Oudtshoorn
Municipal Spatial Development Framework

Final Report

May 2020

Western Cape Government
Environmental Affairs & Development Planning
BETTER TOGETHER.

OUDTSHOORN
Munisipaliteit • Umasipala • Municipality
CELEBRATING OUR 150 YEARS OF MUNICIPALITY TOGETHER
VISION 2030
A TOWN TO WORK, LEARN, PLAY AND PROSPER

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List of Acronyms

CBA – Critical Biodiversity Area

CBD – Central Business District

DEA&DP - Department of Environmental Affairs and Development Planning (WCG)

DRDLR - Department of Rural Development and Land Reform

DM - District Municipality

ECD – Early Childhood Development

FET – Further Education and Training

FLISP – Financed Linked Individual Subsidy Programme

GDP - Gross Domestic Product

GPS - Growth Potential Study

HSP – Human Settlement Plan

IDP - Integrated Development Plan

ISC – Intergovernmental Steering Committee

LUPA – Western Cape Land Use Planning Act, 2014 (Act 3 of 2014)

MSA – Municipal Systems Act, 2000 (Act 32 of 2000)

MSDF - Municipal Spatial Development Framework

MTREF – Medium Term Revenue and Expenditure Framework

NDP - National Development Plan

NDPG – Neighbourhood Partnership Development Grant

NEMA - National Environmental Management Act

NHRA - National Heritage Resources Act

NMT - Non-Motorised Transport

NPC – National Planning Commission

PSDF – Western Cape Provincial Spatial Development Framework, 2014

SDF - Spatial Development Framework

PAM – Prince Albert Municipality

SPLUMA - Spatial Planning and Land Use Management Act, 2013

SQ - Status Quo

WC - Western Cape

WCG - Western Cape Government

WWTW – Waste Water Treatment Works

CHAPTER 1: INTRODUCTION & BACKGROUND

1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

The purpose of this report is to update and synthesize the 2015 Oudtshoorn SDF, with a view to:

1) Establish the **existing level of development** of the Oudtshoorn Municipality;
2) Review and update the **key issues and opportunities** in the Municipality as they relate to its future spatial development;
3) Review and update the **spatial vision** of the municipality, to bring it in line with the 4th generation 2017/18 Oudtshoorn IDP; and
4) Review and update the **Spatial** Development Framework **proposals**.

It should be noted that this SDF is not an entirely new SDF for Oudtshoorn, but simply seeks to update, review and synthesize the SDF that was developed for Oudtshoorn in 2015.

The Oudtshoorn Municipality Spatial Development Framework (SDF) is a critical planning informant for the municipal area and should provide guidance and direction to the following:

- an indication of the desired patterns of land use in the municipality with a view to the correction of past spatial imbalances;
- the integration of formerly disadvantaged areas by recognising and highlighting the future directions for settlement growth;

- give a clear indication of the current movements through the municipal area;
- the conservation of the natural and built environment must be at the forefront of the SDF
- provide clear policies and strategies for areas where land development should be pursued and where this is not appropriate.

Critically, the Oudtshoorn SDF must guide local planning and development while maintaining the integrity of the natural systems on which development relies and takes place. It is important that the Oudtshoorn SDF aligns to the District, Provincial and National planning and policy context. The SDF must both guide and be guided by other municipal sector plans, as illustrated in Figure 1.1 below.

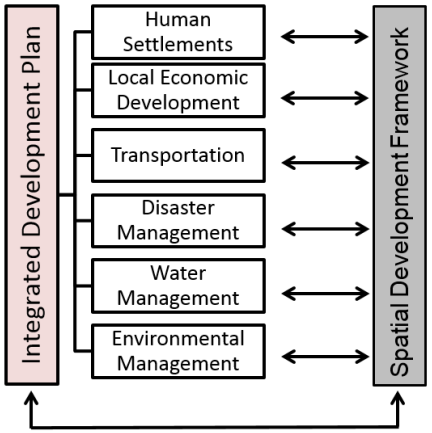


Figure 1.1: The relationship between the SDF, and sector plans

1.2. PROCESS AND TIMEFRAMES

1.2.1. SDF AMENDMENT PROCESS

The procedure to amend a Spatial Development Framework is set out in the Municipal Systems Act, 2000 (Act 32 of 2000), the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Western Cape Land Use Planning Act, 2014 (Act 3 of 2015). In short, the process entails the following:

1) The municipality decides whether or not to establish an Intergovernmental Steering Committee;
2) Members of Council to be given reasonable notice of the amendment;
3) The proposal to amend must be published in the media in at least 2 official languages;
4) The municipality must inform the provincial minster in writing of their intent to amend the SDF;
5) Municipality must establish a project committee;
6) If an ISC is established, then provincial and other departments must be invited to sit on it and provide input on the SDF amendment;
7) Once available, the draft SDF amendment must be made available for public comment for a period of 60 days;
8) The Project Committee must consider all comments received and compile a final SDF for council adoption;
9) SDF amendment is presented to council for approval or further amendment;
10) Once adopted, a notice of adoption must be placed in Provincial Gazette within 14 days;
11) The amended SDF submitted to provincial minister within 10 days of Council approval;

1.2.2. METHODOLOGY

The original approach applied to the development of the 2015 Spatial Development Framework for Oudtshoorn Municipality was informed by the Provincial Spatial Development Framework's process methodology (Western Cape Government, 2014). This approach was adopted to accommodate the implementation of the framework at a local scale. As a point of departure, key spatial transitions were identified, based on the principles promulgated nationally by the NDP 2030 Plan, as well as provincially by SPLUMA, the WC PSDF and the OneCape2040 Vision.

These goals corresponded to promulgate the following transitional agendas:

- Develop inclusive urban and rural areas;
- Support and develop a productive & competitive space-economy;
- Ensure for resilience & sustainability;
- Enforce effective spatial governance systems;

The spatial vision for Oudtshoorn was therefore aligned with these goals to ensure for:

- Sustainable Resource Use;
- Inclusivity and Resilience;
- New Opportunities;

Key spatial challenges, as derived from the analysis process, also informed the spatial vision for the region as to how these challenges could be addressed in order to achieve the vision. The spatial strategies were therefore developed based directly on addressing the key challenges and achieving the associated goals as set out per scale and theme. Together with a spatial governance framework, the spatial strategies form the basis of the spatial development framework.

This amendment of the Oudtshoorn SDF will follow a slightly different but clear and logical approach. This is set out below.

1) First in determining the **rationale** for the amendment and the determination of a problem statement;

2) Secondly to determine what the **policy and legislative context** is within which the SDF must be developed, cognisant of the fact that one doesn't operate in a policy vacuum

3) Then to undertake a **status quo assessment or 'state of development'** of the district in terms of its natural environment, socio-economic development and built environment and identify the key issues and opportunities in the district.

4) Fourthly, the **spatial vision and concept will be assessed** for its continued relevance, or if it needs to be revised, which will be the overarching framework that guides all subsequent policy interventions

5) Finally, the **spatial policy proposals, key directive and key protective actions** will be identified for the district. This may either entail reaffirming or reaffirming those of the 2014 SDF or devising new proposals. These will form the basis of an implementation plan.

Figure 1.2 below illustrates the process and products that will be developed in this SDF amendment.

