SIMONDIUM RURAL SETTLEMENT

draft PRECINCT PLAN

prepared for

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by

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1.1 Purpose of Report

- The purpose of this report is to describe the preferred development options for the future development of Simondium precinct and the sub-node that have transpired from the various stakeholder engagements that took place during the Precinct Plan: Scenarios Public Consultation Phase.
- The report forms part of the Conceptual Development Framework stage in the process of preparing the precinct plan, see Figure 1.1.

1.2 Background

- Simondium is a rural precinct in the extreme south of Drakenstein municipality abutting the Stellenbosch municipal boundary.
- It has been the subject of a number of previous policy plans including the 2009 Drakenstein SDF. These generally focused on proposing an urban edge in three sub-areas in the general vicinity of the Klapmuts and Bien Donne road intersections with the R45.
- The Drakenstein Local Municipality commissioned this precinct plan to provide policy guidelines to address a number of issues including:
  - Pressure for housing from low income communities living in the precinct and focussed around the Bien Donne road/R45 intersection;
  - The rich tourist resources created by the scenery, prestigious wine farms and the passing traffic to the draw card of Franschhoek.

1.3 Structure

Note: The document investigates two levels of detail:

The precinct as a whole and the node.

Annexure A lists the various comments received during the Precinct Plan: Scenarios Public Consultation Phase.

Section 2 summarises the opportunities and constraints informing the precinct plan.

Sections 4 - 7 describes the preferred development options and the way forward per development option.
Figure 1.2 illustrates the strategy and process followed to involve decision makers in the formulation of the Simondium Rural Precinct Plan.

The community was engaged at two strategic stages in the process:

Firstly, at the initial spatial vision and issues workshops. These were held in Simondium and were attended by a wide socio-economic cross-section of the community.

Secondly, the concept framework for Simondium as a whole and the node was workshopped with the community and I&APs.
2.1 WHOLE PRECINCT: OPPORTUNITIES AND CONSTRAINTS: AERIAL PHOTO
WHOLE PRECINCT: OPPORTUNITIES AND CONSTRAINTS: SITE PHOTOS

2.1.1

Precinct gateway: R45 rail over road bridge

Prestigious wine estates

Staff housing alongside R45

Entrance to Sante Resort

Winelands estate: Tuscan architectural theme

Cellar fronting Winelands estate retaining sense of place

Macmillan Brickfields: historic chimney

R45 lacking cycle lanes and shoulders

Simonsvlei Road
2.1.2 WHOLE PRECINCT: OPPORTUNITIES AND CONSTRAINTS: EXISTING TOURISM

Simondium: Bien Donne: ABSA Cape Epic 2013: Stage 6

With a maximum stage time of 10 hours, riders should prepare themselves for a long stage, the last real hurdle of the 2013 ABSA Cape Epic. The first 20 kilometres are primarily in the forestry plantation on the slopes of Du Toit’s Kloof, with a steady 10-kilometre climb followed by an equally long, fast descent interrupted occasionally by some soft forest singletrack. The second major climb is primarily through orchards that soon give way to mountain fynbos as the trail turns more rugged, including another singletrack descent, but riders need to watch out for the handle-bar-grabbing fynbos. By the time riders cross under the N1 national highway at the 35-kilometre mark, they will have completed almost half the climbing of the day. The next section is fast going along farm and gravel roads along the Drakenstein Mountains towards Franschhoek. The route makes the turn towards Heihoopte Pass, as the trail hugs the steep slopes of the iconic Simonsberg Mountain. Riders will pass through wine farms and the Ideas Valley before passing underneath the R310 road. From here it is one last steep climb, before a descent sweetened by some more forestry singletrack that takes riders into the race village.
OPPORTUNITIES

- **Good transport connections**
  - Enjoys good access from N1 national route to the north from Klapmuts and Paarl intersections along the Klapmuts road which intersects with the R45 at Simondium node;
  - The R310 from Stellenbosch (Helshoogte Pass) through the Dwars River Valley intersects with the R45 approximately 2km to the south at Groot Drakenstein – a node that has some of the facilities used by the Simondium residents such as the police station;
  - A hop-on hop-off tourist tram service plies between Franschhoek and Wemmershoek. This service could be extended through Simondium; and,
  - If successful it could also start to provide a commuter service in addition to its tourist role.

- **Scenic and agricultural resources**
  - The Simondium precinct landscape comprises a rich mosaic of river corridors and vineyards on the lower slopes towards the Berg river forming the eastern boundary which then rises westwards to the Simonsberg which forms a dramatic spine along the boundary with Stellenbosch municipality;
  - There has been a considerable investment in irrigation infrastructure in the form of dams, canals and pipe networks over the years;
  - The higher slopes comprise private and public nature reserves and ensure that at least the high river catchments are protected;
  - This northwest facing landscape has proved desirable on an international scale attracting both overseas tourists and investors;
  - The tourist products of these prestigious operations, restaurants and wine sales and increasingly adventure sports such as trail running and mountain biking are providing year round employment and economic activity with bookings required to many of the restaurants through winter as well as summer. (Note: Stage 6 of the 2013 ABSA Cape Epic passed through Bien Donne en route from Wellington to Stellenbosch); and,
  - According to the National Development Plan, both agriculture and tourism are set to become key long term drivers of both economic growth and employment. The precinct would appear to be well positioned in this regard providing its scenic, agricultural and tourist resources are protected.

CONSTRAINTS

- **Road system**
  - The road system is currently designed to facilitate regional vehicle traffic and there are no cycle lanes although there is a pedestrian sidewalk along the east verge of the R45 between the church and node intersections. It is the 7th most dangerous road in the province;
  - The upgraded R310 between Groot Drakenstein and Pniel offers useful precedent as to how a rural arterial route can offer non motorised transport facilities without unduly affecting its mobility functions; and,
  - Some of the gravel roads, especially the Simonsvlei road, are in poor quality.

- **Water quality**
  - Although most of the high catchments in the precinct are well protected, problems are experienced as these tributaries flow into the Berg river which itself is a continual cause of concern due its poor water quality; and,
  - There is a continuous threat of irrigation farmers losing their export status due to issues around water quality. Better protection of the lower reaches of rivers and water courses is required.

