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| SAPS | South African Police Services |
| SDF | Spatial Development Framework |
| SDP | Spatial Development Plan |
| SEA | Strategic Environmental Assessment |
| SIP | Strategic Infrastructure Plan |
| SMME | Small, Medium and Micro Enterprises |
| SoER | State of the Environment Report |
| SOEs | State Owned Enterprises |
| SPC | Spatial Planning Category |
| SWOT | Strengths, Weaknesses, Opportunities and Threats |
| TB | Tuberculosis |
| WC-DSDF | West Coast District Spatial Development Framework |
| WC-PSDF | Western Cape Provincial Spatial Development Framework |
| WWTW | Waste Water Treatment Works |

1. INTRODUCTION

1.1 PURPOSE OF THIS REPORT

The purpose of this report is to provide an understanding of the state of the Beaufort West Municipality (see Figures 1.1.1 and 1.1.2) and the various issues facing it in order to prepare a Spatial Development Framework to help address those issues from a Spatial Perspective.

The report is structured in the following manner:

Section 1 describes the purpose and need for an SDF.

Section 2 describes a number of national provincial, district and local guidelines, policy documents and concepts, all of which have a bearing on the SDF.

Section 3 describes the current state of the Municipality under the following subsections:

- Natural Systems;
- Built Systems; and
- Socio-economic systems.

1.2 BRIEF OVERVIEW OF BEAUFORT WEST MUNICIPALITY

- The Beaufort West Local Municipality is a category-B municipality, comprising the settlements of Beaufort West, Merweville, Nelspoort and Murraysburg and is located in the Central Karoo District;
- It is the largest municipality and also the administrative capital of the district;
- It is the economic hub of the region, strategically situated approximately 450 kilometers from Cape Town along the N1 route, which connects Cape Town, Bloemfontein and Johannesburg;
- Its population has grown considerably from approximately 37 000 (Census 2001) to 49 000 (Census 2011). This 'growth' may largely be attributed to the inclusion of the DMA into Beaufort West Local Municipality in 2009/10, which includes Murraysburg and surrounding farms, and not necessarily natural or in-migratory growth.

1.3 WHAT IS AN SDF AND WHY IS IT NEEDED?

The spatial management of growth in urban and rural environments due to rapid urbanisation rates and the subsequent impact on resources was previously done through the Guide Plans and Structure plans. These took the form of rather inflexible master plans which were underpinned by the principles of discrimination and separate development.

The new democratic government, post 1994, adopted a new system of spatial planning described in the Development Facilitation Act and Municipal Systems Act. This new system had two components to it.

The first was an indicative plan or Spatial Development Framework (SDF) that was intended to show desired patterns of land use, directions for future growth, indicate the alignment of Urban Edges, and depict other special development areas.

The impact of SDFs is limited to providing policy to guide and informing land development and management. They do not change or confer real rights on land.

The second component is the Land Use Management System (LUMS). This is similar to a town planning or zoning scheme. In many instances where they have not been replaced or repealed these still take the place of LUMS. In contrast to SDF's LUMS have a binding effect on the development rights attributed to land and confer real rights on properties.

Because development in Municipalities is dynamic and responds to changing socio-economic and environmental circumstances, it is impossible to predict the exact requirements of development rights in every instance, therefore, LUMS may be amended from time to time to take into account these changing circumstances. This is normally achieved through the processing of rezonings, subdivisions and removal of title deed restrictions applications. It is in these instances where SDF's play an important role in guiding appropriate future change and helping to guide motivations as to the need and desirability, or not, of proposed land use changes.

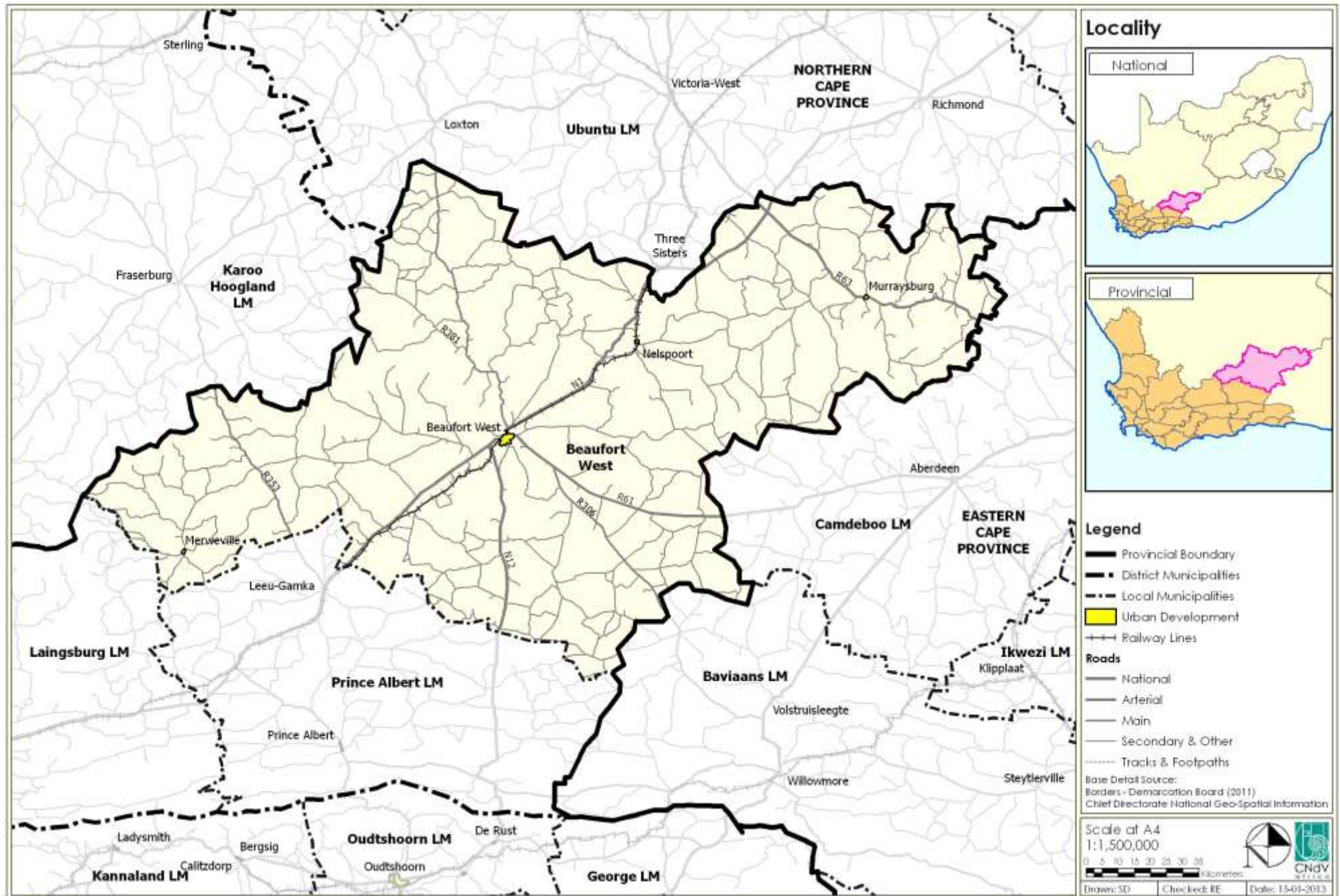


Figure 1.1.1 Study Area

Because of their guiding and informing nature SDF's also have a number of other important functions in addition to guiding LUMS.

These include:

- Giving effect to the principles contained in the Development Facilitation Act Chapter 1, see Section 2.1.1;
- Setting out objectives that reflect the desired spatial form;
- Defining strategies and policies to achieve these objectives which must indicate, amongst others:
 - the desired pattern of land use;
 - how spatial reconstruction will be addressed; and
 - providing strategic guidance in respect of the location and nature of development. (In this regard it should be noted that the SDF's should inform the investment decisions of the public **and the private** sectors.)
- Set out a capital investment framework for development programs; (this will mainly inform public sector investment priorities);
- Include a Strategic Environmental Assessment (SEA) in the compilation of the SDF;
- Identify programs and projects for development of land;
- Be aligned with neighbouring Municipal SDF's; and,
- Provide a visual representation of the designed spatial form with the Municipality in the form of a map which must indicate the following:
 - public and private land development and infrastructure investment;
 - desired and undesired use of land;
 - may delineate the Urban Edge;
 - identify areas for strategic investment;
 - where policy intervention is needed; and,
 - indicate where authority spending is required.
- Informing the spatial location of budget spending in the IDP, see Section 2.4.1.

1.4 LEGAL STATUS OF THE SDF

Within the limitations of a SDF as laid down by the Local Government Municipal Systems Act, 2000 (Act 32 of 2000) i.e. that it should be a guiding and informing document and does not confer real rights on land, it is intended that the SDF should be a binding document endorsed by the

Municipal Council and approved in terms of the Municipal Systems Act, Act 32 of 2000. These endorsements will assist with the processing of development applications, demonstrating compliance with different sectoral policies and motivating project funding and budgets.

1.5 RELATIONSHIP WITH OTHER PLANS

The SDF links the development objectives taken from the Integrated Development Plan (IDP) and the Budget of a particular municipality. Therefore, the SDF becomes the spatial presentation of the IDP objectives that guide projects funded through the budget of the local municipality. This link between the SDF, IDP and Budget is shown in Figure 1.4.1.

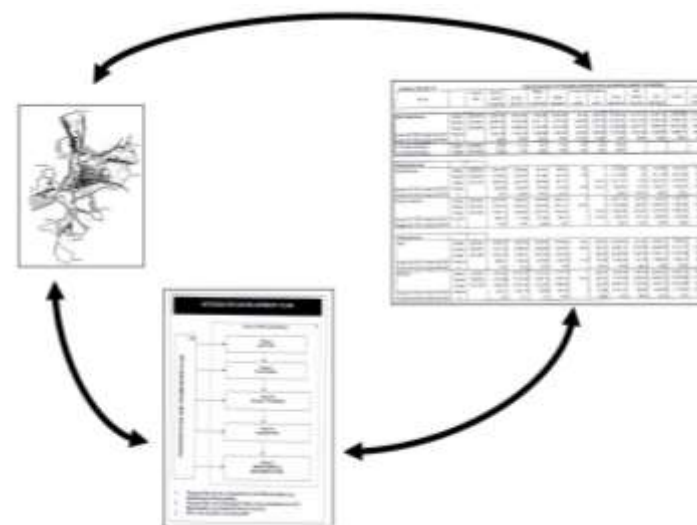


Figure 1.4.1 Link between SDF/IDP/Budget

The Beaufort West Municipal SDF is further linked to other spatial policies at different levels of detail depending on their level of jurisdiction. The National Spatial Development Perspective (NSDP) provides the broad national development goals, objectives and strategies. This informs the Western Cape Provincial SDF (WC-PSDF). The WC-PSDF in turn informs the Central Karoo District Municipal SDF.

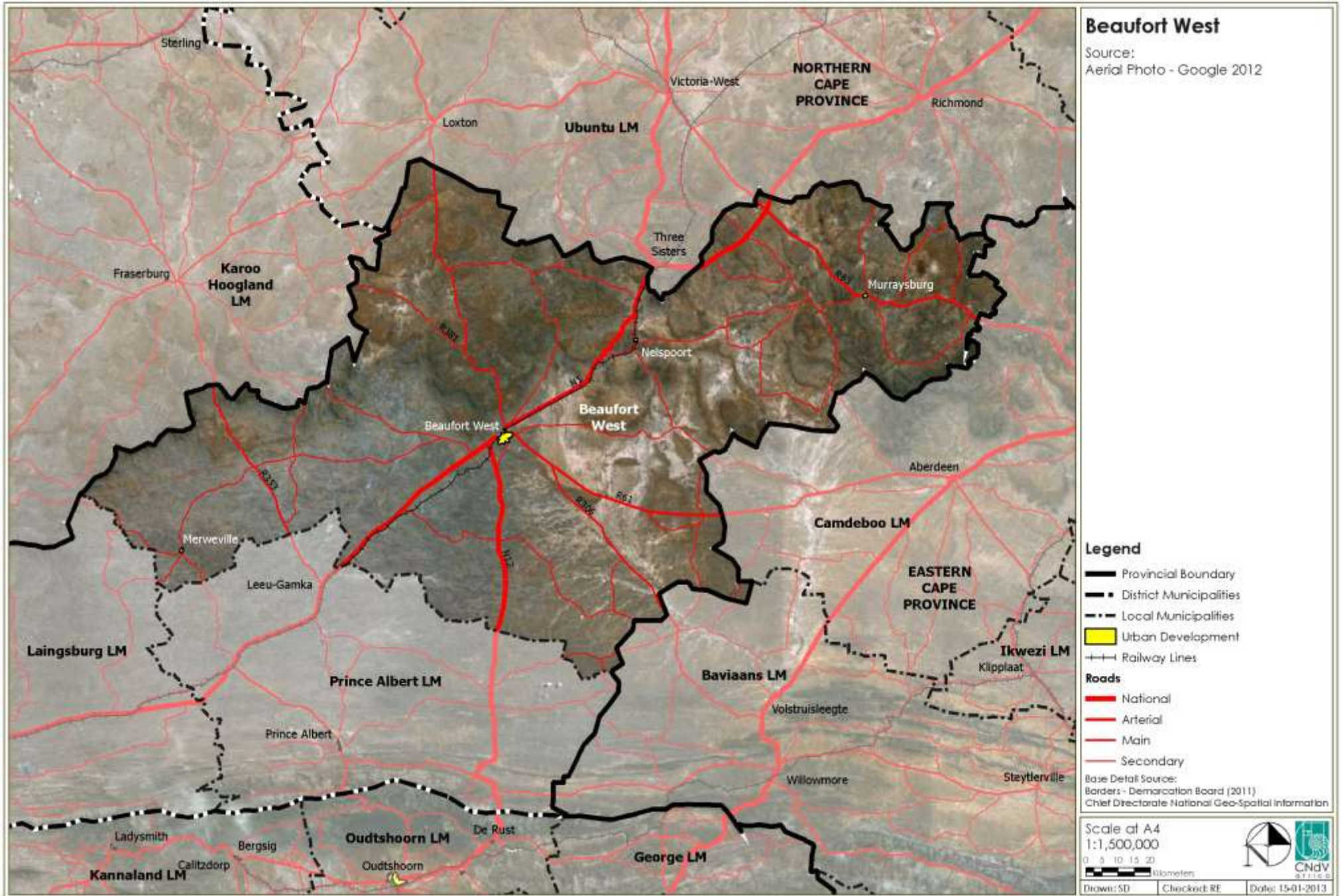


Figure 1.1.2 Aerial Photograph

The Central Karoo District Municipal SDF then informs the preparation of the Beaufort West Municipal SDF. It should be noted that the hierarchy is not only top down but also bottom up, i.e. the lower level plans also inform the higher level plans through the updating process as a result of more local level detailed information. The lower the level of the plan the more detailed the plan becomes and vice versa. This is illustrated in Figure 1.4.2.

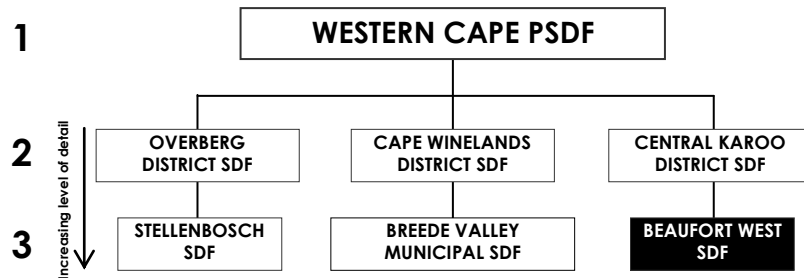


Figure 1.4.2 Layers of SDF and Level of Detail

The SDF should consider the impact of the natural environment (rivers, sensitive areas) as well as built environment aspects such as housing, infrastructure and socio-economic issues relating to economy, human development indicators, etc. The SDF must guide all of the Municipality's departments as well as national sector departments, State Owned Enterprises (SOEs) and the private sector. Therefore, the SDF is informed by and in turn informs the plans and activities of the various municipal line departments, see Figure 1.4.3.

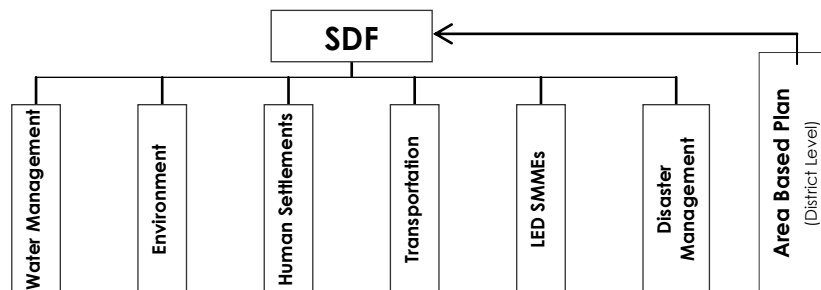


Figure 1.4.3 SDF relationship to sector plans

1.6 CONSULTANT'S BRIEF

The consultants brief is to prepare an SDF for the Beaufort West Local Municipality.

The DEADP has produced guidelines for preparing SDFs, see Figure 1.5.1.

The following products of the SDF will be produced in the different phases of the SDF as shown below in Figure 1.5.2.

The following methodology, in line with both the national and provincial guidelines for the preparation of Spatial Development Frameworks, see Figure 1.5.2, is used in this project:

- Product One: Inception Report
 Product Two: Status Quo Report
 Product Three: Conceptual Framework (draft SDF)
 Product Four: Final SDF Implementation Strategies and Programmes

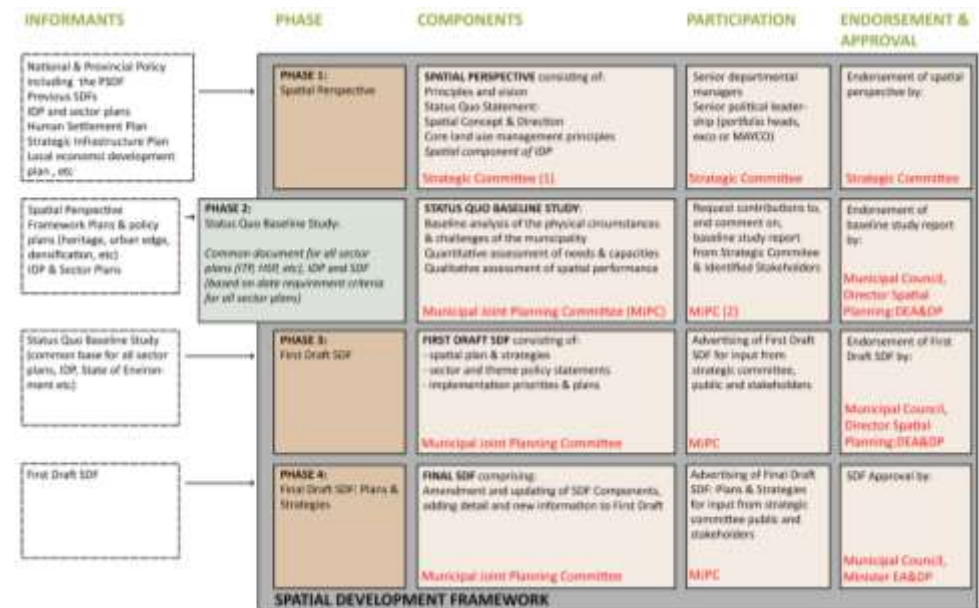


Figure 1.5.1 Guidelines for preparing SDFs (source: DEADP, 2009)

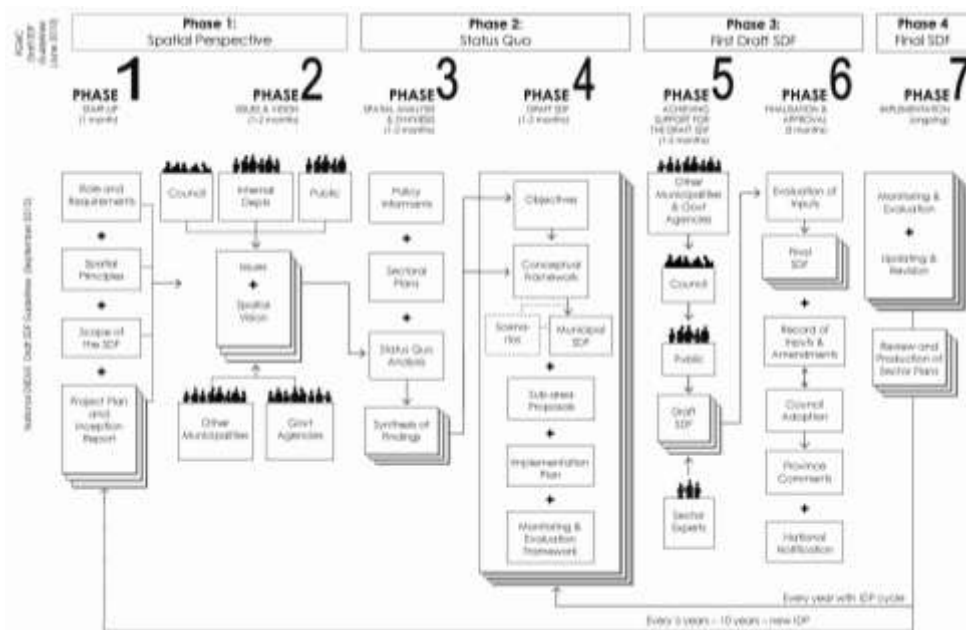


Figure 1.5.2 Phases in the process of completing an SDF (source: CNdV, 2010)

The following serves as specific foci:

CRITICAL MILESTONES AND DELIVERABLES

The following milestones are necessary phases of the project to ensure a credible and comprehensive SDF as required by the above policy and regulation:

- Inception Report
- Status Quo of the Municipality;
- Conceptual Spatial Development Framework (SDF); and,
- Final SDF, Implementation Strategies and Programmes.

It is expected that each milestone should cover several deliverables. Following below is a list of deliverables for each of the four milestones.

PRODUCT 1 INCEPTION REPORT

An inception report should be prepared containing details pertaining to the project process (contained in a work plan). As part of this phase a project inception meeting will be conducted with the client to agree on a process forward and deliverables/products of the SDF. The starting date of the project and agreed payment schedule will also be contained herein.

