

7. GRABOUW

7.1 TOWN ANALYSIS

7.1.1 OVERVIEW

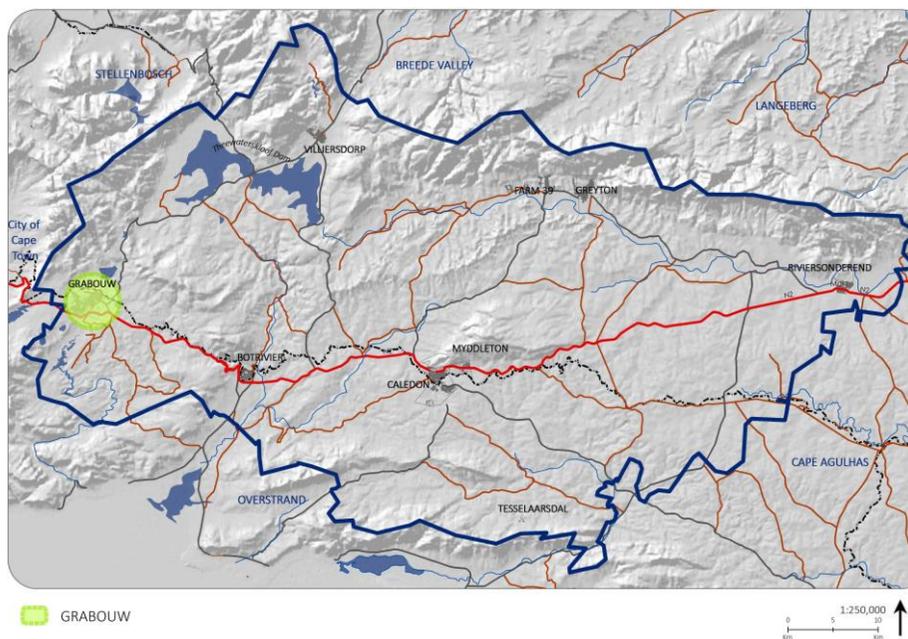


Figure 7.1: Location of Grabouw within TWKM

- The role of Grabouw within the overall municipal context is that of a primary regional and agricultural service centre with a comparative economic advantage for fruit packaging, export services and agri-industries, underpinned by an agricultural and industrial economic base.
- Grabouw is classified as the second highest order node in TWKM and it is therefore anticipated that sustained growth within its central business, industrial and residential areas can be expected.

- Very high population growth was recorded over the last 5 to 10 years.
- Limited expansion opportunities exist with regard to high-income and subsidized residential developments.

Table 7.1: Grabouw at a Glance

Grabouw at a Glance	
Total population	32 897 (2011 Census) 38 703 (2018 MYPE)
Growth rate (2011 – 2018)	2.4% per annum
Role and function	Agricultural service centre
Settlement classification	Primary regional service centre
Comparative locational advantage	Fruit packaging and related export services Agri-industries and industrial economic base Proximity to Cape Town and linkages to that economy via N2 Natural setting and tourism Railway access
Economic base	Agriculture Forestry Agri-Industries Light Industrial
Growth potential (GPS, 2014)	High growth potential High socio-economic need
Housing backlog	5 277 persons

7.1.2 HISTORIC BACKGROUND

Grabouw is situated approximately 70 km east of Cape Town and is strategically located along the N2 as the main point of entrance/exit, firstly to the Cape Metropolitan region, secondly to the Overberg and the Southern Cape and thirdly as the point of convergence of routes serving the agricultural production areas and of towns and rural centres in the sub-region.

7.1.3 SETTLEMENT ANALYSIS

Analyses of (i) the biophysical and agricultural environments in and around Grabouw, (ii) the socio-economic profile and (iii) the built environment within Grabouw were undertaken to inform the spatial proposals that are presented in the following sections. Refer to **Annexure 1, subsection 2**. 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.

7.1.4 KEY SPATIAL CHALLENGES/ISSUES

- Environmental:

- The rapid expansion of informal settlements in the western area of the town has caused the loss and degradation of sensitive biodiversity areas.
- Certain informal settlements in the southwest, located near water courses are subject to flooding and add to water pollution.
- Certain areas in the central and northern parts of town are located in a floodplain and mitigation measures would need to be included in development proposals.

- Urban efficiency/Spatial dislocation:

- Conflicting needs between the shortage of developable land, protection of valuable forestry and agricultural land, prevention of urban sprawl and addressing residential demand.
- Under-utilised and vacant publicly owned land within the urban edge.
- Critical need for cemetery expansion. Suitable areas would need to be identified.

- Socio-economic:

- The high population growth rate in recent years resulted in a backlog of social facilities, especially educational facilities. Walking distances to the one existing clinic in the central part of town is not ideal for the communities dependent on NMT as a mode of transport. Sufficient areas would need to be identified to provide for the current and future

need for social facilities.

- High level of seasonal migration to Grabouw linked with fruit farming and other agri-industrial activities has resulted in a high population growth rate, creating increasing demands for provision of basic services i.e. water, electricity, sanitation and housing.
- High level of poverty with 70.2% of the population earning less than R3200 per month.
- Development potential:
 - The town centre is visibly neglected, with a poor sense of place. The potential exist to improve and redevelop the Primary Economic Area.
 - Limited opportunity for industrial development exists within the town. Opportunity exists to the south of the N2 Freeway for industrial development, being strategically situated along this transport route and on the border of the City of Cape Town.
- Housing Backlog:
 - The subsidised housing backlog is 5 277¹ persons (DoHS database, 2018). The high level of subsidised housing provision within Grabouw adds a financial burden on TWKM.