- **Housing**
  - As a result of the general effects of policies around the tenure of farmworkers and current aspirations towards non-agricultural futures of many residents, there has been an increase in the numbers of people seeking off farm accommodation. This has resulted in a small but long standing informal settlement in the Simondium node and considerable pressure for housing; and,
  - There is a lack of clarity around the exact dimensions of this challenges in terms of project options – e.g. a large project was proposed at nearby Meerlust in Stellenbosch municipality, the actual numbers of households requiring housing (ranges from 50 – 1000), availability of services and the necessary funding, and the alignment of the municipal boundary.
2.2.1

NODE: OPPORTUNITIES AND CONSTRAINTS: SITE PHOTOS

- **Stellenpok** – major employment centre
- Mission church: landmark gateway corner
- **Simondium Church**: Cape Dutch Art Deco
- **Outspan** in front of Simondium Primary School
- Informal settlement near cemetery
- Shop and service station south of Wintergat / R45
- Service station and shop north of Wintergat / R45
- Fallow land and street lit sidewalk along R45 between Wintergat / R45 and post office
- Shop and post office with residential above
OPPORTUNITIES

- Landmark gateway from Klapmuts and Paarl comprising Mission Church and Vrede-en-Lust Wine tasting and restaurant;

- Located on R45 at junction with Klapmuts Road intercepting traffic flows from N1 west (from Cape Town) and N1 north (from Cape Town-Paarl and from the east over the Hottentots Holland (Breede Valley to Gauteng);

- Currently defunct Franschhoek rail line passes nearby – the southern section from Lategan station to Franschhoek (outside of the study area and Drakenstein Municipality) is currently being operated by a tourist tram service – this could be extended northwards to Paarl;

- Well served by community facilities, public and private primary schools, clinic, shops, and two service stations around the Watergat Road/R45 junction. There is a post office/shop and pension pay out further south along the R45 just inside the municipal boundary;

- The area surrounding the node is generally well treed and there is the beginning of an eucalyptus avenue around Simondium primary school;

- There are major employers in the area including the Government Research farm at Bien Donne, various wineries and pack sheds of which one of the largest is Stellenpak, and surrounding wine farms with their restaurants and overnight accommodation; and,

- The latter are responsible for attracting international and local tourists into the area which can create further business opportunities for small scale formal and informal retail businesses, of which there some of the former existing, and the latter which could be promoted through an appropriately located and easily accessible periodic craft and farmers’ market. For instance this could operate over the weekends when there is a higher influx of day trippers and weekend getaways in to the sub-region, or on a midweek basis coinciding with when pensions are paid.

CONSTRAINTS

- The node is rather spread out in a series of sub-nodes with distance of between 1 km and 1.5 kms between them;

- These are long pedestrian walking distances (excess of 20 minutes) although they have been facilitated to some extent by a street lit sidewalk between the Watergat road intersection and the post office;

- While further tree planting with preferably indigenous trees should be promoted careful thought to the extent of flooding, if any, that may result from the removal of mature eucalyptus trees;

- This section of the R45 is the 7th highest accident frequency in the province and care must be taken with the design of future upgrades and the provision of pedestrian, cycling and public transport facilities;

- An important consideration will be to keep as much future development on the east side of the R45 as possible so as to limit the need for vehicle and particularly pedestrian crossings;

- Other complimentary community facilities such a high school and police station are found outside of the area. There is a police station at Groot Drakenstein, approximately 4kms away in neighbouring Stellenbosch municipality, and there is an upmarket private high school at Bridgehouse towards Franschhoek. Public high schools are found in Paarl only accessible by private motor vehicles or public transport; and,

- There is currently vacant land around the informal settlements near the cemetery along the Watergat road but the use of this land, and other nearby properties identified for evaluation in the past are currently constrained by a 500 m zone contained in National Department of Health regulations regarding land use management around cemeteries. This regulation was only promulgated in the 1st half of 2013 and there does not appear to have been consultation with relevant stakeholders. A process has begun to have this regulation amended.
3.1.1 WHOLE PRECINCT: SUSTAINABLE FUTURE: PHOTO SHEET

Precinct’s regional tourism profile

Municipality (LED) and tourism bodies promoted

Tourist tram service extended to Paarl and includes community function

Local businesses promoted

Recreational and commuter road cycling

Continuous network of cycleways along Regional routes (R310 Pniel)

Continuous mountain to river network

Organic, off-grid resource wise farming promoted

Local businesses promoted
WHOLE PRECINCT: SUSTAINABLE FUTURE: RUNNING, WALKING AND MTB, TRAIL

3.1.2

Linking trail systems between mountains and valleys.
The municipality is hard pressed to fund and manage its service delivery challenges in its existing built up urban areas and has to channel all of its available resources in this direction. It is not able to fully service outlying rural areas; 

This implies that any development in the area must rely on off-grid service technologies; 

Access to economic opportunities is seen as paramount, especially for emerging business people and it is vitally important to give them access to good trading locations if they are to become financially sustainable. This implies locations closer to rather than further away from the R45; 

However, it will also be important to preserve the mobility function of the R45 as it passes through Simondium; 

The key drivers of agriculture and tourism identified in the NDP manifest themselves strongly and those areas or sub-regions with the natural resources to serve these demands should position themselves as strongly as possible; 

A major advantage of these two sectors is that, unlike especially residential, as opposed to industrial, retail or commercial property, development, they provide long term income flows and employment creation so that they are able to provide on going livelihoods; 

Simondium precinct west of the Berg River is probably, for its size, one of the best endowed regions in South Africa in terms of agricultural, heritage, scenic and tourist resources and their very powerful overlapping combination through agri-tourism; 

These advantages are further compounded by the precinct’s strategic location on the R45 carrying all of the tourist traffic to Franschoek with its winter festivals and summer tourist appeal; 

In terms of addressing the challenges of emerging South Africa the sub-region is also enjoying success through ventures such as Museum van de Caab at Solms Delta, a kilometre away from the precinct in Groot Drakenstein as well as the Reuben’s group of restaurants. Tourism activities within the study area include restaurants & wine making at Anura, Backsberg, Glen Carlou, Noble Hill, Vrede & Lust (Babylonstoren & Plaisir de Merle, wine cellars only) as well as the Le Bonheur Crocodile Farm, Cathbert Country Inn, Simondium Country Lodge, Santé Hotel Spa & Resort, Klein Waterval Riverside Lodge, Wilderer Distillery & Ristorante and Marlenique Wedding Venue; and, 

Preserving the precinct’s natural assets particularly those linked to agriculture, i.e. protection of arable land and water quality and quantity will also be important.