PRODUCT 2 SPATIAL ANALYSIS OF THE CURRENT REALITY

This section should check whether the “environment” is spatially conducive, able or geared for the delivery of the IDP and the relevant sector plans. It should not repeat the status-quo information as contained in the IDP. This phase must contain a **spatial analysis with maps**, and should indicate the following:

- Municipal-wide spatial issues (in relation to the needs identified) and existing projects proposals (including their locality);
- The municipal investment and spending patterns. For example, are the municipality spending patterns:
 - aligned with the DFA;
 - biased towards urban areas or rural settlements?
- The status of a Comprehensive Rural Development Programme (CRDP) in the municipality; and how do the proposals relate spatially and economically to the adjacent settlements and towns? and,
- A review, where necessary, of the existing municipal policies, plans, resolutions and by-laws, pertaining to spatial planning, supportive of what the municipality wants to achieve in particular with regard to rural development; or do they need to be revised?
- Spatial implications of applicable provincial and national plans, legislation, policies, strategies and directives including:
 - the District SDF
 - Provincial SDF
 - the Growth and Development Strategy
- Settlement spatial patterns and dysfunctionalities including:
 - Evidence of urban sprawl, integration and spatial impacts, effects of apartheid
 - Status of the environment and its functioning as a system of eco-system services
 - Feasibility and progress with IDP proposals

- Identification and analysis of existing nodal points indicating their:
 - Viability and sustainability for promoting economic growth
- Identification and analysis of strategic located vacant land and land with development potential:
 - Note, only important vacant land should be described. Analysing every piece of land in the rural municipality should be avoided
- Major structuring elements, urbanisation trends and their spatial implication in the municipality;
- Strategic roads and transportation networks (district, provincial and municipal roads):
 - Level of functionality and contribution to the system as a whole
 - A need for new roads
 - Roads which need to be upgraded and for what reason.
 - Roads whose upgrading will boost the economic growth of the municipality, etc.
- Location and trends of basic services and infrastructure:
 - Demand for services and infrastructure
 - Alignment with other development programs including highlighting dysfunctions
- Housing (human settlements):
 - Location of BNG housing
 - Viability of locations from an economic and access point of view?
 - Existence of supporting infrastructure
- Environmental degradation, conservation and sensitive areas and the impact which specific development may have on the environment:
 - No development areas
 - Where some development could be allowed with strict management
- Agriculture:
 - Agricultural potential
 - Land currently affected by land claims
 - Land requirements for other purposes
- Land reform:
 - Areas suitable for land reform purposes
 - Clarify what type of land is more suited to land reform than others

- Sports:
 - Location of major sporting nodes or areas and status of relevant infrastructure
- Spatial relationships between urban and rural areas:
 - Nature of urban / rural interfaces
 - Nature of relationship between the two
 - Patterns of infrastructure, deficits of poverty, welfare grants, markets thresholds, economic or cultural activities
- The relationship between the spatial issues and the vision of the municipality:
 - Alignments or contradictions including relationships with surrounding municipalities.

• **SPATIAL PERSPECTIVE OF THE IDP OF THE MUNICIPALITY**

Because the SDF should also include a spatial representation of the IDP, understanding and interpreting the IDP spatially is seen as an important phase of the process. Therefore, this section should also include the following:

- Highlight the vision and mission of the IDP and its spatial implications;
- Confirm the interrelationship of the municipality's vision and that of the district from a spatial planning point of view;
- Identify key principles and strategies as contained in the IDP and how they translate spatially;
- Delineate the municipal boundary, settlements, farms and wards; and,
- Map the area where the main pressing needs and the proposed multi-sector project(s) are located.

This information should be summarised to determine the way forward in terms of how the municipality should be shaped from a spatial point of view.

PRODUCT 3 CONCEPTUAL SPATIAL DEVELOPMENT FRAMEWORK

In this phase the conceptual proposals are developed. They should indicate how the spatial form of the municipality should be shaped and links with the outcomes of the two phases mentioned above.

This section should include and map the following:

- Relevant objectives and principles that will guide activities into the desired spatial form;
- The macro-conceptual framework showing the desired spatial form including how the municipality should be portrayed as to how it will function sustainably as a system;
- A micro spatial plan of key focus/growth/nodal points in the municipality;
- Horizontal and vertical alignments of the conceptual SDF with other relevant plans such as PGDS, NSDP, District SDF and District IDP, etc;
- Priority settlements for the implementation of the CRDP;
- Rural towns needing revitalisation;
- Strategic located land for agri-villages and agro-industries;
- Land to be acquired or reserved for land reform activities including land for proactive acquisition (PLAS) by the Department of Rural Development and Land Reform;
- Strategic sites for Thusong Service Centres (formerly also known as Multi Purpose Community Centres (MPCC's));
- Strategic development areas and priority areas for investment;
- Viable land for housing and other economic development and supporting infrastructure;
- Viable and functional nodal points, and identify potential nodes and how they should be developed.
- Nodes without development potential. Name or identify the nodes;
- Functional development corridors and how they should be developed to support the nodes;
- Urban edges and direction for growth for any of the different areas at micro framework level and for the municipality as a whole at macro level;
- Functional and integrating municipal/district roads and public passenger transportation network;
- Proposals for upgrading of or new roads; and,
- Proposed major bulk infrastructure for the whole municipality;
- Where appropriate, include new bulk infrastructure and the relevant services;
- Environmental conservation and sensitive areas;
- Major sporting nodes as well as areas with tourism potential
- High agricultural potential and areas affected by claims which municipality needs the most for developmental purposes; and,
- Areas needing urgent policy intervention.

PRODUCT 4 IMPLEMENTATION STRATEGIES AND PROGRAMMES

This is the most important phase of the SDF in which the ideas as conceptualised in the previous phases should be realised. For implementation to succeed it is necessary to ensure the following from the start of the process:

- There should be a strategic vision for the spatial structure of the municipality as a whole shared by councillors, all the municipal department's officials, the district in which the municipality is located, national the sector departments and the private sector;
- The development of the SDF should be consultative from the beginning until to the end of the process; and,
- There should be strategies and processes in place to involve the relevant decision-makers and stakeholders.

From this work the following deliverables should be included in the SDF:

- Relevant strategies and policies to implement the framework and determine the points of intervention by the municipality; and,
- Amendments to the relevant sector plans to facilitate the implementation of the SDF.

Note: Except for Land Use Management System (LUMS), most of the implementation of the SDF will occur via the sector implementation plans, e.g. HSP, SIP, PTP, disaster management, LED, EMF. The SDF provides the spatial guidance to all of these plans.

Sector plans must always be aligned to advance the interests of the SDF and hence the IDP, see Figure 1.5.3.

- Land ownership with updated cadastral information that can be used by the municipality as part of a land audit;
- Guidelines for transportation, infrastructure and other sector plans, policies and plans;
- LUMS guidelines or recommendations for the formulation of a land use management scheme (not included in this brief);

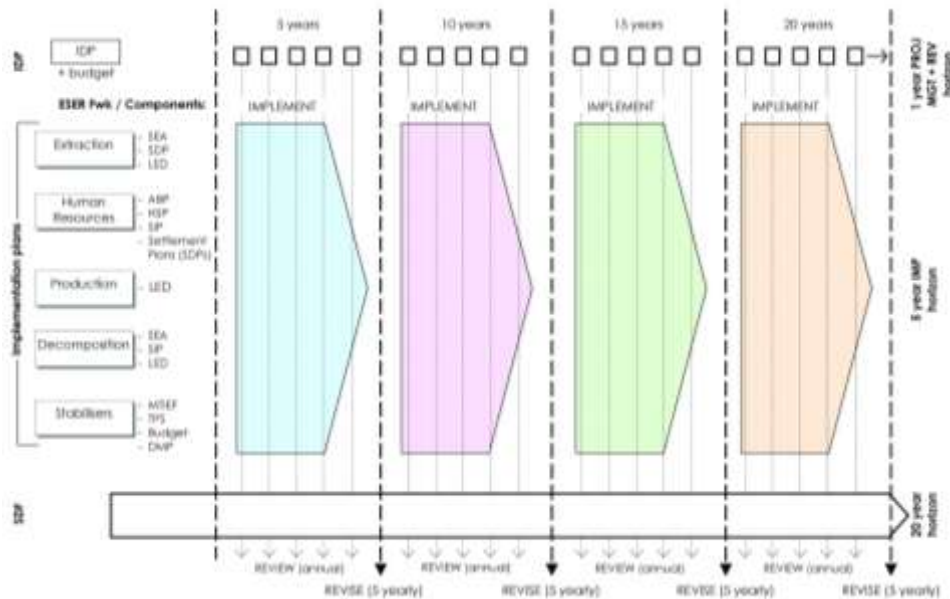


Figure 1.5.3 Proposed Relationship between IDPs, Implementation Plans, including HSPs and SDFs (source: CndV 2010)

- Tools (densification, infill, redevelopment, greenfields) to facilitate development in strategic areas;
- Recommend strategies to facilitate linkages between rural and urban areas;
- Proposals on how to ensure the sustainability of land with high agricultural production potential; and,
- An Implementation Plan that summarises the following from the sector implementation plans:
 - Capital Expenditure Framework for the municipality's development programmes and budget process;
 - Prioritised list of developmental interventions and spatial location;
 - Cost and budget estimates;
 - Timing and phasing of development;
 - Sources of finance;
 - Implementation agent and their roles and responsibilities;
 - Recommendations for the revision of existing policies or strategies, where necessary;

- Proposals on how the SDF can be used for the implementation of projects by Sector Departments; and,
- Institutional capacity recommendations.
- Review of trends and alignment with adjacent municipalities with those of the Municipality under consideration;

The following general deliverables are to be included:

- i. Resumes of meetings;
- ii. Powerpoint slide shows and hand-outs of presentations;
- iii. Reports to be produced incrementally as project progresses;
 - Inception Report
 - Status Quo Report
 - Conceptual Framework Report
 - Final Spatial Development Framework (complete report)

All of these products should be compatible with national, provincial and district GIS databases.

2. GOVERNANCE AND LEGISLATION - IMPLICATIONS

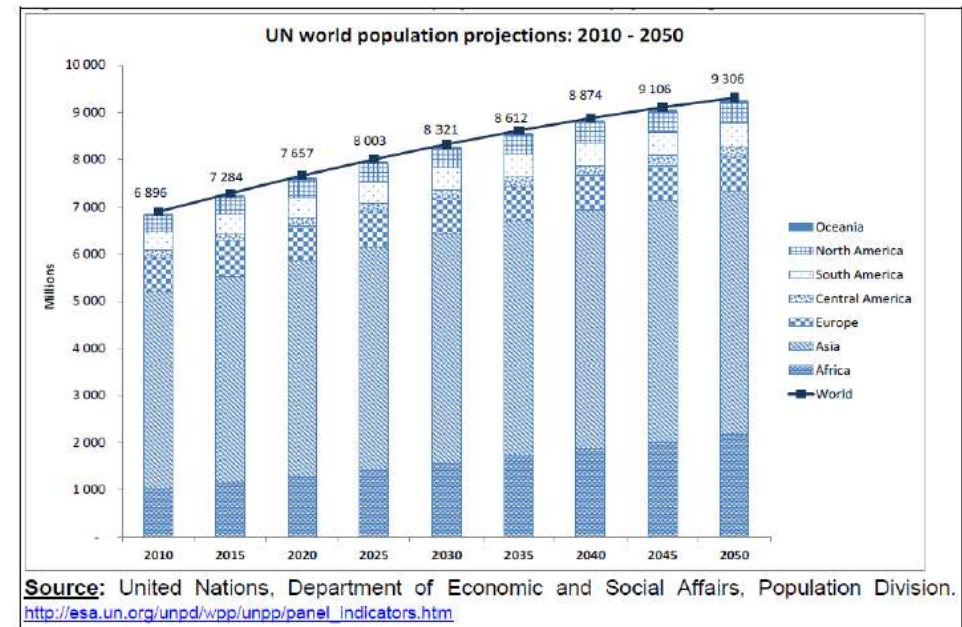
There are a number of Acts, policies and guidelines to be considered in the preparation of the SDF. The following section spells out the more important documents in this regard.

2.1 NATIONAL POLICY

The National Planning Commission (NPC) identified the following key driving forces:

- **Globalisation: The World Becoming More Joined Up**
- **South Africa's political-economic dynamics**
 - Electricity costs are likely to continue to rise;
 - GHG emissions will increase by 25% to 2014;
 - After 2015 there will be oil shortages as global supply drops by 4% per annum;
 - Fuel shortage will be prevalent in the smaller cities in the interior and will present a strain on heavy industry and transport; and
 - After 2025 there will be tougher energy laws and increased fuel and food prices.
 - By 2050 the situation will improve due to more affordable renewable energy; alternative transport; energy and waste recycling; tourism and local food production
- **The Future of Africa and the world's fastest growing market:**

Africa has a compound annual population growth rate of 2,3% (more than double that of Asia). It will have more than 2 billion people by 2044. Graph 2.1.1.1 shows the global population growth projection between 2010 and 2050.



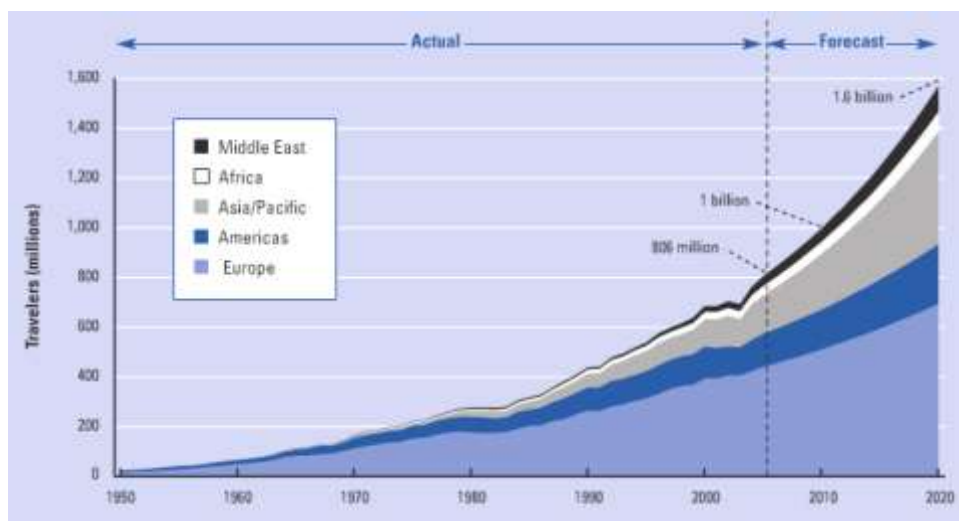
Graph 2.1.1.1 World Population growth projections 2010 to 2050

- **Climate change and the world getting hotter**
 - Of most concern is the next 10-15 years which is called the energy interregnum a period of generally high energy prices and major fluctuations as the world adjusts to an alternative energy scenario.
 - To cope Municipalities would need to plan for:
 - o public transport and rail freight;
 - o extensive use of solar water heating
 - o Stringent energy conservation in business and industry
 - o Recycling or energy from waste
- **Amazing new Technologies**
 - Manufacturing will need fewer and more skilled workers
 - Tele-processing will reduce the need for meeting travel
 - 50% of people will work from home by 2050.

- Accelerated connectivity and economic growth of rural and urban parts of Municipalities can be expected.
- As technology continues to replace human labour and prosperity allows more people in more countries to travel, tourism is set to maintain its position as the world's biggest and fastest growing industry.

• World Tourism Boom

- Expected increase of between 15-20% in tourism;
- Graph 2.1.1.2 shows the projected growth in global and regional international tourist arrivals between 1950 and 2020.



Graph 2.1.1.2 Projected growth in global and regional international tourist arrivals between 1950 and 2020 (source: United Nations, Department of Economic and Social Affairs, Population Division, http://esa.un.org/unpd/wpp/unpp/panel_indicators.htm)

• Population Growth and migration

- Of concern is the impact of HIV/AIDS and the size of the work force (growing or declining).

Implications for Beaufort West Municipality

- The following tourism activities could be focussed on by the Municipality:
 - Mountain biking, quad biking, adventure sports, game drives (Karoo National Park);
 - Bird watching;
 - Fossil exploring (Karoo National Park);
 - Hunting.
- Towns within the municipality should grow their tourism sector to increase economic growth. Section 3.4.1.6 provides details on the existing tourism attractions in the municipality.
- Off-grid and alternative energy sources should be considered to reduce the rate and impact of climate change.
- The implications of climate change need to be considered not only from a disaster management perspective but also from its impact on infrastructure provision; such as buildings; agriculture; and the natural environment.
- Primary settlements are likely to experience an influx of people, e.g. Beaufort West is the largest settlement in the Municipality with the highest concentration of people – therefore it needs to be planned carefully to ensure that it is efficient and attractive and able to accommodate growth.
- Alternative transport typologies, such as freight and passenger rail, needs to become established as a viable alternative to oil-based transport methods, which Beaufort West can strategically position itself to both service and link in to. These transport services should offer both goods movement and tourism needs.
- The likelihood is that with decreased global oil supply, road freight transport will decrease over the medium to long term. Concurrently, rail freight between Cape Town and JHB will increase its share. A similar trend is likely for passenger rail services, which will increase, as road passenger services decrease over the medium to long term.

2.1.1 DFA Principles

The Development Facilitation Act (DFA) provides an important set of overarching guidelines in the principles contained in Chapter 1 of the Act, see Figure 2.1.1.

- Promote efficient and integrated land development:
 - Integrate social, economic, institutional and physical aspects of land development;
 - Integrate land development in rural and urban areas;
 - Promote availability of residential and employment opportunities in close proximity to each other;
 - Optimise the use of existing resources;
 - Promote a diverse combination of land uses;
 - Discourage the phenomenon of urban sprawl and contribute to development of more compact towns and cities;
 - Contribute to the correction of historically distorted spatial patterns of settlement in the Republic; and,
 - Encourage environmentally sustainable land development.

Figure 2.1.1 DFA : Chapter 1 - Land Development Principles

Key themes contained in these principles include:

- Socio-economic integration;
- Rural and urban integration;
- Promoting high levels of access to minimise the use of private motor vehicles; and,
- Limiting urban sprawl so as to increase urban efficiencies relating to business thresholds and minimise the impact of urban growth on agricultural land, areas of scenic beauty and areas of high biodiversity potential.

Implications for Beaufort West Municipality

- The outward growth of settlements should be restricted to prevent the consumption of valuable agricultural and natural environments. This is especially a concern for Merweville and Nelspoort that have vacant land in the inner parts of the settlement.
- Emphasise the creation of integrated settlements especially with regards to poorer communities.
- Provide compact urban environments.

2.1.2 Neighbourhood Development Partnership Grant (NDPG) Requirements

The Neighbourhood Development Partnership Grant (NDPG) aims to “stimulate and accelerate investment in poor and underserved neighbourhoods.” (Republic of South Africa: National Treasury, 2007)

This stimulation is driven through technical assistance and capital grant financing for municipal projects that are linked to distinctive private sector element or intended to create such a link.

The NDPG seeks to address the lack of development (primarily economic) in townships, informal areas and low income settlements.

The following focus areas of challenges are identified:

2.1.2.1 Socio-Economic Challenges

The typical challenges on the socio-economic front, relating to townships, are:

- Large concentrations of poor households in both urban and rural locations;
- High levels of unemployment;
- Poorly performing residential property markets;
- Slower household income growth;
- Limited income retention;
- Undiversified and marginal local economies;
- Limited private sector investment; and
- Considerable fiscal burden.

2.1.2.2 Planning and Investment Challenges

The challenges to coordinated public sector planning and investment and its ability to creatively attract private and community investment include:

- Exclusion by design which limits investment leverage;
- Absence of township, and township nodal development plans and limited municipal capacity to develop integrated projects;
- Limited funding for capital works for public facilities and places;
- Low levels of private sector investment;

- Limited municipal capacity to assemble and align multiple funding sources;
- Risk of mismatch between capital investment made and maintenance and operational budgets of municipalities; and
- Focus on inner city metropolitan areas and established business centres.

2.1.2.3 Interventions that the NDPG Supports

NDPG supports the following types of interventions:

- Township area - to turn dormitory townships into fully functional neighbourhoods;
- Strategic economic development projects;
- Land use restructuring;
- Stimulating property markets;
- Purchasing power retention;
- Public sector investment as catalyst;
- Leveraging non-governmental investment;
- Ensuring municipal support; and
- Kick-starting township regeneration.

Given the above the target areas are:

- Township areas;
- New, post 1994 (generally), RDP housing and low-income housing estates developed using the same principles prevalent prior to 1994;
- Areas and town centres that are populated mainly by Black people and low-income; and
- Informal settlements.

2.1.2.4 Types of projects and eligibility

The focus is generally public infrastructure projects that will attract private and community investment to help achieve township regeneration. These projects include:

- Nodal and/or precinct projects;
- Linkage projects (internal and/or external); and
- Environmental Improvement projects.

Examples of these projects are:

- Public transport interchanges and linkages;
- Libraries as hubs of information, education and e-government;
- Tourism precincts;
- Heritage, cultural, social, and traditional amenities and/or precincts;
- Sports precincts (providing it can be demonstrated to fulfil a critical community and
- economic role in the township);
- Educational precincts;
- Revitalisation of existing nodes/ centres/ precincts/ high streets/ economic activity centres;
- Multi-Purpose Community Centres (MPCCs), including town halls and youth centres;
- Informal trading facilities;
- Any element that may be required in order to secure private sector investment, providing it can form part of the project, and can be demonstrated to be instrumental in securing that investment into the project area

Implications for Beaufort West Municipality

- The multiplier effect cannot take place in parts of the Municipality, as people need to leave it to buy goods and services that are not offered within the towns located therein.
- The development of malls may be having a negative impact on the 'main street' of the town of Beaufort West. There appears to be an 'oversupply' of malls in Beaufort West, as both malls currently have a 50% vacancy rate

2.1.3 NSDP Spatial Guidelines

The National Spatial Development Perspective (NSDP) is an effort by National Government to find the best way of allocating scarce resources in the various geographic regions in the country. The basic premise of the NSDP is that if there are not enough resources to satisfy all needs wherever they may occur then they should be allocated to where the benefits will be greatest.

The NSDP takes the form of a spatial narrative, a set of maps and a strategic response. Using these tools, the NSDP objectives are to:

- Provide a framework within in which to discuss future development;
- Act as a common reference point for national, provincial and local government for the analysis of development potentials;
- Identify areas of tensions/ priority in achieving positive spatial outcomes with government infrastructure;
- Provide governments response to the above mentioned for a given time period.

