

# LANGEBERG MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK FINAL SPATIAL DEVELOPMENT FRAMEWORK

December 2015



Western Cape  
Government  
Environmental Affairs and  
Development Planning



# **LANGEBERG MUNICIPAL**

## **SPATIAL DEVELOPMENT FRAMEWORK**

### **FINAL SPATIAL DEVELOPMENT FRAMEWORK**

prepared for



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## 5.8 ROBERTSON (population: ± 28 000)

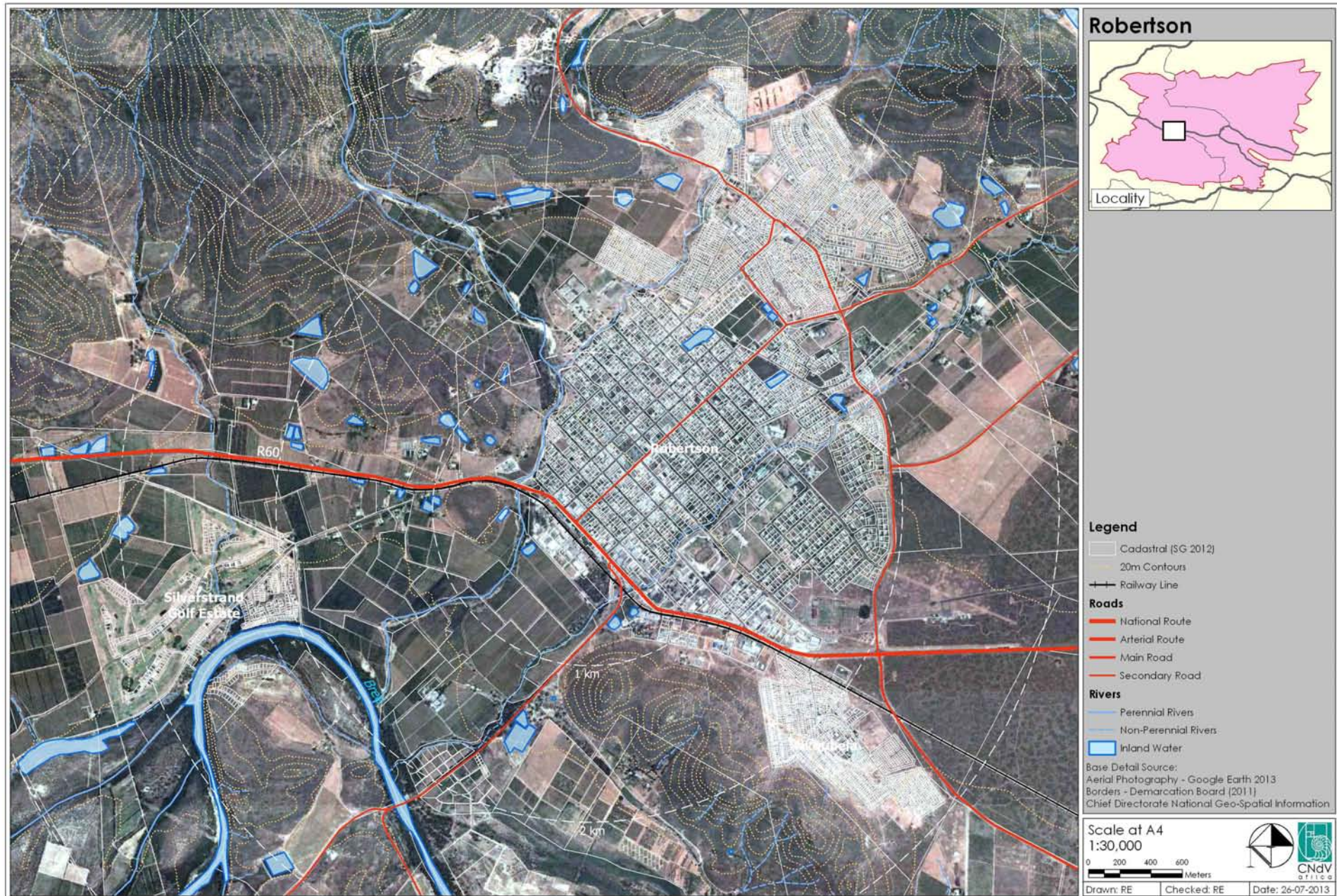


Figure 5.8.1.1 Robertson: Aerial photograph

### 5.8.1 SPATIAL ANALYSIS, see Figures 5.8.1.2

#### Sub-regional location

- Strategically located on the R60 between the N2 at Swellendam and the N1 in Worcester. This route is increasingly used as an alternative route to Cape Town by travelers along the N2/Garden Route;
- Robertson is fortunate that this route cuts through the western periphery of the town and does not bypass it, although this gives rise to the need for careful management of road freight traffic. This situation is unlikely to change due to the challenges of the surrounding topography; and,
- The rail line between Cape Town and George also passes through the western periphery of the town and again Robertson is well located as this line is likely to see increased traffic in the future as attention is turned to this mode for freight and even a high speed passenger link between these two areas.

#### Layout pattern

- The historic part of Robertson was laid out as a rectangular Voortrekker Rydorp with the long streets leading water from the Willem Nels river laid out perpendicular to the contours;
- The main routes of the town are Church street, terminating at the church and leading to Ashton, and Paul Kruger which led from the rail station, and intersects with Church street in front of the church;
- Robertson North developed during the apartheid area as a series of extensions with mainly curvilinear street grids on the hills to the north of the town. Its main access route is via a dogs-leg away from Paul Kruger, the more direct route to the north, along Wesley street;
- Nqubela to the south is also laid out as a series of extensions with curvilinear grids. The township is relative cut off from the rest of the town across the R60 and the rail line over two level crossings. It is likely that these unprotected level crossings cannot remain if the rail service is to be increased, even if controlled; and,
- Paddy street/Johan de Jongry avenue has become an important north south link between Robertson north and Nqubela. It intersects at the R60/R317 traffic circle at the important eastern gateway. The design of future development could either introduce Robertson as a unique and exciting Breede Valley tourist and service town or reduce it to a standard shopping mall and service station as found in most South Africa towns.

#### Urban quality

- Robertson's urban quality ranges from:
  - an increasingly exciting and edgy range of restaurants, wine and specialty retail shops along the upgraded and landscaped R60/Voortrekker road corridor parallel to the rail line;
  - a large but sometimes shabby and not well publicized group of heritage building in the town centre;
  - a Victorian and Art Deco shopping precinct with some out of character recent additions in a block bounded by Adderley, Paul Kruger, van Reenen and Reitz streets;
  - Robertson North's upgraded, in many cases substantially, subsidy housing from the 1960s and 1970s on relatively large plots and wide streets. The older areas have relatively mature trees and landscaping; and,
  - Nqubela comprises mainly small subsidy housing, some of which has been upgrading but much of which is relatively new. There are a significant number of informal dwellings and many of the streets are gravel.

#### Challenges and potential

- Approx. 80 hectares of land is required to house the existing backlog (gross 40 du/ha) and the demand for more middle income retail, commercial and industrial space can be anticipated, particularly if the town improves its appearance and urban management still further and realizes its potentials;
- Residential development immediately north of the Cactus Garden site will be constrained by the airfield safety approach zones and possibly in the future by the 55dba noise contour should air traffic increase substantially; and,
- These include the opportunity presented around the traffic circle to integrate Nqubela and present a new and exciting eastern entrance to the town if urban design, architecture, landscaping and engineering is properly managed.



R60/Voortrekker Road upgrading



Robertson North: Open space cnr Paddy/Wesley street



Nqubela: Informal settlement

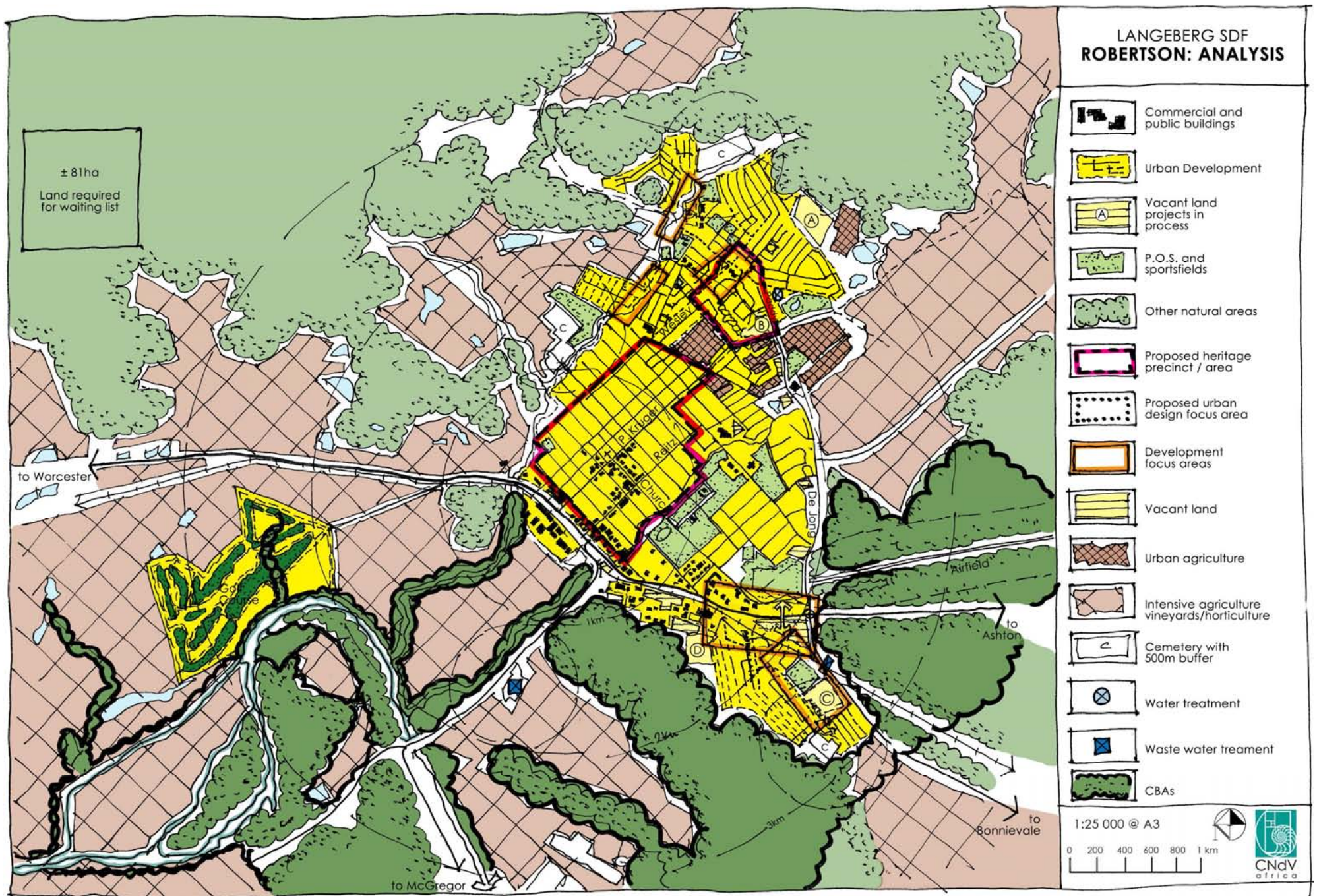


Figure 5.8.1.2 Robertson: Analysis

### 5.8.2 ROBERTSON: SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.8.2.1

**General:** Robertson is well placed in terms of the National Development Plan's (NDP) key economic drivers of agriculture, agri-industry and tourism and can expect considerable growth in the future, especially if the town is well managed spatially and aesthetically, and with respect to services, including "crime and grime". Due regard must be paid to the attractiveness of its townscapes for residents and visitors alike.