This leads to the following proposals for the precinct scale:

- Create a contiguous green network based on river corridors linking the Berg River to the Simonsberg; 
- Extend where possible the riparian width of these corridors to 32 m either side of the banks in which there should be no buildings or ploughing and natural vegetation protected or rehabilitated; 
- Extend the formal nature reserves on the Simonsberg down the lower slopes to protect remnants of Critically Endangered or Endangered vegetation; 
- Encourage bringing back into production fallow land either through commercial agricultural or through bona fide land reform projects; 
- Protect agricultural land from any further subdivision in urban townships or small holding areas; 
- Intensify, promote and facilitate the tourism business potential of the various farms and other attractions in the precinct through regional tourism promotion by the municipality or tourist bureau; 
- Support further short term accommodation on the farms within the limits of the current building footprints including conversion of labourers cottage vacated by staff moving to town although be careful of unintended consequences such as evictions; 
- Reconfigure the regional routes to form a continuous network similar to that of the R310 Heishoogte Road between Pniel and Groot Drakenstein so as to promote commuter cycling as well as recreational cycling along rural roads with safe pedestrian sidewalks and tree lined avenues – taking care that the latter do not obscure views of the surrounding mountains to passers by; 
- An important new link in this regional route network is the proposed link from the R310 across the Berg river at Bien Donne past Nelson Mandela’s prison house at Drakenstein Prison to the Watergat Road overlapping combination through agri-tourism; 
- Mountain biking is becoming an increasingly important tourism opportunity and represents a new market for accommodation and eating out. Each of the major wine farms could offer shower facilities, bike wash areas and safe parking. This is currently being implemented by groups of nearby wine farmers in conjunction with professional MTB trail managers elsewhere in the Boland.
WHOLE PRECINCT: SUSTAINABLE FUTURE

3.1.4

WHOLE PRECINCT: SUSTAINABLE FUTURE

Core 1a (see Table 8.1): Extend formal nature reserves
Core 2 (see Table 8.1): Continuous mountain to river open space riparian network
Intensive Agriculture (see Table 8.1): Vineyards
Urban Settlement (see Table 8.1): Existing urban development
Urban Edge (see Table 8.1): Proposed Simondium node Urban Edge
Intensification Corridor (see Table 8.1): R45
- Tree and cycle way/shoulder lined regional route network
- Continuous hop-on hop-off train service Paarl - Franschoek
- Upgrade Simonsvlei Road
- Support and strengthen heritage/rage tourism attractions
- Strengthen links with Groot-Drakenstein (shared comm. facilities)
- Interlinked MTB network
- Dams
- Precinct boundary
- Municipal boundary

Scale: A3 1:50 000
3.2.1 PRECEDENT: SOCIO-ECONOMIC INTEGRATION: LANGEBAAN

Well-located BNG housing project in Langebaan surrounded by up-market housing

Careful design of BNG housing (Langebaan, West Coast)

Mixed use market housing along major route through to site and service near food gardens

Principle of socio-economic gradient
3.2.2

PRECEDEINT: UPMARKET OFF-GRID TECHNOLOGIES

Constructed wetland at Creset House by "Lindros"

Biogas digester under construction at Lynedoch Eco Village near Stellenbosch

Off-grid sanitation systems and energy recycling
In Norway construction costs of an open drainage system are 30% lower than the cost of a conventional pipe system.
Building GAP and BNG housing from local materials: City of Cape Town: Ocean View
DOUBLE-STOREY SEMI-DETACHED 64m²
Actual cost exceeded 36m² RDP budget by 19%
ATTIC TRUSSES & FLOOR JOISTS
ON 230 BRICK WALLS

“Greenbrick” gables
timber frame
attic walls
nail-plate
attic trusses
intermediate joists

recycled shutterboard floors
230 load bearing “Greenbricks”
stone gable ends
Roman foundations – demolished floor slabs

Self-built houses using local materials: Mbekweni

PRECEDEENT: SUBSIDY HOUSING: MBEKWENI 3.2.5
3.2.6

PRECEDENT: LYNEDOCH ECO VILLAGE

Lynedoch eco-village, off-grid service technologies, passive insulation
3.2.7 PRECEDENT: ROAD AND URBAN CENTRE TREATMENT

- Franschhoek: paving and shop front retail
- Franschhoek: paved speed tables
- Simondium station: stop on the tourist train
- Pniel: central focus space
- Pniel intersection on R310 raised speed table
- Proposed alignment of service road corridor between Wintergat intersection and post office
- Development concept: frontage / service road
- Precedent for Simondium node heritage and small business centre

The Museum van de Caab tells the story of Delta farm. Similar stories could be told of all the old farms in the Franschhoek valley. The things that happened here reflect the whole history of South Africa.
PERIODIC TOURISM AND CRAFT MARKETS

3.2.8
The preferred development options include the following, see Figure 4.1 and Table 4.1.

4.1 SHORT-TERM DEVELOPMENT OPTION

Applicable properties include:

- Farm 941 Portion 4;
- Farm 1200 Portion 0;
- Erf 115;
- Erf 119;
- Farm 1200 Portion 5;
- Farm 1220 Portion 7;
- Farm 941, Portion 3;
- Farm 941 Portion 8; and,
- Farm 1222 Portion 1.

4.2 MEDIUM-TERM DEVELOPMENT OPTION:

- Farm 904 Portion 1

4.3 LONG-TERM DEVELOPMENT OPTION:

- Farm 1264
Figure 4.1

SIMONDIUM NODE
PROPOSED WAY FORWARD

Development Options
- Short Term
- Medium Term
- Long Term

- Existing urban edge
- Proposed vehicle access road
- Possible formal/informal pedestrian footpaths
- Meulstrooom river within existing riparian corridor
- Cemeteries indicating 500m buffer
- Existing informal settlement