"The NSDP is unique in the sense that it proposes a mechanism that will link local, provincial and national planning in one integrated system of planning for development." (source: NSDP)

The NSDP contains five major principles:

- Economic growth is most likely to continue where it has previously occurred and therefore economic potential will be highest in these localities (NSDP, pg 24);
- Economically active people will tend to move to localities where jobs or other livelihoods are available (NSDP, pg 24);
- Efforts to address past social inequalities should focus on people and not in places where it will be difficult to promote sustainable and economic growth (NSDP, pg 24);
- It is important that people are trained and skilled to participate effectively in the economy. Because of the tendency of people to move to areas of greatest opportunity, especially when they have skills, programs in areas with low economic development potential should focus on enhancing people skills rather than the construction of fixed infrastructure. This will avoid the risk of such investment becoming redundant if people move away or there is not sufficient demand to justify high levels of expenditure;
- Future government spending on infrastructure and development should be in localities that will not become poverty traps (NSDP, pg 25);

Figure 2.1.2 illustrates the principles of the NSDP Spatial Guidelines.

Centres which have existing or potential economic growth should be the priority for economic investment, i.e. fixed infrastructure such as housing,

underground services and roads. Centres with low economic potential should not be priorities for fixed infrastructure. However, social capital programs such as health, adult basic education and training, entrepreneurship development, and business and technical training should be directed to wherever people may require them. In this way, should the recipients decide to move to other centres, they will, in effect, be able to take this investment with them.

Facilities for the delivery of these programs in centres or areas of low economic potential should use and share existing facilities. In many of these locations there are under-utilised school buildings, clinics, etc. which could be refurbished and used as multi-purpose centres.

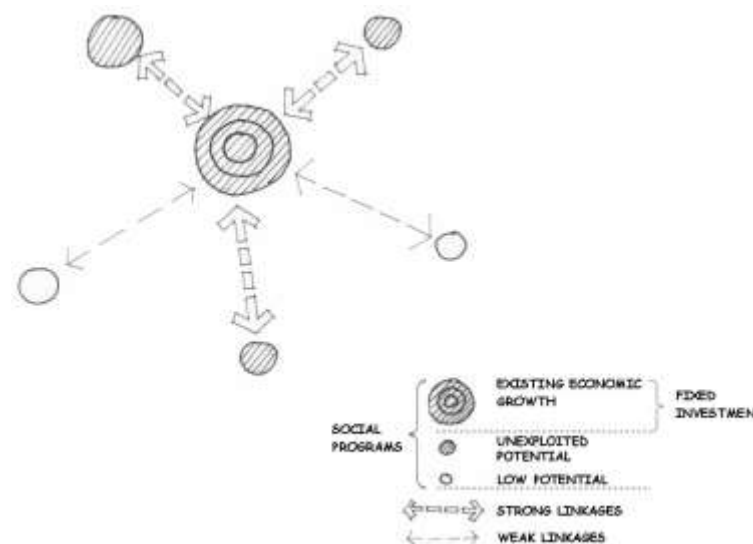


Figure 2.1.2 Principles of the NSDP Spatial Guidelines

The NSDP also recognises that development potential tends to be greatest along linear corridors or axes, see Figure 2.1.3. This is as a result of the relationship between urban nodes of opportunity and the transport and communication routes that connect them. In some instances a river whose banks also have enhanced economic opportunities could also give rise to linear development corridors as zones of investment priority.

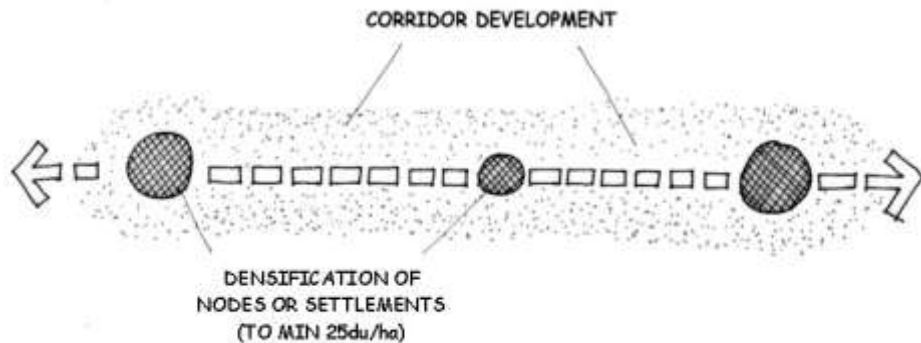


Figure 2.1.3 Development Potential along Linear Corridors

Figure 2.1.4 shows Beaufort West Municipality in the context of a draft SDF for the whole country.

Difficult Choices and Decisions

The principle of allocating investment into areas of greater economic potential is considered controversial in situations where there is a concern that this might lead to socio-economic or spatial marginalisation of areas

of less economic potential. While this is a valid concern, it needs to be clearly understood that in spatial terms resources are not equally distributed.

Figure 2.1.5 illustrates the difference between ideal relationships where all space is equal, people are distributed evenly across that space, and resources and opportunities are also equally distributed and reality which is that space is warped by topography, the unequal distribution of mineral resources, and the greater concentration of ecosystem services such as water, soil fertility, areas of biodiversity, in some areas than in others.

As a consequence of the warping of these patterns different parts of the landscape have greater opportunities than others. This, in turn, is reflected by the uneven development of infrastructure providing access to these areas of opportunity. This leads to a similarly biased or uneven pattern of economic potential and population distribution.

It is important that the uneven pattern of these very powerful underlying forces is understood when resources are being allocated so as to minimise wastage and inefficiencies.

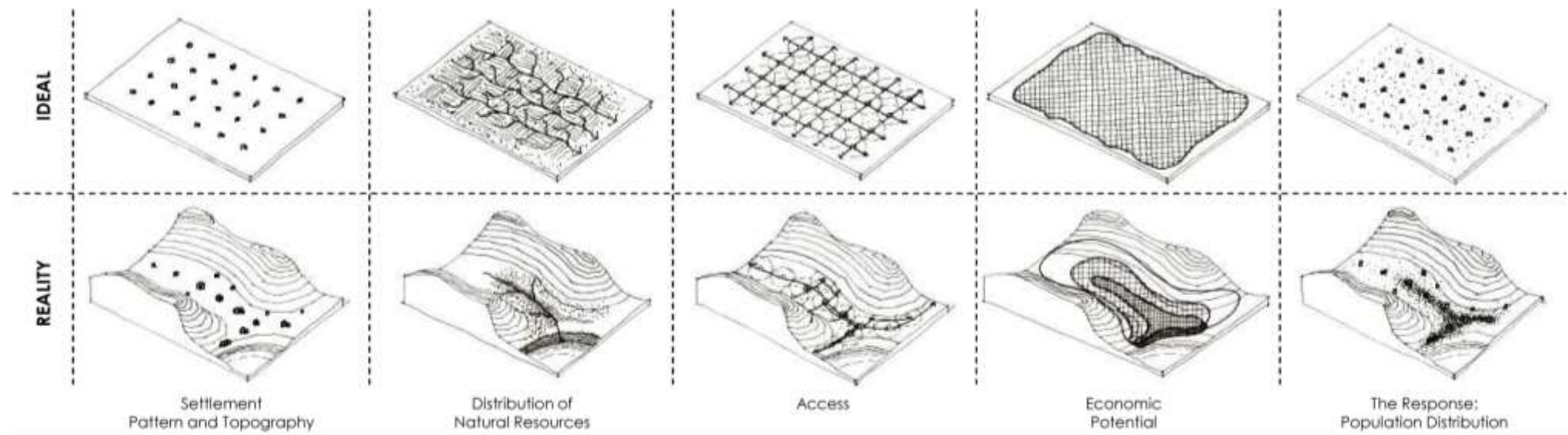


Figure 2.1.5 Differences between Ideal and Actual Patterns of Resources and Opportunities

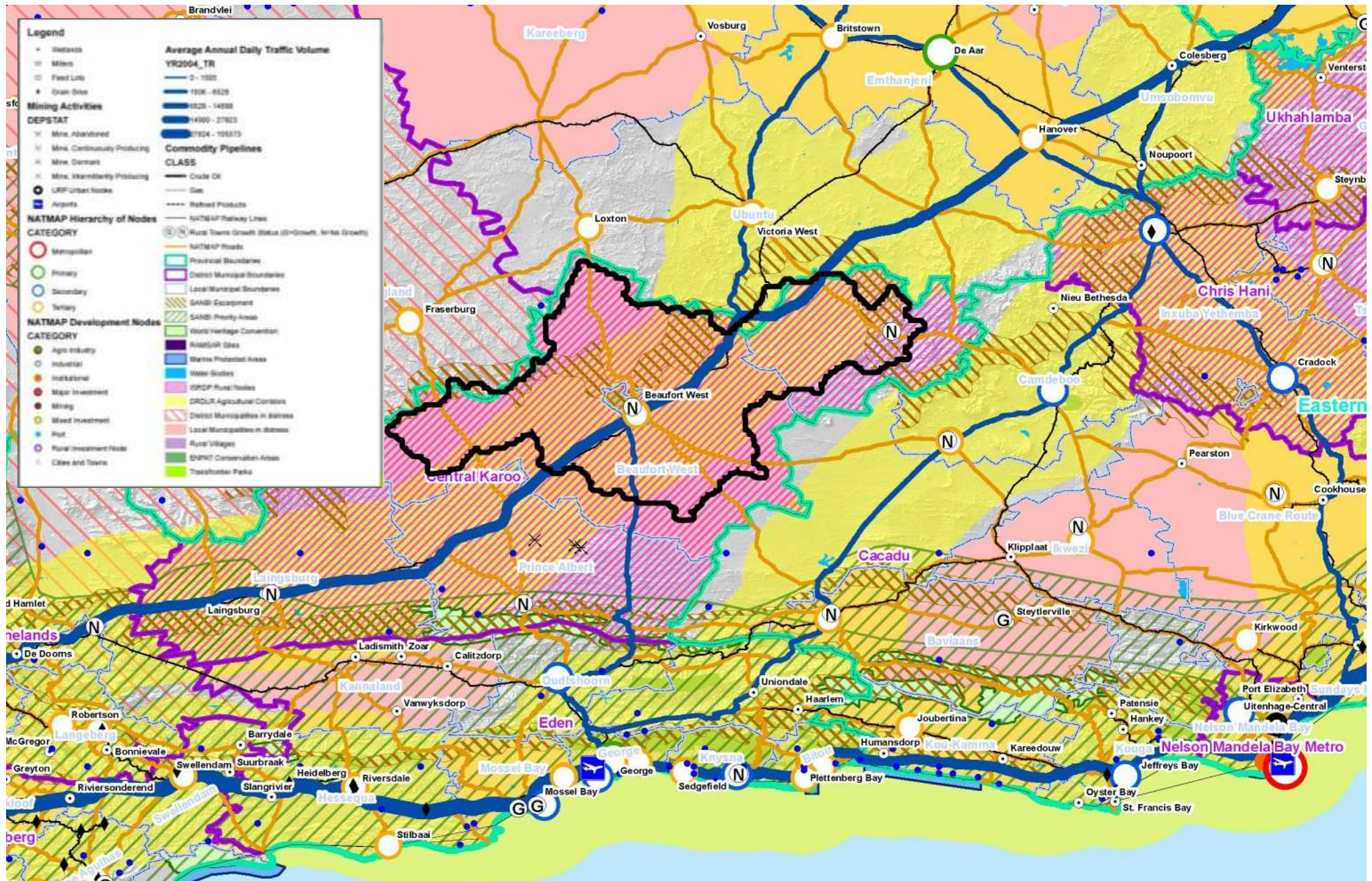


Figure 2.1.4 Proposed Draft National SDF (source: PGWC, 2009)

In summary, the NSDP aims to direct where government invests its money. It targets areas that have high economic growth potential for the infrastructural (major physical) and social investment. Other areas that do not have high economic growth potential may receive only social capital investment i.e. investing in people, in educating, empowering, and uplifting the people.

It is argued that people who are located in areas of low or no economic growth potential will most likely move to areas of higher economic growth potential and in that way the investment in infrastructure in the low economic growth potential areas will be wasted. Therefore, it is considered more beneficial to invest in the people who can then take the skills with them. Alternatively the people may improve their current living conditions and standards in areas of low growth potential which may eventually result in their area improving its economic potential. By following this strategy government would have invested wisely and ensured the best return for public investment.

Implications for Beaufort West Municipality

- Beaufort West is identified as a tertiary node at the national level.
- Beaufort West Municipality's areas of opportunity focus mainly on the N1 corridor that traverses Beaufort West town. The N1 corridor has an estimated Average Annual Daily Traffic (AADT) Volume of between 27000 – 105000 vehicles.
- The areas of Murraysburg, Merweville and Nelspoort represent a challenge in terms of prioritising capital expenditure and these areas should be the focus of social development grants.
- A band across the north western and south eastern parts of the municipality is identified as the location of Integrated Sustainable Rural Development Programme (ISRDP) rural nodes.
- A thin band traversing the municipality from west to east, located north of Beaufort West is identified as SANBI Escarpment.
- Beaufort West is identified as a town with high development potential and a high social need.
- Merweville is identified as a town with low development and a very high social need.
- Murraysburg is identified as a town with very low development potential and a very high social need.
- Beaufort West should be the focus of both infrastructure and social interventions, while the smaller settlements (Murraysburg, Merweville and Nelspoort) should be provided with social interventions and basic services.

2.1.4 Department Of Environmental Affairs And Tourism: South Africa's National Biodiversity Strategy and Action Plan

The Department of Environmental Affairs and Tourism prepared the National Biodiversity Strategy and Action Plan (NBSAP) "to develop a plan of action for the conservation and sustainable use of the country's biological diversity."

During the NBSAP preparation, the National Biodiversity Implementation Plan identified objectives, outcomes and activities required for the NBSAP to achieve its goals.

These objectives and targets include:

- **Strategic Objective One:** A policy and legislative framework that allows the integration of biodiversity management objectives into the economy.
Targets:
 - South Africa is to meet its international obligations with regards to biodiversity
 - Biodiversity issues become integrated in the macro-economy, informing policy, planning, budgeting and decision making at all levels
- **Strategic Objective Two:** Ensure good governance in the biodiversity sector by enhancing institutional effectiveness and efficiency.
Targets:
 - Biodiversity concerns occupy a significant place on the national agenda
 - Government, stakeholders and role-players work together (effectively and efficiently) to achieve biodiversity management objectives
- **Strategic Objective Three:** Integrated terrestrial and aquatic management to minimise the impacts of threatening processes on biodiversity, enhances ecosystem services and improve socio-economic security.
Targets:
 - By focusing on programmes aimed at poverty alleviation, effective control of priority invasive species is achieved

- Meet biodiversity objectives within all biodiversity priority areas
- Produce disaster prevention and management plans incorporating wise ecosystem management principles and practices
- Genetically modified organisms which threaten biodiversity, are not to be released into the environment
- Consider biodiversity in all aspects of resource use
- **Strategic Objective Four:** Enhance human well-being and development by enhancing the sustainable use of biological resources and equitable sharing of benefits.
Targets:
 - Economies based on the use of species and genetic resources are optimized and sustainably managed
 - Priority fish stocks recover to sustainable levels
 - No species status declines
 - National products sector contribution to GDP grows by 50%
 - With more effective and equitable resources, poverty is alleviated
- **Strategic Objective Five:** Maintain key ecological processes across the landscape and seascape.
Targets:
 - Comprehensive biodiversity monitoring systems inform planning
 - Protected area network in marine environmental hence contribution to representation targets in priority areas
 - No further loss of endangered ecosystems
 - Establish protected environments and manage effectively

Implications for Beaufort Municipality

- There are four biomes in the Municipality (Nama-Karoo, Azonal vegetation, Grassland Biome and Fynbos), see Figure 3.2.6.1. Special policies need to be formulated in this regard in order to protect these vegetation types.
- Terrestrial CBAs are to be effectively managed especially those identified in Figure 3.2.6.4a on Page 97.
- Ensure that Beaufort West's transport hub (rail, road and passenger) is developed to accommodate future growth and to exploit the competitive advantage of Beaufort West along the N1 transport corridor.

2.1.5 Regional Industrial Development Strategy (RIDS)

The Department of Trade and Industries (DTI) Regional Industrial Development Strategy (RIDS) seeks to move South Africa's industrial development policy from the apartheid era's top-down localized approach to a bottom-up approach that treats regions as functional entities and builds on locally available skills and resources and relies on external investment. (The DTI, Draft Regional Industrial Development Strategy, June 2006, pg 16)

Therefore, it also seeks to strengthen world-class regions. These are high performance regions that contain companies or networks of companies which need to constantly upgrade so that they do not fall behind in global competition. (The DTI, *ibid*)

One strategy here is to concentrate a critical mass of firms in a chosen industry sector together with its upstream suppliers and service providers in a specific geographic location. Necessary support infrastructure includes transport, logistics, communications, education and training. Gauteng's Blue IQ is an example of such a regional economic development strategy.

RIDS identifies four levels that determine systematic competitiveness, see Figure 2.1.6.

National and regional industrial development policy is responsible for the Meta and Macro levels. It is at the Meso and Micro levels where district and local municipal policies can have the greatest effect.

Figure 2.1.7 opposite indicates that Beaufort West Municipality is considered to have static economic growth potential.

Figure 2.1.8 indicates that the central areas of Beaufort West Municipality has significant levels of gross valued added compared to most rural Municipalities that do not have large urban concentrations; e.g. Bloemfontein, mining activity; e.g. Welkom and Free State gold fields; or, large irrigation schemes; e.g. the Vaal Harts scheme In Phokwane Municipality.

Peaks of around R90 – 130 GVA / 50km²/pa are indicated around Beaufort west.

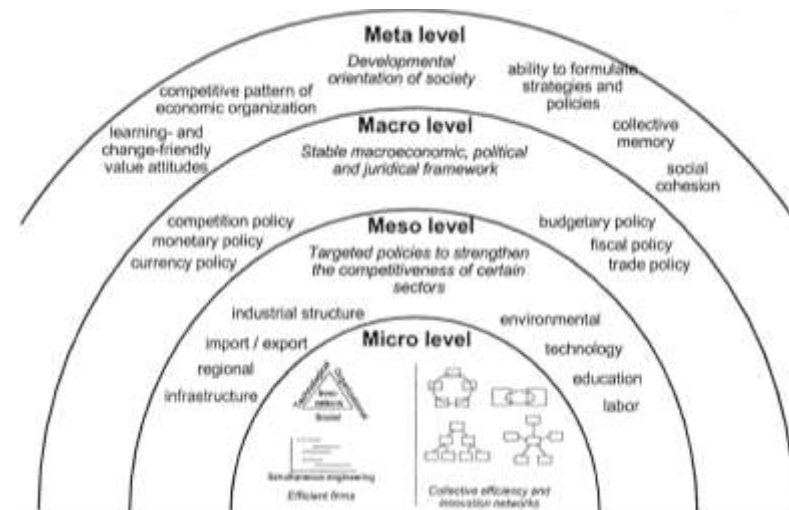


Figure 2.1.6 Determinants of Systemic Competitiveness
(source: Draft Regional Industrial Development Strategy, DTI, 2006, pg20)

Implications for Beaufort West Municipality

- Promote Beaufort West as the main driver of the Beaufort West municipal economy.
- Beaufort is the main business and administrative hub of the municipality.
- Forward and backward linkages need to be developed to support economic activities.