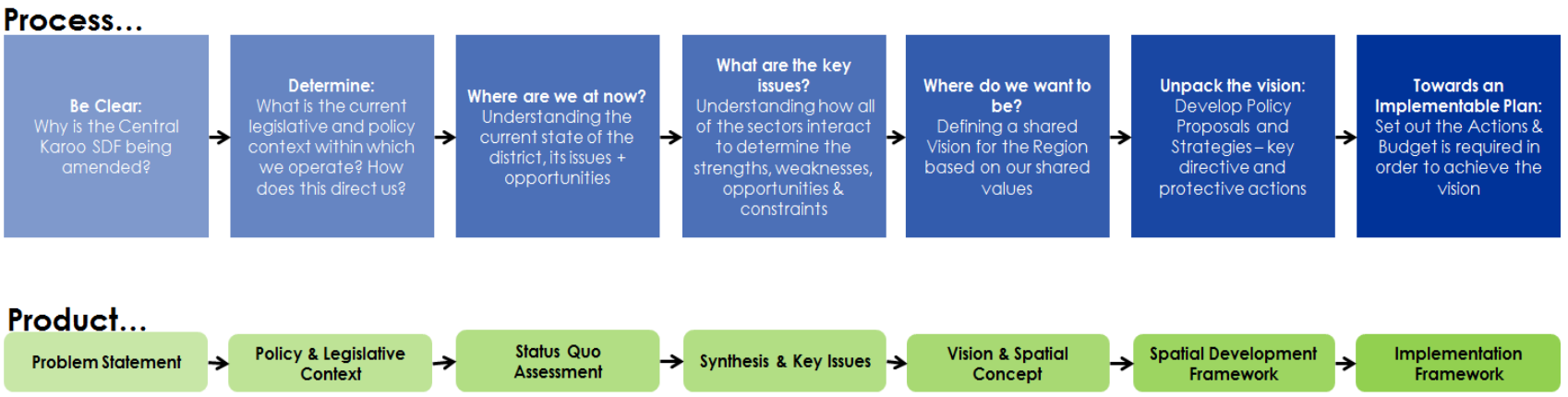


Figure 1.2: The methodology in undertaking the SDF amendment – identifying both the process to be followed and the product to be developed

1.2.3 PUBLIC ENGAGEMENTS

The following sets out key steps in the drafting of the Oudtshoorn MSDF:

- A letter to notify the Provincial Minister of the intent to amend the MSDF was sent on 8 January 2018.
- A media notice of intention to review the Oudtshoorn SDF was made on 19 April 2018.
- An Intergovernmental Steering Committee (ISC) was established in the second half of 2018, and the Status Quo Report was presented to the ISC on 10 October 2018.
- A final draft Oudtshoorn SDF was presented to the ISC on 27 June 2019 for comment and input, and subsequently presented to council for approval to go out on public participation.
- A Provincial Gazette notice was placed on 6 December 2019, making it known that the MSDF was available for public comment for a period of 60 days, until 6 February 2020 (in Provincial Gazette No. 8183 of 6 December 2019).
- Following comments received, the MSDF was redrafted and a finalised copy handed to the Municipality for approval in May 2020, for the approval of Council.

1.3. PROBLEM STATEMENT

The Oudtshoorn Municipality seeks to update and amend its 2015 Spatial Development Framework in order to bring it in line with the 2017/18 4th Generation Integrated Development Plan, as well as to update the latest intelligence as it relates to the municipality. Since the 2015 SDF approval, there have been changes to the policy context and other facets of the SDF which require the SDF to be amended to address these changes.

Some of the key changes relate to:

- An updated contextual analysis to align with the 2017/18 4th generation IDP;
- New population growth figures, economic data and service level data;
- A re-imagining of the municipality's strategic vision and development strategies; and
- An implementation plan which provides clear direction on how the SDF policies and strategies will be implemented.

1.4. BRIEF OVERVIEW OF THE OUDTSHOORN MUNICIPAL REGION

The Greater Oudtshoorn area is nestled at the foot of the Swartberg Mountains in the heart of the Little Karoo region, Western Cape, South Africa. It is defined as a semi-desert area with a unique and sensitive natural environment. It has a rich pre-colonial heritage, evidenced by the presence of Koi-San rock

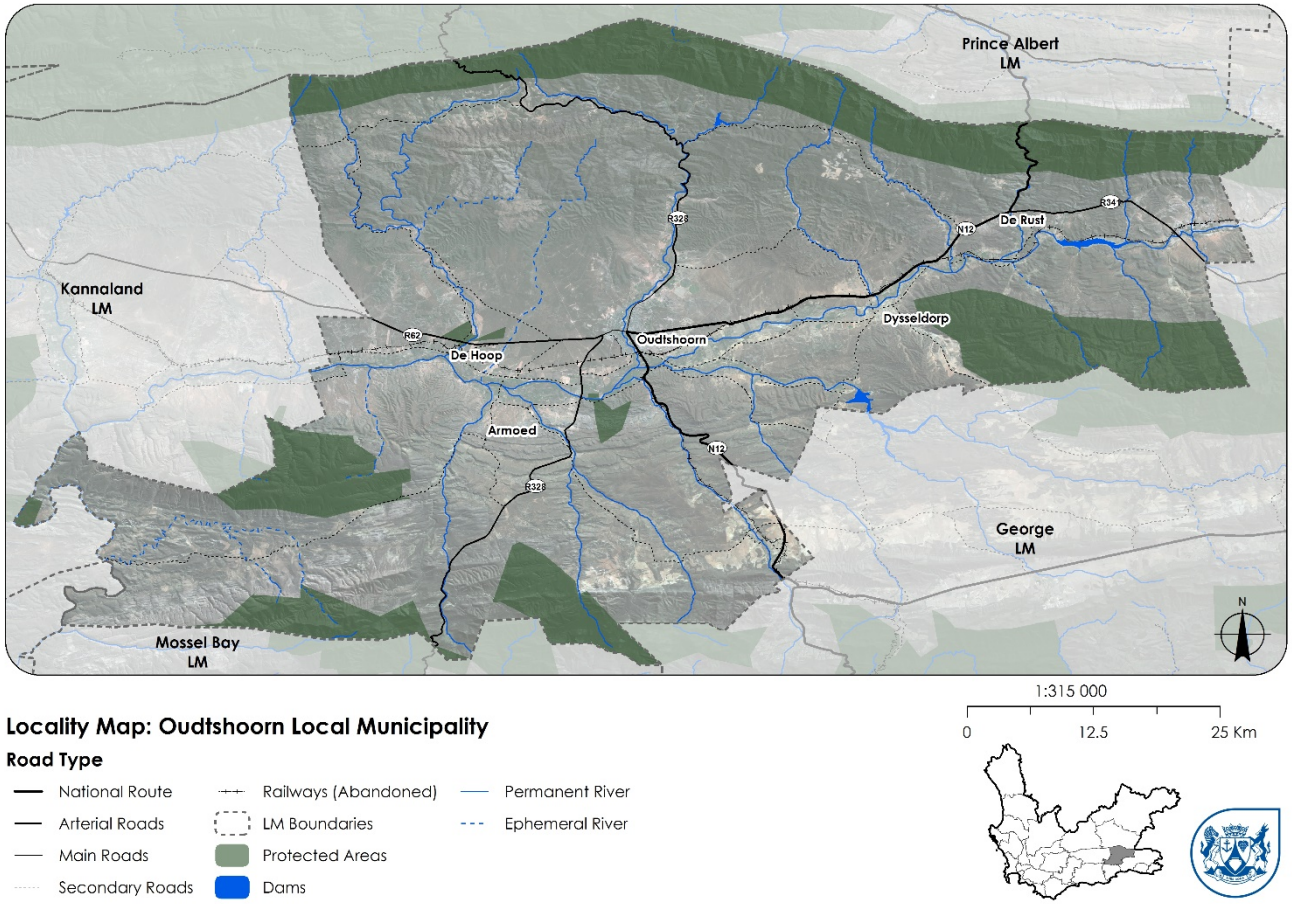


Figure 1.3: Oudtshoorn Locality Map

paintings on the walls of the caves in the surrounding area, sending the message that survival in this region requires respect for the natural environment.
Since 5 December 2000, the Oudtshoorn Municipal Area includes the larger settlements of Oudtshoorn, Dysselsdorp, and De Rust, and the smaller rural settlements of Volmoed, Schoemanshoek, Spieskamp, Vlakteplaas, Grootkraal, De Hoop, and Matjiesrivier. Oudtshoorn lies within the boundaries of the Eden District Municipality in the Western Cape Province and spans over 3 535 km2.