Scale @A3 1:10 000
<table>
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<tr>
<th>Scenario</th>
<th>Farm (if Erf then indicated as such)</th>
<th>Ownership</th>
<th>Full Extent (Hectares)</th>
<th>Developable Area (Hectares)</th>
<th>Municipal Valuation (July 2012)</th>
<th>Mun. actions required?</th>
<th>Current Use</th>
<th>Site Suitability/Development Potential</th>
<th>Land required to accommodate 700 hH at various densities</th>
<th>Owner’s Comment (To Follow)</th>
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<td><strong>Short Term</strong>&lt;br&gt; (see Figure 5.1)</td>
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<td>941/4</td>
<td>Drakenstein Municipality</td>
<td>±8.7</td>
<td>±5.9</td>
<td>Municipal property</td>
<td>Approach CWDM &amp; Nat. Dept of Health for exemption, if applicable, from 500m zone, Dept. of Agriculture AND Initiate NEMA &amp; LUPO application processes</td>
<td>1. Vacant</td>
<td>1. Developable Area - Phase 1 (Roll-over) 3.9Ha: 210 units</td>
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<td>940/3</td>
<td>Prov. Gov. Western Cape</td>
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<td>±1.3</td>
<td>R 613 000</td>
<td>Approach land owner and CWDM &amp; Nat. Dept of Health, f applicable, for exemption from 500m zone</td>
<td>A. Vacant</td>
<td>A. Develop Area with Phase 1 (0.2 ha): 12 units</td>
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<td>115 (Erf)</td>
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<td>±2.2</td>
<td>±1.9</td>
<td>R 752 500</td>
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<td>B. Vacant</td>
<td>B. Portion of School Grounds</td>
<td>100m² plots @ 60 du/ha = 11.67ha</td>
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<td>119 (Erf)</td>
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<td>E. Homestead</td>
<td>E. Portion of School Grounds</td>
<td>150m² plots @ 40 du/ha = 17.20ha</td>
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<td>1220/5</td>
<td>Primary School Pierre Simond</td>
<td>±0.3</td>
<td>±0.2</td>
<td>R 1 032 000</td>
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<td>C. Vacant</td>
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<td>200m² plots @ 30 du/ha = 23.33ha</td>
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<td>Top Fruit (Pty) Ltd</td>
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<td>±12.7</td>
<td>R 8 605 000</td>
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<td><strong>TOTAL</strong></td>
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(Source: Drakenstein Municipality, October 2013)
Short term development option, see Figure 5.1.

1. The short term development option follows the current approach to providing low income housing.

2. There is no clear estimate for housing need in Simondium other than the 40 to 50 households living in the informal settlements. The reasons for this lack of clarity have ranged from the difficulty of dividing up the ward boundary into subenumerator districts as so to understand how many people might live within the Simondium study area to the fact that a number of local households have their names on multiple waiting lists.

3. Figures ranging from 200 to 1000 households have been mentioned.

4. For the purpose of this planning exercise a figure of 700 households has been used. The following table shows the land required to accommodate 700 households at different densities:

<table>
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<tr>
<th>hhlds</th>
<th>plot size m²</th>
<th>gross density du/ha</th>
<th>area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>700</td>
<td>100</td>
<td>60</td>
<td>11.67</td>
</tr>
<tr>
<td>150</td>
<td>40</td>
<td>17.50</td>
<td>200</td>
</tr>
<tr>
<td>200</td>
<td>30</td>
<td>23.33</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>46.67</td>
</tr>
</tbody>
</table>

5. A number of properties in and around the cemeteries near the informal settlements have been seen as the logical place to accommodate this housing. With Erf 115 (school fields), Farm 4/941 (cemetery) and Farm 1222/1, (intensive tunnel farming site but which had been previously offered to the municipality for housing) totalling 25.7 ha) now falling within 500m the cemetery residential prohibited zone according to the National Department of Health’s recently promulgated regulation (Municipality to confirm if applicable to new / proposed or existing cemeteries);

6. The immediately developable land parcels, i.e. land parcels owned by the Drakenstein Municipality, measures approximately 4.47ha;

7. The immediately developable land parcels are able to accommodate 270 households at a plot size of 100m² with a gross density of 60du/ha.

NEXT STEPS:

- Farms 941/4 and 1200/0 are owned by the Drakenstein municipality.
- Farm 941/4:
  - The Municipality to proceed with the development of the immediately developable areas, see areas indicated as 1 and 2, Figure 5.1.
- Farm 1200/0:
  - The Municipality to proceed with the development of this site, see area marked A, Figure 5.1.
- The Municipality should approach the following land owners: Farm 940 Portion 3, Erf 115, Erf 119, Farm 1220 Portion 5, Farm 1220 Portion 7, Farm 941 Portion 3 and Farm 1222 Portion 1, see Table 4.1 with the view to:
  - Obtain valuations (municipal and market);
  - Obtain Council in principle approval for the acquisition of the land (Motivational Report to the Facilities & Property Administration Section who in turn compiles and submits report to Council for decision-making);
  - Apply for funds to procure a budget for the acquisition of land at various sources:
    - Municipal budget;
    - Provincial or National Government Departments;
    - Development Banks; and,
    - Loans at other institutions;
  - Align Civil Engineering Master Planning and Housing Pipeline Projects (Drakenstein Human Settlements Department would be the driver in conjunction with the Drakenstein Civil Engineering Services Department of this housing project);
  - Human Settlement Department proceed with:
    - Land Use Application process; and
    - Environmental Authorization Application process.
Medium term development option, see Figure 6.1.

1. The medium term development option follows the current approach to providing low income housing.

2. There is no clear estimate for housing need in Simondium other than the 40 to 50 households living in the informal settlements. The reasons for this lack of clarity have ranged from the difficulty of dividing up the ward boundary into sub-enumerator districts as so to understand how many people might live within the Simondium study area to the fact that a number of local households have their names on multiple waiting lists.

3. Figures ranging from 200 to 1000 households have been mentioned.

4. For the purpose of this planning exercise a figure of 700 households has been used. The following table shows the land required to accommodate 700 households at different densities.

<table>
<thead>
<tr>
<th>hhlds</th>
<th>plot size m²</th>
<th>gross density du/ha</th>
<th>area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>700</td>
<td>100</td>
<td>60</td>
<td>11.67</td>
</tr>
<tr>
<td>150</td>
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<td></td>
</tr>
<tr>
<td>200</td>
<td>30</td>
<td>23.33</td>
<td></td>
</tr>
<tr>
<td>400</td>
<td>15</td>
<td>46.67</td>
<td></td>
</tr>
</tbody>
</table>

5. The site is able to accommodate 762 households at a plot size of 100m² with a gross density of 60du/ha.

NEXT STEPS:

The Municipality should approach the land owner, Department of Agriculture and Department of Cultural Affairs and Sport with a view to:

- Obtain valuations (municipal and market);
- Obtain Council in principle approval for the acquisition of the land (Motivational Report to the Facilities & Property Administration Section who in turn compiles and submits report to Council for decision-making);
- Apply for funds to procure a budget for the acquisition of land at various sources:
  - Municipal budget;
  - Provincial or National Government Departments;
  - Development Banks; and,
  - Loans at other institutions;
- Align Civil Engineering Master Planning and Housing Pipeline Projects (Drakenstein Human Settlements Department would be the driver in conjunction with the Drakenstein Civil Engineering Services Department of this housing project);
- Human Settlement Department proceed with:
  - Land Use Application process; and
  - Environmental Authorization Application process.

