	15 du/ha	112	-	Where desirable consolidation and redevelopment of vacant land; second dwelling units; smaller subdivisions; extended dwelling units.

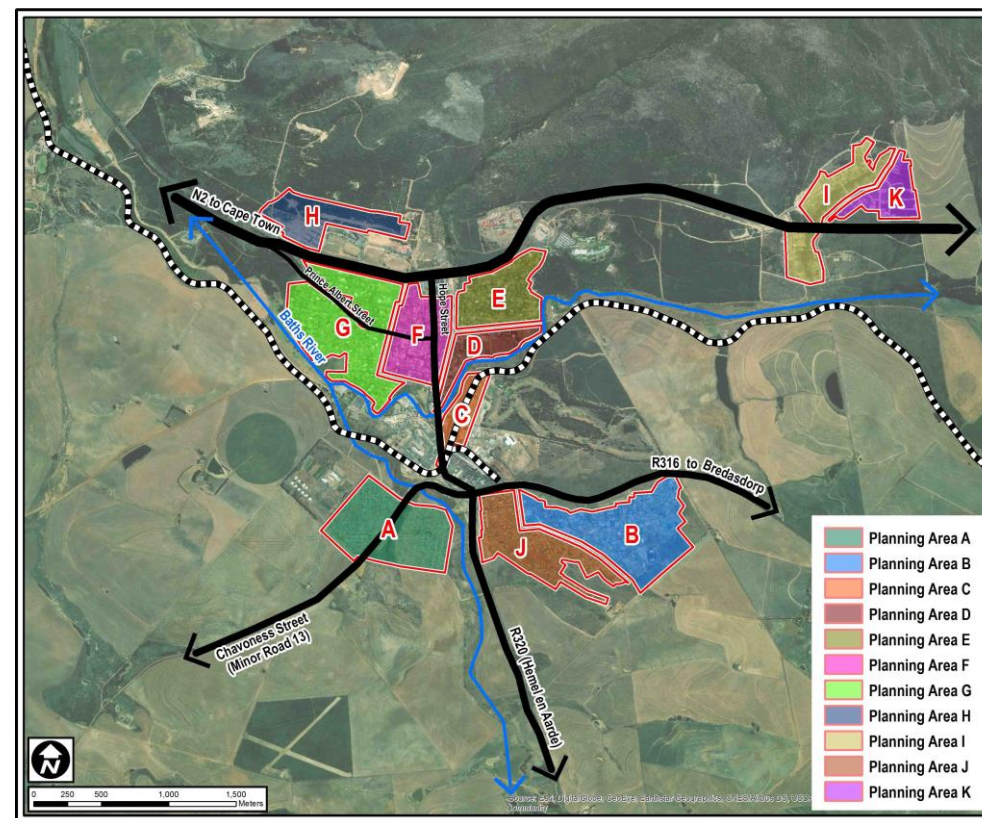


Figure 6.6: Caledon: Densification Planning Areas

6.5.7 Heritage

Caledon was initially established as a sub-Drostdy of Swellendam and the first erven were subdivided along Mill Street (then known as "Die Wagenweg") in 1812. In 1814 more erven were subdivided along Church Street. By the end of the 1850's the village expanded into Hope Street, Donkin Street, Trinity Street and Grey Street. By 1876 Caledon boasted 14 streets (Constitution, Hope, Hout, New, Plein, Haw, St George's, Prince Alfred and Cathcart Streets had been added). The railway line linking Cape Town and Caledon was completed in 1902.

Twelve precincts with heritage significance are proposed for Caledon. Sensitive planning and redevelopment of greenfield and brownfield sites are required to enhance the local character and streetscape quality, where it warrants conservation and/or protection. The precincts are as follow (refer to **Figures 6.7** and **6.8**):

- Precinct A: Mill Street is a declared heritage area with a variety of historically significant architectural styles. Most of the buildings have been well maintained. Protea Street contains clusters of simple cottages, which have retained much of their integrity and thus constitute a conservation-worthy streetscape.
- Precinct B: Church Street was the centre of the first religious and secular administration buildings of Caledon. It still houses the courts, the town hall, the old parsonage and various other buildings of historic and architectural value.
- Precinct C: Constitution Street is lined with Victorian homes, the Masonic Hall and the Synagogue, both having considerable architectural and historic value.
- Precinct D: Hope and Plein Streets form one precinct of mostly commercial buildings, many of them old houses that have been turned into business ventures. Nevertheless, the buildings have retained their architectural integrity and are well maintained. Two buildings worthy of mention are the

Town Hall and the Standard Bank building.