The municipality of Oudtshoorn traverses two major tourism routes, the east-west R62 and north-south N12. The towns are located at the centre of a river valley, lying between two significant mountain ranges - the Swartberg in the north and the Outeniqua in the south - that form its unique sense of place, as well as set the basis for varying rainfall, vegetation and landscapes.

It borders on the Prince Albert Municipality to the north, the Baviaan's Municipality the east, the George municipality to the South-East, the Mossel Bay Municipality to the south, the Hessequa Municipality to the southwest and the Kannaland Municipality to the west. Most of the residents of the municipality live in the town of Oudtshoorn. East of Oudtshoorn are the towns of Dysselsdorp and De Rust. Oudtshoorn is situated about 60km from George, 82km from Mossel Bay, 460km from Cape Town and 384km from Port Elizabeth. High quality roads link Oudtshoorn with George in the south, Beaufort-West in the north and the rest of the Klein Karoo to the east-west.

It is defined as a semi-desert area with a unique and sensitive natural environment. The municipality's development potential recognises the impact of being home to the world's largest ostrich population, which is a key component of its agricultural industry. The discovery of the Cango Caves and continual allure of unique natural heritage has drawn people from all over the world to visit this region.

Oudtshoorn serves as a regional centre for the surrounding agricultural areas. The natural environment of the area creates a natural hospitality industry and a related boom in tourism accommodation. Oudtshoorn is a centre of regional cultural, sport and art activities and has since 1994, been host to the famous "Klein Karoo Nasionale Kunstefees" or KKNK, an arts festival held in March/April every year. A joint strategy was developed through the Greater Oudtshoorn Vision 2030 process to ensure both the broader benefaction of local communities and the sustainability of the festival.
Oudtshoorn's relatively higher 'development potential' is directly linked to its geographic location on main transport routes natural resource base, human resources, institutional centre function, and commercial services. Oudtshoorn's growth potential is acknowledged through its identification as one of 14 important 'leader towns' in the Western Cape Province.

As per the 2017 Western Cape Local Government Socio Economic Profile, the population of the Oudtshoorn stands at approximately 95 859 people living in 23 362 households, making it extremely low density and sparsely populated, although most of these people live in the town of Oudtshoorn. Of the seven local municipalities within the Eden District, approximately 16% of the inhabitants reside in the Oudtshoorn municipal area.

Approximately 55.8% of households in Oudtshoorn fall within the low-income bracket, of which 9% have no income. Of greater concern is the fact that this transpired in a Municipality that boasts on average more than a 90% of its population that has access to basic services and an over 93% matric pass rate in 2016.

The average economic growth rate between 2009 and 2015 was 2.7%. Employment growth, however, has been significantly lower at an annual average growth rate of 1.5% per annum between 2005 and 2013, pointing to the issue of jobless growth. Finance, Insurance, Real Estate and Business Services combine to form the largest economic sector in the region with 19.1% closely followed by manufacturing and then wholesale and retail trade, catering and accommodation.

Typical of areas with lower economic growth rates and a growing unemployment rate, substance abuse and/or drug related crime along with sexual offences represent the most frequent of crimes accounting for according to the crime statistics in 2017.

CHAPTER 2: POLICY & LEGISLATIVE CONTEXT

2. POLICY AND LEGISLATIVE CONTEXT

The purpose of this chapter is to briefly provide a summary of the prevailing policy and legislative context that has a bearing on the Spatial Development Framework for Oudtshoorn. The chapter will seek to crystalize the key informants from each policy or piece of legislation and provide clear direction for the SDF proposals.

The intention of this chapter is not, however, to provide either an exhaustive list of relevant legislation and policy, or to comprehensively summarise the abovementioned, but to tease out the key policy and legislation drivers that impact the SDF.

2.1 RELEVANT NATIONAL POLICY AND LEGISLATION

2.1.1 THE NATIONAL DEVELOPMENT PLAN 2030

The National Development Plan, 2030, is the supreme and overarching plan for South Africa that sets out the most crucial objectives and actions that need to be undertaken in the republic of South Africa in order to eliminate poverty and reduce inequality by 2030.

The following sets out some of the key interventions that the NDP seeks to achieve:

- Significantly reduce unemployment and increase the size of the economy through a range of actions;
- Invest in economic infrastructure, such as electricity, water, public transport and broadband networks;
- Enhance environmental sustainability and resilience;
- Develop an inclusive rural economy through agro processing and agriculture, tenure security, land reform;
- Increase trade within Southern Africa;
- Transform our human settlements, by co-locating places of work and human settlements, densifying our settlements and improving public transport.
- Improve education, training and innovation at all levels of the education system;
- Improve the health outcomes of the country;
- Enhance and ensure social protection and build safer communities;
- Build a capable state;
- Fight corruption; and
- Promote nation building.

Of course, the NDP is an extensive plan with a significant amount of detail, however SDFs are local tools through which the NDP should be implemented.

2.1.2 INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF)

The IUDF's core objective is spatial transformation, drawing its mandate from the NDP and the realisation that urbanisation is an increasing challenge and indeed opportunity in South Africa. The IUDF essentially proposes a growth model for all urban areas in South African that promotes compaction, connectedness and coordinated growth in respect of land, transport, housing and job creation. The end goal is to create efficient urban spaces by reducing the travel costs and improving public transport, aligning land use and transport planning, increasing densities and promoting mixed land uses so that people and live and work in the same places and spaces.

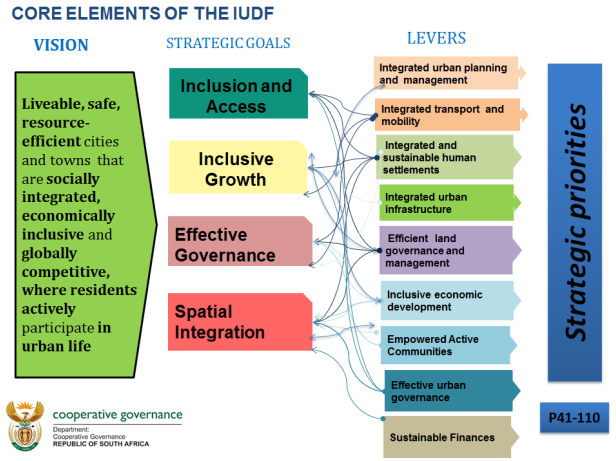


Figure 2.1: The Vision, Strategic Goals and Levers in the Integrated Urban Development Framework (COGTA, 2016)

2.1.3 THE SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 2013 (ACT 16 OF 2013)

SPLUMA sets out the process to develop an SDF, as well as the minimum content requirements of an SDF. Some of the notable outcomes that an SDF must achieve are:

- Set out and be informed of a **longer term spatial vision**;
- Guide all planning of all spheres of government;
- Identify **risks** associated with particular **developments**;

- **Identify and quantify** engineering **infrastructure** needed for future growth;
- provide the **spatial expression** of the coordination, alignment and integration of all sector plans.

SPLUMA also includes a set of **5 development principles** which must guide the preparation, adoption and implementation of any SDF, policy and/or by-law concerning spatial planning and the development or use of land. These principles are set out below:

Spatial Justice, refers to the need to redress the past apartheid spatial development imbalances and aim for equity in the provision of access to opportunities, facilities, services and land. In the broadest sense, it seeks to promote the integration of communities and the creation of settlements that allow the poorest of the poor to access opportunities.