Please note that the Drakenstein SDF is currently in a review process in which all Urban Edges will be revised. If the development of Farm 904/1 is to proceed in future, an Urban Edge would be deemed to enclose Farm 904/1 or the relevant portion thereof.
Long term development option, see Figures 7.1 and 7.2.

1. This development option seeks to:
   - Strengthen and intensity the nodes attributes, namely, its strong landmark gateway around the Klapmuts R45 intersection by extending this quality along the R45 to the post office;
   - Build on the already existing resource of community facilities and retail enterprises;
   - Take advantage of the passing trade along the R45 for the benefit of emerging formal and informal businesses as well as offer another opportunity to strengthen existing businesses;
   - In doing so it is also important not to unduly compromise the mobility function of the R45 through Simondium so as to retain its role as a freight and passenger route for businesses and residents between Franschhoek and the N1; Provide an opportunity to share the area's rich cultural heritage of pre-colonial and colonial history with a particular emphasis on those histories hitherto little heard. This would seek to broaden the work begun at Solms Delta focussed on the history of that property;
   - Thus the acquisition of Farm 1264 is proposed; and,
   - This property fronts almost the entire distance between the post office sub-node and is currently fallow. It comprises 36.5 hectares, more than enough land to accommodate 700 households on 150 or even 200m² plots as well as provide land for food and market gardening. Most residents in the area have these skills and this land would be a productive resource.

2. The main proposals to achieve this are:
   - Building on the proposal to upgrade all of the regional routes to a similar cross section to the existing R310 Helschoogte Road through Pniel (cycleway/shoulder - roadway – cycle way/shoulder – pedestrian sidewalk) further enhance the section of the R45 passing through Simondium by paving across the roadways and landscaping the verges with tree planting the following intersection:
     (1) Klapmuts/R45 intersection
     (2) Watergat/R45 intersection
     (3) A new intersection to a frontage/service road constructed between Watergat road and the post office;
     (4) Post office intersection;
   - The spacing between these intersections should as far as possible comply with Provincial Department of Transport’s Road Access Management Guidelines (1996); and,
   - This requires full access local intersections at an 80km/h operating speed to be 300m (driveway), 450m (normal side street) to be apart. These intersections will be between 600m and 730m apart.

3. The main device to provide local business access to passing trade is the frontage/service road between the Watergat/R45 intersection and the post office. This road will be single sided with buildings facing the R45 along its entire length but vehicle and pedestrian access will only be possible at the three intersections. This will be achieved by providing a treed and fenced median as well not permitting any land use activities across the R45 that would create pedestrian desire lines. Development on the west side of the R45 along this section should be limited to the existing residential buildings around the proposed new intersection.

4. As part of enhancing the tourism opportunities, as well as possibly in the long term, providing an alternative commuter transport mode it is proposed that the Franschhoek tourist tram service be extended to Simondium and ultimately all the way to Paarl. A new station is proposed at the intersection (3).

5. Development of this property should be focussed around a central node coinciding with the proposed intersection and new station at which a periodic market could be accommodated.

6. The frontage road would be designed to accommodate parking and tourist coaches.

7. Residential development should be graded from mixed use facing the frontage road through market, GAP and BNG housing according to the principle of the socio-economic gradient.

8. Servicing should occur via off grid technologies including rainwater harvesting, grey water recycling, solar HWC, PV electricity generation, methane gas digesters.

9. Because there is no need to achieve economies of scale with these technologies the housing process could start small, just accommodating the current informal settlement residents.
Figure 7.1

Aerial Photograph: Long Term Development Option

Legend
- Residential (200m)
- Railway Lines
- Railway Station
- Roads
  - National
  - Provincial
  - Main
  - Secondary & Other
  - Other
- Rivers
  - Main River
  - River

Base Datasets Source:
- Oudtshoorn Municipality - 2013
- Oudtshoorn Municipality - 2015
- Oudtshoorn Municipality - 2016

Scale at A4
1:7,500

Drawn: SD  Checked: PE  Date: 24-02-2014
NEXT STEPS:

The Municipality to approach the land owner and the Department of Agriculture with a view to:

1. Obtain valuations (municipal and market);

2. Obtain Council in principle approval for the acquisition of the land (Motivational Report to the Facilities & Property Administration Section who in turn compiles and submits report to Council for decision-making);

3. Apply for funds to procure a budget for the acquisition of land at various sources:
   - Municipal budget;
   - Provincial or National Government Departments;
   - Development Banks; and,
   - Loans at other institutions;

4. Align Civil Engineering Master Planning and Housing Pipeline Projects (Drakenstein Human Settlements Department would be the driver in conjunction with the Drakenstein Civil Engineering Services Department of this housing project); and,

5. Human Settlement Department proceed with:
   - Land Use Application process; and,
   - Environmental Authorization Application process.
The SPC’s provide the SDF’s (Precinct Plan) Land Use Management Guidelines. They are equivalent to the zones of the Land Use Management Scheme (LUMS). The SPC’s provide guidance for the amendment of the LUMS (see Figure 3.1.4).

Applications for amendment of the LUMS that will be aligned with the SPC’s should be processed timeously where as those that are not aligned should be discouraged.