#### 5.8.2.1 Core landscape areas

- Upgrade river corridors through the town as positive open spaces lined with pedestrian/cycle ways and street lights including two NDP Focus Areas along the upper reaches of the Droogte River in Robertson North;
- Retain Urban Culture (Urban Vineyards) as important heritage and sense of place elements in Robertson North. Investigate further urban agriculture opportunities, especially for community gardeners;
- Investigate necessary steps including offsets to realign CBAs impacting on proposed New Development Area 20; and,
- Investigate the agricultural potential of New Development Area 21 with respect to how much of this site can be used for urban development.

#### 5.8.2.2 Urban Development

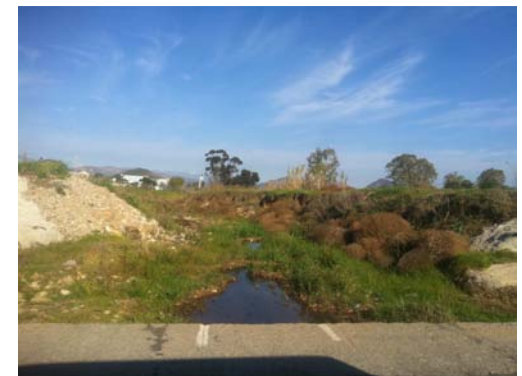
- Demand for urban development is expected in all economic sectors and income groups beginning with 80 ha required for waiting list;
- It is proposed that this should be accommodated as a series of integrated components in a number of smaller mixed use, mixed income projects including GAP (Flisp) housing and open market housing where appropriate, see section 5.4; and,
- 28 potential New Development Areas have been identified requiring further investigation. There have already been proposals made on some of them.

#### 5.8.2.3 Heritage Areas

- Robertson has a large and intact resource of historic buildings sufficient to create a heritage precinct of provincial or even national significance on a scale of towns like Stellenbosch and Graaff Reinet; and,
- The centre of the town should be proclaimed a heritage precinct and a major campaign launched to encourage building owners and tenants to improve their buildings. This should be supported by the municipality upgrading the public realm; trees, sidewalks, street furniture, paving of intersections and facilities for NMT traffic.

#### 5.8.2.4 Urban Restructuring

- Historically Robertson has accommodated growth by expanding on the northern and southern peripheries;
- This growth direction incurs significant costs in terms of rendering services, the distances that residents have to commute and the difficulty of creating economic opportunities and employment creation in such marginal locations;
- Therefore, it is proposed that the current NDP proposals around the Cactus Garden be elevated into a major urban restructuring program. This would include:
  - Promoting and/or consolidating 3 nodes; 1) Voortrekker road as the western gateway; 2) Cactus garden and the traffic circle and its surrounds as the eastern gateway and a new node at the P Kruger/Johan de Jongry/Paddy street intersection;
  - Upgrade Johan de Jongry avenue as one of the major boulevard mixed use activity routes of the town; and,
  - Upgrade Church street as a direct link from Cactus Garden to the historic retail core;
- Node 1: continue the upgrading and encourage buildings to have a contemporary high quality appearance;
- Node 2: This should be a major urban restructuring project attracting National Treasury finance for the public infrastructure. This should include a rail viaduct to raise the rail line over Burwa road and the R317. (1500m at 2%, 5.6m clearance over the roadways (SANRAL guidelines)) This will open up land at grade to Nqubela;
- Node 3: this should be a new node. This node is seen as having more potential than the Wesley/Paddy street T intersection as this can only be accessed via a dogs leg and T intersection, because it is on the direct routes of P Kruger and Johan de Jongry. If possible the existing project on site B should be amended to take advantage of the potential of this intersection;
- It is extremely important that all the currently proposed and future projects for this area are guided by an overall urban design precinct plan covering architecture, landscaping, public facilities, road geometric design and signage; and,
- Stormwater management should be undertaken for NDA 16 as the site currently performs a stormwater retention function.



Robertson North: upper reach of Willem Nels River requiring upgrading as ecological corridor and user friendly public open space



Reitz street: Examples of buildings with heritage character



Section of rail line elevated to enable linkages from Nqubela (right) across to Cactus Garden site (left)