7.1.5 DEVELOPMENT INFORMANTS AND CONSTRAINTS

The proposed spatial structure is informed by natural (open space system) and physical constraints (existing infrastructure), which limit the outward growth potential of the town. These elements include:

- There are a number of intact patches of relatively well connected

Kogelberg Sandstone Fynbos (having a ‘least threatened’ ecosystem status) and Elgin Shale Fynbos (having a ‘critically endangered’ ecosystem status) within the urban edge. These areas are listed as Critical Biodiversity Areas.

- The Palmiet River and its tributaries, which flow through Grabouw, are important ecological corridors. Wetlands and/or floodplain areas associated with the Palmiet River system are similarly an important part of the ecological corridor.
- The MTO Group Forestry properties abut the northwestern boundary of the town. This land is considered valuable for forestry purposes which may restrict urban expansion within the long term.
- The area to the west of Grabouw is characterised by a rocky terrain which could have a negative impact on future development costs.
- Large areas of cultivated and high potential agricultural land exist east of the town.
- Areas with un-developable slopes of 1:4 and steeper are situated in various locations especially to the north of the railway line.
- Eikenhof dam is situated approximately 5 km north of Grabouw in a picturesque natural setting.

The following figure illustrates the combined opportunities and constraints identified for Grabouw. These need to be considered when planning for future development within the town.

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

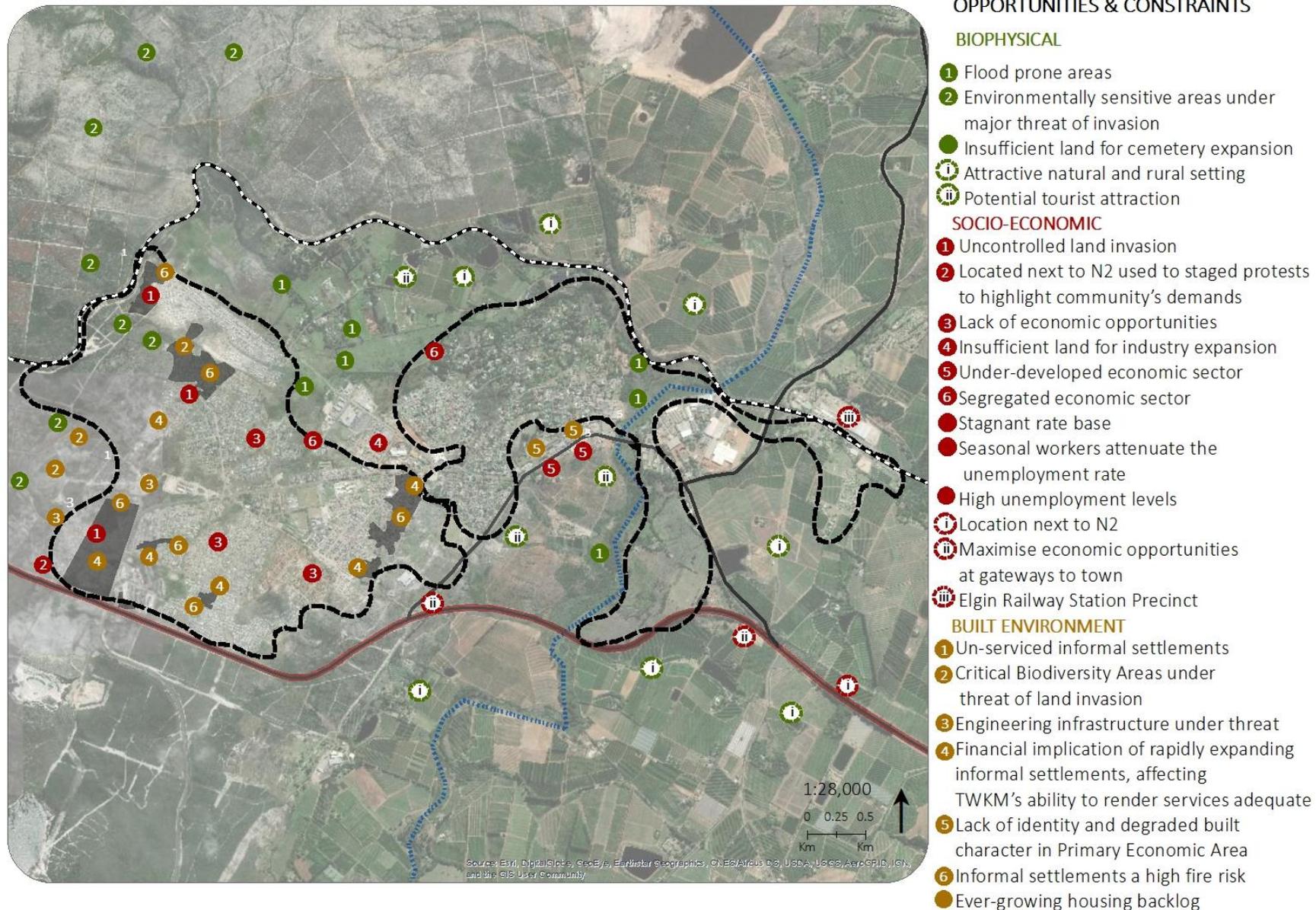


Figure 7.2: Grabouw: Combined Opportunities and Constraints

7.2 PROPOSALS

7.2.1 THE SPATIAL DEVELOPMENT CONCEPT

(i) The Spatial Vision

Establish Grabouw as a first order agri-industrial, commercial, educational and tourism node within the Overberg district.