<table>
<thead>
<tr>
<th>SPC</th>
<th>Description</th>
<th>Policies</th>
<th>Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core 1a</td>
<td>Formally protected conservation areas</td>
<td>Formally protected areas, including those under SANParks and CapeNature control, should continue to enjoy the highest levels of protection. Further continuous corridors between the mountain and the sea should be promoted. The municipality should engage with the conservation authorities to ensure that economic growth and employment opportunities from these areas are maximized.</td>
<td>Municipality, SANParks, CapeNature, Tourism organisations</td>
<td></td>
</tr>
<tr>
<td>Core 1b</td>
<td>Critical Biodiversity Areas (CBAs) outside of formally protected conservation areas</td>
<td>Conservation of endangered vegetation areas shall be encouraged through the promotion of conservancies and stewardship projects with limited eco-tourism development rights and/or donations to formal conservation agencies. All CBAs should be ground-truthed before they are finalized. Conservation of CBAs should be incentivized through the granting of limited development rights as per the rural Land Use Planning and Management Guidelines for Holiday Accommodation, low density rural housing, low impact tourist and recreational facilities (CapeNature 2010).</td>
<td>Municipality, Dept of Nature Conservation, Dept of Tourism, SANBI</td>
<td></td>
</tr>
<tr>
<td>Core 2</td>
<td>River corridors and wetlands</td>
<td>River corridors and wetlands, including ephemeral pans, must be protected from urban, agricultural and mining activities to a distance of at least 32 metres from their banks unless closer setback lines have been determined by a geohydrologist and freshwater ecologist.</td>
<td>Municipality, DWAF, Dept of Agriculture, SANBI</td>
<td></td>
</tr>
<tr>
<td>Buffer</td>
<td>Extensive agriculture / grazing</td>
<td>Rotational grazing and other veld management best practices shall be promoted livestock grazing so as to improve biodiversity and stocking rates (Not found within the study area)</td>
<td>Municipality, Dept of Agric</td>
<td></td>
</tr>
<tr>
<td>Intensive Agriculture</td>
<td>Irrigation and dry land crop and pasture farming</td>
<td>All existing and potential land suitable for intensive agriculture shall be protected from conversion to other uses including conservation. Agriculture water demand management must be practiced and intensive agriculture water supplies shall be protected and not diverted to other uses. Investigate methods to bring the agricultural land currently lying fallow back into production if possible.</td>
<td>Municipality, Dept of Agric, Consultant</td>
<td></td>
</tr>
<tr>
<td>Urban Settlement</td>
<td>All land used for urban purposes in towns, villages and hamlets.</td>
<td>Urban development shall be promoted within urban settlements according to the settlement planning principles, see Section 3.2.</td>
<td>Municipality</td>
<td></td>
</tr>
<tr>
<td>Urban Edge</td>
<td>Outer boundary of urban settlement aligned to protect natural and agricultural resources and to promote more compact settlements</td>
<td>No urban development shall be permitted outside of Urban Edges. Please note that the Drakenstein SDF is currently in a review process in which all Urban Edges will be revised. If the development of Farm 904/1 is to proceed in future, an Urban Edge would be deemed to enclose Farm 904/1 or the relevant portion thereof.</td>
<td>Municipality, Dept of Agric</td>
<td></td>
</tr>
<tr>
<td>Intensification Corridors</td>
<td>Permit and encourage tourist restaurants, farm stalls etc development along corridors. Permit the erection of new buildings along corridors only when compliant with urban design guidelines or codes.</td>
<td></td>
<td>Municipality</td>
<td></td>
</tr>
</tbody>
</table>

Table 8.1  Spatial Planning Categories
The sector plans should contain the SDF (Precinct) plans for the Municipality and urban centres as their primary spatial informant. They should take the SDF (Precinct) proposals into account as follows:

<table>
<thead>
<tr>
<th>SECTOR PLAN</th>
<th>WASTE MANAGEMENT (DWAF)</th>
<th>WATER SERVICES (DWAF)</th>
<th>HOUSING SECTOR (Human Settlements)</th>
<th>SERVICES AND INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPCs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Core:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Wetlands</td>
<td>N/A</td>
<td>• Ensure protection of ecological corridors around wetlands and rivers</td>
<td>N/A</td>
<td>• Minimize disturbance of protected areas by infrastructure crossings and efficient quality.</td>
</tr>
<tr>
<td>• Rivers systems</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buffer:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Extensive Agriculture)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intensive agriculture:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Irrigation Scheme</td>
<td>N/A</td>
<td>• Encourage water demand management and enhanced irrigation efficiencies</td>
<td>N/A</td>
<td>• Ensure balance between water supply infrastructure for agriculture and urban development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Monitor water quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Promote bio-farming and other techniques to reduce nutrient loads in hydrological systems</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Supply water rights for land reform projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Dryland and Borehole Crop Farming</td>
<td>N/A</td>
<td>• Monitor borehole abstraction water and ground water levels and recharge rates</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Table 8.2  SDF Relationship with Sector Plans
<table>
<thead>
<tr>
<th>PUBLIC TRANSPORT AND NMT  (Dept of Transport)</th>
<th>ENVIRONMENTAL MANAGEMENT  (Dept of Environment) Dept of Agriculture</th>
<th>LAND REFORM (Dept Rural Development &amp; Land Reform)</th>
<th>DISASTER MANAGEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>• N/A</td>
<td>• Ensure protection of ecological corridors around wetlands and rivers</td>
<td>• N/A</td>
<td>• N/A</td>
</tr>
<tr>
<td>• N/A</td>
<td>• Promote veld rehabilitation and rotational grazing to enhance bio-diversity</td>
<td>• Ensure livestock farming does not damage bio-diversity through poor grazing methods</td>
<td>• Ensure adequate fire protection and burn management</td>
</tr>
</tbody>
</table>
| • N/A                                      | • Monitor water quality  
• Promote bio-farming  
• Ensure water | • Ensure water rights for land reform projects | • N/A |
| • N/A                                      | • Monitor borehole abstraction water and ground water levels and recharge rates  
• Provide extension services to emerging farmers | • N/A                                            | • N/A |

Table 8.2 SDF Relationship with Sector Plans (cont.)
<table>
<thead>
<tr>
<th>SECTOR PLAN</th>
<th>WASTE MANAGEMENT (DWAF)</th>
<th>WATER SERVICES (DWAF)</th>
<th>HOUSING SECTOR (Human Settlements)</th>
<th>SERVICES AND INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban development:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Intensification Corridor</td>
<td>• Ensure sufficient supply</td>
<td>• Ensure sufficient supply</td>
<td>• Promote higher density mixed use housing within the intensification area boundaries</td>
<td>• Ensure sufficient infrastructure to support higher levels of development</td>
</tr>
<tr>
<td></td>
<td>• Transfer stations to be accessibly located in corridors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• General</td>
<td>• Promote waste separation at source throughout urban settlements</td>
<td>• Promote rainwater harvesting and grey water recycling</td>
<td>• N/A</td>
<td>• N/A</td>
</tr>
<tr>
<td>• Residential</td>
<td>• Promote waste separation at source throughout urban settlements</td>
<td>• Ensure access to basic water and sanitation</td>
<td>• All projects to include range of housing, laid out according to socio-economic gradient</td>
<td>• Promote off-grid sustainable technologies and passive building design</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Allow for communal service centres to address health issues for non-qualifiers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Industrial</td>
<td>• Industrial and toxic waste to be properly managed and disposed of</td>
<td>• N/A</td>
<td>• N/A</td>
<td>• Ensure infrastructure in serviced but undeveloped residential areas properly maintained</td>
</tr>
<tr>
<td>• Community facilities</td>
<td>• N/A</td>
<td>• N/A</td>
<td>• Include proposals for necessary community facilities into Human Settlement Plans (HSP)</td>
<td>• N/A</td>
</tr>
<tr>
<td>• Recreational areas</td>
<td>• N/A</td>
<td>• N/A</td>
<td>• Include proposals for recreational areas into HSP</td>
<td>• N/A</td>
</tr>
<tr>
<td>• River Corridors and Wetlands</td>
<td>• Landfill sites can be located in ecological corridors providing they are managed to best practice standards</td>
<td>• N/A</td>
<td>• Housing layouts to face onto water corridors and recreational areas and not turn their back</td>
<td>• Where possible services and infrastructure alignments should not disrupt river channels and wetlands</td>
</tr>
</tbody>
</table>