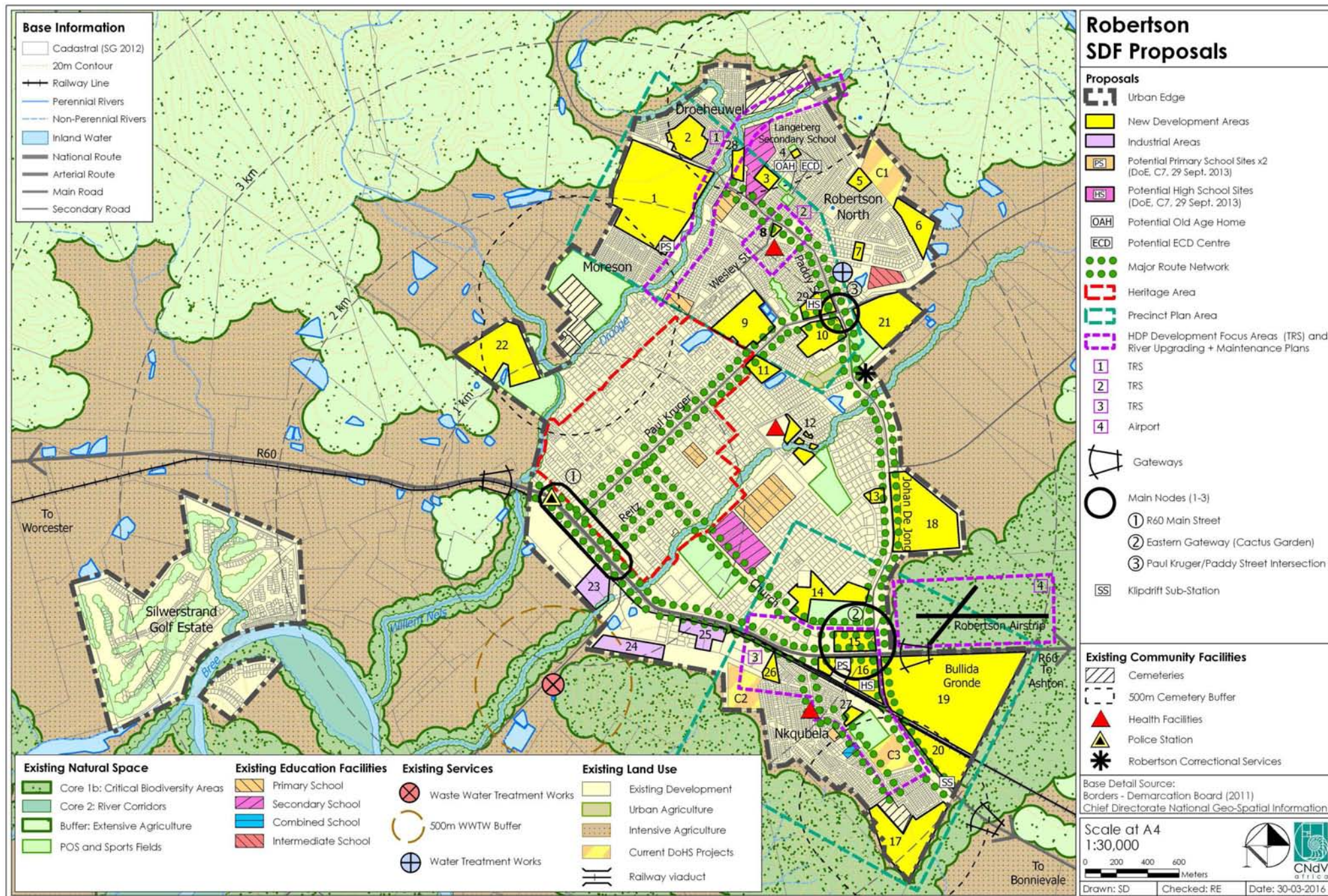


Figure 5.8.2.1 Robertson: Spatial Development Framework

## 5.9 MONTAGU (population: ± 15 100)

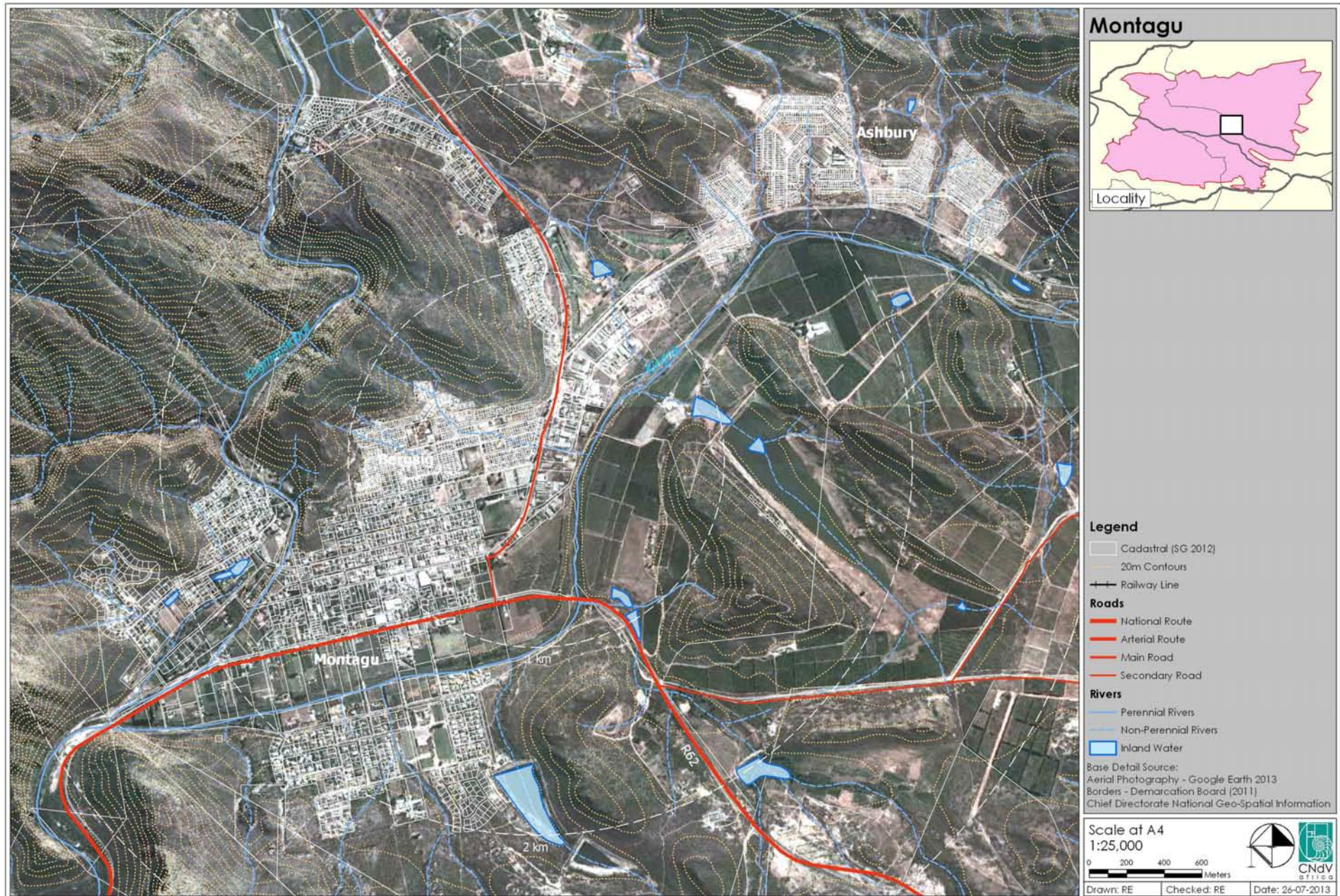


Figure 5.9.1.1 Montagu: Aerial photograph

### 5.9.1 SPATIAL ANALYSIS, see Figure 5.9.1.2

#### Sub-regional location

- Few towns in South Africa have such a dramatic location, The Breede River Valley entrance through the Kogmanskloof gorge passes under a spectacular "hole-in-the-wall" blasted by Andrew Geddes Bains in 1854; and,
- This location is the confluence of both river, Kogmanskloof, Keisies and Kingna river, and road systems; the R318 from the N1 national route passing through the Koo valley and the R62, passing through the Keisies river en route to Barrydale and the remainder of this well-known tourist route terminating in Uniondale some 400kms to the east.

#### Layout pattern

- The town is so constrained by the topography that this is the major determinant on the layout of the various extensions;
- Historically the town began as a Voortrekker Rydorp with long streets aligned perpendicular to the contours in the upper town and then similar to other "nagmal" settlements like Swellendam, Oudtshoorn and Mamre there is a strip of water erven through the centre of the town along which the river passes. There are two of these urban agriculture strips, both largely intact, along the Kogmanskloof river in the upper town and the Kingna river through the centre. They are a central part of the town's image and identity;
- This central layout continued to the south of the town but was only developed much later and comprises mostly modern residential buildings, many of which are laid out according to suburban principles rather than the geometry of the historic town. This layout, as well as the building styles, have compromised the performance, as different to the heritage, character of the original town. Performance character relates to how buildings enclose space and relate to the street as different to the age of their buildings materials and historic nature of their design (heritage character) It is interesting to note that the latest upmarket extensions, both designed on suburban principles, remain largely undeveloped. The recession obviously has a lot to do with this but it raises the question whether layouts and buildings more complementary to the existing heritage character of the town would have been more successful;
- Later additions to the town, beginning with Kogmanskloof extension abutting the historic town along Buitenkant, and increasingly with Ashbury, and the two Bergsig extensions overlooking the golf course and around the spa, are designed according to curvilinear suburban design principles; and,
- Currently Bath street is the major shopping street while Lang street is the main entrance and heritage route. There is pressure to locate more commercial activities along Lang street due to its better access to through traffic.

#### Urban quality

- The buildings in the older parts of town in both low and high income areas have a strong Victorian and Georgian character with buildings orientated onto streets which are lined with mature trees in many instances thus creating a high quality streets scape; and,
- In the newer extensions buildings are set back as far from the road as possible, streets are much wider and there are fewer if any street trees.

#### Challenges and potential

- Montagu is one of the three towns in the municipality that experienced growth over the past decade. Its attractiveness is likely to continue given the ever increasing tourism market which is likely to take another step up as the world comes out of recession. Montagu offers a high quality, unusual and authentic cultural tourism opportunity that can be elaborated by broadening the range of attractions, especially the cultural history of the wider community;
- Montagu has a waiting list of 1170 requiring  $\pm 30$  ha (gross 40du/ha) It is also likely to attract upmarket retirees and city migrants, especially if IT functionality is improved;
- It is fortunate in that notwithstanding its constraining topography it has significant vacant land in Ashbury and the southern part of the historic land. Care must be taken to ensure that all future development RDP, GAP and market housing is informed by a set of urban design and architectural principles. Removing large stands of gums could lead to rising groundwater problems and should be carefully investigated; and,



Lang street: heritage buildings and historic urban agriculture



Ashbury: Ficus ave formal and informal housing towards Kingna river



Bath street: nature of commercial shop fronts devoid of landscaping weaken positive urban design character

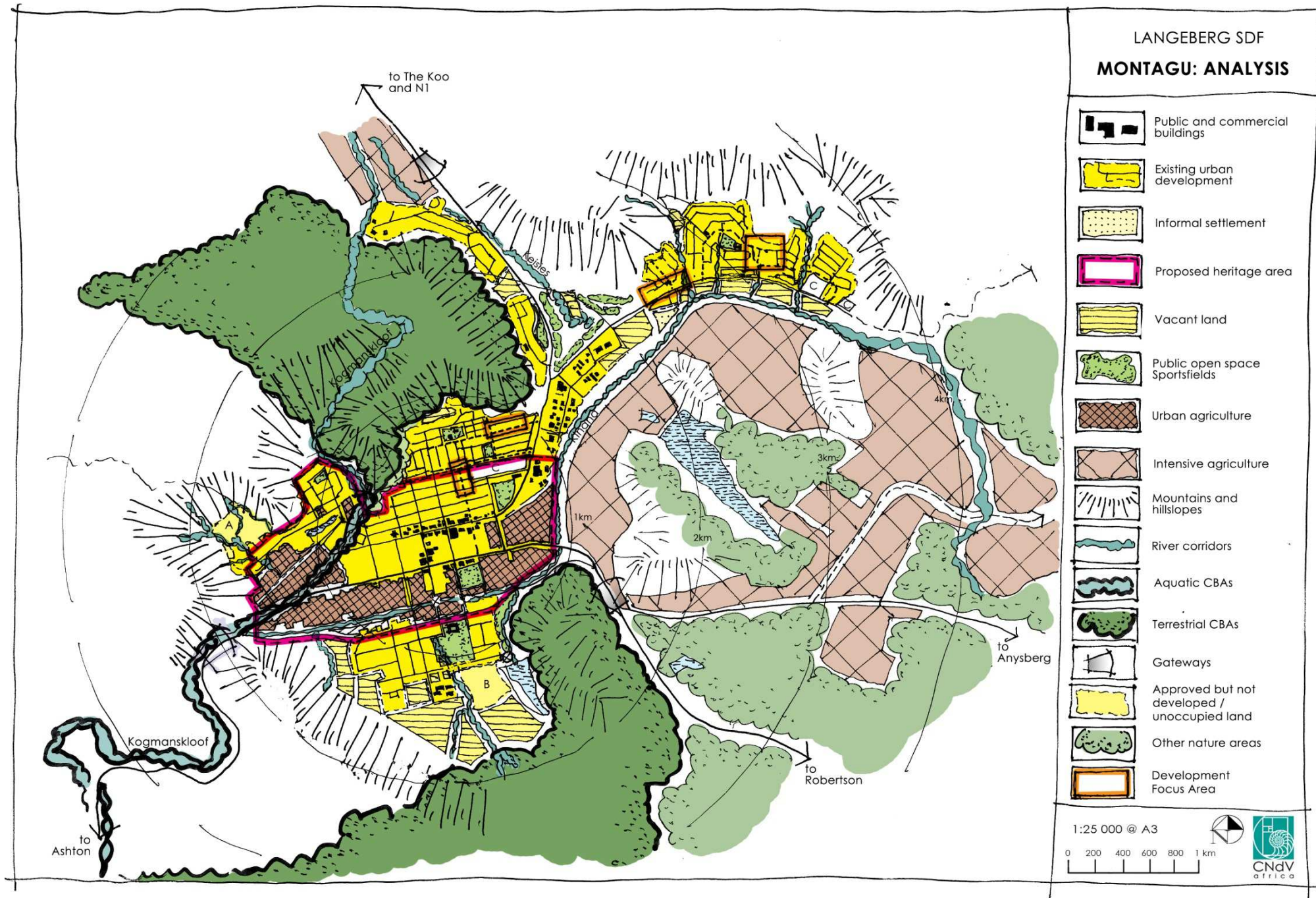


Figure 5.9.1.2 Montagu: Analysis

### 5.9.2 MONTAGU: SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.9.2.1

**General:** Montagu appears well placed to benefit from future growth in the tourism, retirement and big city markets as it is close to the Breede River Valley and its amenities in a location of outstanding natural and urban quality. The challenge will be to manage this growth without undermining the positive qualities of the settlement that create its attractions.

#### 5.9.2.1 Core landscape areas

- Boulevard network of primary streets that integrates the town from south of the Kingna river through to east Ashbury;
- Landscape Kogmanskloof, Kingna and Keisies river banks as ecological river corridors as positive public open spaces with walking and cycling trails where possible. Urban development and intensive agriculture should be more than 32m from banks;
- Protect and consolidate urban agricultural areas as important ecological and heritage resource including incentives to property owners – e.g. agricultural and not urban rates for those portions of properties under this use.

#### 5.9.2.2 Urban Development

- $\pm 30$  ha of land are required for the current waiting list comprising IRDP and FLISP (GAP) housing;
- If the town is managed successfully, e.g. urban quality is managed and improved, IT systems are improved, demand can also be expected from the middle and upper income groups;
- The town is fortunate in having relatively large amounts of vacant land. Among others these include:
  - $\pm 12$  ha along the banks of the Kingna river in Ashbury. This land should be developed as mixed income, mixed use project with a significant GAP component. It abuts Ashbury main road making it a good location for small business and enjoys good views over the farmlands to the south. The flood line should be determined and there should be a single sided road abutting the river corridor which should be upgraded as a positive recreational open space;

#### 5.9.2.3 Heritage Areas

- The existing Urban Conservation Area (Montagu Zoning Scheme) should be extended to include an area north of Mount street, including the Graaf street extension, linking to Buitenkant street, to the Kingna river, and van Riebeeck street in which the design and renovation of all buildings, not only those older than 60 years, conform to the guidelines, see Appendix A. Including all buildings will ensure that the urban quality of the precinct as a whole is improved. Experience elsewhere has shown that an overarching precinct approach has benefits for all stakeholders in terms of improving property values, business thresholds and tourism attractions; and,
- The heritage layout principles and design guidelines should be extended through to the new development areas. Recent seemingly unsuccessful developments have radically departed from the historic grid. While the infrastructure of Area A, see figure 5.9.2.1, has already been constructed, Area B should be encouraged to be redesigned as an extension of the historic grid layout.
- The historic grid layout should also inform the design of the layout of all the other potential New Development Areas in this area.