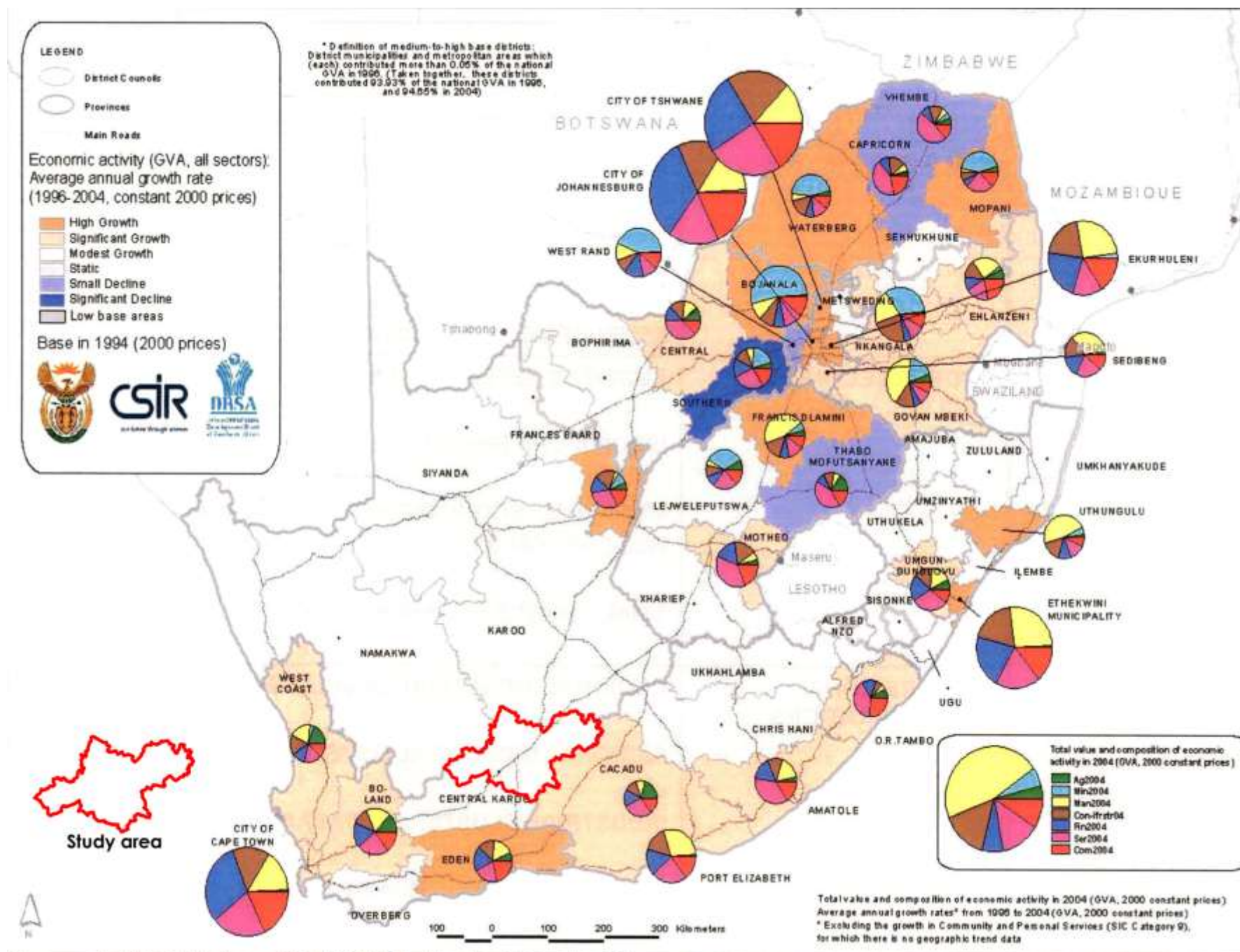


Figure 2.1.7 Medium to High Base Areas (source: CSIR, 2006)

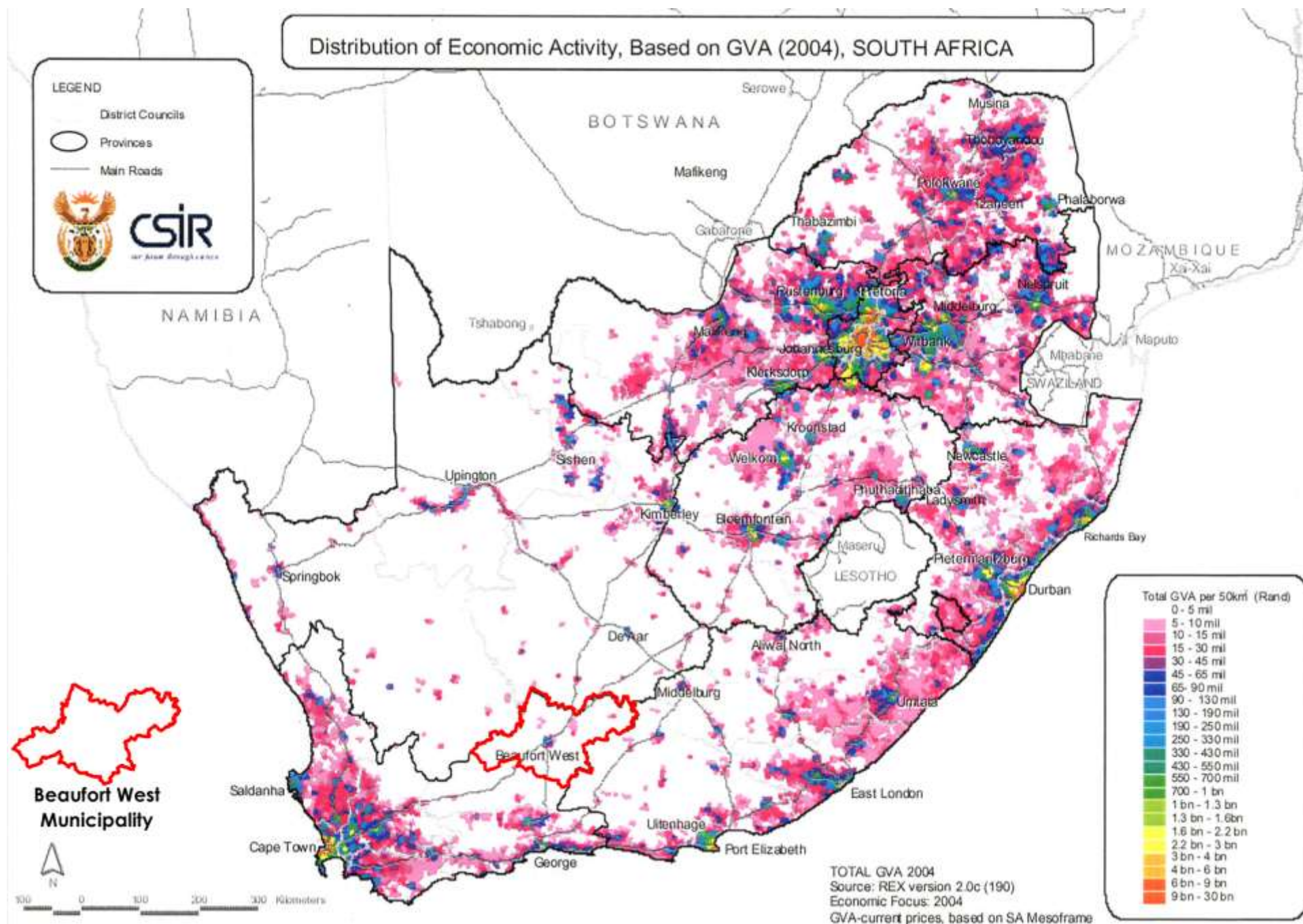


Figure 2.1.8 Distribution of Economic Activity, based on GVA (source: CSIR, 2006)

2.1.6 Breaking New Ground: A Comprehensive Plan for the Development of Sustainable Human Settlements (2004)

Breaking New Ground: A Comprehensive Plan for the Development of Sustainable Human Settlements was prepared in 2004 with the purpose of outlining a plan for the development of sustainable human Settlements.

The policy states the following objectives:

- Accelerating the delivery of housing as a key strategy for poverty alleviation;
- Utilising provision of housing as a major job creation strategy;
- Ensuring property can be accessed by all as an asset for wealth creation and empowerment;
- Leveraging growth in the economy;
- Combating crime, promoting social cohesion and improving quality of life for the poor;
- Supporting the functioning of the entire single residential property market to reduce duality within the sector by breaking the barriers between the first economy residential property boom and the second economy slump; and,
- Utilizing housing as an instrument for the development of sustainable human settlements, in support of spatial restructuring.

The policy notes that its initiative is to move beyond the provision of basic shelter towards achieving the broader vision of sustainable human settlements and more efficient cities, towns and regions.

Spatial restructuring will be enhanced by:

- Progressive Informal Settlement Eradication;
- Promoting Densification and Integration;
- Enhancing Spatial Planning;
- Enhancing the location of new housing projects;
- Supporting Urban Renewal and Inner City Regeneration;
- Developing social and economic infrastructure; and,
- Enhancing the Housing Product.

2.2 PROVINCIAL POLICY

2.2.1 Western Cape Provincial Spatial Development Framework (WC-PSDF) (November 2009)

The Western Cape Provincial Spatial Development Framework was approved by the provincial cabinet in December 2009 and aims to give direction and guidance for spatial development within the Western Cape.

This policy document formulates proposals that deal with the following areas of intervention: social economic development; urban restructuring and environmental sustainability.

The WCPSDF composite map, see Figure 2.2.1.2, indicates broad spatial planning categories derived from a bioregional planning approach. These five broad spatial categories (SPCs) provide policies for development and activities in areas designated as:

- Core areas;
- Buffer areas;
- Intensive agriculture areas;
- Urban development; and,
- The Urban Edge.

It is intended that the broad spatial planning categories will be refined at a detailed level by district and local SDFs when they are prepared.

The PSDF also indicates the prioritisation of the province's urban settlements is indicated with respect to their relative levels of human need and economic potential so as to prioritise fixed investment and social capital program.

A study on the growth potential of towns outside of the City of Cape Town has informed the proposals relating to the prioritisation of locations for fixed capital investment and those which would only receive human needs programs or social investment.

With regard to urban restructuring and integration relating to urban settlements, the WCPSDF proposes that Urban Edges be defined around current urban developed areas to contain the outward growth of areas and to increase the gross densities within those areas to an average of

25du/ha for urban settlements requiring public transport services. Smaller urban settlements attain their efficiencies at average gross densities of 15du/ha. Only resort types of development should be permitted outside of Urban Edges.

The WCPSDF is guided by the following objectives:

- Objective 1: Align the future settlement pattern of the province with the location of environmental resources for economic opportunities
- Objective 2: Deliver human development and basic need programs wherever they may be required
- Objective 3: Strategically invest scarce public sector resources where they will generate the highest socio-economic returns
- Objective 4: Support land reform
- Objective 5: Confirm and strengthen the sense of place of important cultural landscapes, artefacts and buildings
- Objective 6: Heal the apartheid structure of urban settlements
- Objective 7: Conveniently locate urban activities and promote public and non-motorised transport
- Objective 8: Protect biodiversity and agricultural resources
- Objective 9: Minimize the consumption of scarce environmental resources particularly water, fuel, burning materials, mineral resources, electricity and land.

The WC-PSDF aims to:

- "Be the spatial expression of the Provincial Growth and Development Strategy;
- Guide IDP's, SDF's and provincial and municipal SDP's;
- Help prioritise and align investment and infrastructure plans other provincial departments as well as national departments;
- Provide clear signals to the private sector about desired development directions;
- Increase predictability in the development environment;
- Redress the spatial legacy of apartheid."

Figure 2.2.1.1 indicates the spatial concept of the WC-PSDF. The WCPSDF identifies the N1 Freeway and the railway line as major transport corridors with important linkage opportunities. The N1 Freeway and the railway line bisects Beaufort West Municipality and town and is of vital importance to the sustainability of the Municipality.

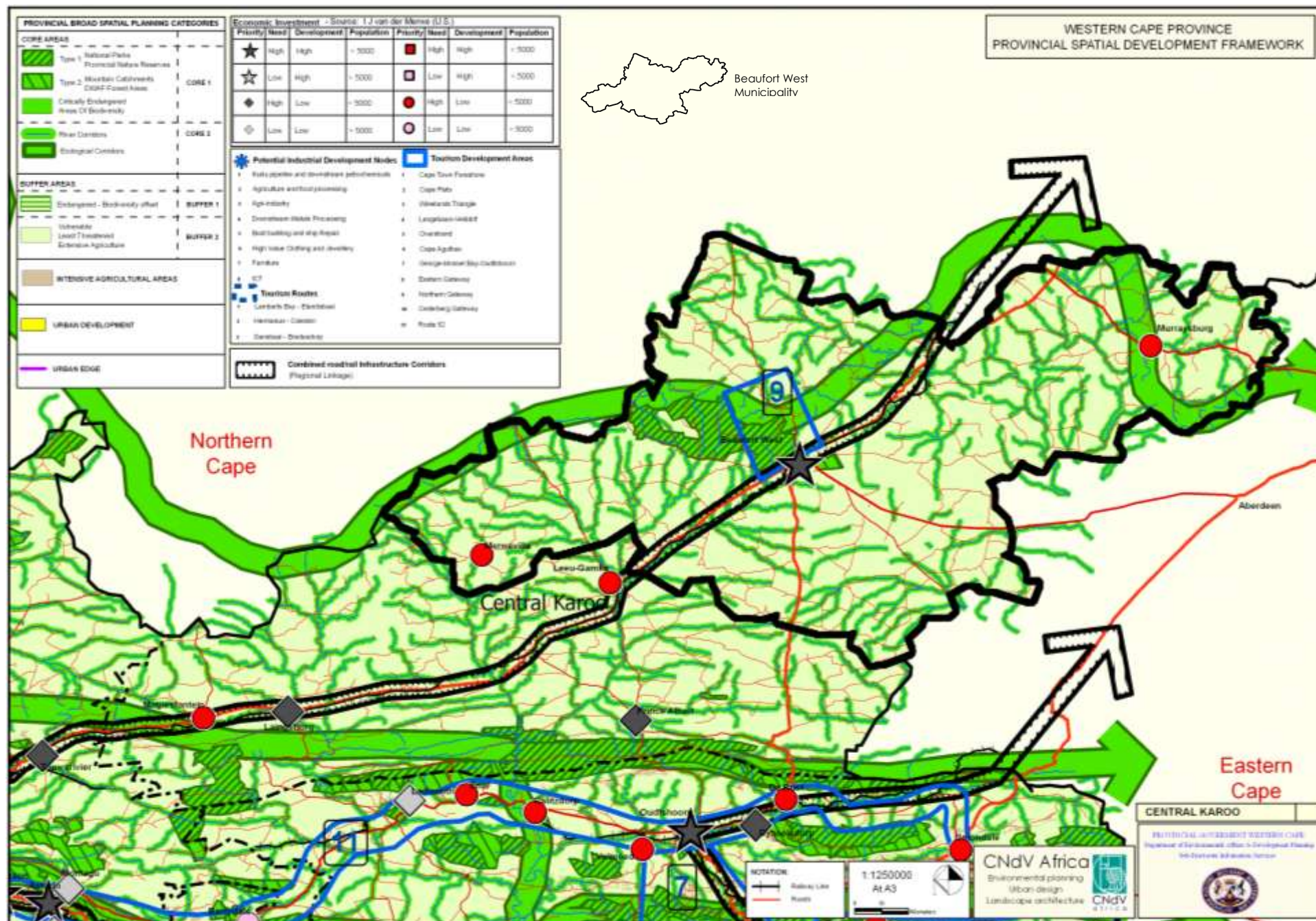


Figure 2.2.1.2 WCPSPDF: Central Karoo (source: CNdV, 2006)

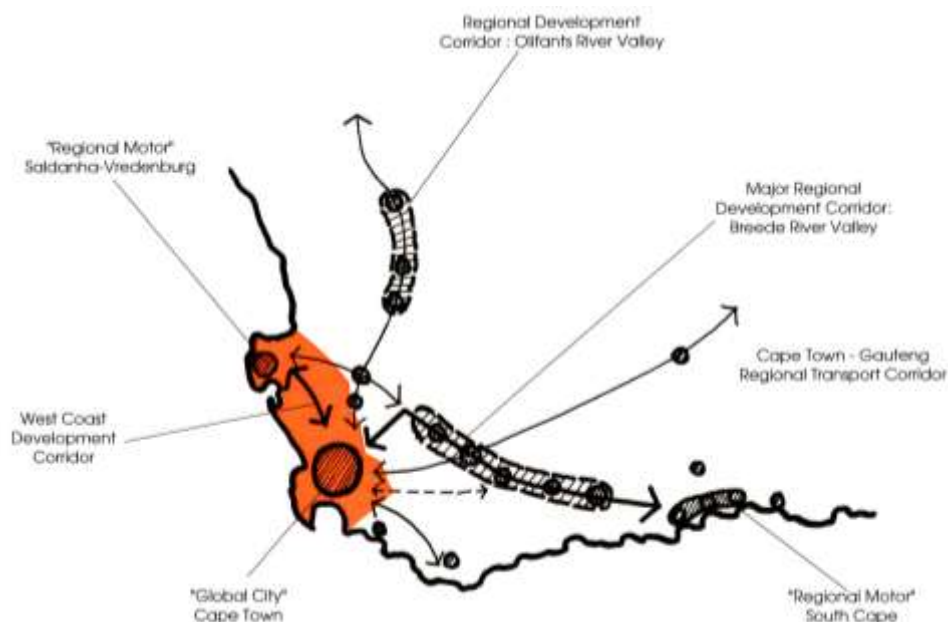


Figure 2.2.1.1 Patterns of Economic Activity (source: PSDF, 2006)

Implications for Beaufort West Municipality

- The order of development priority for Beaufort West Municipality is as follows:
 - Beaufort West;
 - Merweville, Murraysburg and Nelspoort.
- A combined road and rail transport corridor is indicated along the railway that passes through Beaufort Municipality and onwards to the Northern Cape.
- An area located north of Beaufort West is identified as a tourism development area.
- Ecological corridors are located along the southern and northern region of the municipality in an east-west direction.
- The Municipality lacks a public transport and affordable accessibility and mobility. There is a significant need for the implementation of the Central Karoo Mobility Strategy to integrate scholar, health and general public transport services into a single service.

Some of the issues identified in the WC PSDF include:

- Arid area of depopulation;
- High percentages of human development problems although relatively few people;
- Veld management, biodiversity conservation and stock carry capacity problems;
- Need for inclusionary policy in places like Prince Albert; and,
- Desertification from the westward movement of the Karoo.

The strategies of the PSDF for the Central Karoo are:

- Reinforce development potential and urban efficiencies of towns with economic growth potential like Beaufort West, Prince Albert and Laingsburg.
- Support the work of SANBI and the Department of Agriculture's Soil Conservation Committees to achieve synergy with veld management programs that will improve both biodiversity conservation and stock carrying capacity.

2.2.2 Strategic Infrastructure Plan (SIP), Provincial Government: Western Cape Department of Public Works and Transport, May 2006

The Strategic Infrastructure Plan has been formulated in line with the WC-PSDF and Micro-Economic Development Strategy to determine the requirements to improve growth and development for the Western Cape.

Each sector of the SIP describes the current situation, what the plan should aim to achieve by 2015 and methods of how to attain these aims.

The six key aims identified by the SIP are:

- Increasing economic growth;
- Improve well-being;
- Linking with WC-PSDF to attain sustainability;
- Fostering creativity;
- Building communities; and,
- Expanding opportunities.

The eleven sectors below were identified to achieve results in terms of sustainable development, economic viability and social equity in the province.

| Sector | Current status / proposals for Beaufort West Municipality |
|--|---|
| Transport | No reference to Beaufort West Municipality |
| Land and Property | <ul style="list-style-type: none"> • Encourage investment into disadvantaged areas; • Use the sale of land to fund social objectives |
| Information & communication technology | <ul style="list-style-type: none"> • Currently planning or implementing Information and Technology (IT) based performance management systems in municipalities |
| Energy | <ul style="list-style-type: none"> • Support the implementation of renewable energy/sources, energy efficiency building codes and standards, electrify low-income/informal households and develop public transport systems. |
| Environment | <ul style="list-style-type: none"> • Develop a strategy for conserving biodiversity • Develop an integrated approach to manage the ecological and scenic sensitivity of the coastal zone • Encourage wise water use, conservation and water re-use projects. • The recycling of construction material and manually producing concrete stone could be explored. • Implement large waste minimisation and recycling initiatives. • Investigate alternative burial sites and alternative methods (mausoleums). |

| | |
|---------------------------------------|--|
| | <ul style="list-style-type: none"> • Implement a strategic plan for establishing and developing the Forensic Pathology Service and transfer mortuaries from SAPS to the Western Cape Department of Health. |
| Community services | <ul style="list-style-type: none"> • Assess and improve the Expanded Public Works Programme (EPWP) • Infrastructure Maintenance and Rehabilitation Fund to be created at the MIG office • Provincial fund to be developed to provide basic sanitation. • Implement the Breaking New Ground initiative on a provincial level. |
| Health | <ul style="list-style-type: none"> • Comprehensive Primary Health Care (PHC) maintenance plan be put in place. |
| Justice and security | <ul style="list-style-type: none"> • Shorten waiting trial periods and providing affordable bail. |
| Risk Reduction & Emergency Management | <ul style="list-style-type: none"> • Formulate a disaster management plan |
| Tourism and Recreation | <ul style="list-style-type: none"> • Support the economic benefits of the Tourism Black Economic Empowerment (BEE) Scorecard. • Ensure the safety of visitors • Improve road signage to tourism sites. • Promote tourism through the establishment of icon sites. • Develop a safe and efficient public transport system. • Ensure the equitable provision of recreational facilities. • Develop a cultural tourism strategy throughout the province. • Develop museums. |
| Education and skills | <ul style="list-style-type: none"> • Re-align the provincial education budget and human resources behind strategic priorities. |

Table 2.2.2.1 Strategic Infrastructure Plan (SIP), Provincial Government: Western Cape Department of Public Works and Transport, May 2006 (source: SIP, 2006)

The Western Cape Infrastructure Framework (WCIF) is in the process of being developed. The Strategic Infrastructure Plan (SIP) is being replaced by this.

2.2.3 Provincial Urban Edge Guideline Manual

The following is extracted from the Provincial Urban Edge Guideline Manual dated December 2005. (ref: DEA&DP, 2005)

An Urban Edge is a demarcated line to contain, manage, direct and control the outer limits of development around an urban area. The intention of an Urban Edge is to establish limits beyond which urban development should not occur and to promote urban and environmental efficiency, effectiveness and economy in the interest of all, see Figure 2.10.

The function of an Urban Edge is three-fold, namely:

- to assist with restructuring the urban areas and integrating the currently segregated social groups and urban uses;
- as one of a number of growth management tools to assist with limiting sprawl and the outward growth of urban areas, support densification and infill development, and to ensure the more efficient use of resources and land within the urban area; and
- as a conservation tool to exclude certain parts of the environment from the urban area in order to protect or preserve or to discourage development in the short and medium term while the long term implications are being understood.

Urban development includes all development of land where the primary use of the land is for the erection of structures. Residential estates on farms and golf estates would, for this purpose if located outside the Urban Edge, be defined as urban uses, albeit that the "primary use" is "agriculture" or "private open space" and the "secondary use" is residential.

Agricultural uses, open space uses, conservation areas, transport zonings (excluding public transport interchanges, ranks and stations that consist mainly of buildings) and many similar use zonings refer to the use of the land rather than buildings erected on the land in order for the use to occur. These are non-urban uses.

Smallholdings used for bona fide agricultural purposes would or should typically be excluded from the urban area by delineation of an Urban Edge.

Golf courses, polo fields and other sporting facilities with low ancillary facilities are seen as rural in nature, whereas a golf estate, i.e. a golf course with housing, is an urban use, unless it is a resort. Agricultural estates, i.e. farms with a large residential components for owners or shareholders (as opposed to bona fide labourer's residences) or for unrelated freehold or sectional title ownership are seen as urban if the density exceeds one unit per ten hectare.

The following issues, criteria and factors are regarded as informants when considering Urban Edges for the urban areas:

- Services infrastructure (barrier effect);
- Services infrastructure (capacity and reach);
- Vacant under-utilised land in urban area;
- Availability of developable land in urban area;
- Higher order roads, access routes and transport infrastructure;
- Cadastral boundaries of adjoining land units;
- Growth requirements over predetermined period;
- Land use applications for new development;
- Visual impact;
- Cultural heritage resource areas;
- Ownership of land and existing land use rights;
- Informal settlements;
- Urban agriculture and small scale farming;
- Bio-regional spatial planning categories (core and buffer); and
- Density policy for residential development in rural towns.

Given the criteria, issues and facilities for determining Urban Edges, Urban Edges should be determined to:

- Exclude prominent landforms and environmental character areas from the urban area;
- Exclude valuable soils for agricultural purposes;
- Exclude valuable soils for mining purposes;
- Exclude surface and ground water resources that could be used to produce potable water;
- Exclude surface and ground water features;
- Exclude ecological resources and establish suitable; ecological corridors to link resource areas;
- Exclude all statutorily declared, proclaimed and protected natural areas;
- Exclude high intensity use and high potential agricultural resources and

- activity areas;
- Exclude scenic routes and routes of tourism significance;
- Exclude cultural and heritage resource areas and sites;
- Exclude areas that have visual sensitivity, skylines, mountainsides, ridgelines and hilltops; and
- Exclude the WC-PSDF defined core areas.

