

5.8 ROBERTSON (population: ± 28 000)

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

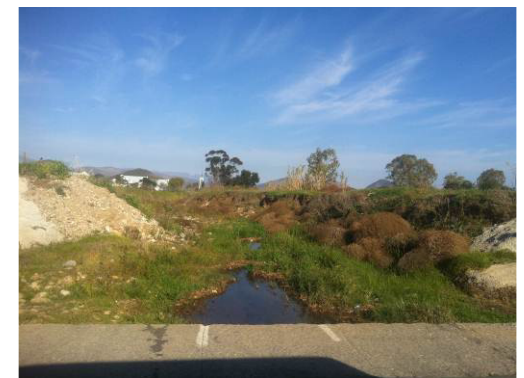
- Demand for urban development is expected in all economic sectors and income groups beginning with 80 ha required for waiting list;
- It is proposed that this should be accommodated as a series of integrated components in a number of smaller mixed use, mixed income projects including GAP (Flisp) housing 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;



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)

- 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 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.
- It is proposed that the combined school is to be joined to the primary school to form a larger primary school.

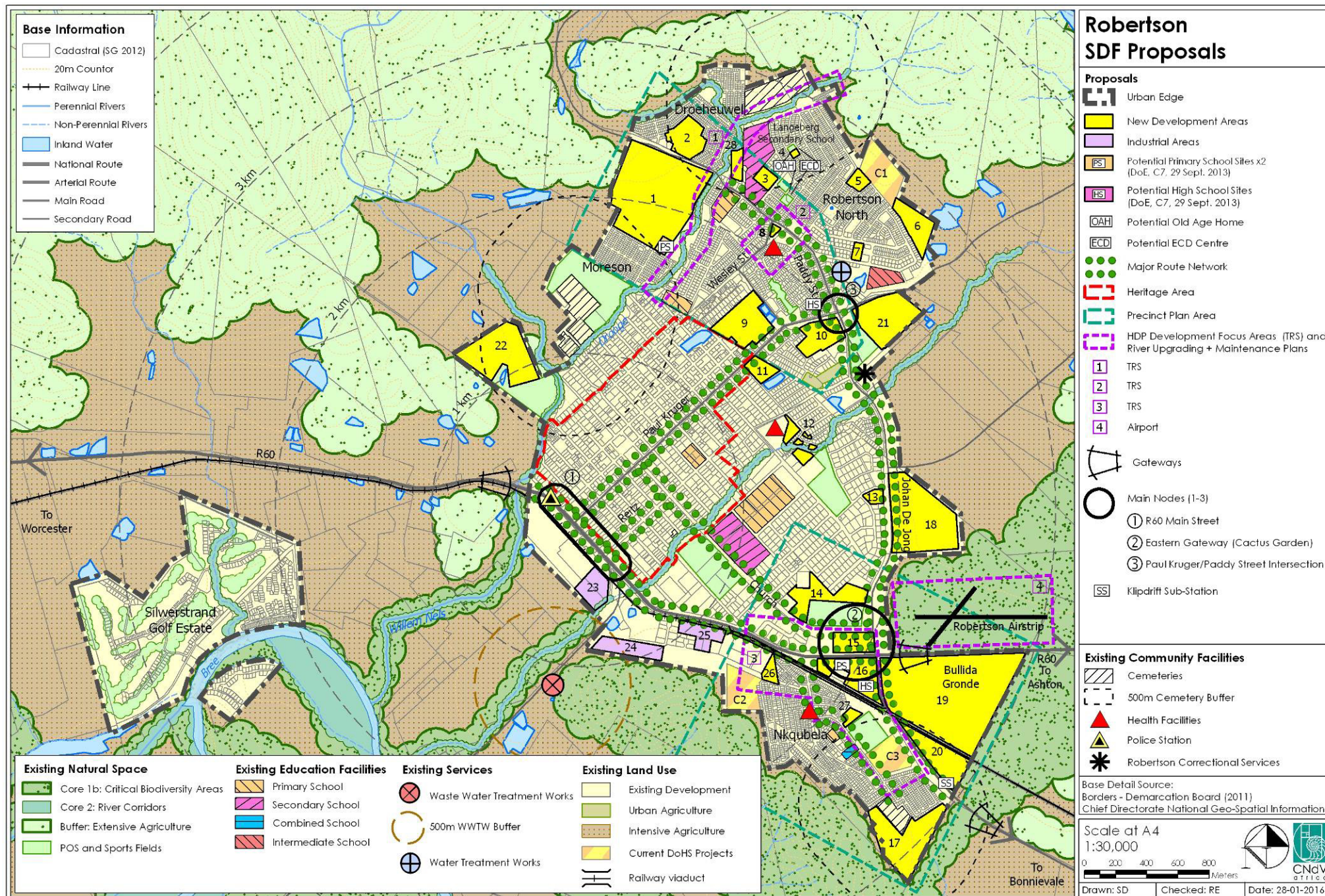


Figure 5.8.2.1 Robertson: Spatial Development Framework

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	27.94	Mixed use residential with possible school site and allow for POS corridor linkage from Urban Edge through to portion of Site 2. Encourage urban agriculture where possible.	
2	4.59	GAP, social housing with good views, allow for POS corridor linkage to west across Site 1 to Urban Edge.	
3	1.30	Residential/Business/Thusong?	
4	0.23	Residential: 50% retain balance as centrally located kick-about to serve surrounding residential area.	
5	1.26	Residential; Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
6	4.33	Residential; Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
7	0.67	Residential: Retain 2000m ² to serve as kick-about for surrounding residential area.	
8	0.31	Possible market site, investigate Site 10 also for optimum location.	
9	7.59	Mixed use residential: Encourage urban agriculture where possible.	
10	4.76	Mixed use residential with small scale commercial abutting intersection. Investigate possible location for market site, see Site 8 also.	
11	2.05	Mixed use residential: Encourage urban agriculture where possible.	
12	2.13	Residential with single sided roads to be planned along POS abutting river corridor.	
13	0.97	Residential with possible small scale commercial. Investigate taking minor access off Johan de Jong.	