(ii) The Spatial Concept Plan (Figure 7.3)

The following main structuring elements informed the spatial vision and future growth potential of Grabouw:

▪ Nodes:

- The central business district;
- Elgin Station precinct.

▪ Paths/Routes

- N2 national road;
- Ou Kaapse Weg;
- Oudebrug Road;
- R321/Main road.

▪ Edges

- N2 national road;
- Railway line;
- Palmiet River.

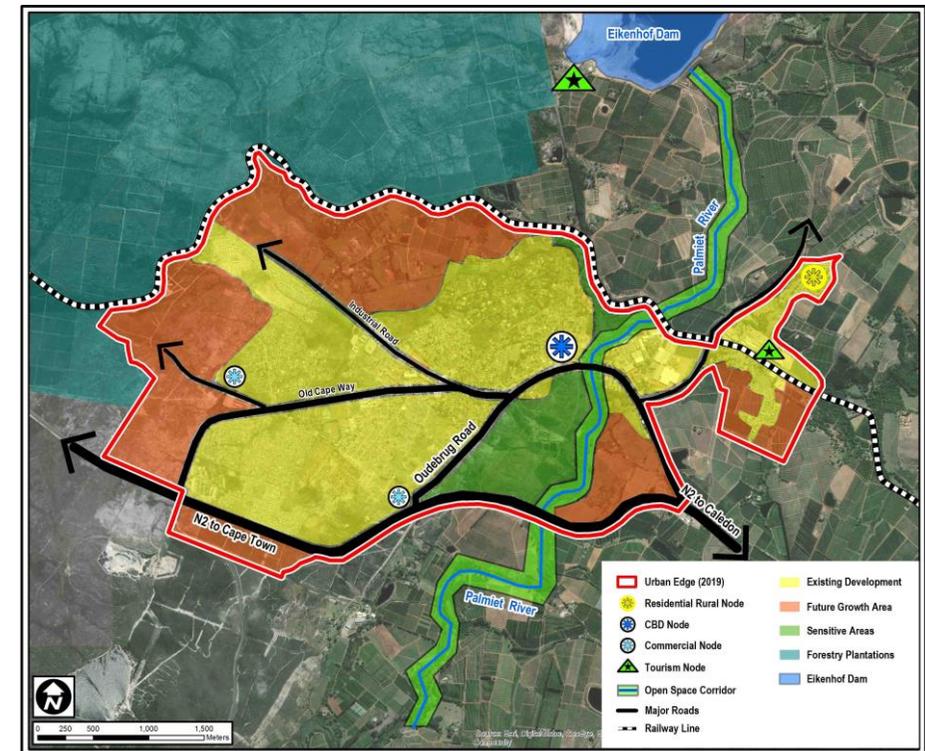


Figure 7.3: Grabouw: Spatial Concept

▪ Districts/Precincts

- Informal settlements;
- MTO Group forestry plantations that encloses the town;
- Elgin Station precinct.

▪ Landmarks

- Eikenhof Dam.

(iii) Principles for Implementing the Spatial Concept**▪ Encourage:**

- Connectivity between the existing Primary Economic Area and lower-income areas;
- Infill development and the upgrading of informal settlements;
- Urban expansion mainly in a western and northwestern direction.

▪ Promote:

- Grabouw as a commercial and industrial node and a centre for education and skills training.

▪ Restrict:

- Development within environmental sensitive areas;
- Inappropriate development on high potential agricultural land.

▪ Maintain / Protect

- The low density character of the Klipkop small holding area.

(iv) Spatial Restructuring**▪ Spatial and Social Integration**

- Strengthen linkages to the Primary Economic Area by promoting Oudebrug and Ou Kaapse Weg as activity streets.
- Provide NMT, e.g. cycle routes and pedestrian walkways between Elgin Station and the Primary Economic Area.
- Optimize the use of vacant and publicly owned erven within the urban edge, e.g. densification especially along the proposed activity

streets.

- Develop a multi-purpose community precinct along Ou Kaapse Weg and upgrade existing sport and recreational facilities.

▪ Densification:

- Support mixed land uses along the proposed activity streets.
- Impose increased density requirements for new residential developments.
- Promote general densification (infill development, sub-divisions of erven, second dwellings etc.).

▪ New Growth Areas:

- Future urban growth is proposed through infill development and extension of the existing urban footprint in:
 - A western and northwestern direction (towards MTO Group Forestry and railway line);
 - An eastern direction (Molteno Farm).