#### 5.9.2.4 Urban Restructuring

- The primary restructuring element is to upgrade the main street network including Church, Du Toit, Lang, Bath, Mark, Buitenkant and Muskadel streets from south of the Kingna river to Ashbury as an interlinked system of high quality boulevards with a similar paving and tree planting theme. This type of upgrading can be implemented over time as an EPWP program. A similar program is currently underway in the Eastern Cape;
- A key issue here is the respective roles of Bath (main commercial strip) and Lang (tourist through route) streets where there is pressure from retailers to move their operations to Lang street, presumably to capture greater levels of passing trade due to the through tourist traffic. There is a danger that such a move could undermine the current tourist and heritage quality of this route, especially considering the nature of the current signage, parking and landscaping of the larger supermarket operations;



Kingna river crossing at Eyssen street: Photo suggests POS potential but serious need for river rehabilitation



South Kerk street: Dense stands of gum trees on vacant land



Graaf street: part of proposed heritage area: Layout and building typologies could serve as informants for new development schemes

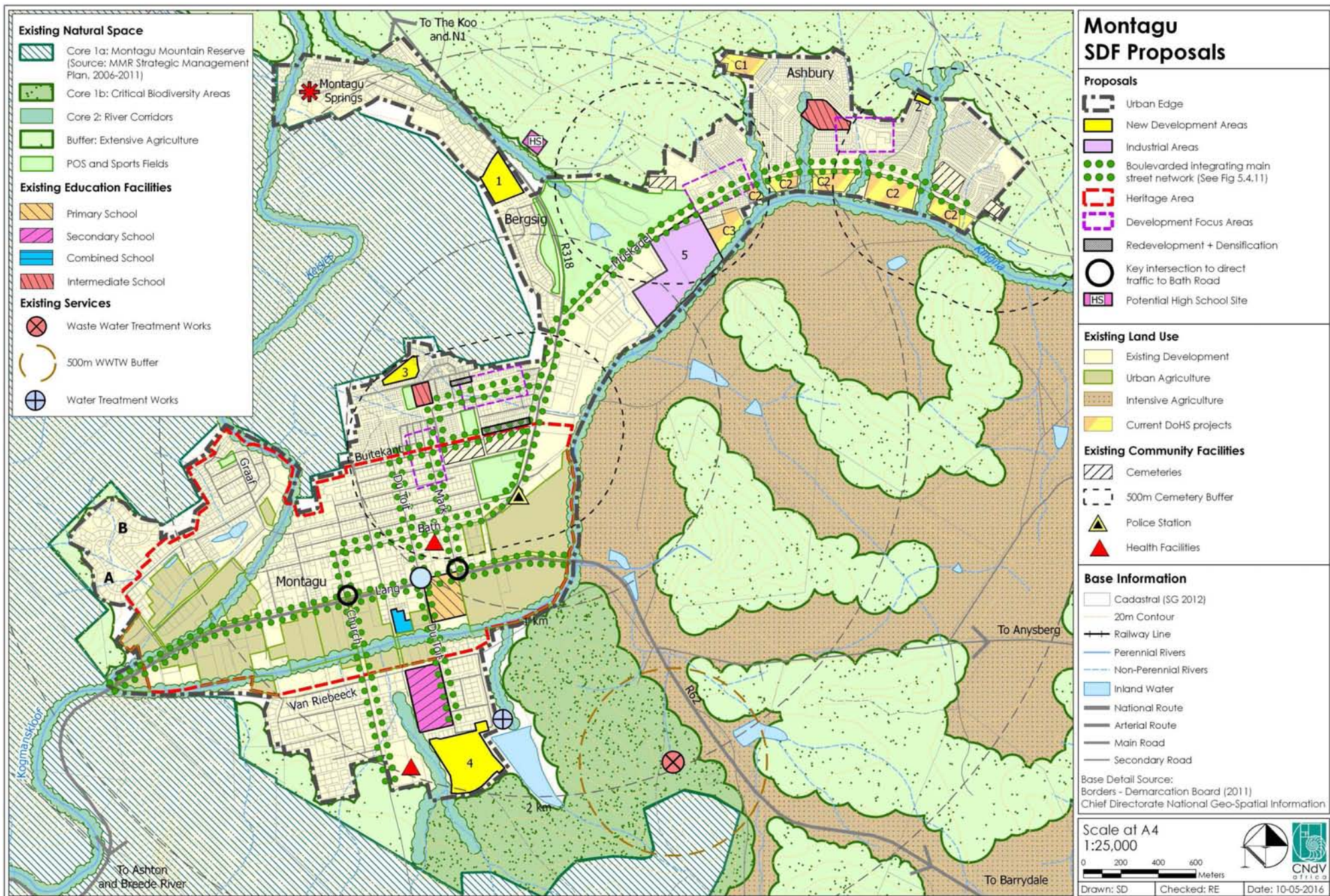


Figure 5.9.2.1 Montagu: Spatial Development Framework

## 5.10 ASHTON (population: ± 13 000)

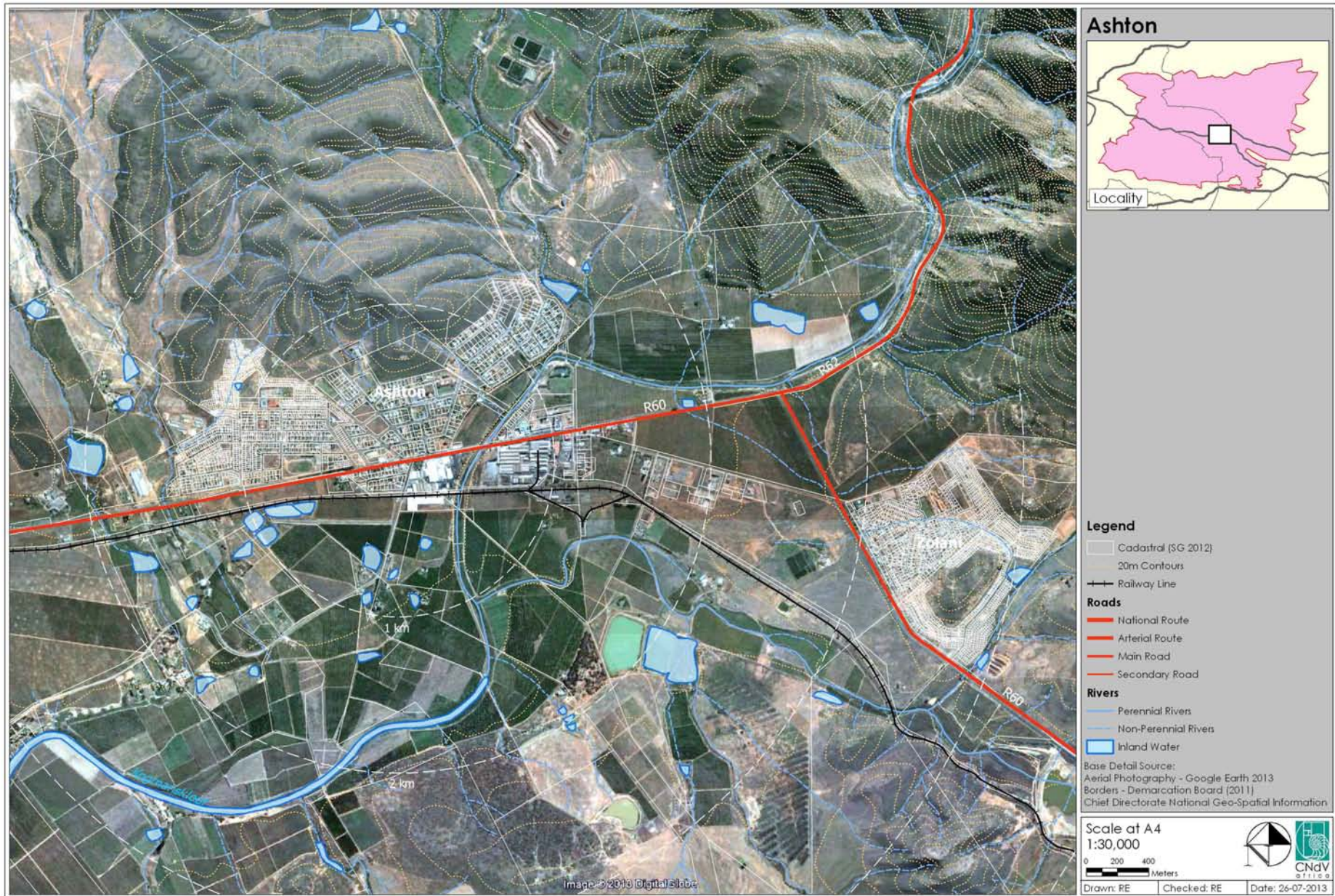


Figure 5.10.1.1 Ashton Aerial photograph

### 5.10.1 SPATIAL ANALYSIS, see Figure 5.10.1.2

#### General:

#### Sub-regional location

- Ashton is strategically located on the R60 route along which all traffic travelling between the N1 and the N2 has to pass;
- Between Ashton and Zolani this route intersects with the R62 to Montagu and the tourism route; and,
- All of this regional traffic has to pass through the town.

#### Layout pattern

- The town is very spread out with eastern most extensions in Zolani and western most extensions in Kogmanskloof, over 7kms apart;
- It is relatively young having only really developed in the 1940s when the canning factories were established and the original layout focused on the town hall;
- Ashton north is laid out on a curvilinear grid and has a significant number of plots still undeveloped in its northern section;
- At the same time Kogmanskloof was established for worker housing. Earlier extensions were laid out as a grid with later ones following a curvilinear street pattern. The Development Focus Area proposals identified a focus area along Bloekom and Jakaranda street either side of a square framed by Maroela and Karee streets. This square is currently occupied by an arbitrarily located shop and hall. A significant intervention will be required to realize the urban design potential inherent in this section of the layout;
- In the 1970s Zolani was developed as a separate stand-alone leapfrog township across the R60; and,
- It is situated between the overall municipal solid waste site and the waste water treatment works. The latter's 500m exclusion zone cuts off Zolani from the remainder of the town and makes it difficult to achieve urban integration. There is only a direct pedestrian link. The northern boundary of this pedestrian link is lined with a large vineyard.

#### Urban quality

- There are a number of commercial buildings in the main street still displaying Art Deco design elements distinctive of South rural commercial buildings constructed in the 1940s and 50s;
- Sections of the main street are treed creating an attractive appearance. Other sections are devoid of trees often where there are commercial buildings. Retail businesses in small towns often discourage trees because they can obscure signage. However both goals, creating a pleasant street scape that encourages travelers to stop as well as publicizing building signage can be achieved through careful design and sensitive placing of trees rather than omitting trees altogether; and,
- Kogmanskloof mainly comprises houses constructed through various subsidy schemes over the past decades with major upgrades in some cases. There have also been recent IRDP infill schemes and there are many backyard shacks. Peripheral streets are gravel.