14	5.97	Medium density residential with single sided road abutting dual purpose POS as community recreational area and protecting western runway approach.	
15	3.37	Mixed use commercial – design to be guided by overall gateway precinct urban design framework to be strictly managed so as maximise entrance quality to Robertson from east.	
16	6.21	Mixed use commercial – design to be guided by overall gateway precinct urban design framework to be strictly managed so as maximise entrance quality to Robertson from east – optional high school site.	
17	11.07	Existing informal settlement: GAP, social housing on higher north facing slopes with better views and IRDP at lower levels (Draft layout under consideration). Urban Design and landscape guidelines to be prepared and strictly enforced due to high visibility of this site to tourist traffic from west. Open space link abutting eastern boundary to be as wide as possible.	
18	16.68	Property sold to private developer.	
19	38.92	Mixed use residential with possible school site including industrial and commercial development along the fringes adjoining Klipdrif sub-station. Encourage urban agriculture where possible. New urban village site with TRA and primary school in centre enclosed by IRDP housing which, in turn, is surrounded by GAP/social housing. The R60 and R317 edges can contain mixed use small scale commercial facing frontage/service roads and strongly treed and landscaped.	
20	6.46	Investigate for high school site.	
21	9.31	Mixed use residential. Encourage urban agriculture where possible.	
22	11.78	Market related residential.	
23	3.68	Industrial extension: check flood lines.	
24	3.98	Industrial extension	
25	3.24	Industrial extension: check access rights to all properties	
26	1.20	GAP market. Layout to be redesigned.	
27	0.78	ECD	
28	1.41	ECD	
Total	182.18		

Table 5.8.1 New Development Areas: Robertson

5.9 MONTAGU (population: ± 15 100)

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

- Boulevardled 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

- ± 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:
 - ± 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;