Implications for Beaufort West Municipality

In the Beaufort West Municipality the following elements play a critical role in delineating the urban edge (DEA&DP, 2005):

- Agricultural land: currently farmed land, high potential agricultural land, agri-processing (wine tasting facilities, restaurants and guesthouses);
- Rivers, wetlands and floodplains: 1:50 year flood plains, 1:100 year floodplains and the 30m buffer zone around river corridors;
- Heritage aspects such as landscapes, viewsheds, rural landscapes and gateways;
- Topography: Major topographical features (hills, ridgelines and focal points), visual or aesthetic quality of scenery, slopes;
- The policy plans for desired direction and pattern of growth.

2.2.4 Guidelines for Resort Developments in the Western Cape

The term **resort** is understood to refer to holiday and recreational resorts which carry, or require, a **resort zoning** in terms of the relevant zoning scheme. (DEA&DP, 2005)

Hotels, guest houses, holiday apartments and bed-and-breakfast establishments in urban areas, such as could ordinarily be permitted under a business, general residential or other non-resort type zoning, are also not seen to be included in these guidelines.

Given the above it is generally used as a departure point that accommodation in resorts should be aimed at temporary occupation, to give more people access to the natural resources of the Western Cape. Care should therefore be taken that resort zone applications do not become vehicles for covert, permanently inhabited township establishments, which may often be described as “*exclusively elitist*”. (DEA&DP, 2005)

As a general rule, the guidelines state, *freehold ownership associated with resort zoning* (that is, holiday housing, such consent use in a Resort Zone, or Resort Zone II, whether individual erf, sectional title, block sharing or other) *is not desirable in any area outside the Urban Edge*. (DEA&DP, 2005)

The following are the most important criteria for the location of a resort:

• Planning Policies

The planning policies include non-spatial policies such as IDP's as well as spatial policies such as WC-PSDF, Urban Edge Guidelines, SDF's, Urban Edges, Bioregional Planning policies, etc.

• Availability of a Resource

Resort applications outside urban areas can only be considered for approval if linked to a distinct resource (unless the area in question has already been demarcated for, amongst others, resort development in terms of an officially approved SDF or SDP). This mentioned resource relates to any amenity that results in recreation, that is, an area with special recreational attributes:

- Usually a natural feature that includes physical amenities such as a hot water spring, sandy beach, lake, lagoon or river. The latter may nevertheless, for example, only become relevant as a resource;
- Occasionally, an already existing, established, man-made feature, either within Urban Edges or in rural areas;
- Of such nature that it makes the subject property particularly favourable overall above any other in the area. (This means that it must be advantageously comparably distinguishable from surrounding properties) (ref: DEADP, 2005);
- Of high enough value for many holidaymakers to want to travel thereto from afar and spend more than one day there
- Accessible for the benefit of the general public, and
- Inseparable from the proposed resort to the extent that the permanence of access from the resort to the resource can be guaranteed. (DEA&DP, 2005)

Lastly, it must be a unique resource and the carrying capacity of the resources and surroundings must be taken into consideration. The guideline further proposes densities and floor areas:

- Small: 1-10 units - floor area not being more than 120m² per unit
- Medium: 11-30 units - floor area not being more than 120m² (or up to 175m² in sensitive natural/cultural heritage areas within the Urban Edge) per unit and total floor area of all buildings not being more than 3 600m²
- Large: 30-50 units, or, should there be less than 30 units, but the total floor area of all buildings still exceeds 3 600m² (approval of a resort of more than 50 units, though not impossible, is not considered to be the norm)

In terms of area densities the following are proposed:

| | | Maximum permitted number of units | |
|--------------------------------------|-------------------|---------------------------------------|---|
| Generalized visual carrying capacity | Landscape type | Short term rental accommodation units | Units that can be individually alienated / separately allotted to individuals |
| High and medium | Mountains & hills | 1 unit per 10ha | 1 unit per 20ha |
| Low | Plains | 1 unit per 50ha | 1 unit per 100ha |

Note: Local Municipalities, as part of their SDFs, or on a project basis funded by applicants, should determine and map landscape types.

Table 2.2.4.1 Area Densities (DEA&DP, 2005)

The maximum floor areas recommended for other buildings that may be found in resorts are as follows:

- Bed and breakfast 350m² (maximum 5 bedrooms per unit) establishments (/guesthouses)
- Farmstalls 100m²
- Businesses 150m² (shops)
250m² (restaurants)

The following unit sizes are proposed:

| | Resort Zone without holiday housing consent ⁸ | Resort Zone outside urban edges | Resort Zone with holiday housing consent ⁹ within urban edges (but still within natural, relatively sensitive areas) |
|---|--|---------------------------------|---|
| Maximum unit size floor space (m ²) | 120m ² | 120m ² | 175m ² |
| Maximum number of storeys | Single storey only | Single storey only | Single storey, and possible expansion of habitable space into loft |
| Building height | 6,5m | 6,5m | 6,5m |
| Individual exclusive use area | n/a | 250m ² | 300m ² |

Table 2.2.4.2 Unit Sizes (DEA&DP, 2005)

• Environmental Opportunities and Constraints

When considering the environmental opportunities and constraints the guidelines suggest that a "resort should not be permitted in a particular location if its establishment will lead to damage or destruction of the environment. The concept of resort zone was, from the outset, based on the premise to give access to a greater number of people to areas of natural or cultural amenity value not otherwise available to them, without the potential destruction that may be associated with more formal development." (DEA&DP, 2005)

Implications for the Beaufort West Municipality

- Identify areas which can potentially be developed as resorts, for example the Beaufort West "Waterval".

2.2.5 Guidelines for Golf Courses, Golf Estates, Polo Fields and Polo Estates in the Western Cape

The guidelines have been produced to help decision-makers when dealing with applications for golf courses, golf estates, polo fields, polo estates and other developments of similar scale and/or complexity and as a reference for formulating SDF's and IDP's. (DEA&DP, 2005)

The objectives of the guidelines are:

- To promote responsible development, taking into consideration the imperative for transformation;
- To protect, enhance and maintain the natural resources and unique biodiversity of the Western Cape;
- To support the implementation of sustainable development principles;
- To support and enhance the implementation of bioregional planning in the Province;
- To promote well-functioning, integrated urban settlements, and to prevent urban sprawl;
- To inform decision-making with respect to golf courses, golf estates, polo fields and polo estates in all spheres of government, based on the principle of cooperative governance;
- To provide clarity into the application and assessment process, by clarifying requirements without creating expectations; and
- To improve the effectiveness of public participation. (DEA&DP, 2005)

The purpose of the location principles is to facilitate the appropriate siting or placement of development on the landscape.

• Urban Areas

The term "Urban Areas" refers to all land designated for urban development purposes within a demarcated Urban Edge. Developments that include golf and polo could be considered when:

- "In or immediately adjacent to the urban area, where it assists in defining an Urban Edge;
- It forms part of the municipal open space system (to be read in conjunction with the following bullet point); and,
- Where residential components are added to existing amenities in urban areas, as a form of general/overarching densification, on condition that the recreational and open space/green lung function of such amenities is not compromised and provided that:

- The site does not fall within an area that has been identified by the relevant Municipality concerned for urban densification;
- If the site is located within the open space system/network, access to public amenities and open spaces is not disrupted;
- The site has not been designated as being of sufficient cultural significance by heritage authorities to warrant it a "no-go" area for development;
- The site does not fall within an area that has been identified as being of conservation significance, within the urban context;
- The site does not negatively affect the role, function, public enjoyment and status of open space systems/networks, designated sites of cultural significance and/or sites identified as being of conservation significance;
- The development or part thereof will not be located within the 30m development restriction area measured from the bank of a river, stream, wetland or any other natural surface water feature or within the following 1:50 year or 1:100 year flood lines, whichever is the most restrictive;
- The water demand for the development is in accordance with the municipality's water services plan and that there is no risk of stress being placed on the municipal water supply;
- Where water resources are required to supply the development, that these are not considered as being stressed by DWAF and other relevant authorities;
- The area does not fall within the coastal zone as defined by relevant legislation, policies or plans, or within 30m of the edge of a cliff located on the coastline, or within 30m of the high water mark, or on primary dunes or on dune systems that are mobile (the most restrictive criteria will apply);
- The development will not result in the removal of traditional access used by local communities;
- The development will not result in existing public and/or traditional access to and along the coastline being disrupted (unless acceptable alternative access has been provided);
- The development will not result in or contribute to visually obtrusive or ribbon development along the coastline or along cliffs and ridges." (DEA&DP, 2005)

• Core Areas

Core areas include officially proclaimed nature reserves, ecological

corridors, critically endangered habitats and river corridors. No golf courses, golf estates, polo fields and polo estates should be located in core areas, as identified through the WCPSPDF's broad spatial planning categories.

• **Buffer Areas**

Buffer Areas include remaining natural habitat in endangered and vulnerable ecosystems, including remnants, natural habitat in less threatened ecosystems and extensive agricultural areas.

Development that includes a golf course or polo field component could occur on the border between Buffer and Urban Areas provided it:

- Results in long term Biodiversity offsets and / or heritage goals;
- Result in securing the viability of a significant agricultural unit or contribute significantly to land reform objectives;
- Limits the number of units so that secondary developments (shops, service stations, etc.) are not promoted;
- Does not entail any form of township development outside the Urban Edge;
- Is not a significant heritage area;
- Does not contribute to urban sprawl and or leapfrogging;
- Is not in an area of medium or high value agricultural land;
- Is not in an area designated for emerging farmers;
- Does not use water resources (surface and ground) that are considered stressed by DWAF and other authorities and does not pollute the natural water resource by fertilizer or treated effluent;
- Does not negatively affect the open space network;
- Is not in the coastal zone, within 30m of the edge of a cliff located on the coastline or within 30m of the high water mark, or on the primary dunes or dune systems that are mobile;
- Does not impact on habitats / ecosystems that are defined as Critically Endangered in terms of SANBI's vegetation classification system;
- Does not disrupt ecological corridors;
- Does not fall within 30m of bank of river or 1:100 year flood line;
- Does not negatively affect river, natural spring or the catchments of a dam;
- Does not derive water from rivers determined as being pristine / near pristine or stressed by DWAF and authorities;
- Does not remove traditional access, commonage etc.;

- Does not result in the inappropriate alteration of the landform (e.g. cut and fill); and
- Does not result in / contribute to visually obtrusive / ribbon development.

The following aspects must be considered in formulating development applications:

- Alternatives
- Spatial planning – compliance
- Land use – undertake a land use impact assessment
- Cultural heritage and VIA
- Biodiversity – how all biodiversity plans must be consulted
- Water resources
- Infrastructure and services
- Social impacts
- Employment and skills development
- Economic impact
- Management of planning, design, implementation and operational activities
- Social costs
- Urban Edge principles

• **Intensive agricultural areas**

These are areas with either agricultural potential or that are being cultivated. They are considered an important resource for food security and the agricultural economy.

No golf courses, golf estates, polo fields and polo estates should be allowed in Intensive Agricultural areas.

The SDF needs to indicate Urban Edge proposals, and should make policies to guide potential proposals for development outside the Urban Edge that could be seen as leapfrogging or urban sprawl.

Implications for the Beaufort West Municipality

- The Beaufort West SDF must clearly demarcate areas that can be developed as golf courses and those that may not, based on the above criteria, for example the golf course located in Beaufort West.
- Potential golf courses should ideally use recycled water for irrigation purposes and should be located close to settlements.
- Given the low population and low income levels, golf courses may not be available in the remaining settlements in the Municipality.

2.2.6 Provincial Strategic Objectives (PSO), 2010

The Western Cape Government has identified the following strategic objectives:

PSO1 Creating opportunities for growth and jobs by reducing red tape for businesses who want to invest and to regenerate certain areas.

PSO2 Improving education outcomes by working towards the distribution of text books to schools and to provide management training and in-school support to school management members.

PSO3 Increasing access to safe and efficient transport by improving rural transport and to shift freight cargo from road to railways.

PSO4 Increasing wellness by providing quality care to patients and to concentrate on reducing substance and alcohol abuse.

PSO5 Increasing safety by focussing on making our roads safer and to make safety everyone's responsibility.

PSO6 Developing integrated and sustainable human settlements by allocating and delivering housing fairly.

PSO7 Mainstreaming sustainability and optimising resource efficiency by improving the management of water, pollution and waste.

PSO8 and 9 Promoting social inclusion by focussing on programmes that reduce child poverty and which prevent children from falling into a life of crime and reducing poverty through the introduction of skills training and employment opportunities in the private sector.

PSO10 Integrating service delivery for maximum impact by concentrating on better departmental communication.

PSO11 Creating opportunities for growth and development in rural areas by improving health, education, sanitation and electricity in rural areas.

PSO12 Building the best-run regional government in the world through constant innovation, citizens who have face to face access to the government, strong leadership, efficient and consistently high service delivery standards, a commitment to openness and accountability and by having highly capable and skilled people who deliver services.

2.2.7 Rural Land Use Planning and Management Guidelines, May 2009

These guidelines were prepared with the purpose of complementing the Guidelines for Rural Resorts, Golf Estates, Polo Fields and Polo Estates (DEA&DP, 2009).

The objectives of the guidelines are:

- To promote sustainable development in appropriate rural locations while ensuring that the poor share in the growth of the rural economy;
- To safeguard the functionality of life supporting ecosystem services;
- To maintain the integrity, authenticity and accessibility of farming, ecological, cultural and scenic rural landscapes and natural resources;
- To assist municipalities with the management of rural areas;
- To provide clarity on the type of development that is appropriate beyond the urban edge, as well as the scale and form of such development (DEA&DP, 2009)

The purpose of this document is to serve as a logical planning and management guideline for all types of rural land uses.

The Rural Settlement patterns in the Western Cape include:

- The farm homestead and associated outbuildings, historically enclosing a farmyard or werf;
- Workers accommodation (on-farm) i.e. labourers cottages located away from the werf;
- Villages and off-farm hamlets located along main movement routes;
- Rural residential sprawl usually located along the outskirts of urban centres;
- The change of working farms to weekend leisure destinations.

Guidelines on Managing Rural Land Use Change

- Decisions in terms of Rural Land Use applications are to be based on the following sustainable land use principles:
 - social inclusion;
 - effective protection and enhancement of the environment;
 - prudent use of natural resources;
 - the maintenance of high and stable levels of economic growth;
- Good quality and carefully sited development should be encouraged in existing settlements;
- Accessibility should be a key consideration in development decisions;

- New development in the countryside should be strictly controlled in terms of scale, height, colour, roof profile etc.;
- Prioritise the re-use of previously developed sites in preference to Greenfield sites;
- All development should be well developed and inclusive, in keeping and in scale with its surroundings, sensitive to the character of the landscape.

Rural Land Use Management Guidelines: Holiday Accommodation

- Avoid fragmentation of the cadastral unit, instead use leasehold for 3rd party ownership for holiday accommodation;
- Land for holiday accommodation should be non-alienable (i.e. rental, time-share, share block, fractional ownership);
- Resort development outside Urban Edge to not include individually alienable units;
- Precinct plans are to be provided and address the impact on agricultural activities and/or conservation and the impact of agricultural activities on the proposal;
- Development proposals to be considered on marginal farming land and land of low environmental sensitivity and significance;
- Municipalities should solicit comments of surrounding properties and consider impact on rural landscape;
- Municipalities to ensure approved precinct development plans are adhered to and enforce the building regulations;
- EIA regulations and flood line restrictions are to be enforced.

Rural Land Use Management Guidelines: “On-Farm” Settlement of Farm Workers

- Farms are to be subdivided in order to balance the interests of the farm workers and its owners;
- Subdivided portions are required to be affordable and sustainable to their beneficiaries;
- All dwellings (proposed, new and existing) are to comply with building and engineering standards;
- If right of way servitudes are required, they are to be entrenched in the title deed of the parent farm.

Rural Land Use Management Guidelines: Tourist and Recreational Facilities

- Development applications are to include:
 - tenure arrangements, with leasehold used for 3rd party operators or

- owners of facilities;
- buildings, landscaping and infrastructure provision;
- access and parking arrangements;
- nature and position of all proposed signage;
- Business Plan specifying BEE arrangements;
- Environmental, agricultural and visual impact assessments;
- Environmental Management Plan;
- Disaster Management Plan detailing search and rescue procedures.
- Consent use applications to be advertised for comment by interested and affected parties and adjoining property owner's;
- Applicable EIA regulations to be enforced by the local authorities and compliance with the approved EMP;
- Local authority to apply building regulations and ensure conditions of approval is adhered to.

Implications for the Beaufort West Municipality

- Prepare policies to manage appropriate rural land use change in regard to holiday accommodation, on-farm settlements, residential and tourist and recreational facilities, where needed.

2.2.8 Settlement Restructuring: An Explanatory Manual (March, 2009)

The Settlement Restructuring Manual was approved as a Structure Plan in terms of Section 4(6) of the Land Use Planning Ordinance (Ordinance 15 of 1985) on the 24th of June 2009. The purpose of this document is to guide government, labour, business and civil society order to create human settlements that are dignified and sustainable.

The document consists of the following:

- Land use management tools for:
 - 1) auditing vacant and underutilised land;
 - 2) Strategies for densification; and
 - 3) Toolkits for applying tools and strategies;
- Strategies for urban integration;
- Toolkits for applying tools and strategies.

Vacant and underutilised land audit:

- The purpose of a vacant and underutilised land audit is to provide municipalities with a record of all the usable land parcels located within the urban edge. By having access to this information, a municipality is able to understand its future land use and urban restructuring opportunities;
- Land is considered vacant and underutilised if:
 - it has no identifiable land use;
 - there are no building or improvements;
 - its previous productive usage has ceased;
 - it would benefit from improvement and development.
- The following exclusion criteria is applicable to land audits:
 - high potential agricultural land and productive agricultural land;
 - land with a high biodiversity and conservation value;
 - road reserves;
 - protected nature areas;
 - 30m river corridors and 1:50 year floodplains;
 - land high in scenic value or that is visually sensitive;
 - buffer areas from hazardous services.

Densification Strategy:

- The purpose of the densification strategy is contain urban sprawl and fragmentation in order to achieve efficient, integrated and sustainable human settlements;

- Densification should be encouraged in the following manner:
 - within areas with high economic potential (provincial, district and local scale);
 - along mobility routes in order to support public transport routes;
 - along the periphery of open spaces in order to increase their surveillance;
 - within areas that have been identified as public-sector investment areas;
 - in selected areas of high private sector investment;
- The following should be mapped per settlement for which an urban edge is to be demarcated:
 - agricultural land and agricultural processing around urban areas;
 - smallholdings, rural land and small farms;
 - urban and regional open spaces and natural areas;
 - rivers and floodplains;
 - coastal zones (i.e. sea level rise);
 - landscapes that are considered to be high in value.

Strategies for Urban Integration:

- Integration is the mix of various land uses and/or income groups in specific areas which contributes to creating a whole functioning urban area;
- Physical integration includes well designed dense development which are linked to pedestrian friendly streets and a horizontal and vertical mix of uses (which includes residential, non-polluting industrial services, commercial and institutional uses);
- Integration is encouraged in 1) spaces where social integration can occur, 2) along public transport routes in order to improve access to opportunities, services and facilities and 3) where concentrations of major urban functions occur.
- Beaufort West's urban settlements, Beaufort West, Murraysburg, Nelspoort and Merweville should be:
 - analysed to see whether they are performing satisfactorily in terms of efficiency, equity and quality of place;
 - the relevant guidelines from these reports should be applied depending on the results of this analysis.

Implications for the Beaufort West Municipality

- Ensure that proposals are prepared in accordance with the guidelines and support the aims of the restructuring guidelines.
- Establish appropriate densification targets and broadly identify areas suitable for densification.
- Prepare proposals for strategically located suitable land.
- Utilize land and its development to help achieve national policy directives, e.g. integration and restructuring.

2.2.9 The Provincial Land Transport Framework, Provincial Government: Western Cape Department of Transport and Public Works, April 2011

The Provincial Land Transport Framework (PLTF) sets out the longer term vision (20-30 years) for transport for the Western Cape Province in line with the directives of the WC- PSDF. The long term vision for transport is intended to support:

- A fully Integrated Rapid Public Transport Network (IRPTN) in higher order urban regions through access to opportunity, equity, sustainability, safety and multi-modal interchange;
- A fully integrated rural Integrated Rural Transport Network (IRTN);
- A safe public transport system;
- A well maintained road network;
- A sustainable, efficient high speed rail long distance public and freight transport network;
- An efficient international airport that links the rest of the world to the choice gateway of the African Continent;
- International – standard posts and logistics system;
- A transport system that is resilient to peak oil; and
- A transport system that is fully integrated with land use.

The PLTF goals and objectives are:

1. An efficient, accessible and integrated multi-modal public transport system managed by capacitated and equipped municipal authorities
 - Develop a framework for the development of safe and accessible IPTNs in district by 2014
 - Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).
 - Fully implement a universally accessible and multimodal IRT Phase 1a by 2014.
 - Increase user satisfaction of public transport facilities by 25% by 2014.
 - Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
 - Bring minibus taxi recapitalization rate on national level by 2016.

- Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight by 10% by 2014.
2. NMT as a pivotal part of all forms of transport planning in urban and rural areas
 - Dedicated NMT Expanded Public Works Program projects by 2014.
 - Every provincial road project in the province must include a NMT component.
 - NMT Plans must be developed and implemented for each local municipality or the Province, as a part of the mobility strategy and IPTN roll-out by 2014.
 - Dedicated cycle lanes in the Western Cape must be doubled by 2014.
 3. A well maintained and preserved transport system
 - Reduce the road transport infrastructure backlog by 16% by 2014.
 - Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016
 - Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014
 4. A sustainable transport system
 - Shift in contestable freight haulage from road to rail by 10% by 2014.
 5. A safe transport system
 - Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.
 - The provincial and the Cape metro incident management plan will be expanded to include lower roads by 2014.
 - Implementation of an integrated transport safety management system by 2014.
 - Note: The Beaufort West – Laingsburg N1 section experiences high numbers of traffic accidents and fatalities.
 6. A transport system that supports the province as a leading tourist destination
 - Introduce economic decision support tools to facilitate decision making with regard to road investment by 2014.

The Beaufort West municipal settlements are strategically located at the broad macro-level to benefit from a major national transport corridor, i.e. the N1.