7.2.2 POPULATION GROWTH AND LAND USE REQUIREMENTS

Based on population projections and historic trends for Grabouw, the population growth rate was 2.4% per annum between 2011 and 2018. Assuming an average population growth rate with a slight decrease of 2.2% per annum, it is estimated that ±158.0 ha of land is required to address the projected housing need for the next 10 years (a total estimated population of 48 016 by 2028). However, considering the proposed densification measures for brownfield area contained in **Table 7.2** and space for the required community facilities, ±212 ha of greenfield area is required. The table also sets out the projected need for urban growth up to 2028.

Table 7.2: Grabouw: Projected Land Requirements

Densification Strategy			
Densification	Assumption	Units	
Vacant erven	10% vacant erven developed	13	
2nd Dwellings	5% of single residential erven developed	250	
Sub-divisions	5% of single residential erven developed	250	
Sub-total (Density of 25 du/ha):			513 (±20.5 ha) (A)
Residential Projections and Allocation Assumptions:			
Density Category	% of Population	Average Household Size	Density
Low Density	15%	3	15 du/ha
Medium Density	25%	4	25 du/ha
High Density	60%	5	50 du/ha

Subsidy housing	-	5	65 du/ha	
Projected Residential Units and Required Area up to 2028 (9 313 additional people)				
Density Category	Existing Housing Backlog	Population Increase	Units Required	Land Required (Ha)
Low Density Housing	-	1 397	466	31.1
Medium Density Housing	-	2 328	582	23.3
High Density Housing	-	5 588	1 118	22.4
Current Subsidy Housing Demand	5 277	-	5 277	81.2
Units and area required for residential growth:			7 443	158.0 (B)
New residential growth area required (including densification): B-A=C:				137.5 (C)
Community facilities requirements for current need and future population growth up to 2028: 38 703 persons (2018) plus 9 313 additional persons = 48 016 (2028) *				
Community Facilities	Population Threshold	Space Requirement for Facility (ha)	Number of Facilities Required	Required Space (ha)
ECDC/Crèche	2 400	0.02	4	0.08
Primary School	4 000	2.8	9	25.2
Secondary School	5 000	4.8	7	33.6
Skills Training Facility	as per need	0.2	11	2.2
Primary Health Clinic	5 000	0.2	9	1.8
Library	400	0.05	1	0.05
Museum/Cultural Facility	as per need	variable	5	TBD

Community Centre	10 000	0.2	1	0.2
Parks (neighbourhood)	0.5 ha/1 000		9	4.5
Grass field	2.3		3	6.9
Fire Station	60 000	0.3	-	-
Police Station	60 000	0.1	-	-
Area required for facilities:				74.5 (D) **
Total Greenfield Area Required (C + D):				212.0 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.

7.2.3 URBAN EDGE

In determining the urban edge for Grabouw, consideration was given to the important role of the town as the second highest order service centre in the municipal area. The town is characterized by high levels of immigration of especially seasonal agricultural workers and has a high population growth rate, which contributes towards the development pressure on the existing urban edge. Consideration was also given to:

- The historic growth patterns and development along the Palmiet River, Ou Kaapse Weg, Main Road and the Elgin station.
- The intrinsic and systemic value of the natural areas directly surrounding

the Grabouw urban area. Urban expansion is restricted by forestry areas and steep un-developable slopes and rocky outcrops. Water courses are regarded as valuable environmental and potential tourism assets and should be protected. Furthermore, Grabouw environs are characterised by intensive agricultural production, limiting urban expansion in an eastern direction.

- The railway line forms a logical urban edge towards the north of the town and the N2 national road towards the south of the town.
- According to the population projections for Grabouw, ±212 ha of greenfield areas is required to accommodate the future projected population growth.

On the basis of the above considerations, the 10 year (until 2028) urban edge for Grabouw is proposed and illustrated on **Plan 7.1**.

7.3 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:

- The patches of Elgin Shale Fynbos within the urban edge. Key objectives of managing these areas would include the maintenance of the connectivity between the patches and their incorporation into open space areas.
- The riverine environment of the Palmiet River and its tributaries, as well as the associated wetlands and floodplain, which function as ecological corridors and linear open space systems.
- Due to the significant impact the growth of the informal settlements has had on the environmental systems in the west of Grabouw, the urban edge is proposed to be contracted around the western and northern parts in

order to contain development within this area. It is recommended that the remainder of the environmentally sensitive areas should be subject to a biodiversity/reforestation effort with the help of Cape Nature and the National Department of Water Affairs, Fishing and Forestry.

7.4 SECTOR STRATEGY: SOCIO-ECONOMIC

7.4.1 Industrial Development

Future economic development in Grabouw will primarily be driven by agriculture, agri-industrial, light industrial development and tourism.

Given the strategic location of Grabouw in relation to the City of Cape Town, its location next to the N2 and existing railway infrastructure and a potential large workforce, (light) industrial development should be prioritised. The existing industrial area of Grabouw is located within the northwestern part and provides limited expansion opportunities. Small parcels of land are proposed for industrial development adjacent to the existing industrial area (Areas 27, 28 and 29 on **Plan 7.1**). Current SANRAL N2 upgrade proposals include a proposed full diamond interchange at the Oude Brug Road intersection (western access to Grabouw). The proposal also includes an overpass road linking Grabouw with Rock View Dam Road. Due to this strategic road improvement, the area to the south of the N2 at this location is made more accessible and therefore industrial development is proposed for this area south the N2 (Area 30 on **Plan 7.1**, given its strategic location in terms of access and visibility from the N2 and close to existing residential areas). This proposed industrial precinct could attract investors requiring a decentralised location outside of Cape Town. An NMT route should be incorporated into the overpass to facilitate convenient commuting.