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

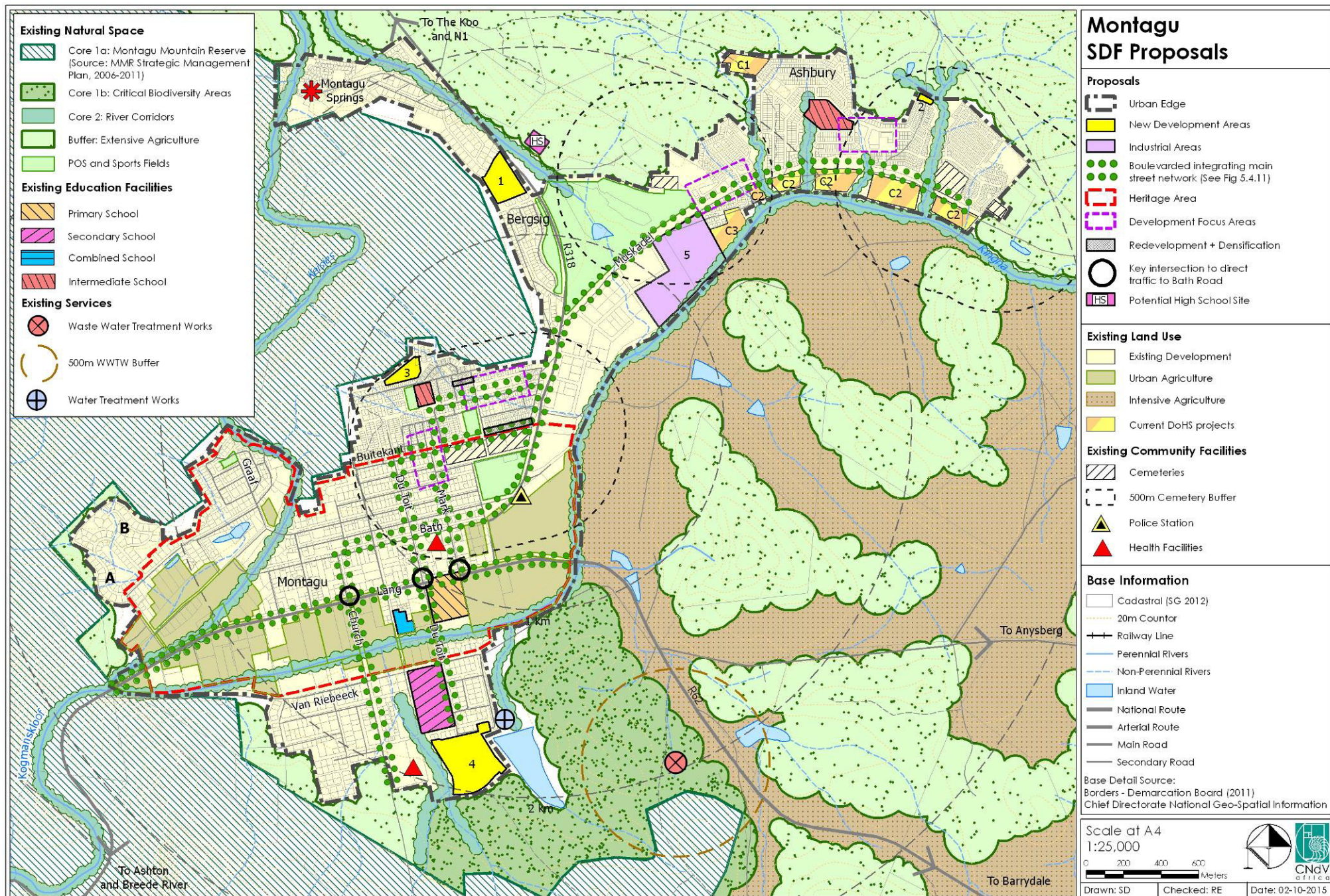


Figure 5.9.2.1 Montagu: Spatial Development Framework

- 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;
- Rather than moving retail operations to Lang street a more preferable solution is seen in a two-fold approach that improves the attraction of Bath street. This can be achieved by:
 - 1st: upgrading key intersections on Lang street and their linking routes to Bath street, e.g. with brick paving, landscaping these links and providing appropriate signage so that visitors along Lang street are attracted to Bath street; and,
 - 2nd: upgrading the urban quality of buildings, sidewalks and parking in Bath street using the heritage guidelines as a start.