Table 8.2  SDF Relationship with Sector Plans (cont.)
<table>
<thead>
<tr>
<th>PROVISION</th>
<th>PUBLIC TRANSPORT AND NMT (Dept of Transport)</th>
<th>ENVIRONMENTAL MANAGEMENT (Dept of Environment)</th>
<th>LAND REFORM (Dept Rural Development &amp; Land Reform)</th>
<th>DISASTER MANAGEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Provide road network to promote animal traction, cycling and walking</td>
<td>• Promote indigenous or fruit trees for use in the landscaping of development corridors</td>
<td>• N/A</td>
<td>• N/A</td>
<td></td>
</tr>
<tr>
<td>• Main routes / spines through development corridors to be designed with cycle lanes and pedestrian footways</td>
<td>• Promote integrated stormwater design including the use of permeable paving and swales in urban development areas</td>
<td>• N/A</td>
<td>• Ensure residential development not located below 1:50 floodlines</td>
<td></td>
</tr>
<tr>
<td>• Should be declared public transport routes (with embayments etc.)</td>
<td>• Promote off-grid sustainable technologies and passive building design</td>
<td>• N/A</td>
<td>• Ensure adequate fire protection</td>
<td></td>
</tr>
<tr>
<td>• Urban settlements should be designed to minimize the need to travel and avoid costs of public transport</td>
<td>• Industrial and toxic waste to property managed and disposed of</td>
<td>• N/A</td>
<td>• Building setbacks</td>
<td></td>
</tr>
<tr>
<td>• Ensure high densities of urban development coincide with main non-motorised routes</td>
<td>• Ensure continuity between connected rural and urban ecological corridor areas</td>
<td>• N/A</td>
<td>• Electrical compliance</td>
<td></td>
</tr>
<tr>
<td>• Ensure industrial areas provided with cycle and pedestrian routes</td>
<td>• Non-motorised transport networks should pass through recreational areas</td>
<td>• N/A</td>
<td>• Careful use of combustible materials</td>
<td></td>
</tr>
<tr>
<td>• Community facilities should be located on public transport and NMT routes to promote convenience and security</td>
<td>• Non-motorised transport networks should pass through ecological corridor areas</td>
<td>• N/A</td>
<td>• N/A</td>
<td></td>
</tr>
<tr>
<td>• Ensure continuity between connected rural and urban ecological corridor areas</td>
<td>• Provide highest level of protection in ecological corridor areas</td>
<td>• N/A</td>
<td>• N/A</td>
<td></td>
</tr>
</tbody>
</table>

Table 8.2 SDF Relationship with Sector Plans (cont.)
As a result of their continued implementation the following practices have become entrenched as de facto spatial policies and require revision.

Main spatial policies to be revised include:

### 8.3.1 Land for Low Income Housing

The current policy of using land located on the outermost periphery of the existing urban settlements and acquiring privately owned land located even further out from the CBD / urban node areas should be revised as follows:

- Investigate the feasibility of utilizing the land identified in the Precinct Plan for urban development as this is land close to the existing core of the settlement starting, where possible, preferably within the 1km walking distance radius;

- In order to comply with the spatial vision of the Precinct Plan and the BNG principles that such projects should include mixed use and mixed income components, they should provide for mixed use GAP housing to be located abutting the highest order route abutting or giving access to the project site; and,

- Such projects should be set according to the principles of functional and socio-economic integration.

- Exception: The development of Farm 904/1 (Short term development option) is not in line with above-mentioned principles, but was considered due to the fact that Drakenstein Municipality can consider land to be transferred from the Provincial Government and due to the time and cost benefits inherent in this process. Although the site is situated outside the 1km walking distance radius, a cost and savings benefit calculation should be undertaken for this option.

### 8.3.2 Land Use Management

The proposed draft Land Use Management Scheme and its regulations and maps generally entrenches the current layout and usage patterns of the urban settlements.

The draft LUMS should be revised by the use of overlay zones which identify strategic parts of the urban settlement where different or more intense land uses need to occur to assist with urban restructuring.

This realignment will make the settlements more efficient, convenient and conducive for the viable support of businesses and community facilities, and less demanding on land, water and transport resources.
8.4.1 Transportation

8.4.1.1 Reduce the need to travel within the urban settlement. This entails:
   • The rearrangement of the land use pattern of the urban settlement to ensure integration;
   • More efficient use of the spaces (especially current vacant land) within the settlement;
   • Providing for a mix of uses within developments; and,
   • Higher density developments.

8.4.1.2 Upgrade:
   • Township roads to achieve urban restructuring. This will entail the approval of relaxations of setbacks along township roads;
   • Township roads, especially the main spines with tree planting and landscaping; and,
   • The intensification corridor along the R45 with higher order opportunities, such as businesses, offices, schools, churches, etc. located along it ensuring the relevant road access management guidelines are complied with.

8.4.2 Infrastructure

• Ensure a base level of services only is available for all residents including those households qualifying for indigent grants;
• Where possible implement GAP housing schemes as part of BNG projects so as to help cross-subsidise infrastructure costs;
• Promote use of solar hot water projects so as to help cross-subsidise infrastructure costs, see Section 3.2; and,
• Promote use of solar hot water heaters, PV panels, grey-water recycling, waste separation at source, and passive building design so as to minimize energy, solid waste and water demand, see Section 3.2.
Figure 8.2 illustrates the complex set of linkages between urban and rural whose spatial aspects the SDF seeks to optimize.

These linkages begin with the close relationship between the economy, household wages and employment. Agriculture, particularly grain farming provides the primary employment and economic drives. Previously, spatially, there was a close relationship as most farmworkers stayed on farms where they received most of the services, water, food, etc. necessary to sustain life.

Over time urban areas and the wider transport linkages have played an increasingly important role in this relationship as higher volumes of crops are exported, and inputs imported. There has also been an increasing move of labour to town where residential services are increasingly supplied and funded by the Municipality.