A total of ±37.5 ha of land is available for industrial use.

7.4.2 Tourism

Tourism development has been identified as one of the main sectors for economic growth in Grabouw. The vintage rail initiative between Cape Town,

Elgin, Botrivier and Caledon, had been proposed as a major initiative to unlock the tourism potential of the TWKM area. Elgin Station was the launch site for this purpose, with a focus on heritage and rail history, which could further be linked to other road-based tourism routes.

The Elgin Station and its surrounds has developed into a tourism precinct. A framework plan should be drafted to identify additional projects that could enhance the tourism potential of the area, determine suitable land uses and provide architectural design guidelines for development in the precinct.

The tourism potential of Peregrine and Orchard farmstalls should be optimized and expanded on. Land uses should focus on secondary retail and commerce, tourism information, tourist shops, restaurants, etc.

7.4.3 Economic Development

In general, the Primary Economic Area of Grabouw is characterized by a poor sense of place and poor quality streetscapes which could be improved by introducing design guidelines for the area. It is proposed that a detailed Local Spatial Development Framework/Local Precinct Plan should be compiled for the Primary Economic Area. **Figure 7.4** illustrates the extent of the Primary Economic Area. This plan must define the spatial extent of the Primary Economic Area and provide clear parameters in terms of the built form, aesthetics, parking requirements, traffic and pedestrian flow. In addition, the plan must address the revitalization of the town square and integrate the conservation and heritage value of the surrounding buildings.

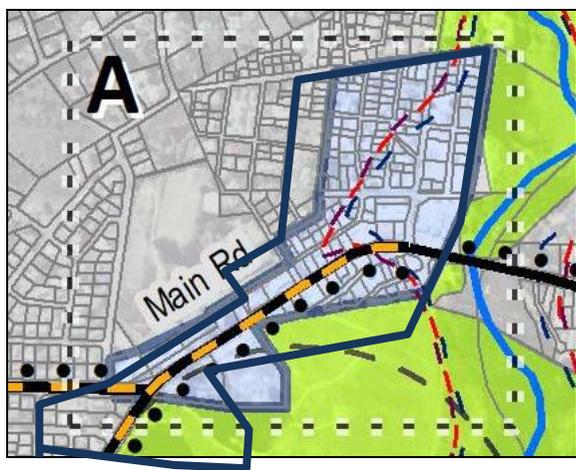


Figure 7.4: Grabouw: Local Precinct Plan (Primary Economic Area)

The main economic activities of the town are completely disconnected from where the majority of residents stay in town. Connectivity between the aforementioned residents and the Primary Economic Area was promoted through encouragement of activity routes along Ou Kaapse Weg and Oudebrug Street. However, the development of these two activity routes has not sufficiently increased access to the Primary Economic Area for residents staying in the western parts of town, partly attributed to the travel distances along these routes. Mixed use (higher density residential uses, combined with commercial and community facilities) urban development is proposed to be directed towards areas directly adjacent to these routes. These secondary economic activities have the potential to increase employment opportunities and contribute towards social and economic integration of surrounding communities. The provision of mixed uses along Ou Kaapse Weg should encourage movement along this route and promote integration.

In light of the above, it is therefore proposed to develop a secondary business node in the western part of town, at the intersection of Ou Kaapse Weg and Steenbras Street (Area 16 on **Plan 7.1**).

The existing retail centre and the area to the east of the Orchard Farmstall at the intersection between the R321 and the N2 (Areas 23 and 24 on **Plan 7.1**) are proposed for mixed use development, which could include commercial land uses and should focus on secondary business uses. Primary business and commercial development should be guided towards the Primary Economic Area.

7.4.4 Agri-Hub Programme

The Department of Rural Development and Land Reform has identified Grabouw as a location to establish a Farmer Production Support Unit (FPSU), as part of their Agri-Hub programme. An FPSU is a rural small-holder farmer outreach and capacity building unit. It is based in a town or settlement that can link these farmers with markets. The unit does primary collection of agricultural products, limited storage and processing for the local markets and extension services, which could include mechanisation.

Grabouw is strategically located in an existing high intensity grape and fruit agricultural area with numerous agri-processing facilities. The Grabouw FPSU should support the existing commercial enterprises and support existing and emerging commodities. A site has not yet been identified.

7.5 SECTOR STRATEGY: BUILT ENVIRONMENT

7.5.1 Population Growth and Land Use Requirements

Based on the population projections, the estimated population will be 48 016 by 2028. According to the Community Survey of 2016, the average household size for Grabouw is 3.7 persons per household. It is therefore estimated that 12 977 households is expected by 2028. In order to accommodate the recent and excessive population growth rate, it is estimated that ± 212 ha of greenfield areas will be required by 2028. A total of ± 427 ha is proposed according to **Plan 7.1** for residential use, which excludes the areas designated as mixed use. This allocation would exceed the demand to accommodate the estimated housing demand up to 2028 and longer term growth scenarios.