#### Challenges and opportunities

- Ashton has a large housing waiting list of approximately 1 300. The investment to address this need can be seen as an opportunity to integrate the town with a series of well-located mixed income, mixed use projects;
- The main street's landscaping and buildings require significant upgrading in order to improve the impressions of the town and its attractiveness to passing trade;
- The opportunities created by exposure to passing trade for SMME businesses including periodic informal markets in well-designed facilities should be extended to the frontages of Kogmanskloof and Zolani along the R60. There is sufficient space in front of these settlements to install a single sided service road providing direct access without interfering with the access management requirements of regional through traffic along the R60;
- Ashton is one of only two towns in the municipality that has had a declining population in all ethnic groups between the 2001 and 2011 Censi yet it is well located, straddling the main regional routes between Robertson, Montagu and Swellendam; and,
- It also has a significant agricultural hinterland and agri-industrial resource base and is located in scenic surroundings.



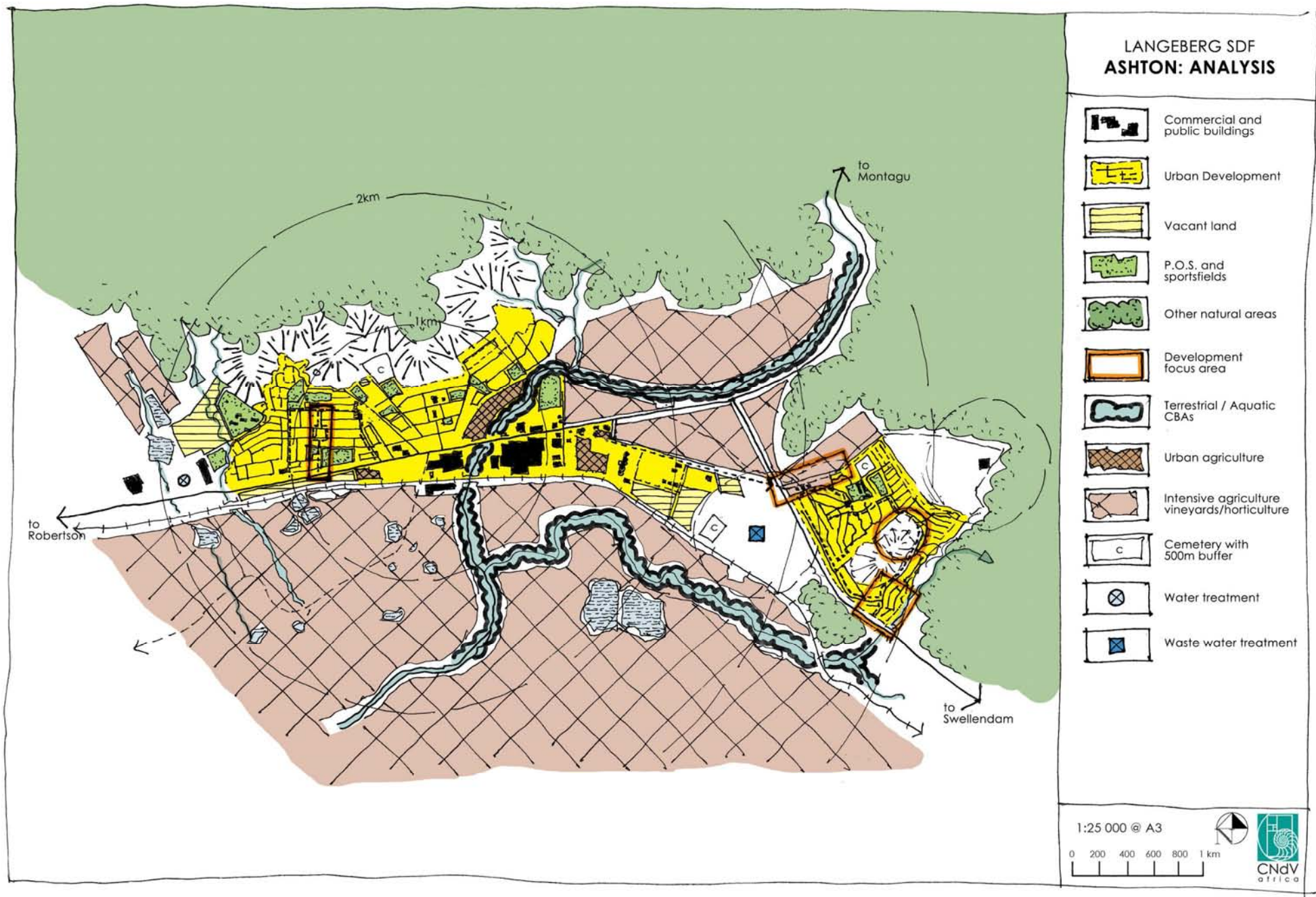
Sections of high street along R60 require landscaping and building upgrading – Distinctive Art Deco interpretation of Cape Dutch gables hidden behind IBR hoardings on shop fronts



Kogmanskloof: Recent infill housing abutting R60. Could have mixed use/business potential if service road and access provided



Zolani: Typical street scene. Note how parapet on house in background echoes those on commercial building on main road, (see top)



**Figure 5.10.1.2 Ashton: Analysis**

## 5.10.2 ASHTON: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.10.2.1

### 5.10.2.1 Core landscape and agricultural areas

- Complete and extend a high quality landscaped and treed boulevard along the frontages of the CBD and Zolani along the R60 taking into account the need for signage advertising businesses to be visible.

### 5.10.2.2 Urban Development

- Although Ashton's population is currently declining there is a need to accommodate the housing waiting list. If the quality of the town improves as well as improved economic prospects there could be further growth;
- Future urban development should be located to support the Urban Restructuring proposals below;
- As a general rule intensive agriculture should not be converted to urban use and it is proposed that the vineyards north of Abatoir road not be used for this purpose except for a 100 metre strip along its northern boundary;
- This is because the vineyards lining the pedestrian link between Zolani and the CBD occupy such a key strategic location that a 100 metre strip abutting this link should be developed for IRDP, FLISP and commercial uses;
- The remainder of the vineyards abutting the R60/R62 intersection should be retained because of the rural character together with views of the surrounding mountains that they give this intersection; and,
- There is a similar opportunity with the land between the rail line and R60, see NDA 2.

### 5.10.2.3 Heritage Areas

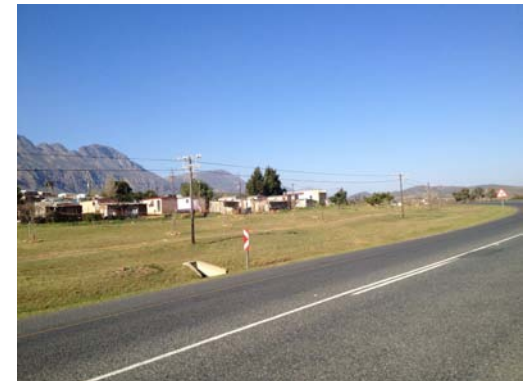
- Although Ashton is not considered to have the same quality of heritage resources as Robertson, McGregor and Montagu it has some remnants of an Art Deco character along the main street. This could be built upon through the use of urban design and architectural guidelines as a theme to promote an improvement in the town's appearance and presentation to through travelers, visitors and residents.

### 5.10.2.4 Urban Restructuring

- Integrating Zolani with the remainder of Ashton requires a bold intervention. The current degree of separation is so extreme in terms of distance, location of inappropriate land uses such as a WWTW in between; and the intervening vineyards, that it will not be overcome by incremental additions to the periphery of each settlement component, even if these are in the direction of each other. Therefore the following is proposed:
  - Upgrade pedestrian link between the CBD and Zolani to a boulevarded urban street carrying vehicle traffic;
  - Celebrate the intersection with this upgraded street and Building Ave in Zolani across the R60 with tree planting, brick paving, pedestrian crossings and, if necessary, traffic signals. An overhead pedestrian bridge is not recommended because of the number of pedestrians that are likely to continue to cross at grade;
  - Even more strongly emphasize Zolani as the gateway to Ashton than the Development Focus Area project at the Mantlana/R60 intersection proposes by similarly treating this intersection. The operating speed limit should be reduced to 60km/h; and the Access Management Guidelines Roadside Development Environment along the R60 should be designated as Suburban or even Intermediate from this point on;
  - There should be a service road between the Mantlana and Building Ave intersections east of the R60. This will provide direct access so that local SMMEs are visually exposed to passing traffic on the R60 which can access their businesses via the two intersections and service road;



Zolani: current pedestrian link to CBD to be upgraded to high street



Zolani: space for boulevarded service road along R60



Kogmanskloof: section of already existing service road along R60 requiring landscaping, tree planting and urban design upgrading (colonnades etc.)