Spatial Sustainability essentially refers to a sustainable form of development. A part of this means promoting less resource consumptive development typologies that promote compaction, pedestrianisation and mixed use urban environments which allow for the development of a functional public transport system and space economy. A spatially sustainable settlement will be one which has an equitable land market, while ensuring the protection of valuable agricultural land, environmentally sensitive and biodiversity rich areas, as well as scenic and cultural landscapes and ultimately limits urban sprawl.

Efficiency refers to the need to create settlements that optimise the use of space, energy, infrastructure, resources and land. Inherent in this statement is the need to promote densification and urban (as opposed to suburban) development typologies. This also has to do with the manner in which the settlement itself is designed and functions, which should reduce the need to travel long distances to access services, facilities and opportunities. Efficiency also refers to decision making procedures which are designed to minimise negative financial, social, economic or environmental impacts.

Spatial Resilience in the context of land use planning refers to the need to promote the development of sustainable livelihoods for the poor (i.e. communities that are most likely to suffer the impacts of economic and environmental shocks). The spatial plans, policies and land use management systems should enable the communities to be able to resist, absorb and accommodate shocks and to recover from these shocks in a timely and efficient manner, which includes the preservation and restoration of essential basic infrastructure and functions, but also adaptation in order to ensure increased resilience in terms of future shocks (United Nations Office for Disaster Risk Reduction, 2009).

Good administration in the context of land use planning refers to the promotion of integrated, consultative planning practices in which all spheres of government and other role-players ensure a joint planning approach is pursued. Furthermore, it is critical that decisions made in terms of land use planning seek to minimise the negative financial, social, economic and environmental impacts of a development. Furthermore, 'good administration' in the context of land use planning, refers to a system which is efficient, well run and where the timeframe requirements are adhered to.

Key message: spatial planning in a normative (value driven) process that must be underpinned by 5 principles and seek to jointly guide all actors in delivery of infrastructure and services in space.

2.1.4 MUNICIPAL SYSTEMS ACT, 2000 (ACT 32 OF 2000)

Section 24 of the MSA notes that planning undertaken by a municipality must be aligned with, and complement, the development plans and strategies of other affected municipalities and organs of state so as to give effect to the principles of co-operative governance contained in Section 41 of the Constitution. It further notes that municipalities must participate in national and provincial development programmes as required in section 153(b) of the Constitution, and it requires municipal planning to reflect this as well.

Key message: Planning must be joint, integrated and aligned and express all spheres of government development plans and programmes within the municipal space.

2.1.5 THE LOCAL GOVERNMENT: MUNICIPAL PLANNING AND PERFORMANCE MANAGEMENT REGULATIONS, 2001 (LG: MP&PM REGULATIONS)

Chapter 2 of the LG:MP&PM regulations, published in terms of the Municipal Systems Act, 2000 (Act 32 of 2000), provides some detail as to what SDFs should seek to achieve. In brief, it is articulated that SDFs must set out the desired spatial form on the municipality, contain strategies and policies of how these will be met, and set out basic guidelines for the land use management system, amongst other things. It should be noted that SPLUMA provides greater detail to these requirements.

2.1.6 IMPLICATIONS FOR THE OUDTSHOORN MUNICIPALITY

National legislation and policy make it very clear that SDFs should seek to redress past imbalances, be transformational, whilst facilitating private sector development and confidence. It is indeed a balancing act, however at the heart of the matter is to create more **resilient, integrated and dense urban settlements that provide higher quality urban environments than is currently the case and that provide healthy, happy and inspiring environments** in which people, the economy and the natural environment can flourish.

2.2 RELEVANT PROVINCIAL POLICY AND LEGISLATION

2.2.1 THE WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (2014)

The logic underpinning the PSDF's spatial strategy is to:

Capitalise and build on the Western Cape's comparative strengths (e.g. gateway status, knowledge economy, lifestyle offering) and leverage the sustainable use of its unique spatial assets;

Consolidate existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation;

Connect urban and rural markets and consumers, fragmented settlements and critical biodiversity areas (i.e. freight logistics, public transport, broadband, priority climate change ecological corridors, etc.); and

Cluster economic infrastructure and facilities along public transport routes (to maximise the coverage of these public investments and respond to unique regional identities within the Western Cape.

The PSDF includes four spatial themes namely; **Resources**, **Space Economy**, **Settlement** and **Spatial Governance**. The first three themes, which have a spatial component, resulted in the development of 13 spatial policies. The fourth theme, spatial governance, explored the governance structure required in order to implement the PSDF.

The key spatial policies in respect of the Central Karoo are:

- **POLICY R1: Protect Biodiversity and Ecosystem Services**
- **POLICY R2: Safeguard Inland and Coastal Water Resources, and Manage the Sustainable Use of Water**
- **POLICY R3: Safeguard the Western Cape's agricultural and mineral resources, and manage their sustainable and productive use;**
- **POLICY R4: Recycle and recover waste, deliver clean sources of energy to urban households, shift from private to public transport, and adapt to and mitigate against climate change;**
- **POLICY R5: Protect and manage provincial landscape and scenic assets;**
- **POLICY E1: Use regional infrastructure investment to leverage economic growth;**