7.5.2 Residential

(i) Low density residential development

Low density, high income residential development is proposed in order to support the rates base of Grabouw. Two areas show significant potential, one being land north and south of Worcester Road (Area 12 on **Plan 7.1**), which has a unique and picturesque character. Cognisance should be taken of floodlines within certain areas and mitigation measures would need to be implemented. A second, large parcel of land east of the Palmiet River is proposed for mixed use (Molteno Farm, Area 26 on **Plan 7.1**). The area south of Elgin Station and at Eikenhof Dam have also been earmarked for low density, higher income residential uses (Areas 13 and 14 on **Plan 7.1**). A total of ± 158.2 ha is provided for this land use.

(ii) Medium density residential development

Pockets of land for medium density residential housing is proposed (Areas 8, 9, 10 and 11 on **Plan 7.1**), the largest of the two being land identified for Two-a-Day farmworkers (Priority Development Area 1, Area 8 on **Plan 7.1**) and the 'Gypsy Queen' site (Priority Development Area 2, Area 11 on **Plan 7.1**). These two projects have been identified as priority projects on the TWKM housing pipeline. In order for these developments to be implemented, a special purpose task team should be identified to initiate development. A total of ± 67.5 ha is provided for this land use.

(iii) High density residential development

It is important that land for informality is identified, particularly in light of the significant impact that existing informal settlements are having on the water supply to the town. An area for transitional housing has been identified within the proposed northwestern extension area (Area 15 on **Plan 7.1**). 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.

In addition to this, the remaining developable land within the Rooidakke area can accommodate housing opportunities. High density residential land uses should also be extended to the northwest, up to the railway line. This area represents a large future human settlement area and it is proposed that the overall development should be planned as a whole to ensure an integrated and well-connected development (i.e. Local Spatial Development Framework Plan/Local Precinct Plan). The study area for such a Local Precinct Plan is illustrated in **Figure 7.5**. Cognisance should also be taken in providing community facilities, which should be accessible to these communities. A cluster of community facilities (Area 32 on **Plan 7.1**) is proposed at the gateway along the proposed collector road to this residential extension. A total of ± 177.2 ha is provided for high density residential use and ± 24.1 ha for transitional housing (informality).

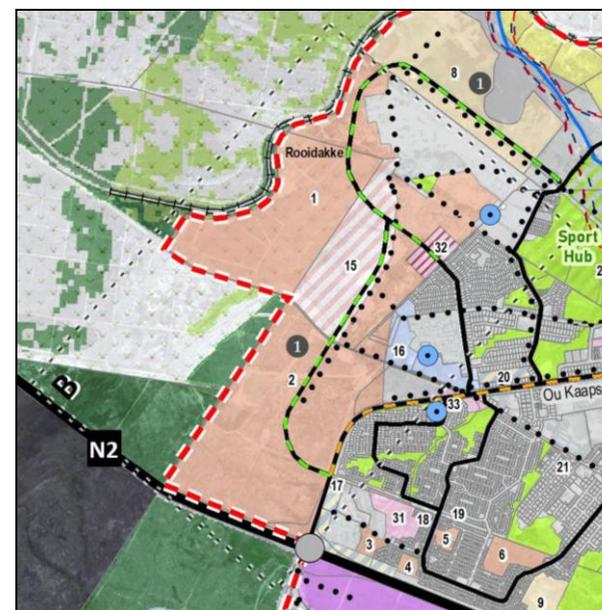


Figure 7.5: Grabouw: Local Precinct Plan (West)

7.5.3 Cemeteries

Against the backdrop of the high population growth rate in recent years, land for future cemetery expansion needs to be identified. It is proposed to expand the existing site at Knoffelokskraal (± 4 km south east of Kromco). Cemeteries are space extensive and available land for this use is difficult to find. It is proposed to that a detailed study need to be undertaken to identify suitable land for the future cemetery needs.

7.5.4 Social Facilities

The projected population growth in **Table 7.2** 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). The Social Infrastructure Accessibility identified Grabouw as having a high demand for social infrastructure and critically underserved by education facilities, i.e. primary and secondary schools, skills training centres and a number of sport facilities. Based on the above, 9 primary schools and 7 secondary schools would be required for the estimated population growth to 2028. Schools are space extensive and suitable sites would need to be allocated within inter alia the western part of town to service the need of the local community. Due to the large number of schools required, shared sportsfields and facilities would need to be considered. Nine primary health clinics, 11 skill training centres, a library and a community centre would also be required. Social facilities should be clustered within Areas 30 to 34 (**Plan 7.1**), where desirable.

7.5.5 Densification and Development of Vacant Land

Limited levels of densification have been observed in Grabouw 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 Grabouw is smaller than 500 m² with limited opportunity to densify for purposes of single property subdivisions. However, densification is considered an effective

land use management tool to address urban sprawl and to protect unique natural resources from insensitive development and should therefore be encouraged by means of:

- second dwellings units;
- smaller subdivisions of sizable erven;
- extensions of existing dwelling units to accommodate additional families.

The following densification guidelines for Grabouw are recommended. Refer to **Figure 7.6** for the location of these planning areas.