A key aspect of maintaining and enhancing these linkages is to ensure the quality of the physical transport mechanisms, e.g. roads and rail and information technology, Telkom and internet.
8.6.1 Environmental impact Assessments (EIA)

Given the number of sites that have been identified for development, the need to develop these sites in compliance with sustainable development principles and the demand for land for production, it is proposed that the sensitivity of the sites first be investigated via Environmental Impact Assessment (EIA) process, where required. In this regard the developers (be it private or public) need to consult the EIA regulations promulgated in terms of the National Environmental Management Act (NEMA) to determine whether an EIA would be required and to determine its possible environmental impact before the development is initiated.

8.6.2 Offsets

Where developments are envisaged that may result in a negative impacts on the existing agricultural land or areas that have been identified for protection in terms of the sensitive status of the biodiversity, outside the Urban Edge, it is proposed that financial offsets (over and above EIA’s and conditions relating to sensitive designs and development) be negotiated with developers to compensate for these negative impacts.

8.6.3 Development Control

It is important that development control be applied where land is to be developed for production in agriculture. This control can be to avoid urban development outside the Urban Edge so that agricultural activity is not undermined and to protect the quality of the agricultural land. To help protect the quality of the agricultural land, it is proposed to institute and enforce rational grazing and cropping practices and that the veld fertility be maintained and improved where possible.
Figures 8.3 - 8.5 indicates the location of capital expenditure framework projects listed in Table 8.3 for the various development options:

<table>
<thead>
<tr>
<th>Proposal No.</th>
<th>Proposal</th>
<th>Project / Policy Description</th>
<th>Cost Estimate (Rs)*</th>
<th>Implementing Agent</th>
<th>Institutional Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term Development Option</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Farm 941/4 (Developable Area 1 + 2) and Farm 1200/0 (Developable Area A): Housing</td>
<td>Prepare subdivision and rezoning application to permit integrated housing development with off-grid technologies</td>
<td>R 400 000</td>
<td>Municipality</td>
<td>Consultants</td>
</tr>
<tr>
<td>2</td>
<td>Farm 941/4 (Developable Area 1) and Farm 1200/0 (Developable Area A): Housing - 222 units</td>
<td>Construction of 222 units with off-grid technologies</td>
<td>R 33 300 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
<tr>
<td>3</td>
<td>Farm 941/4 (Developable Area 2): Housing - 47 units</td>
<td>Construction of 47 units with off-grid technologies</td>
<td>R 7 050 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
<tr>
<td><strong>Medium Term Development Option</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Farm 904/: Housing - 762 units</td>
<td>Construction of 762 units with off-grid technologies</td>
<td>R 114 300 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
<tr>
<td><strong>Long Term Development Option</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Farm 1264/0: Housing – 403 units (BNG component)</td>
<td>Construction of 403 units with off-grid technologies</td>
<td>R 60 450 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
<tr>
<td>6</td>
<td>Upgrade R45</td>
<td>Upgrade a portion of the R45</td>
<td>R 2 030 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
<tr>
<td>7</td>
<td>Service road</td>
<td>Provision of a service road</td>
<td>R 1 430 000</td>
<td>Municipality</td>
<td>Consultants and Contractors</td>
</tr>
</tbody>
</table>

Table 8.3 **Capital Expenditure Projects**

Note: The costing is based on 2014 figures and will escalate at an approximate rate of 10% p.a.
Figure 8.3

Short Term Development Option

- Short Term Development Option Boundary
- Developable Area
- Cemetery Expansion Area (1.18 Ha)

Notes:
1. Sites identified by Drakenstein Municipality. Portions of land parcels 940/3, 115, 119, 1220/6 and 1200/7 are currently used for sports facilities.

Legend:
- Contours (20m)
- Railway Station
- Railway Lines
- Roads
  - National
  - Main
  - Secondary & Other
- Other
- Rivers
  - Main River
  - Other
- Source: Data supplied by Drakenstein Municipality - 2013
- Aerial Photography: Data supplied by Drakenstein Municipality - 2010

Scale at A4
1:5,000
Medium Term Development Option

Legend:
- Cockshut (Dassiekraal, 2013)
- Contours (20m)
- Railway Lines
- Railway Station
- Roads:
  - National
  - Arterial
  - Minor
  - Secondary & Other
  - Other
- Rivers:
  - Main River
  - River

Scale at A4
1:7,500

0 30 60 90 120 150 180 210 240 270 300 330 360 390 420 450 480 510 540 570 600 630 660 690 720 750 780 810 840 870 900 930 960 990 1020 1050 1080 1110 1140 1170 1200 1230 1260 1290 1320 1350 1380 1410 1440 1470 1500 1530 1560 1590 1620 1650 1680 1710 1740 1770 1800 1830 1860 1890 1920 1950 1980 2010 2040 2070 2100 2130 2160 2190 2220 2250 2280 2310 2340 2370 2400 2430 2460 2490 2520 2550 2580 2610 2640 2670 2700 2730 2760 2790 2820 2850 2880 2910 2940 2970 3000 3030 3060 3090 3120 3150 3180 3210 3240 3270 3300 3330 3360 3390 3420 3450 3480 3510 3540 3570 3600 3630 3660 3690 3720 3750 3780 3810 3840 3870 3900 3930 3960 3990 4020 4050 4080 4110 4140 4170 4200 4230 4260 4290 4320 4350 4380 4410 4440 4470 4500

Drawn: SD  Checked: RE  Date: 24-02-2014
8.8.1 Build into Integrated Development Plan (IDP)

The projects and proposed policy amendments should be integrated into the IDP according to the relevant sector plans.

8.8.2 Review progress in IDP

The annual review of the IDP should include a review of progress on the policy amendments and project implementation according to the priority listings and expenditure programs at the various sector departments’ budgets.

8.8.3 Tourism and Concessions

The Municipality should assist together with the provincial tourism and economic development departments in marketing the Precinct’s tourist attractions including:

- Berg River;
- Simonsberg Mountains; and,
- Public and Private Nature Reserves.

8.8.4 Design Management and Presentation

Care should be taken regarding the urban quality of new buildings, conserving existing historic buildings and upgrading and landscaping the current main streets.
The Simondium Rural Settlement and Surrounds has established itself within the agricultural and tourism sectors.

All decisions should be based on taking the strides made in these areas further and the potential ability to expand from this foundation.

All this while also taking into account the pressure for local economic development (farm owners, farm managers and business venture owners) and housing opportunities (beneficiaries, farm workers, evictees & informal settlement residents).