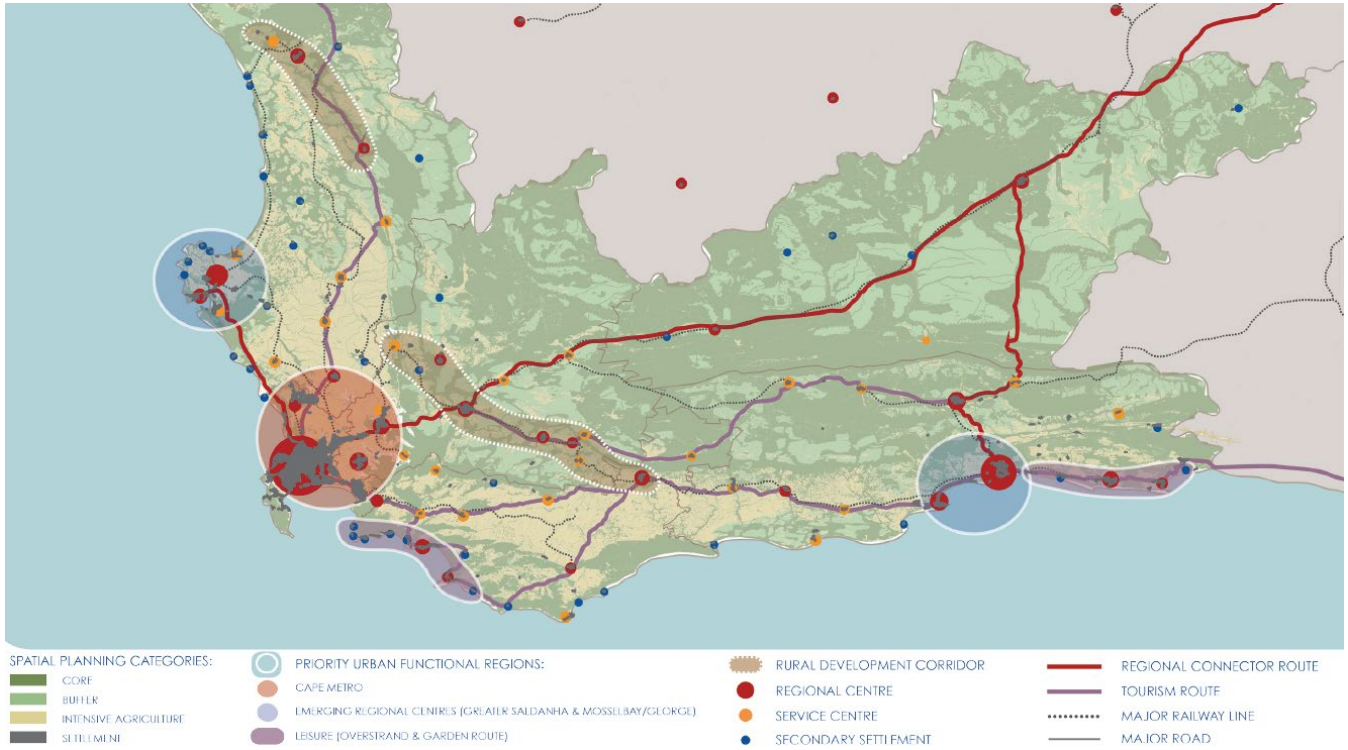


Figure 2.2: The PSDF Composite Map

- **POLICY E2: Diversify and Strengthen the Rural Economy**
- **POLICY E3: Revitalise and strengthen urban space-economies as the engine of growth;**
- **POLICY S1: Protect, manage and enhance the provincial sense of place, heritage and cultural landscapes;**
- **POLICY S2: Improve provincial, inter- and intra-regional accessibility;**
- **POLICY S3: Ensure compact, balanced and strategically aligned activities and land uses;**
- **POLICY S4: Ensure balanced and coordinated delivery of facilities and social services;**
- **POLICY S5: Ensure sustainable, integrated and inclusive housing planning and implementation;**

The PSDF composite map (see Figure 2.2) graphically portrays the Western Cape's spatial agenda. In line with the provincial spatial policies, the map shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the provincial economy.

2.2.2 THE WESTERN CAPE LAND USE PLANNING ACT, 2014 (ACT NO. 3 OF 2014)

The Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) echoes much of what SPLUMA seeks to achieve from a spatial planning perspective, adding some detail in terms of the process that may be used to develop a Spatial Development Framework, content requirements of SDFs, as well as setting out the functions of municipalities and provincial government.

In brief, LUPA allows municipalities to follow 2 different processes in developing SDF's – one with an Intergovernmental Steering Committee and one without. The Oudtshoorn Municipality has decided to establish not to establish an intergovernmental Steering Committee and as such, will allow for a 60-day public participation period in which all stakeholders will be invited to comment on the draft document.

2.3 DISTRICT PLANNING INFORMANTS

The purpose of this section is to ascertain and set out the planning informants that exist in the District Municipality as it relates to spatial planning and land use management.

2.3.1 THE GARDEN ROUTE DISTRICT SPATIAL DEVELOPMENT FRAMEWORK, 2017

A review of the Garden Route Spatial Development Framework (SDF) has been undertaken to align the Garden Route District SDF and Integrated Development Plan (IDP) and to ensure compliance of the SDF with the Spatial Planning and Land Use Management Act of 2013 (SPLUMA), the Western Cape Land Use Planning Act of 2014 (LUPA) and the Western Cape Provincial SDF.

This vision and strategic direction of the Garden Route SDF identify four key drivers of spatial change within the District. These drivers are taken forward into SDF strategies:

1. The **economy is the environment**; a strategy founded on the principle that a sustainable economy in Garden Route District is an economy that is positioned for growth.

2. **Regional accessibility for inclusive growth**; a strategy that is based on the notion that improved regional accessibility is essential to achieving inclusive growth.

3. **Co-ordinated growth management for financial sustainability**; a strategy informed by the realities of global fiscal austerity and the need for responsible growth management that does more with less to secure future social and economic resilience.

4. **Planning, budgeting and managing as one government**, this strategy highlights that real intergovernmental cooperation is essential to achieving the spatial transformation goals of SPLUMA and the three spatial strategies above.

These strategies lie at the heart of this SDF. The problem statement, spatial concept, spatial proposals and implementation framework are organised around these directives.

Figure 2.3 below sets out the broad structuring elements of the Garden Route SDF. It highlights the critical transport routes along which Oudtshoorn sits, the Klein Karoo scenic asset that is its surrounding landscape, as well as which settlements should be consolidated and which may contain future growth. The map also illustrates the Critical Biodiversity Areas where development and even agriculture should be strong discouraged.

Figure 2.3: The Garden Route SDF Composite Map

2.3.2 THE 2017 - 2022 GARDEN ROUTE INTEGRATED DEVELOPMENT PLAN (IDP)

The fourth generation IDP articulates the Garden Route's new vision, mission and strategic objectives and will dictate the municipality's developmental agenda in terms of service delivery, governance, and resource mobilisation and performance excellence. The Garden Route district municipality is committed to its vision of building **"the leading, enabling and inclusive district, characterised by equitable, sustainable development, high quality of life and equal opportunities for all"** will be key to the implementation and achievement of the municipal mission, strategic objectives. The fourth generation IDP (2017/18 – 2021/22) provides a response to the district's urbanisation trends. It advocates for a higher concentration of economic activity, greater productivity and transforming the district into an engine of growth.

This IDP considers those needs, aspirations and dreams of the district and resolves to improve the quality of life of all residents and visitors through the municipality's role as the district's coordinator, facilitator and strategic enabler. The following strategic policy shifts are articulated in the 4th generation Garden Route IDP and will guide all future planning and development undertaken in the Garden Route District:

1. Unlocking resources for equitable, prosperous and sustainable development;

2. Provide the platform for coordination of bulk infrastructure planning across the district;

3. Provide strategic leadership towards inclusive / radical / rigorous socio-economic transformation to address social, economic and spatial injustice;

4. Redress inequalities to ensure inclusive services, information and opportunities for all citizens of the district;

5. Initiate funding mobilisation initiatives / programmes to ensure financial sustainability;

6. Coordinate and facilitate social development initiatives.

Overall, the IDP represents the 5-year plan for the development of the municipal area.

2.3.3 THE SOUTHERN CAPE REGIONAL SPATIAL IMPLEMENTATION FRAMEWORK

In response to the WCG Provincial Spatial Development Framework's (PSDF) agenda for the sustainable development and management of urban and rural areas in the province, and in particular in seeking to stimulate and accelerate the growth and development opportunities that exist in the three growth engines of the province, a Regional Spatial Implementation Framework has been developed for the Southern Cape Region (the Southern Cape RSIF), as well as the Greater Cape functional regions and the Greater Saldanha region, which are urban priority areas for the province. The economically defined Southern Cape region covers the coastal corridor stretching between Mossel Bay, George, Knysna and Plettenberg Bay, and includes the greater Oudtshoorn area.

The Southern Cape region is identified as being a provincial leisure and tourism coastal belt and priority urban functional region, with the above-mentioned towns as regional centres (of different function and hierarchy) providing clustered facilities and services. The PSDF directs that these towns should be prioritised for growing the provincial economy through regionally planned and co-ordinated infrastructure investment.