However, care must be taken at the micro level, with regards to the detailed links between the settlements and these transport facilities that they do not cause unsafe barriers or by-pass situations whereby potential economic opportunities become inaccessible.

Implications for the Beaufort West Municipality

- Ensure that there is sufficient capacity (human resources) within the municipality to manage transport requirements within the municipal area.
- Promote Non-Motorised Transport (NMT) in and between settlements.
- Ensure commuter safety on the various modes of transport within the municipality.
- Invest in transport infrastructure as a means of promoting economic growth and tourism.
- The road and railway routes especially between Cape Town and Gauteng provide significant economic opportunities for the settlements along it, i.e. Beaufort West. Increasing benefits to Beaufort West from this traffic should be explored.
- Shifting the haulage from road to rail could improve (reduce) the through traffic flows, e.g. reduce congestion through Beaufort West, but may have a negative impact on the economy of the town.
- Beaufort West Municipality should support the implementation of the Central Karoo Mobility Strategy.
- Beaufort West should position itself as a key station in the proposed high speed rail link between Cape Town and JHB, as per the PRASA Strategic Plan (2012).



2.3 DISTRICT POLICY

2.3.1 Central Karoo District Municipality Spatial Development Framework (2008)

The Central Karoo District SDF states that the future spatial vision for the region is based on the mission and objectives provided for in the District Integrated Development Plan. Figure 2.3.1.1 depicts the SDF the district.

The spatial framework planning for the district is structured as follows:

- Rural areas including:
 - Areas used for agricultural and tourism purposes;
 - Natural areas, some statutory protected and others not; and,
 - Areas used for infrastructure purposes, i.e. roads, electrical infrastructure, dams, etc. outside urbanised areas or settlements
- The main town of Beaufort West serving as the “administrative capital” of the Central Karoo;
- Merweville Rural Settlement;
- Nelspoort Institutional Settlement;
- Laingsburg Main Local Town;
- Maitjiesfontein Rural Settlement;
- Prince Albert Main Local Town;
- Leeu Gamka Local Town;
- Prince Albert Rural Settlement;
- Klaarstroom Rural Settlement; and,
- Murraysburg Local Town.

The towns of Beaufort West, Murraysburg, Merweville and Nelspoort are located in the Beaufort West Local Municipality.

Implications for Beaufort West Municipality:

- The DMA (Murraysburg) area has subsequently been incorporated as part of the Beaufort Municipal region. Murraysburg now requires planning attention in the updated SDF;
- Beaufort West is identified as the Local Principal Town and the administrative hub of the Central Karoo District. Beaufort West should be promoted as the main driver of the Beaufort West Municipal economy.
- Merweville is identified as a rural settlement. Densification is to be encouraged. The outward expansion of the town is not promoted.
- Nelspoort is identified as an institutional settlement. Densification and infill development is to be encouraged. The outward expansion of the town is not promoted
- The SDF proposes an alternative alignment of the N1 as it traverses Beaufort West. No detail of this proposed alternative is noted in the SDF.
- Wind energy projects are promoted at Beaufort West. No proposals or guidelines are provided for in the SDF. It is proposed that any wind and solar energy projects adhere to the guidelines noted in Section 3.2.2.4.
- Economy activity at Nelspoort is to be promoted. No specific proposals are noted in the SDF.
- A gateway development project is proposed at Beaufort West. No specific detail with respect to this proposal is noted in the SDF.
- Hydroponics projects (a method of growing plants using mineral nutrients solutions in water, without soil) are proposed south of Beaufort West. No specific detail is noted in the SDF. Note: These projects have subsequently been abandoned.
- Uranium mining is proposed south of Beaufort West. Mining activity should not lead to a loss of agricultural land. This activity will need to be properly managed and rehabilitated when operations have ceased.
- The route between Merweville and Sutherland is proposed as a tourism route. No specific detail is noted in the SDF.

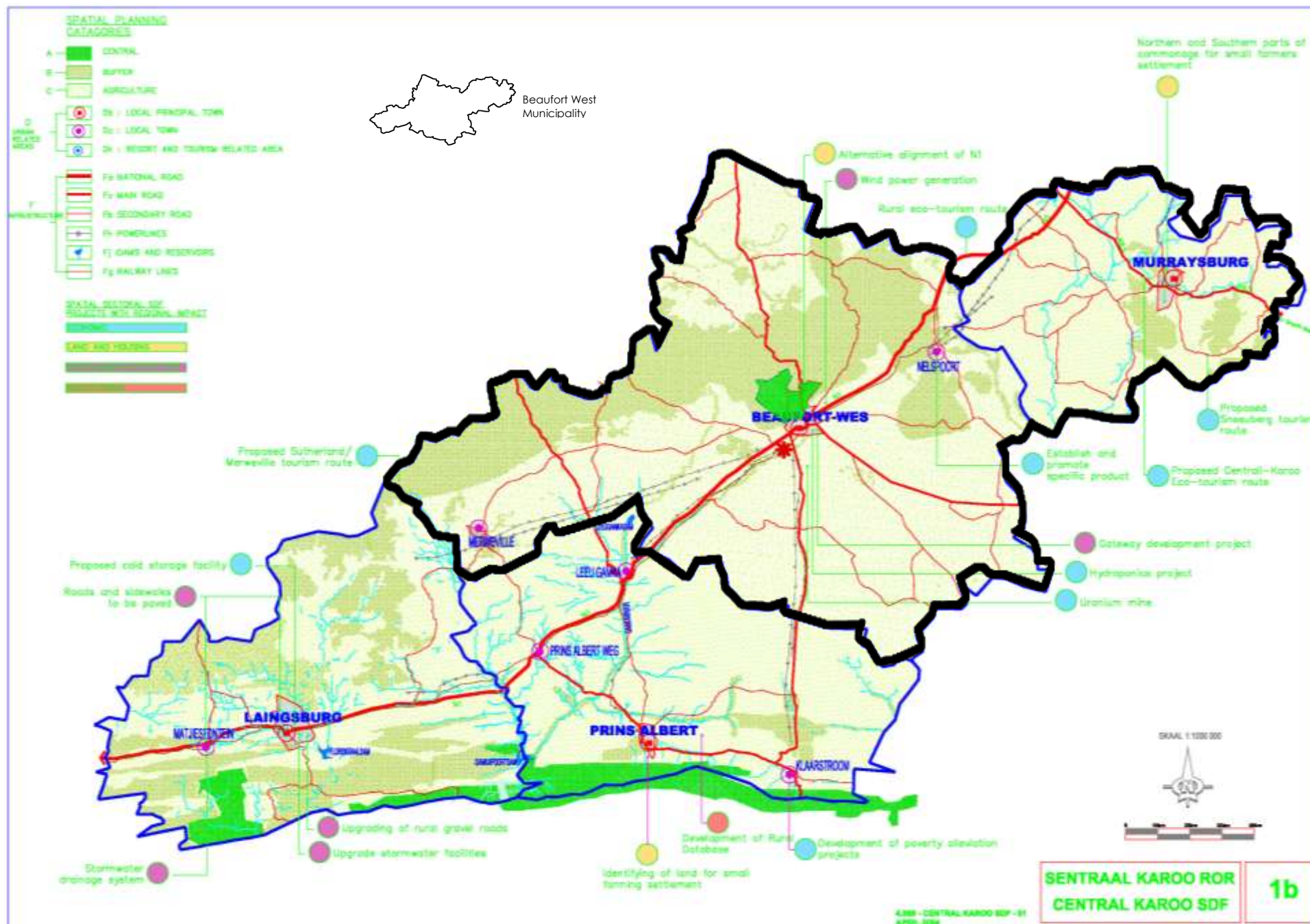


Figure 2.3.1.1 Central Karoo District SDF (Source: BKS, 2008)

2.3.2 Mobility Strategy for the Central Karoo District Municipality 2013

The Mobility Strategy for the Central Karoo District Municipality was prepared by ITS Engineers in 2012/2013.

The objective of this study is to prepare a Mobility Strategy for the Central Karoo District Municipality (CKDM), align it as an Integrated Public Transport Network (IPTN), develop a cost model and provide greater clarity on the responsibility and legal implications of providing municipal public transport services within the context of the National Land Transport Act (NLTA).

According to the National Household Travel Survey (NHTS), only 4.5% of the people in the CKDM use public transport as their main mode of travelling. More people rely on private transport (32.2%) and walking (51.4%) (ITS, 2013)

This trend is underpinned by the low level of income of the CKDM population. The higher income communities can afford to own multiple private vehicles while the poorer communities are too poor to even afford public transport. The NHTS results also show that learners in the CKDM are highly dependent on NMT as a preferred mode of transport to access educational facilities. Approximately 83% of learners use NMT as a means to go to school (ITS, 2013).

The provision of public transport services is also limited:

- De Klerk Bus Service is the only local bus operator in Beaufort West LM. The service consists of 1 bus which operates a regular service for passengers commuting between Beaufort West's residential areas and the CBD. The bus service is a commercial service and the operator does not receive a subsidy.
- The CPTR11 reports that 4 national operators (TransLux (which includes City to City)), Intercape, Greyhound and SA Road Link) have scheduled services that stop at selected towns in the Central Karoo DM.
- The long distance rail service is provided by Shosholozha Meyl which currently operates on daily basis as well as on weekends. Shosholozha Meyl passes through CKDM en-route to Johannesburg. Approximately 26 096 rail passenger trips originated from the CKDM during this period

of which 73% of the rail passenger movement is towards Cape Town and only 27% of rail passengers travelling in the direction of Johannesburg. Beaufort West Station had the highest number of passengers when compared to other stations in the CKDM.

- Taxi operators in Beaufort West have formed the Beaufort West Taxi Association (BWTa). The taxi fleet in Beaufort West consists mainly of sedan taxis. According to the registered routes at the office of the PRE, 19 operating licenses exist for routes which have their origins within the CKDM. These routes are Beaufort West – Beaufort West (radial), Murraysberg – Hutchinson (route), Murraysberg – Graaff- Reinet (route) and Beaufort West – George (route).

Based on the various desire lines for travel identified as part of this process public transport services (routes, stops and a timetable) are proposed that responds to the travel needs of learners to and from hostels, general transport service for people to do shopping, commute, access civic amenities, etc., services that integrates with the rail timetable and on-demand services. The services are illustrated in Figure 2.3.2.1.

Based on the proposed operational design depots are proposed in Klaarstroom, Prince Albert, Nelspoort and Laingsburg with a main office in Beaufort West. Based on the operational needs various infrastructure (NMT facilities and bus stops) were also proposed. The cost estimates for infrastructure amounts to R5.5 million.

Implications for Beaufort West Municipality:

- The following public transport services are proposed for Beaufort West Municipality:
 - Laingsburg to Beaufort west;
 - Beaufort West to Oudsthoorn;
 - Nelspoort to Beaufort West;
 - Murraysburg to Beaufort West;
 - Rietbron to Beaufort West;
 - Beaufort West to Hutchinson via Loxton (round trip);
 - Beaufort West to Fraserberg via Leeu-Gamka;
 - Murraysberg to Hutchinson
- The proposed public transport services is one of the most strategic projects that would improve mobility, access to opportunities and facilities and relieve poverty in the region. Implementation of it is therefore critical.

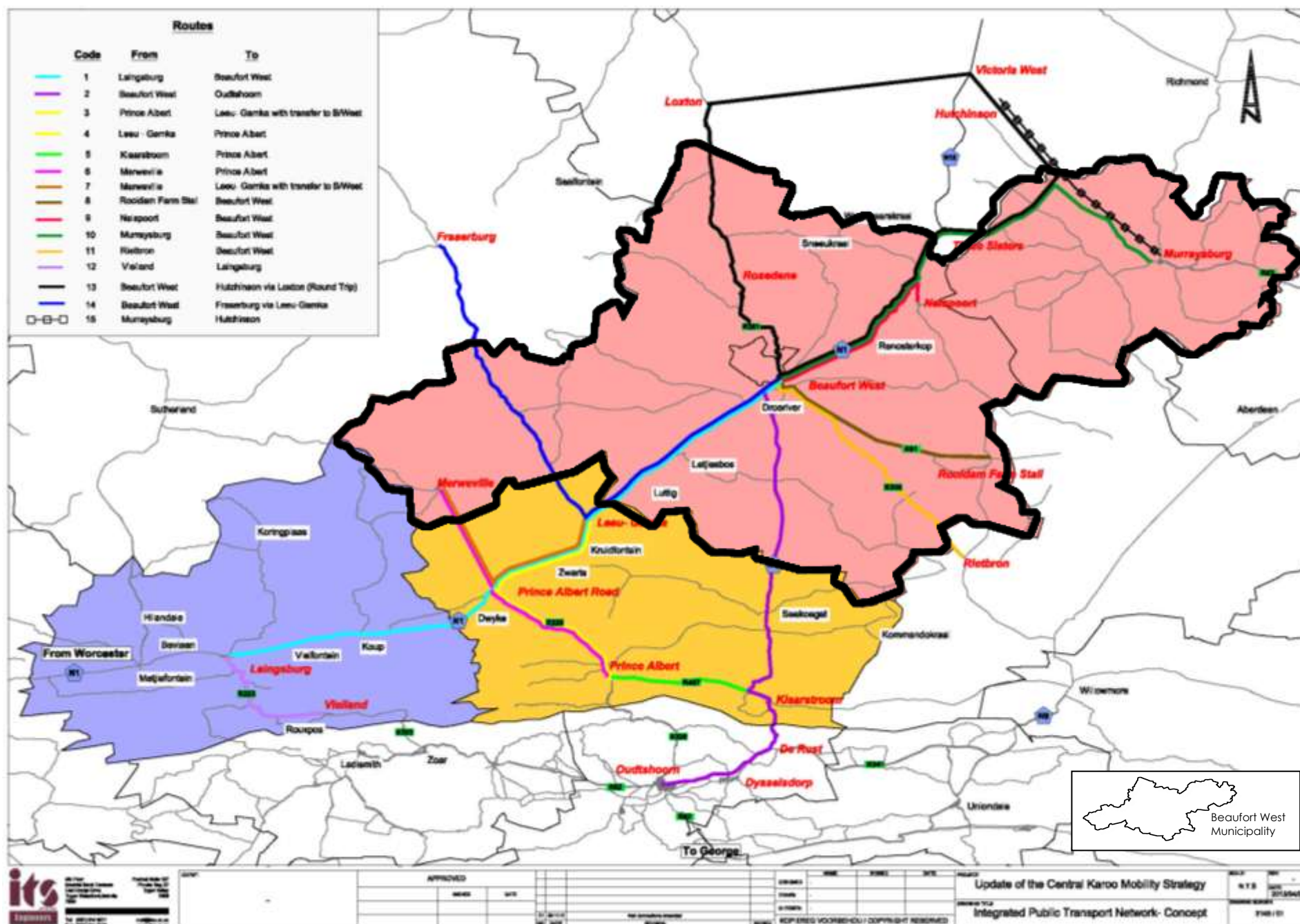


Figure 2.3.2.1 Mobility Strategy for Central Karoo District Municipality (Source: ITS, 2013)

2.4 MUNICIPAL POLICY

2.4.1 Beaufort West Municipality Integrated Development Plan (2012-2017)

The Integrated Development Plan (IDP) has the following vision and objectives for the municipality:

- “To reflect the will of the South African people as reflected in the Constitution and by Parliament;
- An effective municipal system, maintained at the highest standard;
- To create affordable and sustainable infrastructure for all residents and tourists;
- Business initiatives and the optimisation of tourism (local and foreign);
- Empowerment of personnel, management and council members for effective service delivery;
- Creating and maintaining an effective financial management system;
- To develop the region as the sport and recreational mecca of the Karoo;
- To create a crime-free, safe and healthy environment;
- Agricultural business to improve the potential for job creation;
- Creation of employment to reduce unemployment to acceptable levels;
- To reduce poverty and promote the empowerment of women; and,
- To involve HIV/Aids sufferers in economic and household responsibilities.”

In addition the Key Performance Areas (KPA) of the IDP are:

1. Basic service delivery and infrastructure development;
2. Institutional development and municipal transformation;
3. Financial viability and management;
4. To develop a local economic development strategy that responds to food security, social infrastructure, health environment, education and skills development and the gender balances in society; and,
5. To promote good governance through ongoing communication between the council and citizens through community participation, effective information dissemination and communication and ward-based consultation.”

Table 2.4.1.1 indicates the IDP service delivery and infrastructure projects for the period 2012-2017. (Beaufort West Municipal IDP 2012-2017, Sec 6)

| Water and Sewerage Distribution | | | | |
|----------------------------------|------------------|---|--------------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 1 | Municipal | Pressure release valves | 600 000 | MIG |
| | | Pressure release valves | 1 400 000 | MIG |
| | | New Water Reservoir | 1 000 000 | RBIG |
| | Sub-Total | | 3 000 000 | - |
| 2 | Beaufort-West | Upgrading existing WWTW – Beaufort West | 8 000 000 | MIG |
| | | Upgrading existing WWTW – Beaufort West | 5 000 000 | MIG |
| | | New prepaid water meters Phase 1 – Prince Valley | 1 000 000 | MIG |
| | | Realign bulk water – Rustdene | 636 690 | MIG |
| | | New Sewerage Pipeline next to Buitekant Street | 500 000 | MIG |
| | Sub-Total | | 15 136 690 | - |
| 3 | Murraysburg | Investigation of Murraysburg WWTW | 500 000 | MIG |
| | | Upgrading of Murraysburg WWTW | 6 000 000 | MIG |
| | | Upgrade Water Supply – Murraysburg | 1 400 000 | MIG |
| | Sub-Total | | 7 900 000 | - |
| 4 | Nelspoort | Bulk water supply – Nelspoort | 2 602 038 | MIG |
| | | Upgrading of Nelspoort WWTW | 2 000 000 | MIG |
| | | Bulk Water supply – Nelspoort | 1 314 512 | MIG |
| | Sub-Total | | 5 916 550 | - |
| TOTAL | | | 31 953 240 | - |
| Sports and Recreation Facilities | | | | |
| No | Town | Project | Cost | Funding Source |
| 5 | Beaufort-West | Upgrading of Rustdene sport facilities | 350 000 | MIG |
| | | Upgrading Rustdene sport field | 1 000 000 | MIG |
| | | Upgrading of Voortrekker Street tennis courts | 500 000 | MIG |
| | | Upgrading of Kwa-Mandlenkosi sport field | 3 000 000 | MIG |
| | | Upgrading town rugby field | 3 000 000 | MIG |
| | | Kwa-Mandlenkosi – neighbourhood development | 5 500 000 | MIG |
| | | Prince Valley: Community Hall | 10 000 000 | Unfunded |
| | | Hillside II: Community Hall | 10 000 000 | Unfunded |
| | | One administration office B/West | 200 000 000 | Unfunded |
| | | One Stop Youth Centre: Kwa-Mandlenkosi | 15 000 000 | Unfunded |
| | | Maintenance of buildings and community facilities | 19 000 000 | Unfunded |
| | Sub-Total | | 267 350 000 | - |
| 6 | Merweville | Upgrading of Merweville sport field | 3 000 000 | MIG |
| | | Merweville: Community Hall | 10 000 000 | Unfunded |
| | | Maintenance of buildings and community facilities | 6 000 000 | Unfunded |
| | Sub-Total | | 19 000 000 | Unfunded |

Table 2.4.1.1 IDP Budget 2012-2017 (Source: IDP 2012-2017)