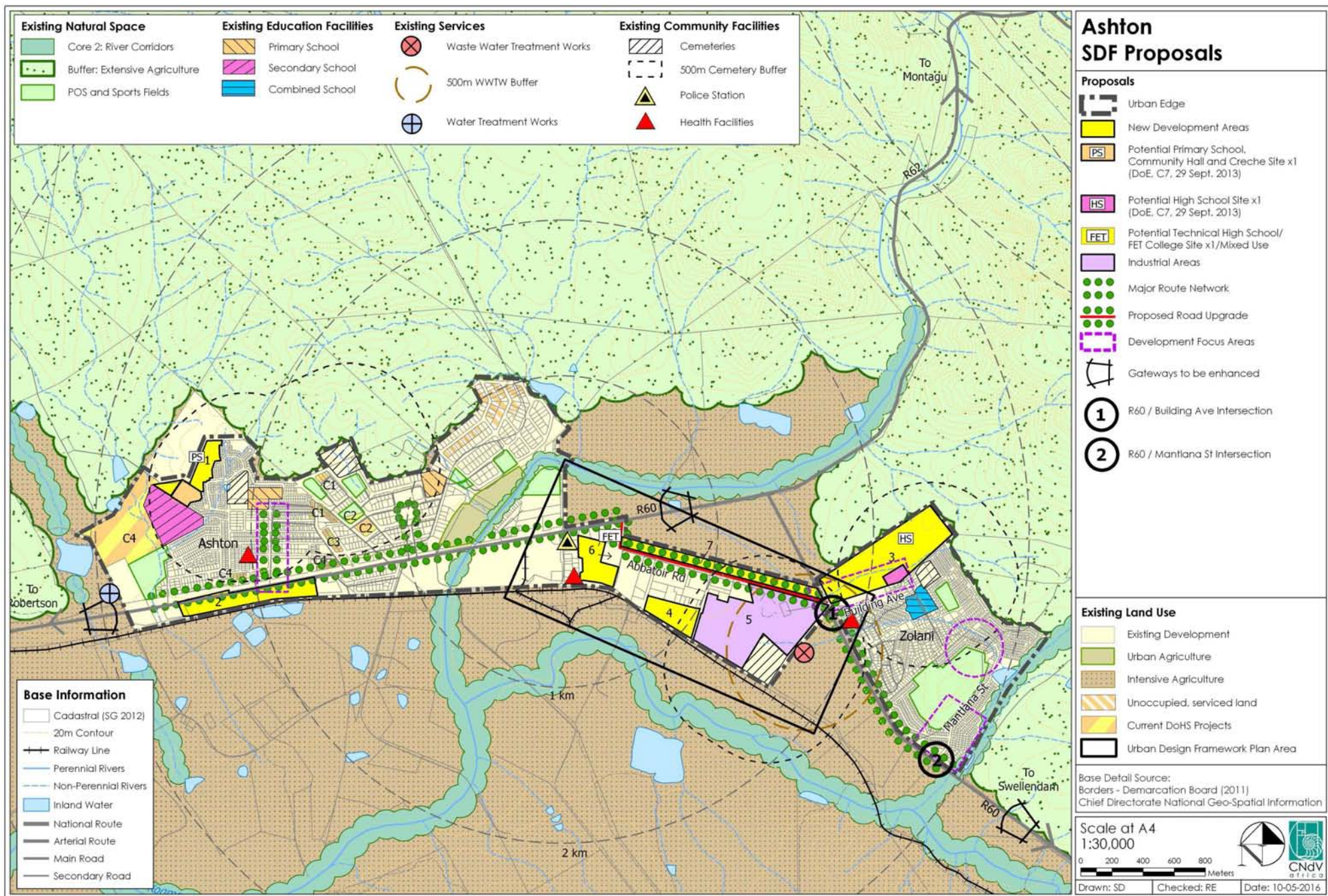


Figure 5.10.2.1 Ashton: Draft Spatial Development Framework

## 5.11 BONNIEVALE (population: ± 9 000)

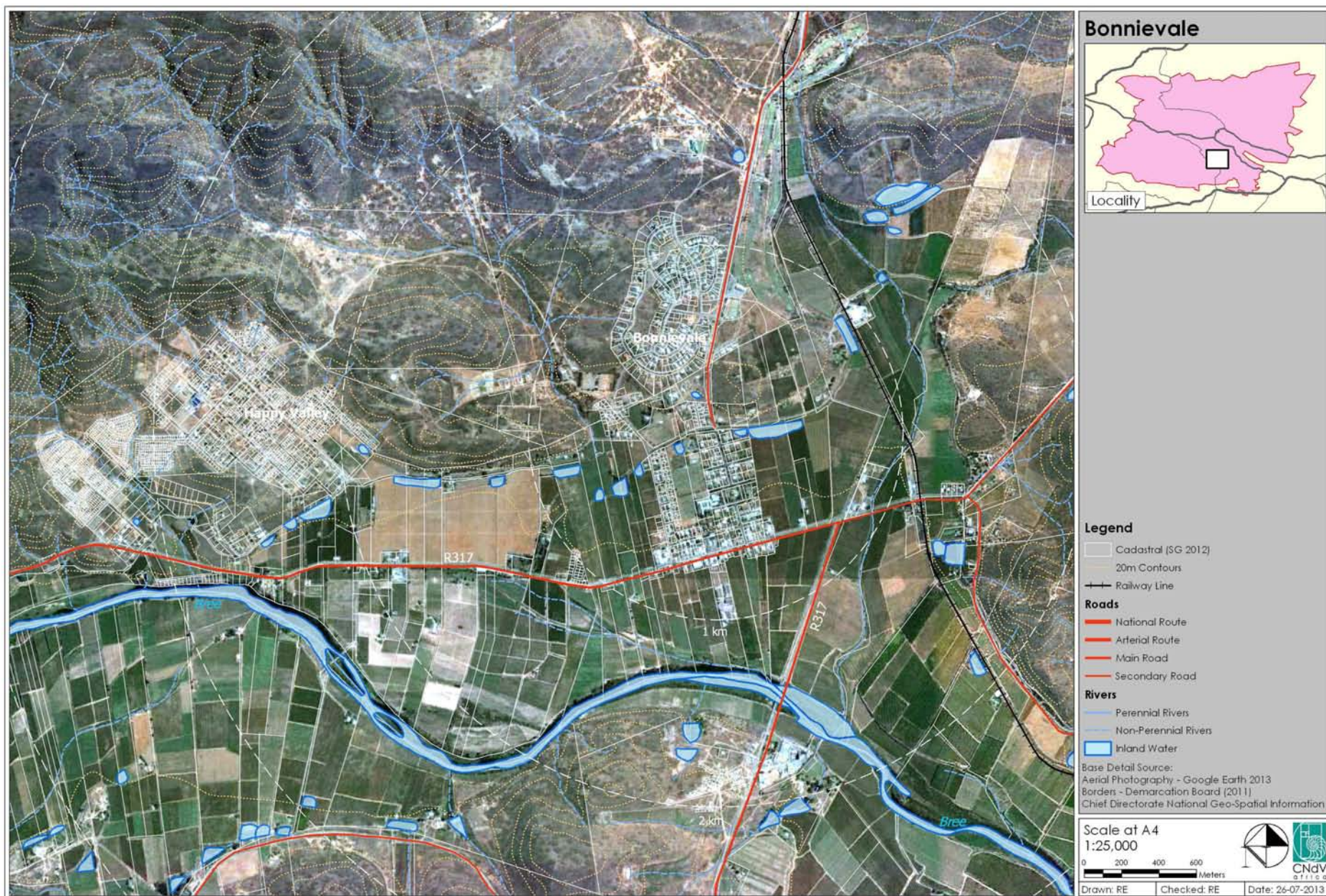


Figure 5.11.1.1 Bonnievale: Aerial photograph

### 5.11.1 SPATIAL ANALYSIS, see Figure 5.11.1.2

#### 5.11.1.1 Sub-regional location

- The settlement owes its location primarily to the agricultural resources in its hinterland, mainly wine and dairy products. This high value farming area has received intensive investment in the form of irrigation infrastructure and agri-industries including wine cellars and the Parmalat dairy factory;
- The settlement is off the major regional route, the R60 but links to this route via MR 291 to Ashton, and MR 258 to Swellendam. The R317 links to Robertson in the north and then turns south off Bonnievale main road to Stormsriver and the N2 past the Parmalat factory; and,
- Bonnievale is thus more of a destination that has to attract business directly that being able to access large volumes of passing traffic.

#### 5.11.1.2 Layout pattern

- The settlement is extremely fragmented and comprises the following:
  - CBD structured on the intersection of MR291 from Ashton and the R317 from Robertson;
  - north of the CBD a large plot, curvilinear, upmarket, partially developed township taking a single access off MR291;
  - Happy Valley, a low income township between 2 - 3.5kms from the CBD, and 500m back from the R317; whose earlier extensions are on a rectilinear grid and later extensions on a curvilinear layout;
  - Small informal settlement opposite Parmalat factory on the R317 to Stormsriver; and,
  - Brickfields informal settlement laid out with an informal street grid hidden in a valley  $\pm$  2.5kms from the CBD.

#### 5.11.1.3 Urban quality

- Bonnievale's urban quality, like Ashton, also developed in the 1940s. It has very little of the heritage quality of the other settlements in the municipality;
- The main street generally comprises simple commercial buildings set back across road verges devoid of tree in most cases. In some instances retail business facing this road have improved the street scape with the addition of colonnades;
- The contemporary church provides a strong focal point and land mare feature;
- Happy Valley generally comprises subsidy housing from various government schemes over the past decades. These have been substantially upgraded in a few cases; and,
- Brickfields informal settlement is a typical shack settlement.

#### 5.11.1.4 Challenges and potential

- Bonnievale's population decline may be due in part to the greater challenge of attracting business, especially tourism, to its relatively isolated location as well as the mediocre urban quality it presents compared to some of the other settlements in the municipality. These factors weaken its ability to cope with increasing mechanization and efficiencies in agriculture and agri-industry;
- In Happy Valley there are a number of vacant properties suitable for small scale infill schemes probably preferably in the GAP (FLISP) market. These could be developed by farmers whose staff want freehold tenure;
- Brickfields informal settlement appears to be inconveniently located in an area with little economic resource other than the brickfields for some residents. Others appear to work in town as shop assistants, farm and builders labourers or domestic workers. Living costs are likely to be low as residents will not pay rates; and,
- However, the location appears to suit residents' needs. Using better located land for their housing will require taking land out of agricultural production.



Bonnievale: Main Road with view of church



Bonnievale: view over Happy Valley



Bonnievale: Brickfields in formal settlement

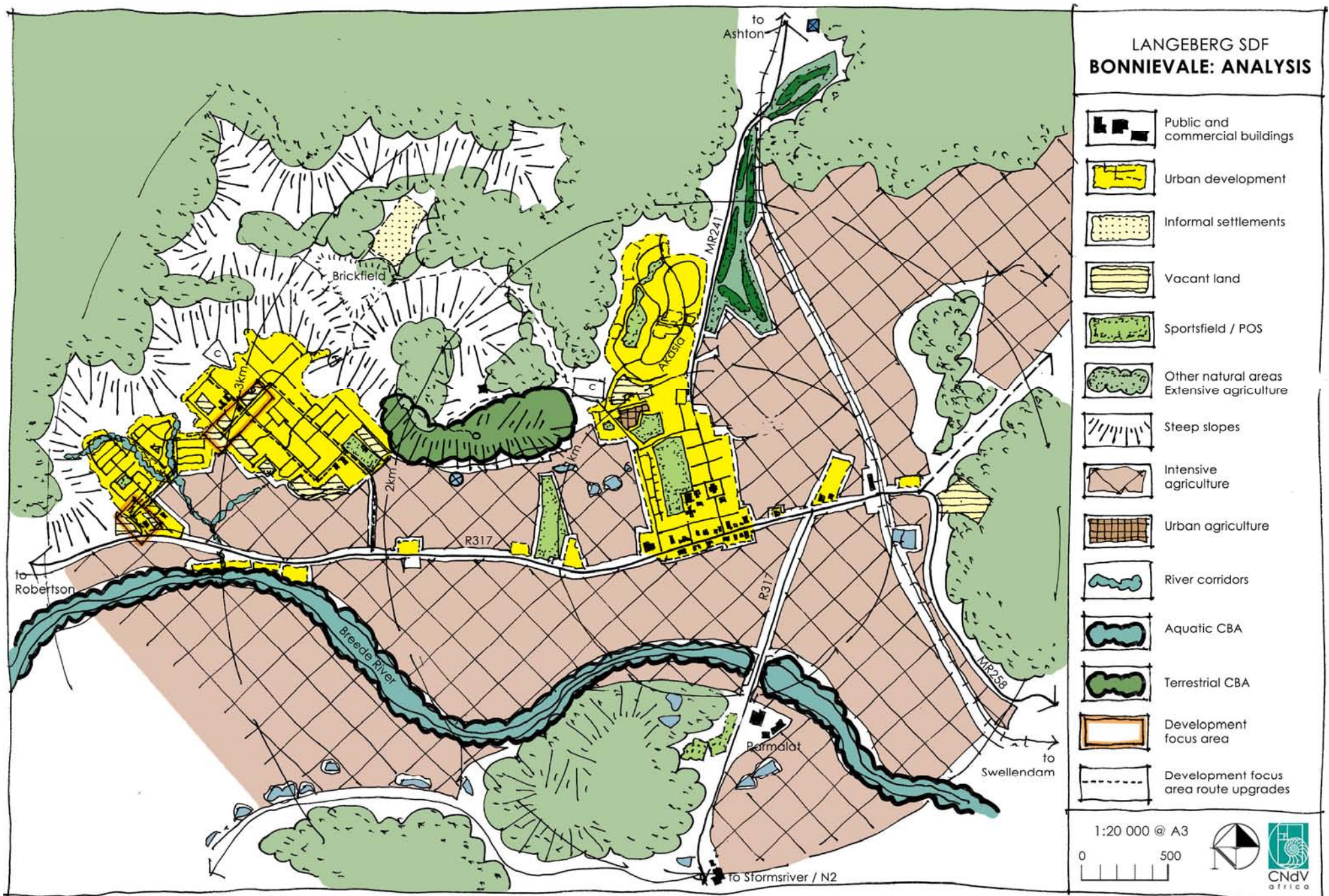


Figure 5.11.1.2 Bonnievale: Analysis

### 5.11.2 BONNIEVALE: SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.11.2.1

**General:** Bonnievale represents a significant spatial planning challenge due to its extremely fragmented layout interspersed with high quality intensive agriculture, much of it with expensive irrigation infrastructure. This resource has the ability to contribute to economic growth and employment creation for the long term if well managed and protected. Furthermore, some of this fragmentation is not due so much to apartheid but because residents seek to locate themselves close to their source of livelihood, for example, the Brickfields and Parmalat communities. Therefore, it appears that a different spatial planning model to the integrated, sustainable and convenient framework usually and correctly promoted by planning and development policy is warranted in this case.