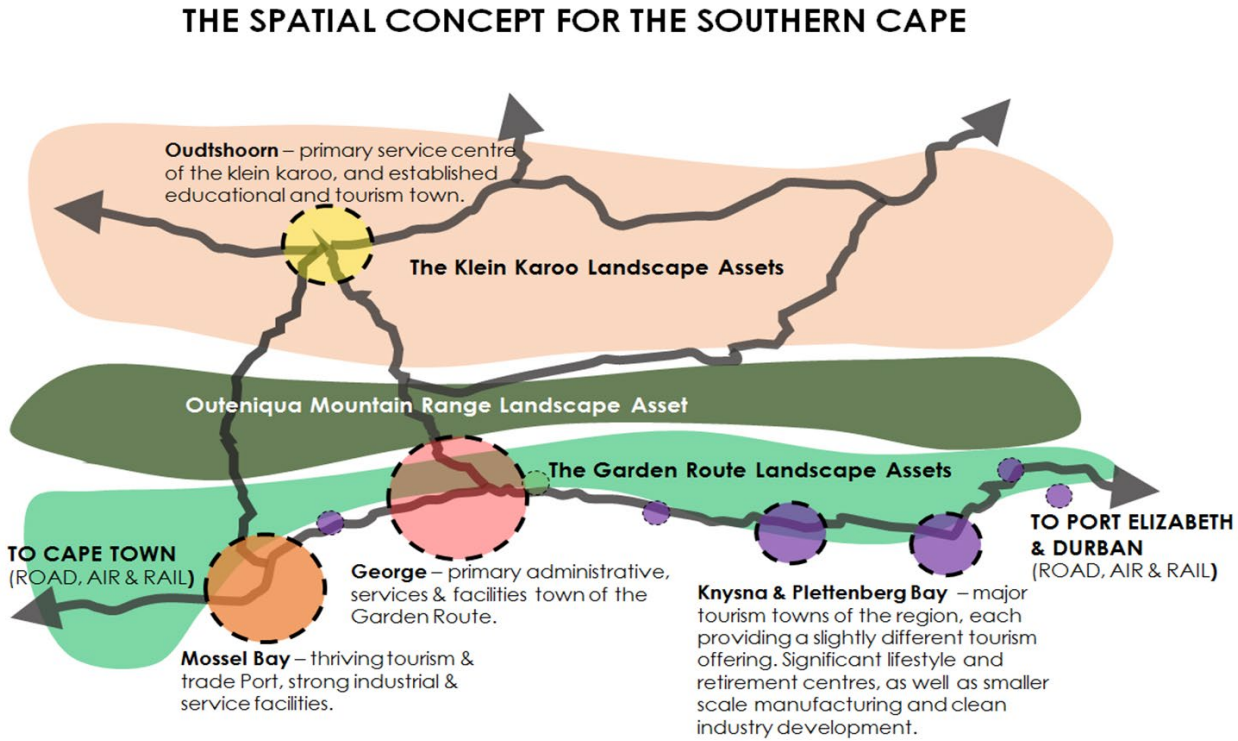


Figure 2.4: The Southern Cape RSIF Spatial Concept

Based on the above, the Southern Cape Regional Spatial Implementation Framework will set out transversal and strategic proposals on how to deal with regionally specific issues. The Framework aims to provide strategic guidance for the overall future development of the region over a period of 20 years to guide investment and development decisions and to provide the framework through which municipal coordination will be facilitated in consolidating the region as a logical, clear, and sustainable system which fosters economic growth and development, values natural resource protection, and encourages sustainable development of urban areas.

2.3.4 THE MUNICIPAL ECONOMIC REVIEW AND OUTLOOK (MERO) (2017)

The Municipal Economic Review and Outlook (MERO) is an annual research publication produced by the Provincial Treasury of the Western Cape Government. The first edition of the MERO was published in 2012. It is targeted at informing policymakers at municipalities on key economic issues that affect policy, planning and budgeting.

The aim is to provide recent information of the economic and sectoral environment, which in turn informs policy, planning and budgeting and responsive interventions required by policymakers for sustainable economic and human development.

The following sets out the key information as abstracted from the 2017 Municipal Economic Review and Outlook as it pertains to the Oudtshoorn Municipality:

- The Oudtshoorn municipal area contributed **R4.76 billion (12.7 per cent of total District GDPR)** to the economy of the District in 2015. The Oudtshoorn municipal area's economy has grown at an average annual rate of 2.7 per cent over the last

five years, which is in line with the District GDPR growth. As with the District, the Oudtshoorn municipal area's economy is also dominated by tertiary sectors, including a relatively large manufacturing sector.

- In 2015, three economic sectors **contracted**, namely the agriculture, forestry and fishing, the general government and the community, social and personal services sectors. These sectors further contracted in 2016, with the addition of the mining and quarrying sector and the electricity, gas and water sector also contracting indicating the weakening economy of the municipal area. The stagnant revenue base and rising unemployment is negatively impacting the revenue generation of the municipality, which is impacting the growth of the general government sector in the Oudtshoorn area.

- In terms of **employment**, the contribution per sector is very different to the trends of GDPR contribution. The economic sectors that employ most of the workers include the wholesale and retail trade, catering and accommodation (23.0 per cent), the community, social and personal services (14.8 per cent), and the general government (14.4 per cent) sectors. This highlights the importance of the tourism industry in job creation.

- The majority of formally employed workers in Oudtshoorn (39.0 per cent) are semi-skilled, while 35.4 per cent are low-skilled and 25.6 per cent are skilled. The number of low- and semi-skilled workers have been decreasing on average by 0.4 per cent and 0.6 per cent per annum respectively since 2005, whereas the skilled population has been growing on average 1.7 per cent per annum since 2005.

- In terms of the spatial distribution of provincial infrastructure spend, the Garden Route District received a total investment of R1.0 billion in 2017/18, which represents 12% of the total infrastructure spend. More than half of this allocation is classified towards transport.

2.3.5 OUDTSHOORN INTEGRATED DEVELOPMENT PLAN (2017-2022)

The Vision of the Oudtshoorn IDP is one of 'Prosperity for all: A town to grow, work, play and prosper in.' It sets out the achievement of the vision through key Strategic Objectives which include:

- To create sustainable integrated human settlement and safe neighbourhoods where communities can prosper;

- To provide basic services to all residents in an environmentally sustainable manner;
- To achieve financial sustainability and strengthen municipal transformation and development;

- To promote social, rural and spatial economic development;

- An ethical and transparent local government that is responsive to the needs of the community and encourage public participation.

2.4 ADJACENT MUNICIPAL PLANNING INFORMANTS

2.4.1 CENTRAL KAROO DISTRICT MUNICIPALITY SDF

The Central Karroo District SDF identifies the Groot Swartberg Nature Reserve as a Core Area (SPC Category A.b). Consequently, the area, which forms the northern extent of the study area is delineated as a statutory conservation area. Alignment requirements include:

- Ensure that the conservation of the biodiversity of the area;
- Provide for eco-tourism opportunities;
- Provide planned and controlled outdoor recreation opportunities.

2.4.2 PRINCE ALBERT SDF

Prince Albert SDF encourages the diversification and intensification of tourism based land uses i.e. agri and eco-tourism and focuses on the implementation of Bioregional Planning Principles. Alignment Requirements: Conservation of the Groot Swartberg Nature Reserve and the Tourism potential of Swartberg Pass, Die Hel and Meiringspoort

2.4.3 GEORGE SDF

The alignment requirements include:

- Protecting and expanding natural and agricultural assets which contribute to the regional economy.
- Supporting cross-boundary land use, management and conservation initiatives.
- Maintaining and expanding the regional potential of key infrastructure and facilities (e.g. the airport).
- Maintaining and expanding services which serve in the needs of the region (e.g. the higher order industrial services and educational facilities role of George).

- Areas of conservation worth (i.e. critical terrestrial and aquatic biodiversity areas, and ecological support areas) are consolidated as far as possible;
- Enhance the Rural Livelihood and promote Integrated Rural Development Strategy.
- Enhancing the region's attraction as a tourism and recreation destination by safeguarding the character of its unique natural, cultural and working landscapes, townscapes and seascapes, and opening-up new tourist attractions.

2.4.4 MOSSEL BAY SDF

Alignment requirements include:

- The various routes through the rural areas play a very important role in the experience of the character thereof. In this regard inappropriate signage and intrusive land use activities adjoining to these routes could significantly detract from the rural character.
- The identification of scenic routes and the drafting of management plans for the identified routes. In this regard the Robinson Pass has been identified as a scenic route which requires a specific management plan.