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	3.31	Middle income residential with POS corridor retained linking nature reserve to river corridor.	
2	0.25	Social, GAP residential on site with good views, slope to be checked.	
3	1.43	Social, GAP residential on site with good views, slope to be checked.	
4	8.16	Market related housing with single sided road along river corridor.	
5	13.94	Mixed use, industrial, education, see Annexure B for revised spatial standards.	
6		Kingna sportsfield as part of housing project in current DoHS project areas C1 and C2	
Total	27.09		

Table 5.9.1 New Development Areas: Montagu

5.10 ASHTON (population: ± 13 000)

5.10.2 ASHTON: 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.)

- The link route between Zolani and the CBD is strengthened by a strip of abutting New Development Area No 7 accommodating mixed income, mixed use development, including IRDP and FLISP housing. Due to the 500m WWTW odour zone, land uses south of this route should not include residential unless the plant is optimally managed to eliminate odour; and,
- To further strengthen the integrating role of this linking route the same service road, landscaping and paving treatments should be applied where necessary along the entire length of the R60 from the Abbatoir Road intersection to the Ashton cellars at the western gateway.

These projects could be funded with:

- Land in Site 5 outside of the 500m WWTW buffer could be used for residential purposes; and,
- This land could be alienated by the municipality in terms of NEMA or developed by them.

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	4.18	Mixed income residential, IRDP on lower slopes with, GAP, social and market housing on the higher slopes with good views with possible school site, community hall and creche	
2	9.02	Mixed use with commercial facing main road with suitable access	
3	20.92	Mixed income residential with small commercial node abutting intersection with R60 and direct route to CBD	
4	4.97	Mixed use residential	
5	25.97	Mixed use with commercial facing proposed Ashton-Zolani link road with suitable access	
6	5.23	Residential / mixed use, industrial / commercial	
7	7.90	Mixed use residential including multi-purpose sports and social centre	
Total	78.19		