#### 5.11.2.1 Core landscape areas

- Upgrade existing POS and sports fields;
- Create an interlinking and continuous treed and landscaped main street network;
- Protect the natural areas surrounding the settlement as incentivized private nature reserves such as promoted by Cape Nature' stewardship program; and,
- Designate and protect river corridors, including the Breede River aquatic CBA, by excluding urban development and ploughing for 32m from river and wetland banks.

#### 5.11.2.2 Urban Development

- Bonnievale has 2400 names on the waiting list. (this requires 60 hectares of land at a gross density of 40 du/ha);
- Some of these names live in backyards in Happy Valley and there are a number of vacant sites here that should be investigated for an infill program to address some of this need;
- People already live in the Boukenhoutsloof and Parmalat settlements;
- Although the current location of these settlements does not comply with the various urban development principles and policy of the DFA, SPLUMA, PSDF and the Dept of Human Settlements for the reasons set out under General above it is proposed that Boukenhoutsloof and Parmalat settlements are green economy settlements using innovative off-grid sustainable technologies including rainwater harvesting, grey water recycling, solar HWCs, PV panels, enviro-loos, methane gas digesters and passive building design. The area around Boukenhoutsloof is large enough to accommodate food gardens providing adequate water can be found. Dwellings should be built using local materials, for example, the bricks made by the Boukenhoutsloof residents providing that they are of the required strength and quality;
- In line with the overall declining population of Bonnievale there does not seem to be much demand for further development in the rest of the market with the township next to the resort on the R317, west of the police station and the upmarket township overlooking the golf course remaining undeveloped;
- Erven 701, 702, part of Erf 754, 751, 759 and 863 to be investigated as alternative locations for the primary school;
- Urban Design Guidelines are needed relating to the desired standard of buildings (materials, colours, scale), aesthetics, set-backs from road, parking and access to ensure conformity with surrounding area. Uses which do not comply must not be permitted; and,
- Bonnievale's envisaged future role as a growing agri-industrial centre should be confined. There are many agricultural and tourism activities are based in the surrounding rural area, more than in the town itself. The town is a service centre for these activities as well as being a residential and retirement area.



Western gateway to Bonnievale, 1<sup>st</sup> Happy Valley entrance



Ring road to Happy Valley via Brickfields – trees can be planted prior to paving surface as part of EPWP project



Potential satellite sustainable eco-village site at eastern gateway on MR 258 from Swellendam

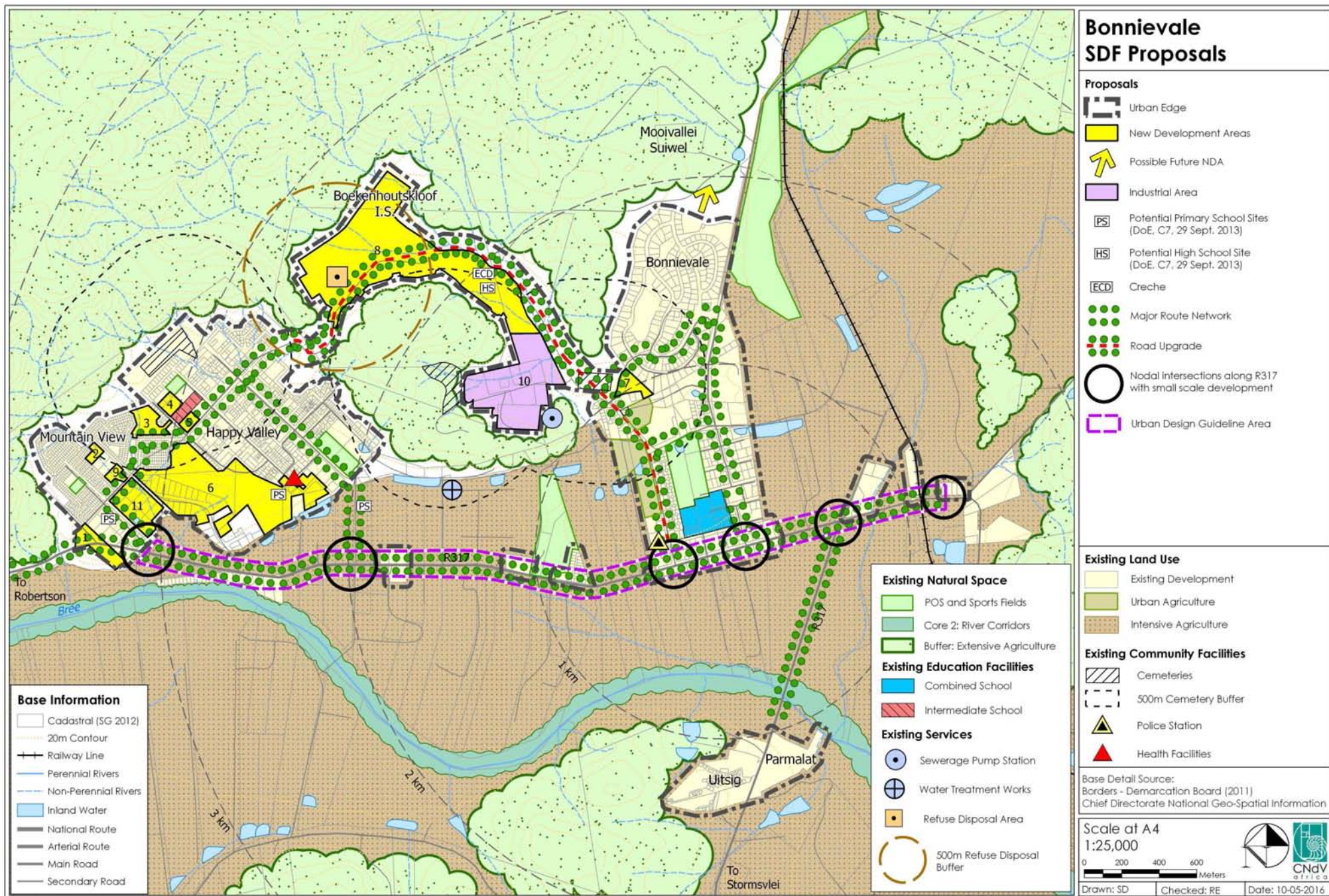


Figure 5.11.2.1 Bonnievale: Spatial Development Framework

## 5.12 MCGREGOR (population: ± 3 100)



Figure 5.12.1.1 McGregor: Aerial photograph

## 5.12.1 SPATIAL ANALYSIS, see Figure 5.12.1.2

### 5.12.1.1 Sub-regional location

- Located approximately 20kms from Robertson, on a tarred road up the Houtbaais river valley. Originally a road was intended to connect through the Riviersonderend mountains to Greyton but this has never progressed beyond a popular hiking trail;
- Its proximity to Robertson means that it has never developed as an agricultural service centre and instead has remained as a rural holiday and tourism village for its upmarket residents and an agricultural dormitory centre for the low income residents many of whom work or used to work on nearby farms.

### 5.12.1.2 Layout pattern

- The town was deliberately located on less fertile land to the west of the Hoek River along which most of the farming took place. The current proposal to locate IRDP housing on vineyard blocks between the town and the Hoek River is counter to this approach. The cemeteries and a field are located to the west also on less fertile land;
- Historically, low income housing was well integrated into the overall settlement as it occupied and continues to do so the north eastern blocks on the same grid shared by the rest of the settlement;
- The town is laid out on the British pattern, i.e. grid pattern, with mostly square block. Water is lead down street side furrows from the dams at the top of the settlement. This is an extremely robust layout as it is able to accommodate a process of densification ;
- However, this has given rise to an urban management challenge in that the urban agricultural plots are seen as an essential part of the village's character and there is the notion of a threshold beyond which there should not be further subdivisions if this character is to be retained; and,
- There have been recent township extensions catering for IRDP (clip-ons to the original grid layout) and market housing (subdivisions within the original grid) The two upmarket ones at the bottom (A) and top (B) of the settlement have been approved but not developed. These include a site and service scheme.

### 5.12.1.3 Urban quality

- The village's urban quality consists of rows of simple, generally rectangular, small houses or a homestead of small buildings with either double pitched, often thatched or flat roofed set in treed streets. Most of the blocks, except in the north east corner have large open areas many of them used for urban agriculture;
- Unlike most government schools McGregor Primary School's architecture reinforces the architectural quality of the village and it has taken urban design considerations into account such as orientating the main building to an axis along Loop street thus linking it visually to Voortrekker main street; and,
- There are a few shops and offices along the lower (northern end) of the main street, Voortrekker street.

### 5.12.1.4 Challenges and potential

- Ideally, arable land under cultivation should be retained where possible. An average farm in the municipality comprises 67 ha of arable land, supports 26 jobs and contributes about R4m GVA and R0.5m to exports;
- Lower income population growth has led to a housing waiting list of 581;
- Area 1,  $\pm 16$  ha, see Figure 5.12.1.2, has been identified for a low income housing project;
- There would seem to be three options open to addressing the low income housing need:
  - Build a conventional IRDP scheme on the vineyards abutting Buitenkant street and take this land out of agricultural production; or,
  - Establish an off grid, alternative technology eco-village including food gardens, possibly catering for displaced or casual farm labour on the field between the cemeteries ( $0.8\text{has} = \pm 24\text{du}$  @  $30\text{du/ha}$  gross). This would require geo-tech, flood line and water supply investigations to check land suitability; or,
  - Continue with the infill approach that has created a number of labourers' houses on small plots clustered together in the Loop/Barry/Buitenkant area. There are a number of vacant plots in this vicinity which could be used for small infill schemes, 10 – 50 units at a time;
- All population groups increased over the period 2001 to 2011.