2.4.5 KANNALAND SDF

Alignment requirements include:

- Tourism on the R62;
- Focus on Eco -Tourism;
- Conservation of ecological corridors;
- Agricultural production is the core economic driver of the region;
- Focus on agri and eco-tourism - proposed regional tourism plan;

2.4.6 HESSEQUA SDF

Alignment of ecological corridors i.e. Gouritz River and the Langeberg Mountain range.

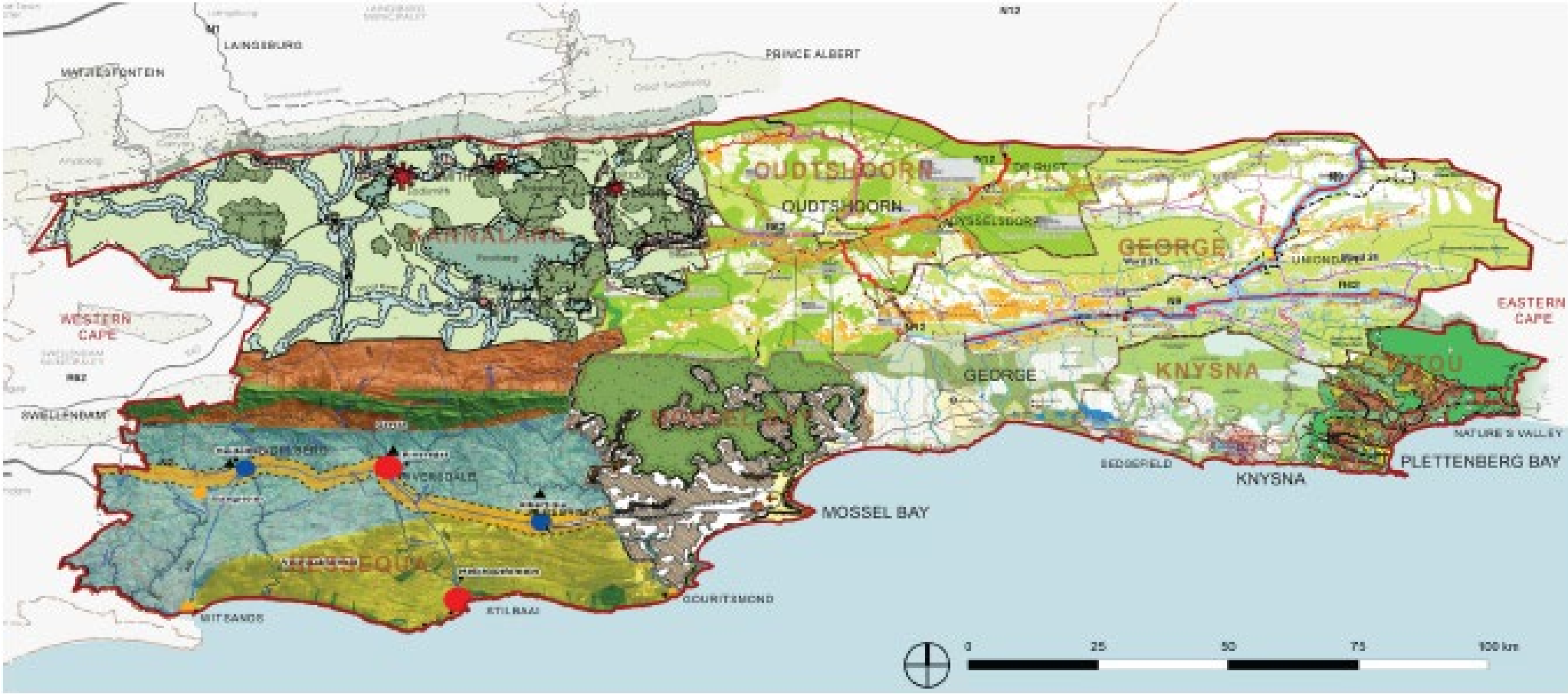


Figure 2.5: A composite map of the District Municipality's approved SDFs

CHAPTER 3: STATUS QUO ASSESSMENT: CURRENT STATE OF THE MUNICIPALITY

3. STATUS QUO ASSESSMENT – CURRENT STATE OF THE MUNICIPALITY

The purpose of this chapter is to give a brief overview of the existing state of development of the Oudtshoorn Municipality. This section provides an overview of the key biophysical, natural, socio-economic and built environment sectors, their individual strengths, weaknesses, opportunities, and constraints. Following this, a synthesis will be undertaken, identifying the key issues that arise to be taken forward in the Spatial Development Framework.

3.1 THE BIO-PHYSICAL AND NATURAL ENVIRONMENT ASSESSMENT

3.1.1 Geology, Topography, Landscape Character & Scenic Assets

Geology

Oudtshoorn Municipality is located within a unique natural environment. The Oudtshoorn Municipality poses an internationally recognised area with a unique natural vegetation and climate (succulent Karoo biome), that is not found anywhere else on earth. The Succulent Karoo Ecosystem Programme (SKEP) identifies the value of the unique vegetation and ecosystem – notably the unique biodiversity of the Succulent Karoo – and has developed a 20-year plan to protect the future of this asset.

The entire physiography of the Oudtshoorn municipal area is dominated by the fact that it lies within the east-west 'limb' of the Cape Fold Belt. Table Mountain group sandstones and quartzite with subordinate shales form the prominent Outeniqua and Swartberg Mountain ranges. The Klein Karoo Basin is formed as a combination of being large syncline in the Cape Fold Belt with the Bokkeveld shales overlaying the Table Mountain Group. This extremely rigid succession is however complicated along the foot of the northern flank of the syncline where east-west striking of the Cango fault displaces the basement rocks of the much older Cango formation. While the Geological formation informs the physiography and vegetation, characteristics of this occurrence are the exploitation of the minerals.