- Precinct E: Station Street, College Road, Boyes, Dempers, Upington and De Possel Streets contain many early 20th century homes. Most of these have been well maintained, although inappropriate alterations and additions have also been observed. The College buildings are particularly well preserved.
- Precinct F: This precinct is characterised by dwellings built roughly from the late 1920's into the 1940's. These houses were clearly the residences of the more affluent section of the town's population in that era. Many houses are large and display typical 1930's features. Some more modest homes are also found in the area.
- Precinct G: The houses in this area date roughly from the 1920's to 1940's and many of them are considerably altered. None of them warrant protection in their own right, but they do form relatively harmonious streetscapes, illustrative of that era.
- Precinct H: Apart from the Anglican Church and mission church, which have obvious architectural value, there are also original buildings such as Victorian houses and the Georgian Trinity Lodge.
- Precinct I: This precinct consists of a section of Donkin Street, Donkin Square and Haw Street. The area is characterised by Edwardian, Georgian, Cape Dutch Revival and Art Deco styles.
- Precinct J: The Overberg High School was inaugurated in 1925. Although many sections have been added over the years, much of the original fabric is still visible and well maintained.
- Precinct K: The hospital is an intriguing mix of old and new. The main building has Cape-Dutch Revival style gables, with some interesting rounded windows. There is also a smallish building consisting of two attached, thatched rondawels, as well as more modern buildings. The

complex is rather unique in that it does not ‘look or feel’ like a typical hospital.

- Precinct L: Only a few buildings of architectural value are left in the new Hotel and Spa complex. One of the buildings, the Wellness Centre, retains a core of an old building, and a section of an old wall has been left unplastered and covered in Perspex as a visual reminder of the past. The value of this complex is not in its architecture, but in the hot springs, which were used before colonial times by the Khoi people.



Figure 6.7: Caledon: Heritage Precincts



Figure 6.8: Myddleton: Heritage Precincts

6.6 SECTOR STRATEGY: INTEGRATION

6.6.1 Spatial Context

Caledon is characterized by a fragmented urban structure consisting of two ‘halves’, i.e. a northern area and a southern area. Inequalities between the northern and southern areas with regard to densities and quality of urban spaces requires spatial intervention through planning of integration mechanisms. Priority should be given to linking the higher density residential areas with areas of mixed use activities in order to facilitate access to economic opportunities. Furthermore, consideration should be given to the various open spaces and recreational facilities which are of poor quality and result in these spaces being under-utilised.

6.6.2 Spatial and Social Integration Proposals

Integration Areas (Refer to **Plan 6.1**):

- Hope Street is proposed as an activity street which could enable higher intensity economic development, encourage public investment and support mixed use development in order to improve the overall structure of the town centre.
- Secondary business nodes, i.e. low impact, non-residential land uses, are proposed along the eastern end of Prince Albert Road, along Sterling Street, within the eastern part of Myddleton and at the intersection of the R316 route and the proposed collector route.
- Area 11 (refer to **Plan 6.1**) is proposed as an integration area to the east of the town to spatially and functionally link the southern and northern areas.
- To facilitate integration between the southern residential areas, the town centre and areas of economic opportunity, non-motorised transport routes (i.e. pedestrian walkways and cycle routes) are proposed along:
 - Hope Street;
 - Donkin Street;
 - New Street;
 - Church Street;
 - Sterling Street;
 - Meul Street and the proposed extension of Meul Street over the railway line into the proposed eastern mixed use area;
 - along the northern end of Chavonnes Street, linking with the Hoop Road and Church/New Street.

6.6.3 Infill Development

Infill development on vacant land located in Myddleton and Bergsig should aim to provide a range of erf sizes and tenure options i.e. private ownership, sectional title ownership, community rental units to encourage social integration between different income groups.

6.6.4 Social Integration Spaces

Open spaces, recreation areas and community facilities should be upgraded and the usage thereof should be rationalised between schools and the public. These spaces should be utilised to encourage social integration between different income groups. Proposed integration spaces include:

- The proposed upgrading of the sport facilities in Sport Avenue, i.e. provision of professional training facilities. However, should this area be developed for industrial development, the developer/Municipality should provide sufficient and well-located land to relocate these sport facilities.
- Donkin Square, located in Donkin Street in the Primary Economic Area. Upgrade as a place of gathering within the town centre;
- Clusters of community facilities in the southern part, within Riemvasmaak and adjacent to Vleiview. The opportunity exists within these areas to accommodate social services and facilities that are utilised across all socio-economic groups such as police stations, clinics, etc (Refer to **Figure 6.5** above).

6.7 PRIORITY DEVELOPMENT AREAS AND SPECIAL STRATEGIC INTERVENTIONS AND SPATIAL PROJECTS

The following Priority Development Areas have been identified for planning and implementation purposes. Priority Development Areas are identified which will either address a specific urgent need, e.g. subsidised housing, or to facilitate economic activity and job creation, such as high income housing, tourism

development, economic development, etc. (Refer to **Plan 6.1**):

- 1: Riemvasmaak subsidised human settlement project;
- 2 and 3: Bergsig GAP housing projects (two);
- 4: Uitsig subsidised human settlement project;
- 5: Blue Crane Golf Estate;
- 6: Caledon Wild Flower / Vensterkloof tourism precinct.

The following strategic interventions have also been identified, which require more detailed studies and precinct planning:

- Caledon train station precinct, to unlock development opportunities (refer to **subsection 6.4.2**);
- Hemel-en-Aarde Valley tourism corridor, to unlock tourism opportunities and linkage with Overstrand Municipality (refer to **subsection 6.4.2**).
- Local Precinct Plan/Local Spatial Development Framework (Central) (refer to **subsection 6.4.2** and **Figure 6.4**);
- Local Precinct Plan/Local Spatial Development Framework (South) (refer to **subsection 6.4.3** and **Figure 6.5**).