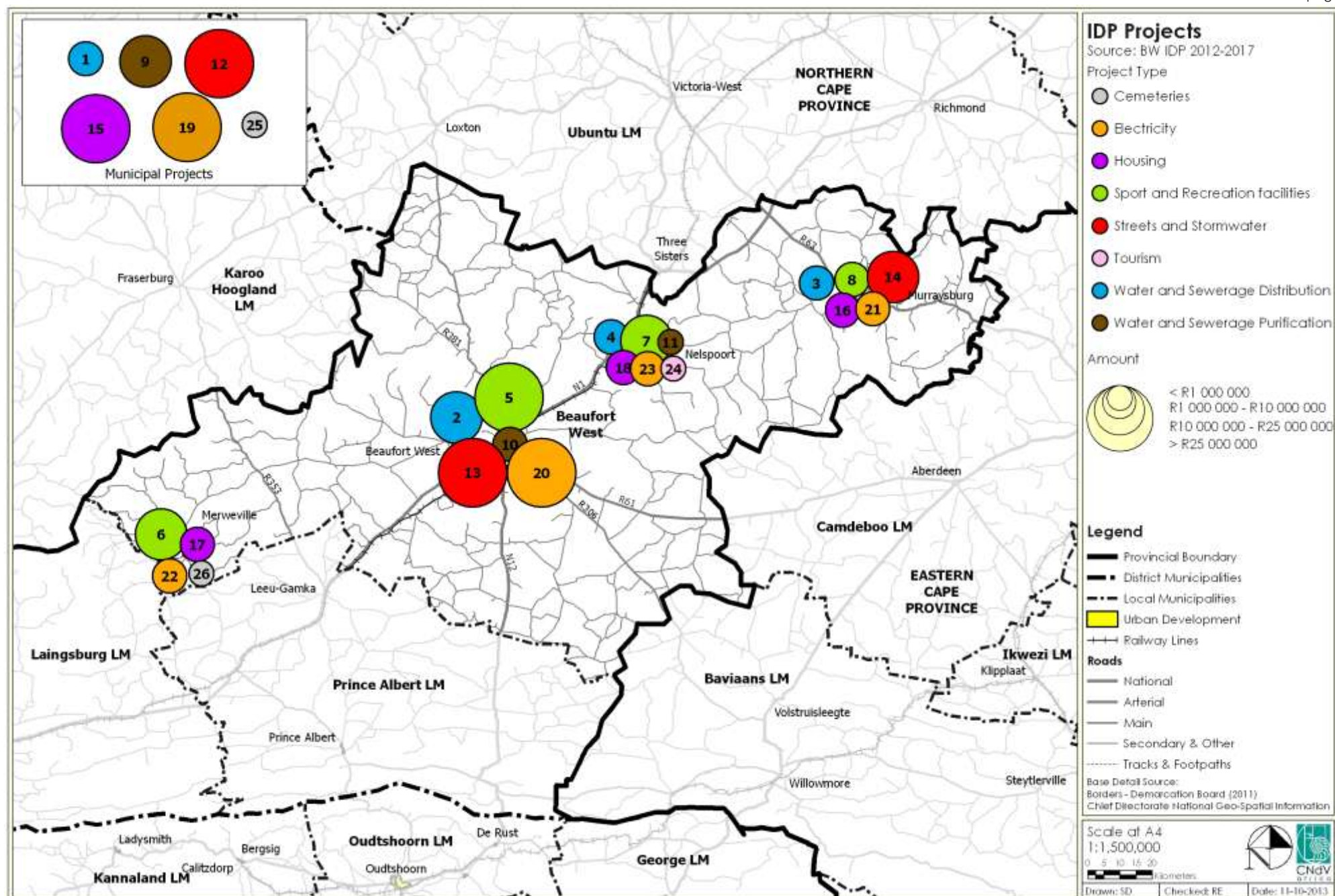


Figure 2.4.1.1 IDP Budget 2012-2017

| Sports and Recreation Facilities | | | | |
|----------------------------------|------------------|---|--------------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 7 | Nelspoort | Upgrading Nelspoort sport field | 3 000 000 | MIG |
| | | Maintenance of buildings and community facilities | 8 000 000 | Unfunded |
| | | Sub-Total | 11 000 000 | - |
| 8 | Murraysburg | Maintenance of buildings and community facilities | 7 000 000 | Unfunded |
| | Sub-Total | | 7 000 000 | - |
| TOTAL | | | 304 350 000 | - |

| Water and Sewerage Purification | | | | |
|---------------------------------|------------------|---|-------------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 9 | Municipal | Development of Aquifers | 5 000 000 | Unfunded |
| | | Development of Aquifers | 5 000 000 | Unfunded |
| | | Upgrading of existing pump stations | 4 500 000 | Unfunded |
| | | Upgrade a water network: all towns | 2 000 000 | Unfunded |
| | | Sub-Total | 16 500 000 | - |
| 10 | Beaufort-West | Installation of Archimedean Screw Pump | 500 000 | Unfunded |
| | | Upgrading of existing chlorination room | 100 000 | Unfunded |
| | | Upgrading of existing Telemetry System | 400 000 | Unfunded |
| | | Upgrade of fencing at Beaufort West WWTW | 250 000 | Unfunded |
| | | Repair of existing Aeration Basin | 350 000 | Unfunded |
| | | Sub-Total | 1 600 000 | - |
| 11 | Nelspoort | Investigation of Nelspoort WWTW, capacity | 100 000 | Unfunded |
| | Sub-Total | | 100 000 | - |
| TOTAL | | | 18 200 000 | - |

| Roads and Storm Water | | | | |
|-----------------------|---------------|---|------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 12 | Municipal | Retention dam | 9 160 000 | MIG |
| | | Retention dam | 5 000 000 | MIG |
| | | Gravel roads | 9 000 000 | MIG |
| | | Gravel roads | 9 000 000 | MIG |
| | | Storm Water N1 | 5 000 000 | |
| | | Rehabilitate gravel roads – Phase II | 1 258 509 | MIG |
| | | Sub-Total | | 38 418 509 |
| 13 | Beaufort-West | Roads Kwa-Mandlenkosi | 843 396 | MIG |
| | | Rehabilitate gravel roads Kwa-Mandlenkosi | 2 494 916 | MIG |
| | | Storm water retention dam – Hillside II | 4 426 294 | MIG |
| | | New storm water channel – Hillside II | 77 265 | MIG |
| | | Rehabilitate gravel roads - Rustdene | 360 000 | MIG |
| | | Rehabilitate gravel roads – Hillside II | 6 176 482 | MIG |
| | | Upgrade gravel roads – Beaufort West | 2 463 406 | MIG |
| | | Rehabilitate gravel roads – Beaufort West | 9 000 000 | MIG |
| | Sub-Total | | 25 841 759 | - |

Table 2.4.1.1 IDP Budget 2012-2017 cont. (Source: IDP 2012-2017)

| | | | | |
|--------------|------------------|---|-------------------|-----|
| 14 | Murraysburg | Rehab roads and storm water–Murraysburg | 3 400 000 | MIG |
| | | Rehabilitate gravel roads – Murraysburg | 6 170 195 | MIG |
| | | Storm water – Murraysburg | 1 620 000 | MIG |
| | | Upgrade gravel roads – Murraysburg | 3 972 545 | MIG |
| | Sub-Total | | 15 162 740 | - |
| TOTAL | | | 79 423 008 | - |

| Housing | | | | |
|--------------|------------------|--|--------------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 15 | Municipal | Consolidation project: 95 units Kwa-Mandlenkosi | 7 403 170 | DoHS |
| | | Emergency housing: Upgrade 10 houses damaged by fire or other natural causes | 750 000 | DoHS |
| | | Greening Project | 3 500 000 | DEA |
| | | Material Recovery Facility (Waste Recycling) | 800 000 | MIG |
| | | XHOXHA – 65 units | 6 500 000 | Unfunded |
| | | Planned: New Housing Development | 40 000 000 | Unfunded |
| | | GAP Housing +/- 200 Units | 90 000 000 | Unfunded |
| | | Sub-Total | 148 953 170 | - |
| 16 | Murraysburg | RDP Housing 100 units | 6 800 000 | Unfunded |
| | Sub-Total | | 6 800 000 | - |
| 17 | Merweville | RDP Housing 50 units | 3 400 000 | Unfunded |
| | Sub-Total | | 3 400 000 | - |
| 18 | Nelspoort | RDP Housing 50 units | 3 400 000 | Unfunded |
| | Sub-Total | | 3 400 000 | - |
| TOTAL | | | 162 553 170 | - |

| Electricity | | | | |
|-------------|---------------|---|-------------------|----------------|
| No | Town | Project | Cost | Funding Source |
| 19 | Municipal | 132kV Substation | 8 000 000 | DoE |
| | | 132kV Substation | 1 400 000 | DoE |
| | | Electrification Central Karoo | 12 000 000 | DoE |
| | | 132kV Substation | 12 000 000 | DoE |
| | | Housing electrification 367 erven | 3 000 000 | DoE |
| | | Housing electrification 367 houses | 1 500 000 | DoE |
| | | Upgrading main substation 22/11kV | 5 000 000 | Unfunded |
| | | Load control 132/22kV Substation | 5 000 000 | Unfunded |
| | | 11kV Network new Industrial area | 2 000 000 | Unfunded |
| | | Auto Recloser 11kV Plotte | 250 000 | Unfunded |
| | | Isolator and Switchgear 22kV lines | 250 000 | Unfunded |
| | | Telemetrie 11kV Substations | 1 000 000 | Unfunded |
| | | Sub-Total | 51 400 000 | - |
| 20 | Beaufort-West | High mast lighting Hoooyvlakte | 501 600 | MIG |
| | | Upgrading 11kV Switchgear Beaufort West | 15 000 000 | Unfunded |
| | | Upgrading 11kV Switchgear Rustdene | 30 000 000 | Unfunded |
| | | Upgrading 11kV Switchgear Kwa-Mandlenkosi | 5 000 000 | Unfunded |
| | | Upgrading overhead lines Rustdene | 1 000 000 | Unfunded |
| | | Upgrading overhead lines Hillside | 3 000 000 | Unfunded |
| | | Upgrading overhead lines Beaufort West | 1 000 000 | Unfunded |
| | | Upgrading mini substation Bastiaanse school | 650 000 | Unfunded |
| | | Upgrading mini substation Botha Street | 650 000 | Unfunded |
| | | | | |

| | | | | |
|-------------------|--------------------|--|--------------------|-----------------------|
| | | Upgrading transformer Truter substation | 350 000 | Unfunded |
| | | Flood lighting sport ground Rustdene | 1 200 000 | Unfunded |
| | | Flood lighting sport ground Rugby field | 1 200 000 | Unfunded |
| | | High mast lighting Rustdene | 1 381 862 | MIG |
| | | High mast lighting Hillside I | 552 745 | MIG |
| | | High mast lighting Hillside II | 276 372 | MIG |
| | Sub-Total | | 61 762 579 | - |
| 21 | Murraysburg | High mast lighting Murraysburg | 552 745 | MIG |
| | | Upgrading electrical network Murraysburg | 700 000 | Unfunded |
| | Sub-Total | | 1 252 745 | - |
| 22 | Merweville | High mast lighting Merweville | 829 117 | MIG |
| | | Flood lighting sport ground Merweville | 1 200 000 | Unfunded |
| | | High mast lighting Merweville | 250 800 | Unfunded |
| | Sub-Total | | 2 279 917 | - |
| 23 | Nelspoort | Flood lighting sport ground Nelspoort | 1 200 000 | Unfunded |
| | Sub-Total | | 1 200 000 | - |
| | TOTAL | | 66 495 241 | - |
| Tourism | | | | |
| No | Town | Project | Cost | |
| 24 | Nelspoort | Nelspoort Rock Art Site Development | 289 000 | CKDM |
| | Sub-Total | | 289 000 | Unfunded |
| | TOTAL | | 289 000 | - |
| Cemeteries | | | | |
| No | Town | Project | Cost | Funding Source |
| 25 | Municipal | Upgrading of Cemeteries – Municipal wide | 500 000 | Unfunded |
| | Sub-Total | | 500 000 | - |
| 26 | Merweville | Upgrading of Merweville morgue | 250 000 | Unfunded |
| | Sub-Total | | 250 000 | - |
| | TOTAL | | 750 000 | - |
| | GRAND TOTAL | | 664 013 659 | - |

Table 2.4.1.1 IDP Budget 2012-2017 cont. (Source: IDP 2012-2017)

Figure 2.4.1.1 graphically depicts the location of the IDP projects and the extent of the budget being allocated.

The proposed Beaufort West expenditure amounts to over R600 million over a 5 year period. The total budget of the Municipality (including opex and capex) amounted to R211 million in 2011/12 and R207 million in 2012/13. Therefore, there is a gap between the IDP 'wish list' and the actual municipal budget.

2.4.2 Beaufort West Municipality Spatial Development Framework, 2008

A Spatial Development Framework (SDF) was prepared by BKS Consulting Civil Engineers in August 2008.

The spatial framework planning for the Municipality is structured as follows:

- Rural areas including:
 - Areas used for agricultural and tourism purposes;
 - Natural areas, some statutory protected and others not; and,
 - Areas used for infrastructure purposes, i.e. roads, electrical infrastructure, dams, etc. outside urbanised areas or settlements
- The main town of Beaufort West serving as the “administrative capital” of the Central Karoo;
- Merweville Rural Settlement;
- Nelspoort Institutional Settlement.

Figure 2.4.2.1 indicates the SDF plan for the region.

The formulation of the SDF is guided by the Bioregional Planning Framework. The Beaufort West Municipal area is classified based on the Bioregional Planning Framework Spatial Planning Categories (SPCs), each SPC having its own set of land use management guidelines.

The following general land use management guidelines are proposed for rural areas:

- The scale of development should not be too large when compared to the rural character of the environment;
- The subdivision of agricultural land should be based on the principle of sustainable development, and should provide for the development of alternative agricultural use;
- Development should be aesthetically adapted to the natural environment in respect to design, materials and colour;
- Low densities should be maintained and should be determined according to site specific carrying capacity of the natural environment;
- No development is to be permitted above skylines or escarpments.
- The impact on sensitive areas should be minimised and if damaged / negatively impacted on, be rehabilitated.

- Planning of all hiking routes and 4 x 4 trails should be in accordance with best conservation practices.

The following general land use management guidelines are proposed for the urban areas:

- Densification should be promoted to reduce urban sprawl;
- Urban densification should occur through infill development, higher density residential development and by maximizing the use of existing land-use opportunities;
- Conservation focus areas or green belts should be protected and development limited;
- Economic development should be optimised through nodal development. The clustering of supporting uses should be promoted;
- Developments with steep gradients (1:4) in 1:50 year floodlines and within ecologically sensitive areas should be avoided;
- Development should promote the social and economic integration of the town;
- Green energy initiatives should be promoted.

Implications for Beaufort West Municipality:

- The 2008 SDF did not include the DMA area (Murraysburg). The DMA area has subsequently been incorporated and Murraysburg now requires planning attention in the updated SDF;
- The BEBP Gap Analysis of the SDF identified the following aspects that should receive attention in the updating of the SDF:
 - Status quo & baseline information to be updated
 - Incorporation of DMA area (Murraysburg) to be reflected.
 - Water availability implications to be explored
 - Heritage & cultural features to be mapped;
 - Include a chapter on climate change;
 - Add section on capacity of the Municipality to implement the SDF.
 - Formulate an Implementation Plan with phasing, resource availability and budget implications.

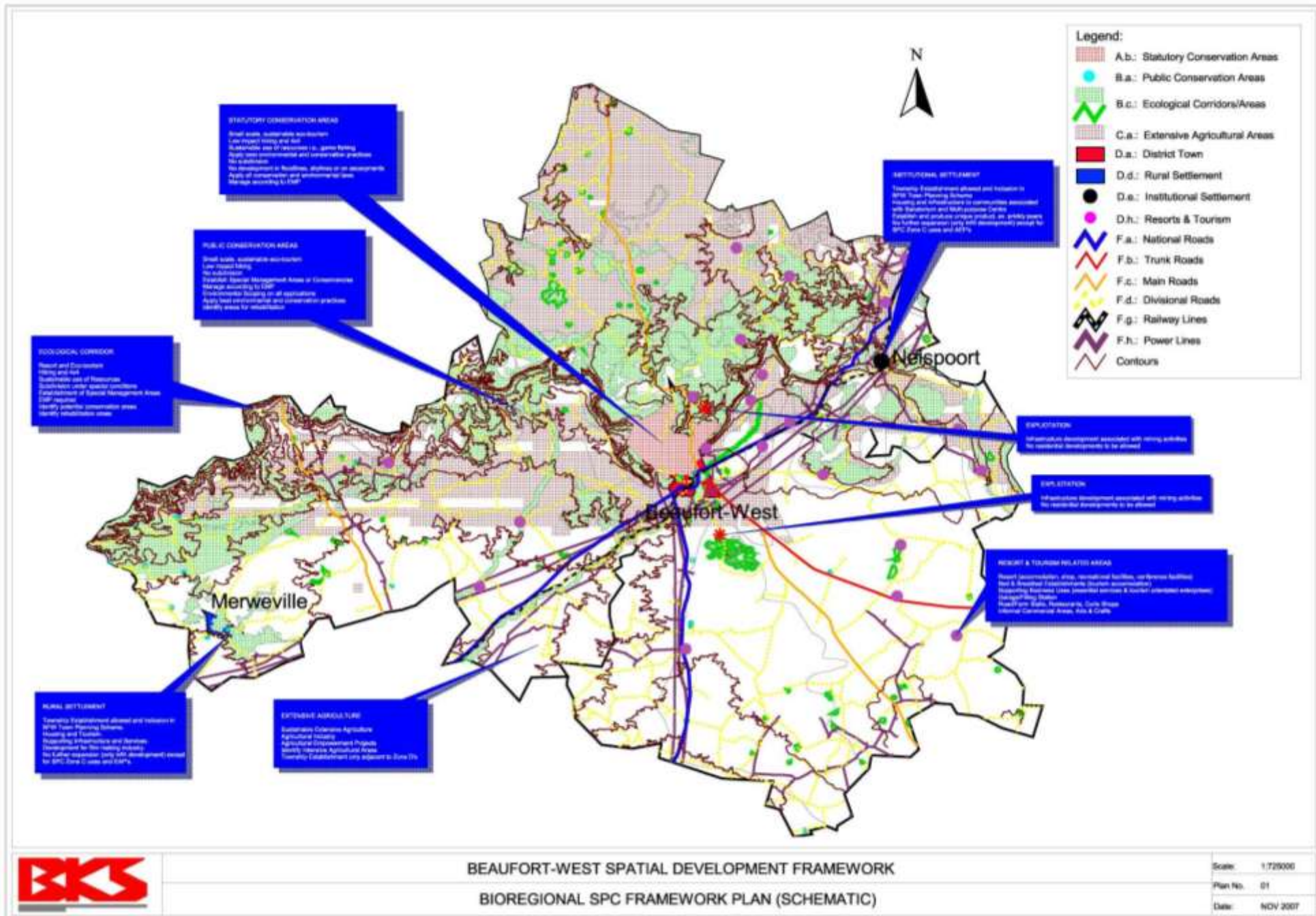


Figure 2.4.2.1 Beaufort West Municipality SDF (BKS Consulting Engineers, August 2008)

2.4.3 Beaufort West Urban Restructuring Framework, 2011

The Urban Restructuring Framework was prepared in 2011 by W M de Kock Associates for the towns of Beaufort West, Nelspoort and Merweville.

The study notes that the following spatial structural elements will have to be applied in the existing settlements:

- Mixed uses;
- Living places closer to work;
- Open space system;
- Densification;
- Physical and socio-economic integration;
- Major and local activity nodes; and,
- Activity corridors, activity spines and activity streets.

Figures 2.4.3.1 to 2.4.3.3 indicate the proposed urban structure for Beaufort West, Merweville and Nelspoort respectively.

A. Beaufort West:

The study states that the Urban Edge in Beaufort West is based on the following features:

- The Sanparks land to the north-west;
- The ridge, koppie and dam on the northern side of the town;
- The position of the N1 and proposed new bypass route;
- Several furrows and streams through the town and open spaces that need to be retained for storm water run-off.

A large portion of land (in the west) has been provided for the further expansion of the town in order to allocate residential opportunities in closer proximity to work opportunities.

A high priority (i.e. cannot be amended) Urban Edge is delineated to the north and east of the town. The remainder of the Urban Edge is proposed as a low priority edge (i.e. could be changed subject to due cognizance of the objectives of restructuring and to what measure that has been achieved at that stage).

B. Merweville

According to the study there are limited opportunities for expansion in Merweville. A tight Urban Edge is delineated around the town with a low priority edge towards the west, should expansion be required in the future. There are limited opportunities for infill in the town and on the edges where low densities exist.

A low priority Urban Edge is provided towards the west, south and east should expansion be required in the future.

C. Nelspoort

Provision is made within the Urban Edge proposed for Nelspoort should it be necessary to provide more housing and facilities.

Implications for Beaufort West Municipality:

- The study did not include the town of Murraysburg.
- Approximately 512ha of land is available in Beaufort West within the Urban Edge while the 291ha of land is required for residential purposes (based on a housing need and projection of 4270 units).
- Approximately 6ha of land is available in Merweville within the Urban Edge for residential opportunities.
- Approximately 12ha of land is available in Merweville within the Urban Edge for residential opportunities.

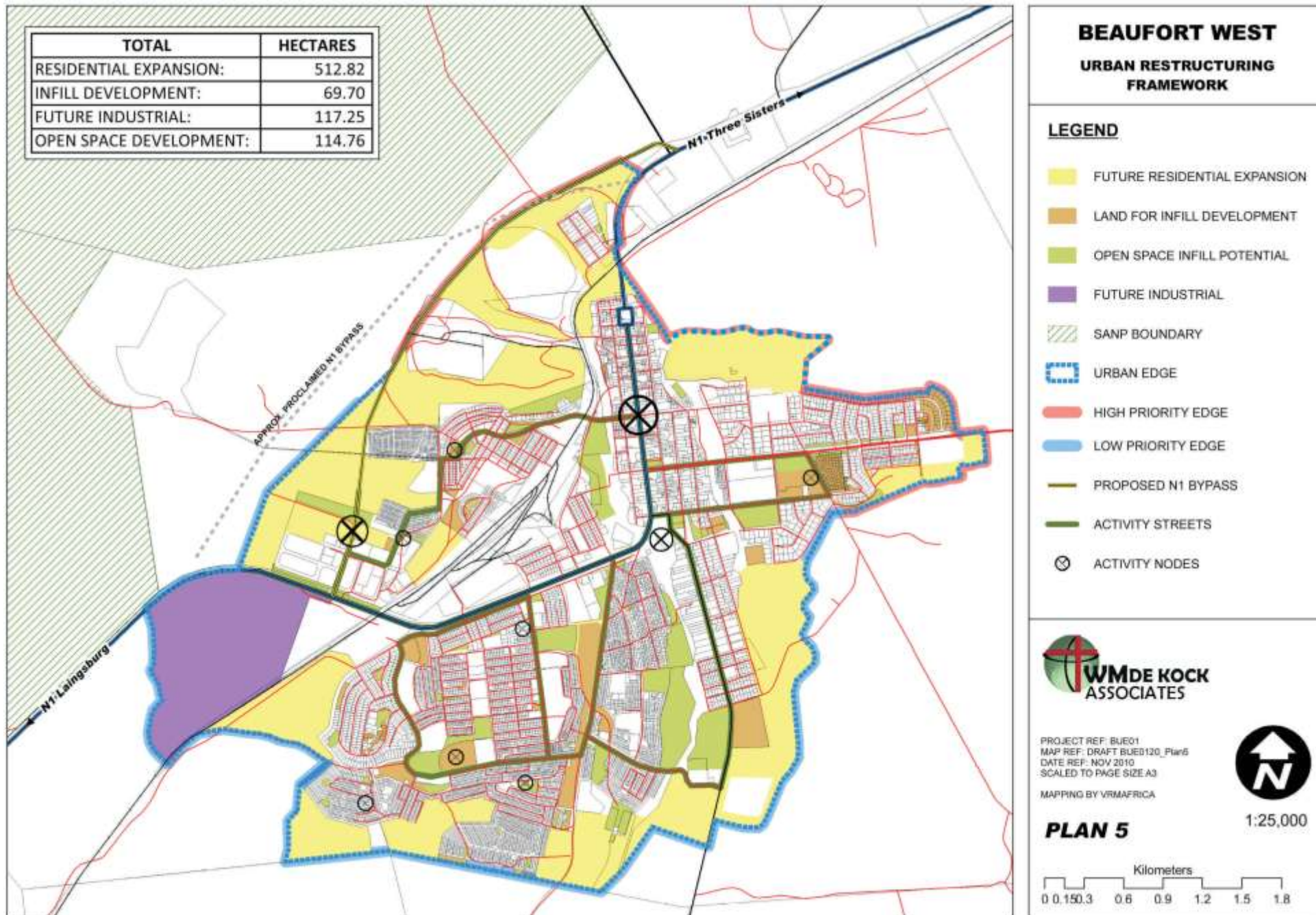


Figure 2.4.3.1 Urban Restructuring Framework: Beaufort West (Source: W M de Kock Associates)



Figure 2.4.3.2 Urban Restructuring Framework: Merweville (Source: W M de Kock Associates)



Figure 2.4.3.3 Urban Restructuring Framework: Nelspoort (Source: W M de Kock Associates)