Long street: typical street scene



Loop street: view of primary school from Voortrekker street



Buitenkant street: site and service scheme with communal toilets

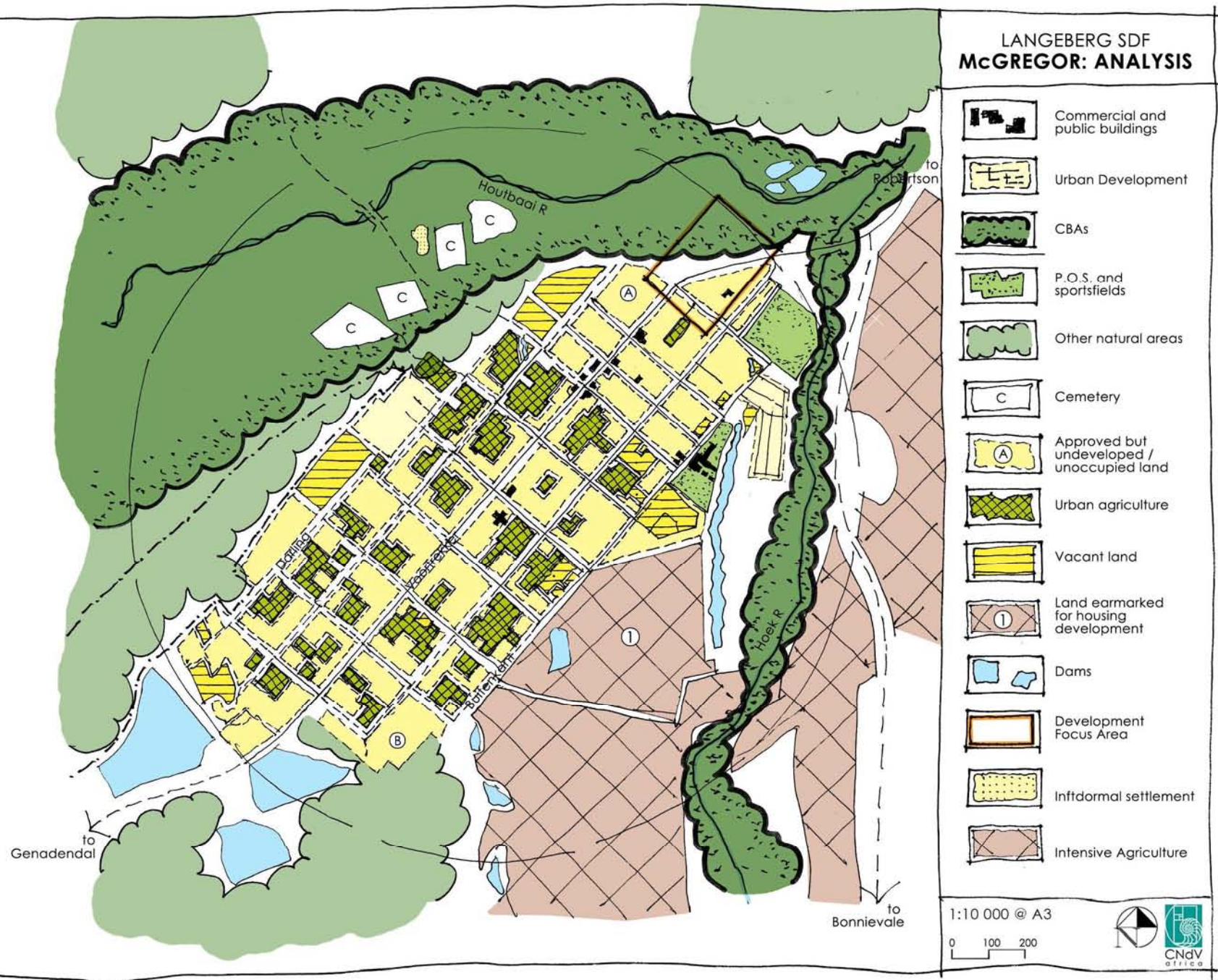


Figure 5.12.1.2 McGregor: Analysis

### 5.12.2 MCGREGOR: SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.12.2.1

#### 5.12.2.1 Core landscape areas

- Boulevard network of main streets that help to integrate the various components of the village. Many of the streets are already well treed and this project should infill street trees where there are gaps. The network should be extended into the future township extensions so that they are part of a single integrated network;
- Public open space in the form of recreational kickabouts should be incorporated into the new layouts as there is very little public open space other than the sportsfields in the north east corner;
- The aquatic CBAs along the Houtbaais and Hoek rivers should be protected. The extent of the Houtbaai river CBA should be amended if other investigations indicate that settlement on the field between the cemeteries is viable;
- The agricultural plots in the centre of the blocks are a key component of the character of the village as well as a significant productive landscape being used for food gardening in many instances;
- To protect this resource two minimum subdivision overlay zones are proposed:
  - Overlay Zone I: Most of the village west of a line along Long street from the entrance to the town cutting back midblock between Kantoor and Tindall streets through to Church street is not permitted to subdivide less than 1000m<sup>2</sup> with not more than 50% hardened surfaces; and,
  - Overlay Zone II: East of this line a minimum subdivision of 200m<sup>2</sup> (gross 30 du/ha) should be permitted with 50% minimum hard surfacing so that gardening is still encouraged on these smaller plots.
- There should be 2 storey height restrictions on all properties.
- Retaining the urban agriculture usage should be incentivized using rates rebates or other measures.

#### 5.12.2.2 Urban Development

- It is likely that the village will continue to appeal to urban migrants, retirees and the B&B industry. This development can be accommodated in the proposed Overlay Zone I up to the parameters noted above. All buildings should be in keeping with the proposed heritage guidelines; and,
- Similarly, Overlay Zone II is intended to cater for the affordable and GAP (FLISP) housing market and possibly also IRDP housing in small (10 – 20 units) schemes. It is important that these units also generally follow the heritage guidelines, see Langebaan example, including layouts whose design is based on extensions of the existing grid and not a totally separate curvilinear “Blue Book” planning layout.
- Erf 360 will be the focus of McGregor's SDF proposals. In the long term Swanepoel's farm could be considered for development, possibly in the next SDF review.
- High school children will have to continue to travel to Robertson as it is not viable to establish a high school in McGregor.

#### 5.12.2.3 Heritage Areas

- Figure 5.12.2.1 shows the proposed heritage area. All new buildings and renovations within this area must be guided by the heritage guidelines. These should also inform new GAP (FLISP) and IRDP housing designs and layouts.

#### 5.12.2.4 Urban Restructuring

- McGregor, due to its small size and development history, has remained fairly integrated with its residents all mainly living on the same settlement grid without the buffer areas seen separating communities in many other settlements. Care must be taken with the proposed new low income housing developments that these qualities are not lost;
- There are three options for accommodating future low income housing. These options are not mutually exclusive:
  - Option 1: further subdivision of existing blocks within the proposed Overlay Zone II area;
  - Option 2: development of New Development Area 8 as proposed in the IHSP and supported by provincial DHS. It is important that the layout and building design of this extension follows the guidelines mentioned above. This option requires taking developed vineyards out of production with associated loss of jobs and GVA; and,



Kantoor Close: example of infill scheme with IRDP house informed by vernacular design (Option 1)



Buitenkant street: Vineyards: proposed IRDP/FLISP housing site (Option 2)



Cemeteries north of the village

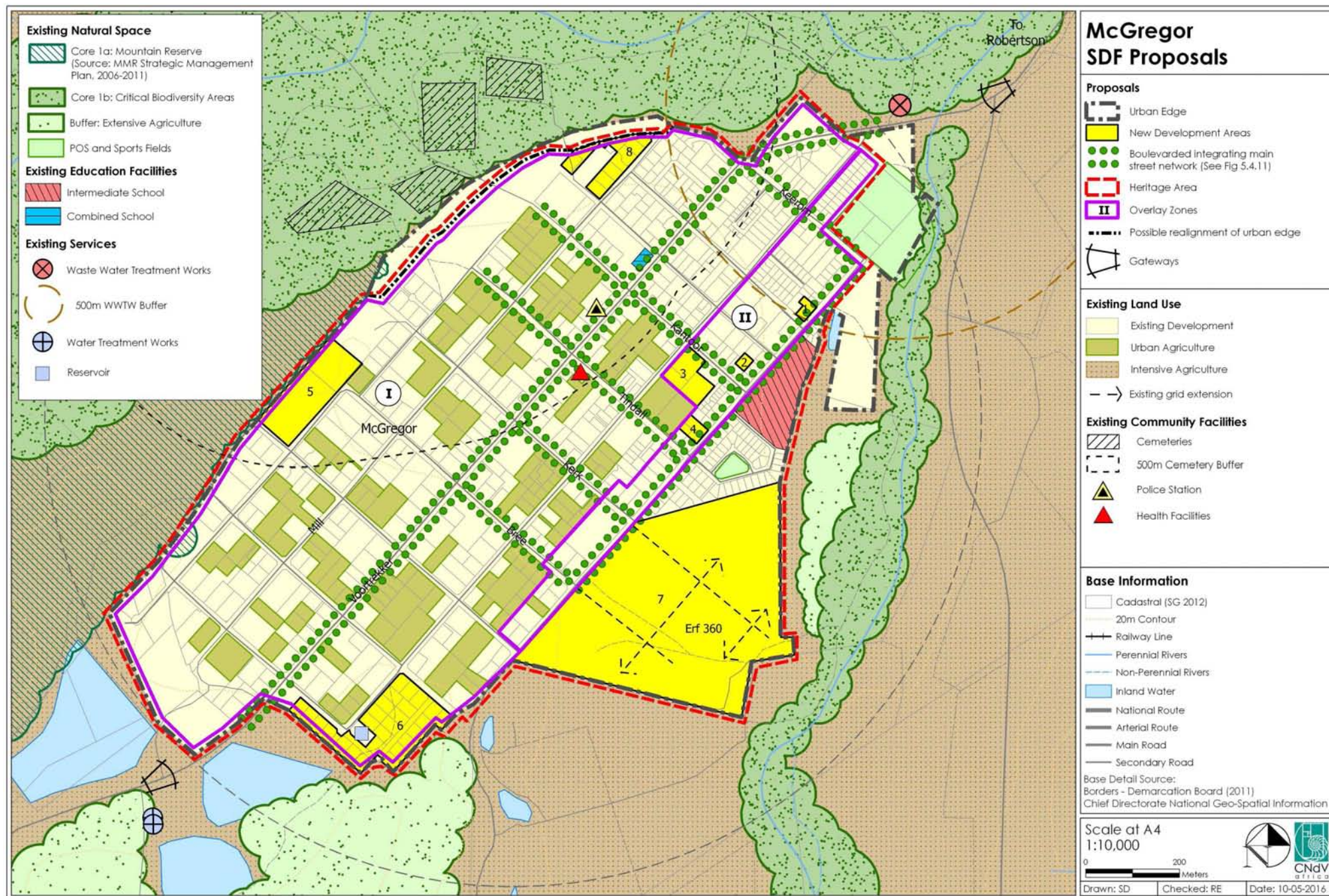


Figure 5.12.2.1 McGregor: Spatial Development Framework