Table 5.10.1 New Development Areas: Ashton

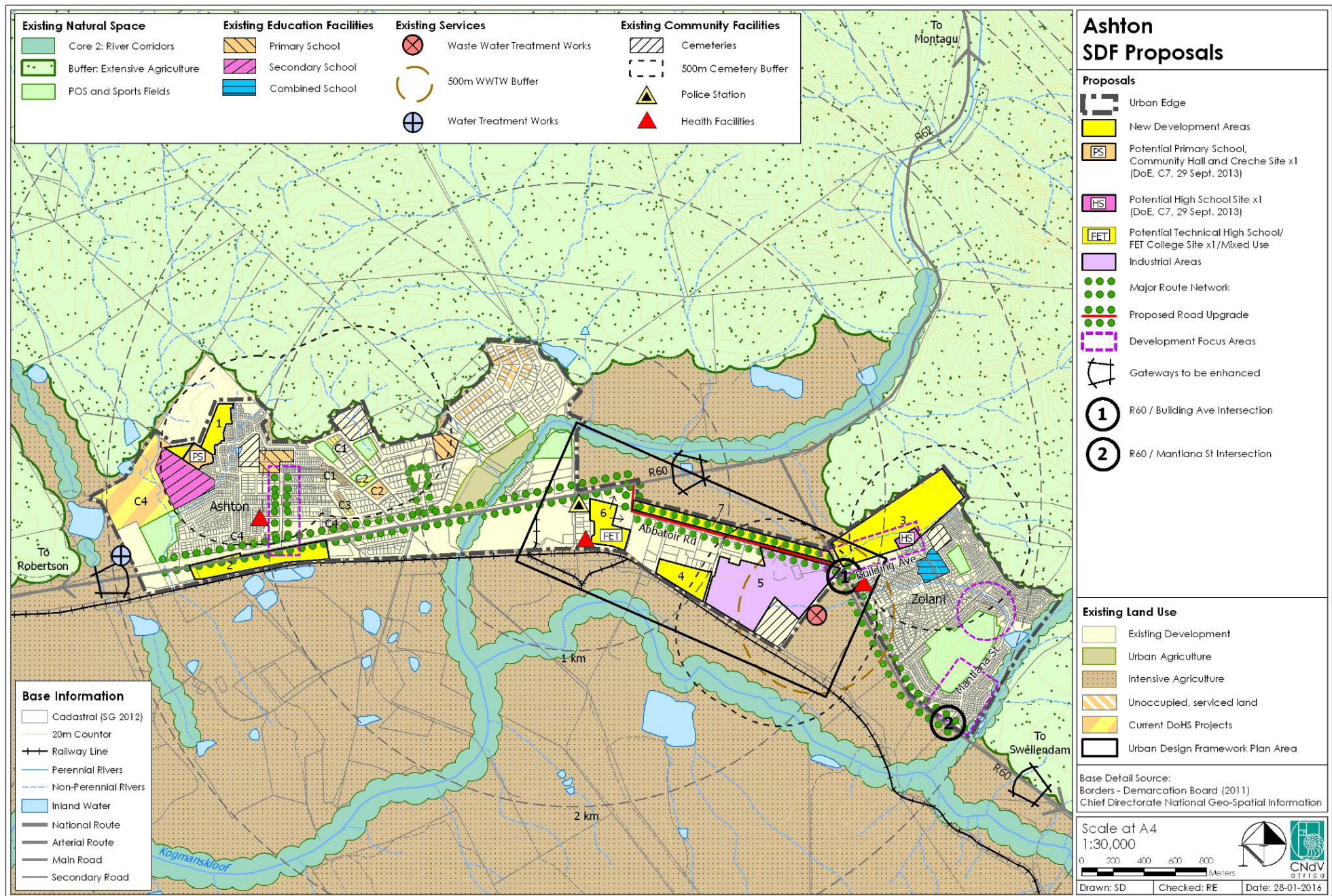


Figure 5.10.2.1 Ashton: Spatial Development Framework

5.11 BONNIEVALE (population: ± 9 000)

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 located 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, 1st 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