Table 7.3: Grabouw: Densification Guidelines

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
A	8du/ha	15du/ha	0	-	Second dwelling units, subdivisions.
B	3du/ha	5du/ha	0	-	Any form of densification should be sensitive to the character and heritage value of the area.
C	8du/ha	20du/ha	25	1	Where desirable consolidation and Redevelopment of vacant land, second dwelling units, smaller subdivisions, extending dwelling units, apartment developments.
D	1.5du/ha	5du/ha	2	-	Densification should be sensitive to the rural residential character,

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
					second dwelling units, subdivisions of erven not smaller than 2 000m ² .
E	8du/ha	15du/ha	16	-	Where desirable consolidation and redevelopment of vacant land, second dwelling units, smaller subdivisions, extending dwelling units, apartment development where desirable along Ou Kaapse Weg.
F	10du/ha	20du/ha	50	-	Where desirable consolidation and redevelopment of vacant land, second dwelling units, smaller subdivisions, extended dwelling units.
G	25du/ha	30du/ha	1	-	Where desirable consolidation and redevelopment of vacant land, second dwelling units, smaller subdivisions, extended dwelling units.
H	15du/ha	20du/ha	2	-	Where desirable consolidation and redevelopment of vacant land, second dwelling units, smaller subdivisions,

PLAN AREA	EXISTING DENSITY	TARGET DENSITY	PRIVATE VACANT ERVEN	PUBLIC VACANT ERVEN	PROPOSED DENSIFICATION MEASURE
					extended dwelling units.
I	29du/ha	30du/ha	18	-	Limited densification, encourage subdivisions to secure land tenure.
J	10du/ha	20du/ha	12	-	Where desirable consolidation and redevelopment of vacant land, second dwelling units, smaller subdivisions, extended dwelling units.

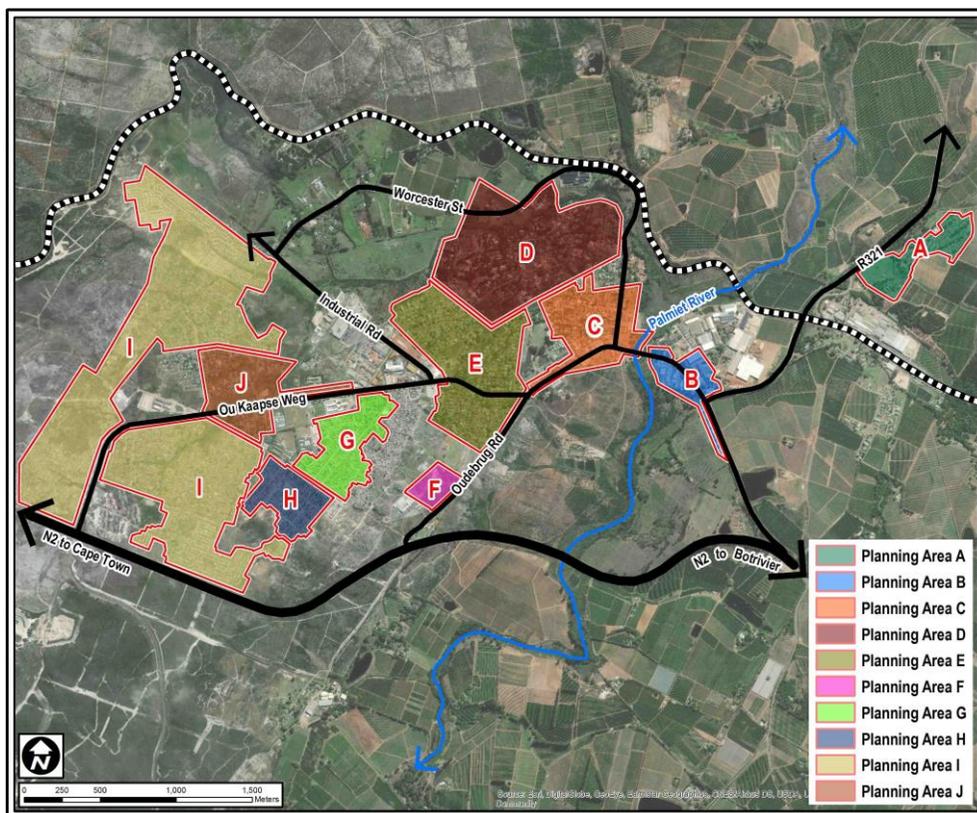


Figure 7.6: Grabouw: Densification Planning Areas

7.5.6 Heritage

Grabouw is located in the Elgin Valley and was initially established in 1856 by Willem Langschmidt. He named the place Grabau, after his birth place in Germany and later started to sell portions of the farm which resulted in the establishment of a farming community. The Primary Economic Area of the town is characterized by various religious and education buildings which are conservation worthy.