2.4.4 Beaufort West Municipal Gap Analysis and Project Plan, 2012

The Gap Analysis and Project Plan report prepared in May 2012 identified the following gaps that have to be addressed in the next revision of the SDF in order to improve its credibility.

| Gap | Objective | Required Content & Format of Product |
|--------------------------|--|---|
| SDF Interventions | | |
| 1.1 SDF Spatial Concept | <ul style="list-style-type: none"> i) Update Status Quo data ii) Formulate spatial vision for the municipal area; iii) Develop a spatial concept/strategic argument for the entire municipal area (urban and rural); iv) Formulate spatial development and conservation strategies v) Identify and prioritise SDF implementation measures in light of municipal capacity vi) Provide strategic direction to LUMS | <ul style="list-style-type: none"> • Short overall spatial vision statement for the municipality with an outline of agreed implications for the IDP, IHSP and sector plans • Spatial concept for the municipality comprising spatial diagrams for the major components of the vision and supporting statements. The concept and diagrams should apply to the municipality as a whole but also contain sufficient information to provide a clear direction for the IDP and sector plans. Specific areas that should be covered include: <ul style="list-style-type: none"> a. Clarify the spatial principles and integration and sustainability indicators informing the SDF b. Explore economic development potential of the rural / agricultural aspects of the Municipality c. Identify the role of towns within the municipality d. Highlight areas requiring protection (biodiversity, agriculture, heritage, visually sensitive landscapes etc) e. Highlight growth/development potential and constraints (ecological, economic, infrastructural, access) f. Highlight opportunities for inclusion, integration and restructuring |

| Gap | Objective | Required Content & Format of Product |
|---|--|--|
| | | <ul style="list-style-type: none"> • A high level brief for including the spatial concept into the next revision of the IDP, SDF and HSP <p><u>Product Format:</u> Short report containing diagrams and explanatory text in hard copy and electronic copy including an editable version of the spatial concept diagrams in Illustrator or CorelDraw. An annexure providing an overview of the workshop process, main agreements or areas of disagreement</p> |
| 1.2 Updated vacant land audit and assessment | <ul style="list-style-type: none"> • To identify and assess vacant land within Beaufort West for its potential to meet sustainable development and integrated settlement objectives in terms of the PSDF, BESP, SO6 and SO7 aims. • To inform settlement spatial concepts and urban edges. • To inform the next HSP and SDF reviews. • To assess social facilities • To guide council decision making regarding the disposal or acquisition of land | <ul style="list-style-type: none"> • Explanation of the objectives of the audit. • Setting assessment criteria informed by objectives. • Data sourcing and desk-top scrutiny (e.g. SG records, ownership, zoning, pending applications, etc.) to identify "potential" erven/sites. • In-field assessment and data recording/mapping of potential erven/sites per ward for Beaufort West. • Assessment of vacant erven/ sites i.t.o. potential for integrated development (i.e. accessibility, sustainability, affordability), including engineering feasibility and environmental performance. • Compiling a summary matrix (data base) of GIS referenced individual vacant erven/sites in terms of suitability and availability for development. • Input to sector plans (SDF and HSP reviews) and land use management decision-making. • Identification of priority social facilities. <p><u>Product Format:</u> Hard and electronic report copy. GIS-based survey matrix of vacant erven/sites.</p> |
| 1.3 Heritage Survey and Heritage Management Framework for Urban & Rural Areas | <ul style="list-style-type: none"> i) To put in place urban and rural heritage data to inform the protection of cultural/heritage assets in terms of NHRACT requirements. | <ul style="list-style-type: none"> i) Legal context and compliance with Provincial and National heritage statutory frameworks. ii) Desk-top study of existing studies and data. iii) Setting assessment criteria and categories of heritage and grading |

| Gap | Objective | Required Content & Format of Product |
|--------------------------|--|---|
| | <ul style="list-style-type: none"> ii) To inform both local and municipal-wide protected sites and landscapes, as well as to integrate heritage informants into the SDF. iii) To identify/highlight the key protection and management issues. • To inform next HSP and SDF reviews. | <ul style="list-style-type: none"> significance. iv) Regional landscape overview. v) Detail landscape character assessment (natural features, built form, scenic resources) and mapping. vi) Local area analysis (i.e. per ward), including the assessment and grading of structures older than 60 years. vii) Database/spreadsheet of individual resources per local area (compatible with Municipal GIS System, if applicable) viii) Heritage management framework. ix) Conservation and development guidelines for Beaufort West Municipality. x) Input to sector plans. <p>Survey to include required public participatory process.</p> <p><u>Product Format:</u> Hard and electronic report copy. Database/ spreadsheet of heritage resources.</p> |
| 1.4 Prepare credible SDF | <ul style="list-style-type: none"> • To incorporate the inputs emanating from the BESP into Beaufort West SDF • To include the DMA in Beaufort West's SDF • To obtain approval for the updated SDF i.t.o. both LUPO and the MSA | <p>SDF report contents and maps as per Provincial SDF Guidelines and BESP recommendations</p> <p><u>Product Format:</u> Hard and electronic report copy Record of Consultation</p> |

Table 2.4.4.1 Beaufort West SDF Project Plan (source: City Think Space Consortium, 2012)

2.5 ABUTTING SPATIAL DEVELOPMENT FRAMEWORKS

Six local Municipalities about the Beaufort West Municipality, namely the Laingsburg, Karoo Hoogland, Ubuntu, Camdeboo, Bavians, Prince Albert municipalities.

2.5.1 LAINGSBURG SPATIAL DEVELOPMENT FRAMEWORK, DECEMBER 2011

The Laingsburg Spatial Development Framework was prepared in December 2011 and proposed the following objectives for the municipality:

- Integrate and break down sharp sense of difference between town and township.
- Increase thresholds for the support of business and community facilities in the township and town.
- Improve attractiveness of settlements, Laingsburg town and Matjiesfontein to attract people in the category LSM 7 – 10 to reside there, thereby increasing local demand, employment creation and, therefore, the size of the local economy.
- Ensure all urban residents have appropriate access to Municipal services.
- Sustain long term carrying capacity of the land and water.
- Ensure adequate infrastructure support for economy Increase access to economic activities for Historically Disadvantaged Individuals (HDI's); and,
- Promote urban and rural linkages via the local economy.

A portion of the south western border of the Beaufort West municipality abuts Laingsburg Municipality.

The SDF has proposed that this area abutting the Beaufort West be designated as Extensive Agriculture and Critical Biodiversity areas (Buffer 1).

The policy document states that all land outside of Core, Intensive Agriculture and Urban Development SPCs should be used for Extensive Agriculture in terms of the Rural Land Use Planning and Management Guidelines (RLUPMG) Buffer 1 designation as this land does not occur in a matrix of patches of Intensive Agriculture but rather comprises vast

unbroken expanses of Karoo veld interspersed with Extensive Agriculture. There is considerable opportunity for biodiversity conservation if proper Veld Management and appropriate Rotational Grazing methods to improve veld carrying capacity are used.

Implications for Beaufort West Municipality:

- The Laingsburg SDF was approved by Council on 20 September 2012.
- The SDF proposed a Core 2: Conservation Corridor which includes the Karoo National Park located in the Beaufort West Municipality.
- If the SDF were to include and incorporate this proposal, the following should be noted:
 - Core areas are primarily “no-go” areas for urban development;
 - Conservation management activities including alien clearing, research and environmental education (EE) are permitted;
 - Non-consumptive low impact eco-tourism including visitor overnight accommodation is permitted;
 - Harvesting of natural resources subject to EMP is permitted;
 - Buildings cannot be located in adjacent buffer areas they should be located in existing disturbed areas and “touch the earth lightly”;
 - No ploughing or urban development is to be allowed within river eco-corridors.

2.5.2 KAROO HOOGLAND SPATIAL DEVELOPMENT FRAMEWORK (2010)

The spatial goal for the municipality is to “optimally develop our inherent economic opportunities such as our natural beauty and clear night skies, to protect and utilise our rich and diverse natural and cultural heritage for the enjoyment of all and to develop sustainable settlements where residents can lead enriched, healthy and convenient lives”.

The SDF proposed the following spatial strategies:

- **Exploit economic opportunities by:**
 - Strengthening mobility & economic links between Sutherland, Fraserburg and Williston;
 - Development of cross border Tourism Corridors;
 - Promote development of Sutherland astronomy tourism hub;
 - Supporting sustainable mining exploration;
 - Promoting renewable energy generation.
- **Create sustainable urban and rural settlements by:**
 - Strengthening hierarchy of activity nodes;
 - Eradicating basic services backlogs;
 - Conservation of ground water as raw water supply
- **Protect the natural and built environment:**
 - Conservation of natural environment;
 - Protection of heritage features.

A portion of the western border of the Beaufort West municipality abuts the Karoo Hoogland Municipality.

The Macro SDF for the municipality includes the following proposals:

Astronomy centre – Sutherland:

- Focus on tourism by providing sufficient tourist facilities and accommodation;
- Restrict noxious developments in terms of light and air pollution;
- Attract private and public investments;
- Protect the heritage significance of Sutherland;
- Promote urban renewal strategies;
- Increase economic and social opportunities;

- Focus development within urban edge.

Administrative centre – Williston:

- Improve the provision of basic engineering services;
- Encourage tourism development;
- Restrict further growth and development within urban edge;
- Improve main road sections through town.

Heritage centre – Fraserburg:

- Protect the heritage significance of Fraserburg;
- Encourage tourism development;
- Restrict growth and development within urban edge;
- Improve main road in town.

Tourism nodes:

- Opportunities exist for tourism facilities and should be developed as such.

Transportation corridors:

- Calvinia-Williston-Carnarvon corridor consisting of the R63 tar road and railway link between Carnarvon, Williston, Calvinia and to the N7;
- Sutherland-Matjiesfontein-N1 corridor consisting of the R354 tar road linking Sutherland with the N1 highway via Matjiesfontein, which is the main link between Karoo Hoogland and Cape Town.

Tourism corridors/routes:

- Sutherland - Calvinia - Nieuwoudtville and Sutherland - Fraserburg - Williston. It is essential that promoting the unique features of the different towns be combined into one strategy. Tourism corridors should focus on supporting the hospitality and tourism industry along it. The tourism of Karoo Hoogland should be promoted and marketed through a well-developed tourism strategy.

Implications for Beaufort West Municipality:

- The SDF proposed the area abutting the Beaufort West Municipality as an Environmental Conservation Corridor.
- The development of a conservation zone between the Tankwa Karoo Park (in the Karoo Hoogland Municipality) and the Karoo National Park (in the Beaufort West Municipality) is proposed.
- Environmental conservation zones should include all ecologically sensitive natural open spaces with conservation value i.e. mountain ranges, proclaimed nature reserves, conservancies, river environments, wetlands, biodiversity corridors etc.
- The portion of the R353 that traverses the Beaufort West Municipality between Fraserburg and Leeu-Gamka is proposed to be upgraded to improve the linkage to the N1. The N1 traverses Beaufort West Municipality. Improving this linkage can increase the number of visitors as well as economic activity to the region.
- A portion of the Karoo Central Radio astronomy advantage area 1 traverses the municipality in the north western region.

2.5.3 UBUNTU SPATIAL DEVELOPMENT FRAMEWORK, 2007

The Ubuntu Spatial Development Framework was prepared in April 2007 by Stabilis.

The SDF notes the following policy guidelines to guide development in the municipality:

- Bioregional policy guideline:
 - The carrying capacity of land should not be exceeded;
 - Toilets and stock water points are to be located away from groundwater resources;;
 - Development should not be permitted if the municipality is unable to assure water supply to its users.
- Spatial growth management policy guideline:
 - Encourage compact settlements;
 - Land uses are to be integrated and mixed land uses encouraged;
 - Urban sprawl should be discouraged by promoting compaction.

- Urban Land Use Guidelines:
 - Land uses in towns should include light industrial zones;
 - Mixed land uses should be promoted.
- Rural Land Use Guidelines:
 - Mobile clinics must be established to provide health care;
 - Rural roads need to be upgraded;
 - Housing and social services of rural communities needs attention.

The southern boundary of the Ubuntu Municipality abuts the Beaufort West Municipality.

Implications for Beaufort West Municipality:

- The SDF did not prepare a proposal plan at the Municipal scale.
- No proposals are made for the areas outside of the main towns.

2.5.4 CAMDEBOO SPATIAL DEVELOPMENT FRAMEWORK, 2012

The Camdeboo Spatial Development Framework (a local municipality located in the neighbouring Eastern Cape Province) was prepared by Setplan in June 2012.

The SDF notes that economic development needs to be achieved without negatively impacting on the long term sustainability of the natural resources.

Focused infrastructure investment needs to be undertaken in areas of economic and social potential while providing basic services to the rural and small settlements and implements the following development principles:

Principle One: Resource Protection - Natural resources (Biodiversity, landscapes, views, agricultural potential, forestry, water catchments etc.) need to be protected and enhanced.

Principle Two: Human Settlements - Human settlements need to be improved to meet the needs of all the residents and particularly the poor

by the provision of basic services and access to social facilities, economic opportunities and various forms of housing.

Principle Three: Settlement Structure - Establish a human settlement structure which is interdependent, sustainable from a service provision perspective and which takes advantage of the unique economic opportunities.

Principle Four: Institutional Capacity - Ensure that the municipality has capacity to implement the spatial development planning framework principles and proposals effectively.

The northern boundary of the Camdeboo Municipality abuts the Beaufort West Municipality.

This area that abuts Beaufort West Municipality is identified for Game Farming, Low to Moderate Agricultural Potential and Conservancies.

Implications for Beaufort West Municipality:

- It is proposed that proper Veld Management and appropriate Rotational Grazing methods be implemented in order to improve veld carrying capacity in areas identified for extensive agriculture.
- Land identified for conservation purposes should be conserved and maintained as such.

2.5.5 PRINCE ALBERT SDF

The Prince Albert Local Municipality is situated to the south west of the Beaufort West Municipality. Towns within this municipality include:

- Prince Albert
- Leeu-Gamka
- Klaarstroom
- Prince Albert Road

The purpose of the Prince Albert Spatial Development Framework is to ensure sustainability and conservation.

The spatial development framework has the following goals:

- Recognise the functionality and dynamics of towns within the municipality.
- Encourage the intensification and diversify certain land uses (tourism, agri- and eco tourism).
- Identify opportunities and problems and solve these in a sustainable manner.
- Promote integration.
- Thoroughly consider the principles of bioregional planning.

The spatial development framework provides spatial development strategies for the municipal area as a whole and for each individual town. The strategies proposed are as follows:

Economic Growth Strategies:

- Develop a holistic economic management plan for the Prince Albert Municipality
- Focus on developing agri-tourism and the establishment of small farming and community farming projects.

Tourism

- Expand the existing tourism management plan in conjunction with the economic management plan.
- Increase involvement of the Gamkaskloof Advice Committee when developing the tourism opportunities of the Gamkaskloof.
- Potentially establish a special management area to enable landowners to work with the local authority to ensure sustainable tourism opportunities.
- Offer alternative tourism attractions.
- Establish a working group to research alternative funding sources.

Land Reform

- District offices and government institutions to conduct an increased number of workshops to inform landowners, labourers and entrepreneurs of processes and funding options.
- Establish mentor and training programmes to transfer agricultural skills.
- Allocation of land for small farmers could be an on going project.

- Develop plans where land can be identified for small farmers and where these land portions can be evaluated in terms of a spatial development framework.

Housing

- Housing for farm workers is required.
- Workshops and meetings with agricultural departments are required to establish the procedures for establishing housing for farm labourers on farms.
- The Transnet land at Leeu-Gamka and Prince Albert Road could be transferred to the municipality.

Natural Environment

- Complete a heritage study and implement the findings of the study.
- Establish an action group to develop conservation and management plans.
- Notify farmers of undesirable agricultural practices.
- Develop an effective agricultural practices management plan.
- Promote and manage the proposed ecological corridors.
- A proper vegetation status and ecological condition map should be prepared.
- Ensure the protection of open spaces by means of proper zoning scheme regulations.

Infrastructure

- Address the need for improved services at the Transnet stations.
- Develop improved information leaflets for the ESKOM self help schemes.
- Develop a maintenance plan for the repair of roads in poor condition.
- Prevent stormwater from entering the Gamka River.

In addition to the above strategies the SDF contained various proposals for the specific urban areas within the municipality.

No overall spatial development framework plan was prepared which could directly illustrate implications for the Beaufort West Municipality.

Implications for Beaufort West Municipality:

- No overall spatial proposals plan was prepared for the Prince Albert Municipal SDF nor was there any spatial proposals made which could impact on the Beaufort West Municipality.

2.5.6 BAVIAANS SPATIAL DEVELOPMENT FRAMEWORK, 2007

The Baviaans Spatial Development Framework was prepared by Setplan in 2007.

The SDF is based on the following spatial planning objectives:

- Mutually supportive and integrated land development in the rural and urban areas;
- Providing residential and employment opportunities in close proximity to one another;
- Maintaining the balance between existing and scarce resources;
- Creating compact and integrated towns where historically distorted patterns have been eradicated;
- The eradication of the housing backlog;
- Providing for various land tenure options;
- Promoting sustainable development; and,
- Providing access to residents for social, recreational and institutional services.

The south eastern boundary of the Beaufort west Municipality abuts the Beaufort West Municipality.

The key components of the SDF are based on ecological structure, transportation linkages, primary tourism linkages and the settlement hierarchy.

Implications for Beaufort West Municipality:

- The area within the Baviaans Local Municipality abutting the Beaufort West Municipality was previously a DMA.
- No spatial proposals were formulated for this area at the time.

2.6 ALIGNMENTS

The vertical and horizontal alignment between the Beaufort West Local Municipality SDF and the other planning policies affecting and affected by this SDF are illustrated below.

2.6.1 Vertical Alignment

The vertical alignment shows the relationship and alignment between the proposals and policies of the Western Cape PSDF, Western Cape Growth and Development Strategy and the Central Karoo District SDF.

Of importance are the following:

- Encourage development of the identified towns with high development potential (Beaufort West).
- Identified ecological corridors (located along the southern and northern region of the Municipality) are to be ensured.
- Promote transport corridors along existing railway lines and the N1 national road.
- Promote and manage proposed mining activity (south of Beaufort West).

2.6.2 Horizontal Alignment

The horizontal alignments of the relationship between the Beaufort West Municipality and the abutting municipal SDF's are shown on Figure 2.6.1.

The main abutting proposals that could influence the formulation of a spatial development plan for the Beaufort West Municipality are:

- Promote mobility along the N1 national road.
- Link environmental corridors from the surrounding SDF's.
- Land identified for conservation purposes should be conserved and maintained as such.

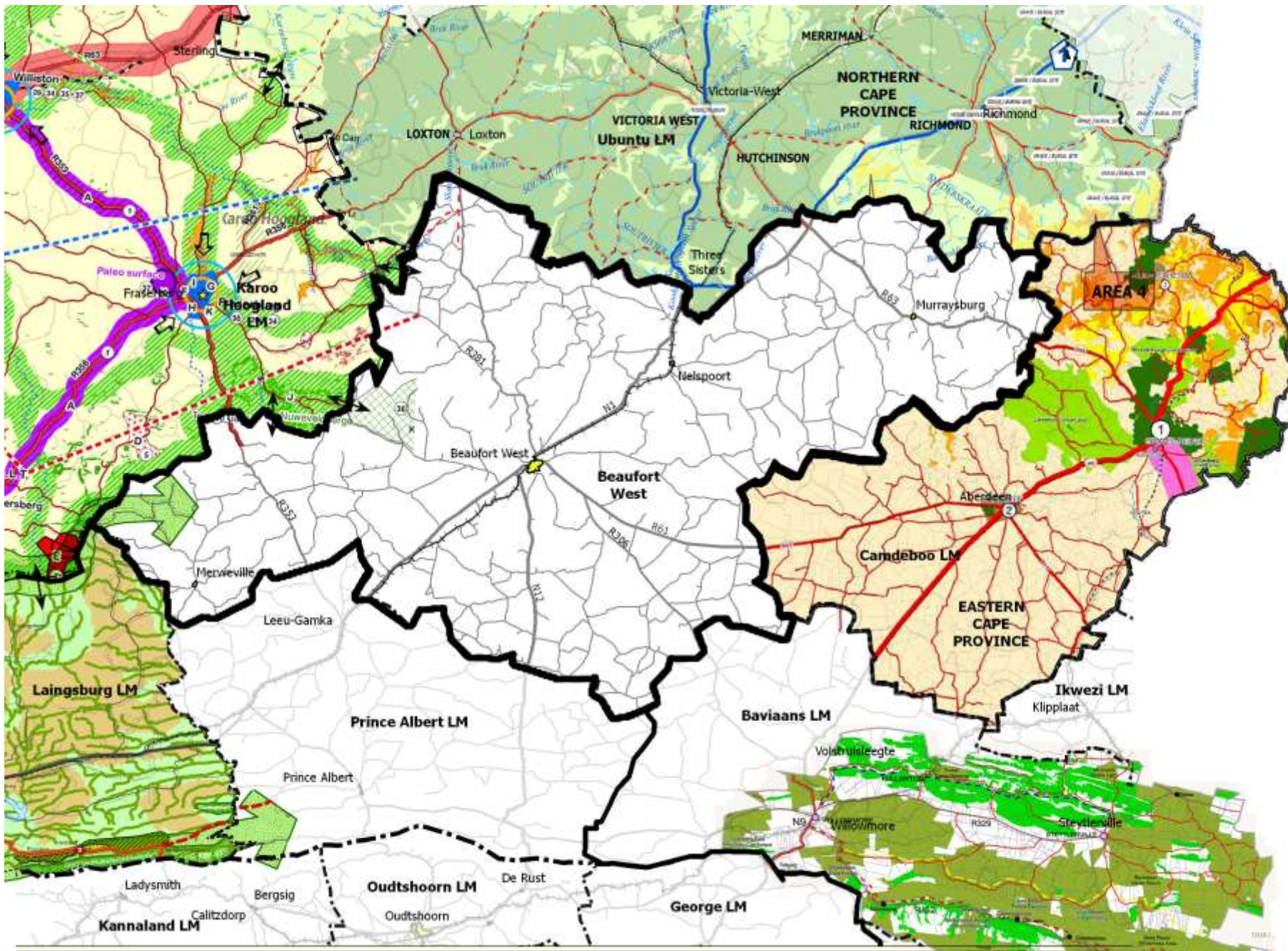


Figure 2.6.1 Beaufort West Conceptual SDF showing alignment with surrounding SDFs