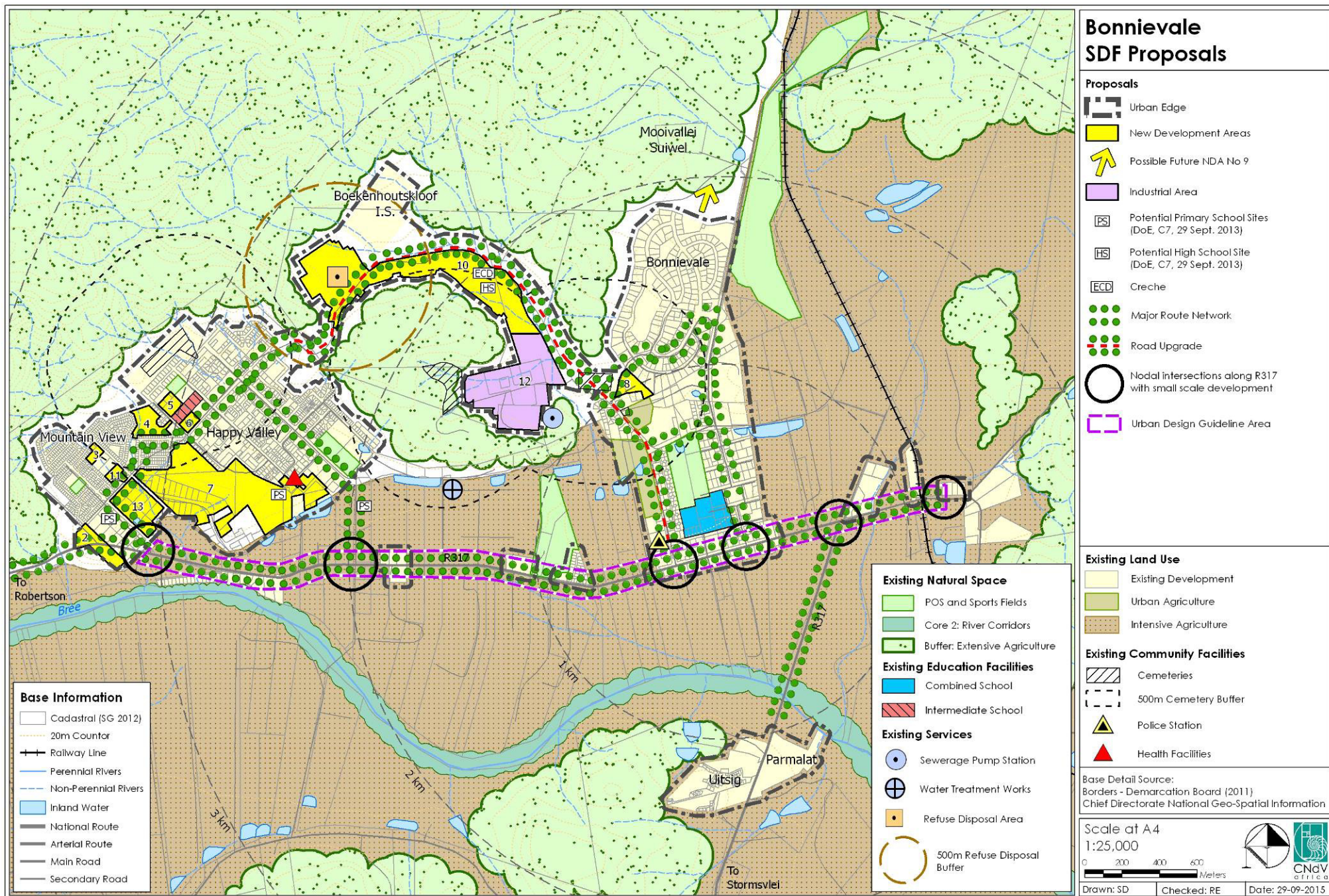


Figure 5.11.2.1 Bonnievale: Spatial Development Framework

5.11.2.3 Heritage Conservation and Frontage Urban Design Control Areas

- No heritage precinct was identified for Bonnievale but the main road corridor along the R317 should be declared an Urban Design Guideline Area with street frontage urban design control areas in which buildings are encouraged to positively contribute to the street scape through stoeps, colonnades, street furniture, landscaping, tree planting and appropriate signage.

5.11.2.4 Urban Restructuring

- The main urban restructuring element will be implementing the continuous network of boulevard main streets. Little can be achieved with locating new urban development extensions appropriately because of the fertile agricultural land that would have to be taken out of production to achieve this.

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	2.41	Gateway redevelopment / mixed use / residential (Densification).	
2	0.54	Residential.	
3	2.10	Residential: Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
4	0.90	Residential.	
5	0.61	Mixed use residential with small scale commercial abutting Almeria Avenue.	
6	23.18	Mixed income residential, IRDP on lower slopes with, GAP, social and market housing on the higher slopes with good views and POS corridor to protect ridgelines to be retained.	
7	1.51	Mixed income residential.	
8	23.57	Mixed income mixed use residential fringing road to informal settlement to be upgraded.	
9	0.62	Residential.	
10	15.55	Industrial.	
11	4.44	Mixed use residential – Gateway node	
Total	75.43		

Table 5.11.1 New Development Areas: Bonnievale

5.12 MCGREGOR (population: ± 3 100)

5.12.2 MCGREGOR: SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.12.2.1

5.12.2.1 Core landscape areas

- Boulevarde 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 kick-about 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 1000m² with not more than 50% hardened surfaces; and,
 - Overlay Zone II: East of this line a minimum subdivision of 200m² (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.