Seven heritage precincts are proposed for Grabouw (Refer to **Figure 7.7**):

- Precinct A: This precinct contains the Apple Museum, the original shoemaker's cottage and the Harris Brothers Buildings. These are amongst the oldest buildings that have survived in Grabouw. The Harris Brothers Buildings require restoration.
- Precinct B: In Worcester Street there is a small cluster of Victorian and Edwardian homes worthy of conservation.
- Precinct C: Well-maintained old homes and a number of community buildings and spaces are located in this precinct. The Kingdom Hall is now a private home. The Parish Hall is dated 1948. The Kathleen Murray School was one of the first in Grabouw. There is also a memorial garden in this precinct, which is in need of maintenance.
- Precinct D: The Grabouw High School was built in the Cape Dutch Revival style. There is also a monument to Dirkie Uys on the premises, dated 1938.
- Precinct E: The Rooidakke are humble labourer cottages of an unknown date. It would seem that these have developed some landmark value as local residents refer to the section of town that developed around it, as "Rooidakke".
- Precinct F: The Dennekruin Forestry Housing Complex, although not very old, does have the potential to be developed into a viable urban conservation area. The houses are all built from wood, which is fitting due to the fact that it was meant for forestry workers. The houses are very similar, all in the same style, with green or red roofs and are mostly well maintained; many set in neat, fenced gardens.
- Precinct G: The buildings of Elgin Station are in a state of disrepair but can be restored to their former glory.

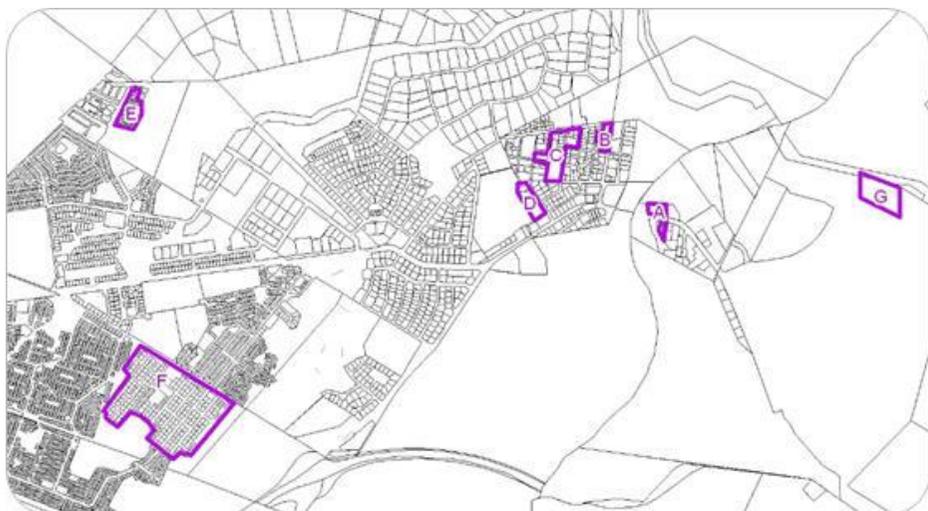


Figure 7.7: Grabouw: Heritage Precincts

7.6 SECTOR STRATEGY: INTEGRATION

7.6.1 Spatial Context

The following key spatial integration challenges have been identified for Grabouw:

- The western residential areas of Grabouw have poor accessibility to the Primary Economic Area. Priority should be given to linking these higher density residential areas with existing and new areas of mixed use activities in order to facilitate access to economic opportunities.
- Dislocation between Grabouw town and Elgin Station. The R321 acts as a barrier and the Elgin Station is the furthest eastern position within the town. A railway station could only be accessible if other station positions are considered, which seems unlikely given the geometric dimensions of a railway station and ancillary infrastructure.
- Consideration should be given to the upgrading of the various open spaces

and recreational facilities, which are mostly of poor quality and result in these spaces being under-utilised.

7.6.2 Spatial and Social Integration Proposals

Activity streets along Ou Kaapse Weg and Oudebrug Road should improve accessibility to businesses and community facilities located in the central part of town. Pedestrian walkways and cycle routes (NMT) and mix use development should be encouraged to develop along these streets.

Infill development opportunities on vacant erven are scattered across town and should aim to provide a range of erf sizes and tenure options to encourage social integration between different income groups and achieve higher levels of residential density.

7.6.3 Integration Spaces

Open space, recreational areas and community facilities should be upgraded and the usage thereof should be rationalised between schools and the public (e.g. the sportfields at the Glen Elgin Primary School along Oudebrug Road, Area 35 on **Plan 7.1**). Proposed integration spaces include the sport facilities in Oudebrug Road, the proposed 'sports hub' along Industrial Street (**Plan 7.1**) and the Elgin Station precinct.

7.6.4 Restructuring Zone

In terms of the Social Housing Act, TWKM needs to initiate, identify and motivate these restructuring zones. Areas 1, 2 and 15 (**Plan 7.1**) are identified for this purpose. These areas should be well located in terms of future access, proposed community facilities, economic activities and employment opportunities. Restructuring zones are geographic areas that are identified by a Local Authority, targeted for focused investment and subsidy commitment for multi-unit complexes requiring institutional management by a Social Housing Institution; registered with the Social Housing Regulatory Authority. These areas need to be well located in terms of future access, proposed community facilities, economic

activities and employment opportunities. The areas aim to encourage economic, racial and social integration.

7.7 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, e.g. high income housing, tourism development, economic development, etc.:

- 1: Rooidakke human settlement project;
- 2: Gypsy Queen subsidised human settlement project.

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

- The Elgin Station precinct (refer to **subsection 7.4.2**);
- Molteno Farm (refer to **subsection 7.5.2**);
- Local Precinct Plan/Local Spatial Development Framework (Primary Economic Area) (refer to **subsection 7.4.3** and **Figure 7.4**);
- Local Precinct Plan/Local Spatial Development Framework (West) (refer to **subsection 7.5.2** and **Figure 7.5**).