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

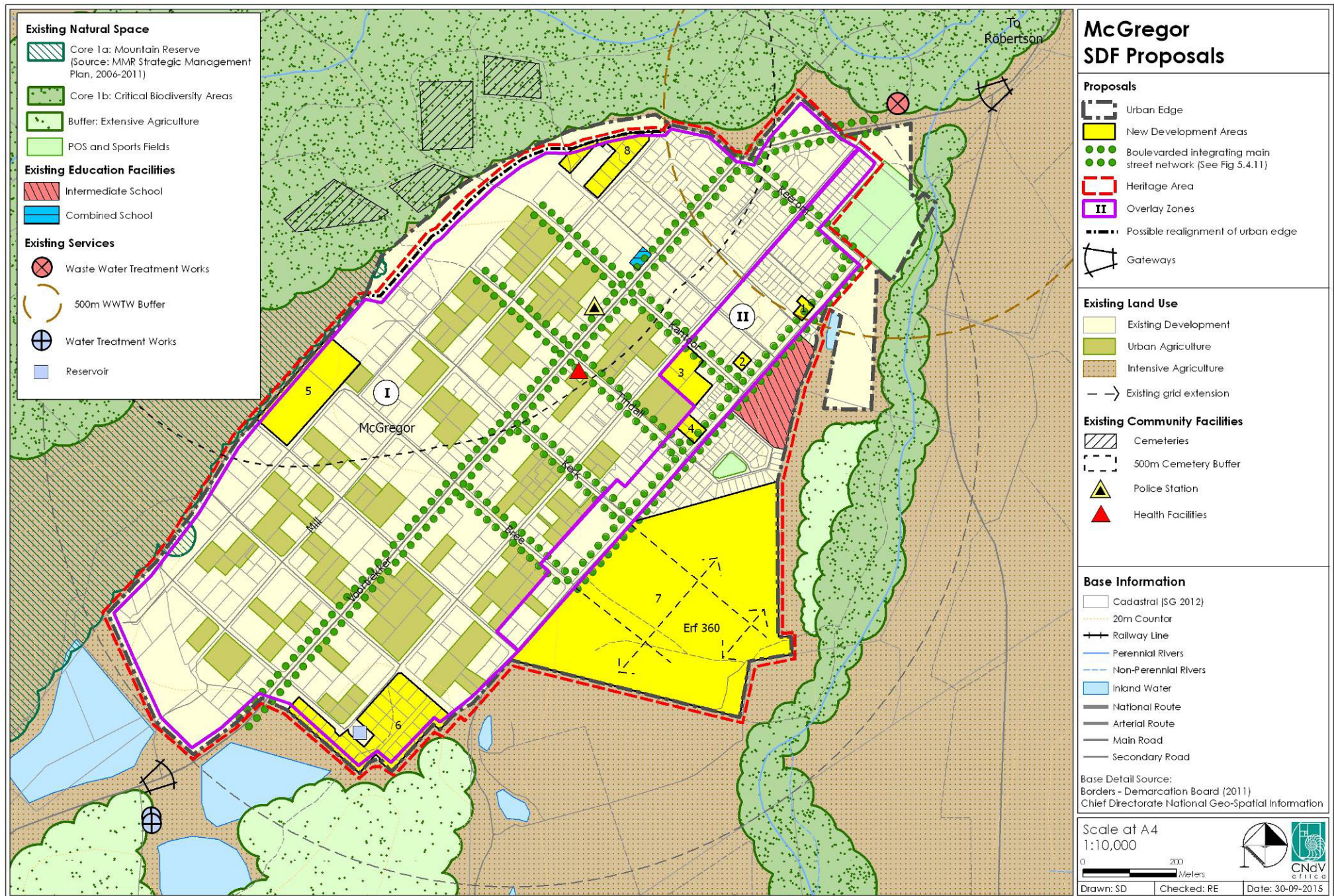


Figure 5.12.2.1 McGregor: Spatial Development Framework

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,
 - Option 3: investigate land between the cemeteries and, if suitable, extend the grid to accommodate urban extension here. This land has the advantage of not taking developed agricultural land out of production although it may require amending an aquatic CBA. This land in any event will probably have to go through an EIA process.

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	0.12	Residential	
2	0.08	Residential	
3	0.72	Residential	
4	0.20	Retain as kick-about for surrounding residential area	
5	0.90	Residential, retain 2000m ² as kick about for surrounding community	
6	2.07	Residential (Market Related/Retirement Village)	
7	2.95	Residential (Market Related) – off-grid services may be required	
8	17.57	Mixed use residential with possible school site and allow for POS corridor linkage from Urban Edge. Encourage urban agriculture where possible.	
9	0.98	Residential (Market Related)	
Total	25.59		

Table 5.12.1 New Development Areas: McGregor