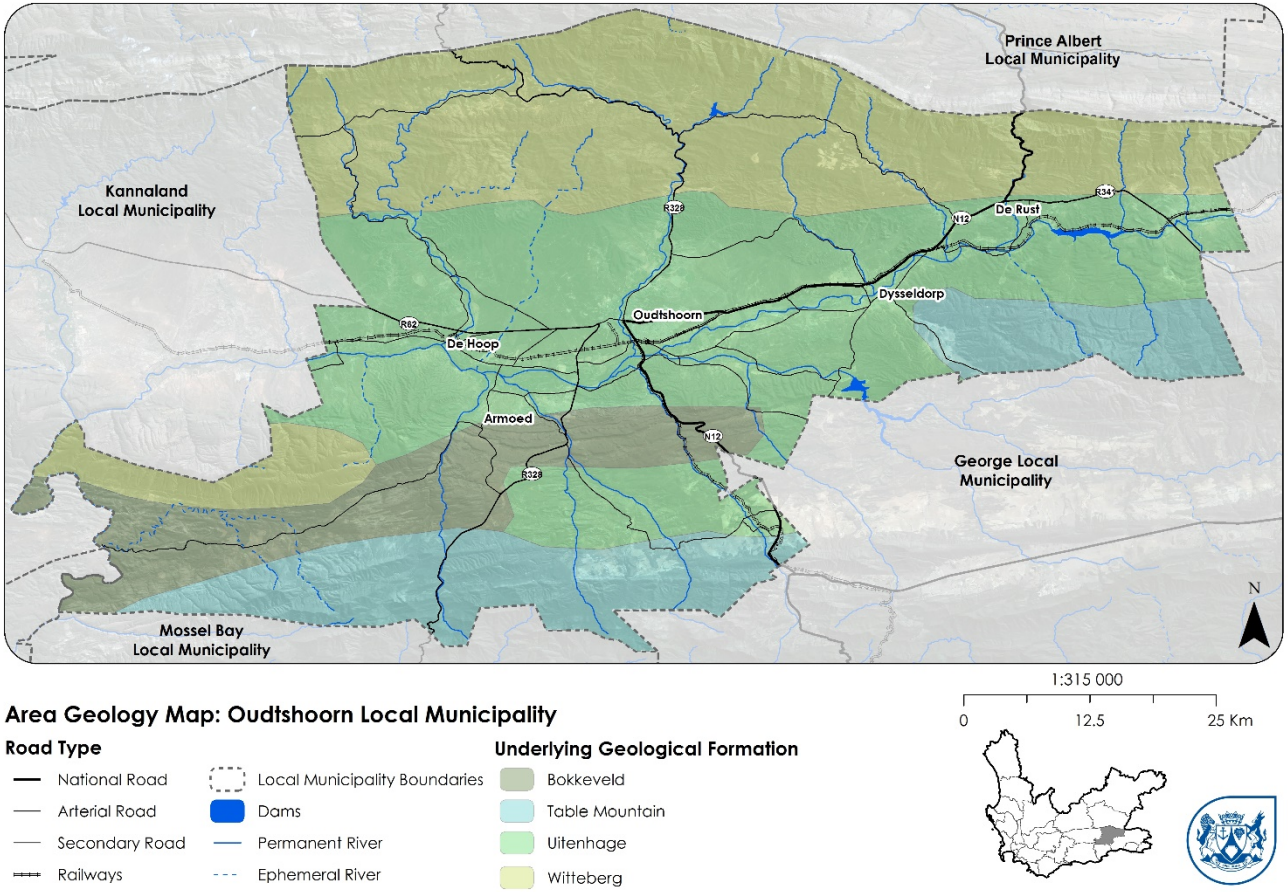


Figure 3.1: Oudtshoorn Geological Formations

Topography

The Swartberg and Outeniqua mountain ranges; which have resulted from the Cape Fold Belt folding; dominate the topography of Oudtshoorn and environs. This results in the Oudtshoorn valley being partially closed with mountain ranges to the north and south. It further influences the climate in terms of rain shadows and rain sides and the resultant rainfall.

Landscapes are characterised by either a sense of enclosure or wide open spaces or isolation and would be considered a natural asset for the area. Accordingly, the municipal area translates into several landscapes, some of which transcend the municipal boundary.

Dominant and significant landscapes include:

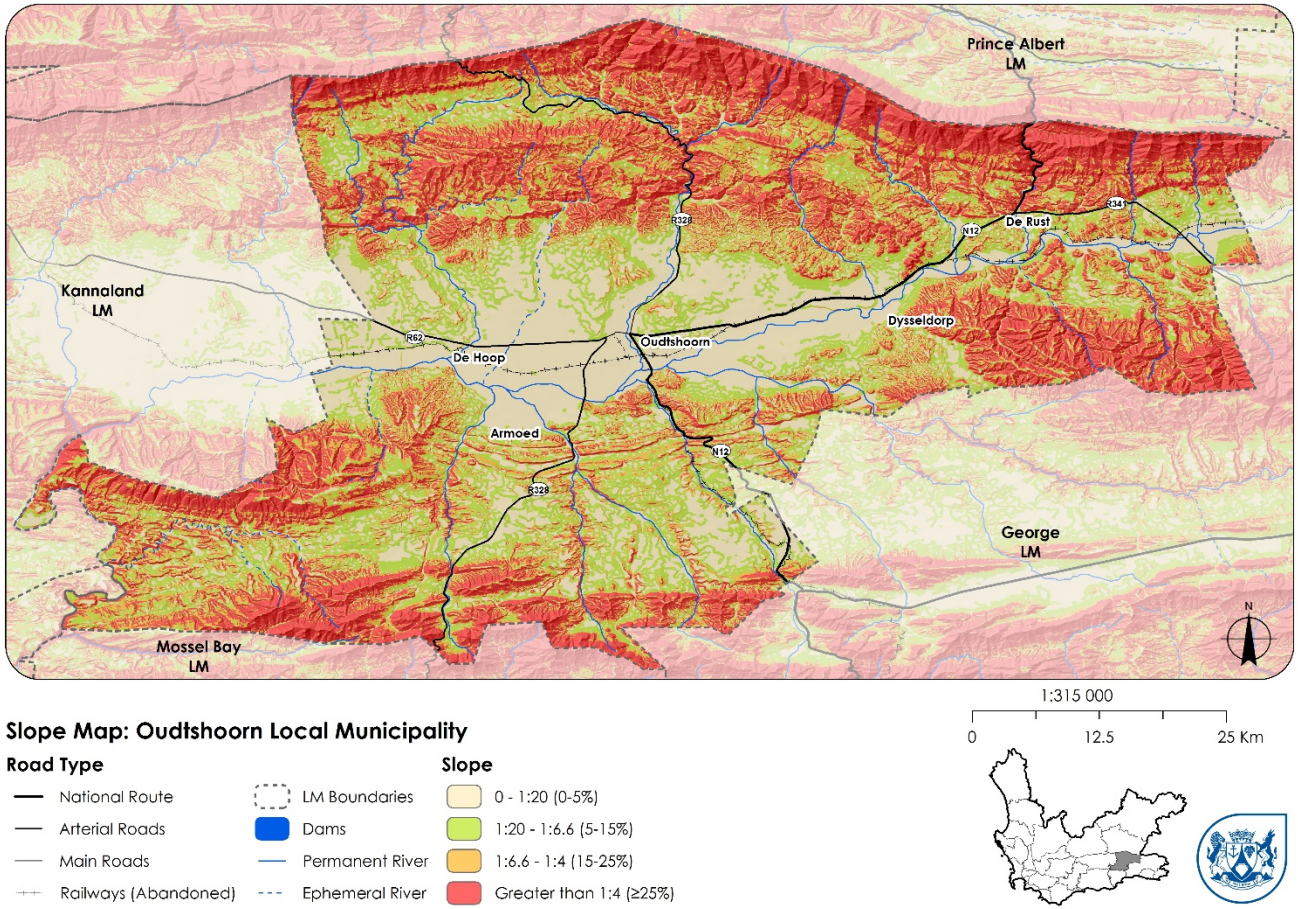


Figure 3.2: Oudtshoorn Slope Map

- The Oudtshoorn Basin east and west of the R62 and N12 with the foothills and ranges framing the rive r basin landscape.
- Valley and poort landscapes including the Grobblelaars River/Schoemanspoort and Cango Valley
- Mountain passes, distant vistas and gateways
- Townscapes

While mountain areas are largely protected, the major extent of foothills and valley landscapes are vulnerable to degradation through non-agricultural development in rural areas, marginal agricultural practices resulting in transformed landscapes, development scarring on steep slopes, urban sprawl and inappropriate signage. Landscape degradation is further compromised by lengthy veld restoration periods and limited options for natural screening.

Landscape Character & Scenic Assets

The Gouritz Cluster Biosphere Reserve (GCBR) contains the coastal strip between the Breede River and the Great Brak River, and the interior area from Montagu in the west, to Prince Albert in the north, and Uniondale in the east. The GCBR is globally unique as it is the only area in the world where three recognized biodiversity hotspots. Much of the GCBR falls in the Klein Karoo: the area north of the Outeniqua Mountains that feeds the Gouritz River. The Klein Karoo is a beautiful space. Its wide landscapes, the solitude and spiritual calm of the scenery hewn with mountains, koppies and unusual vegetation, making it extremely popular to visitors from across the globe.

Swartberg Nature Reserve lies in the Oudtshoorn district between the Great and Little Karoo, bordered by the Gamka River in the west and the Uniondale-

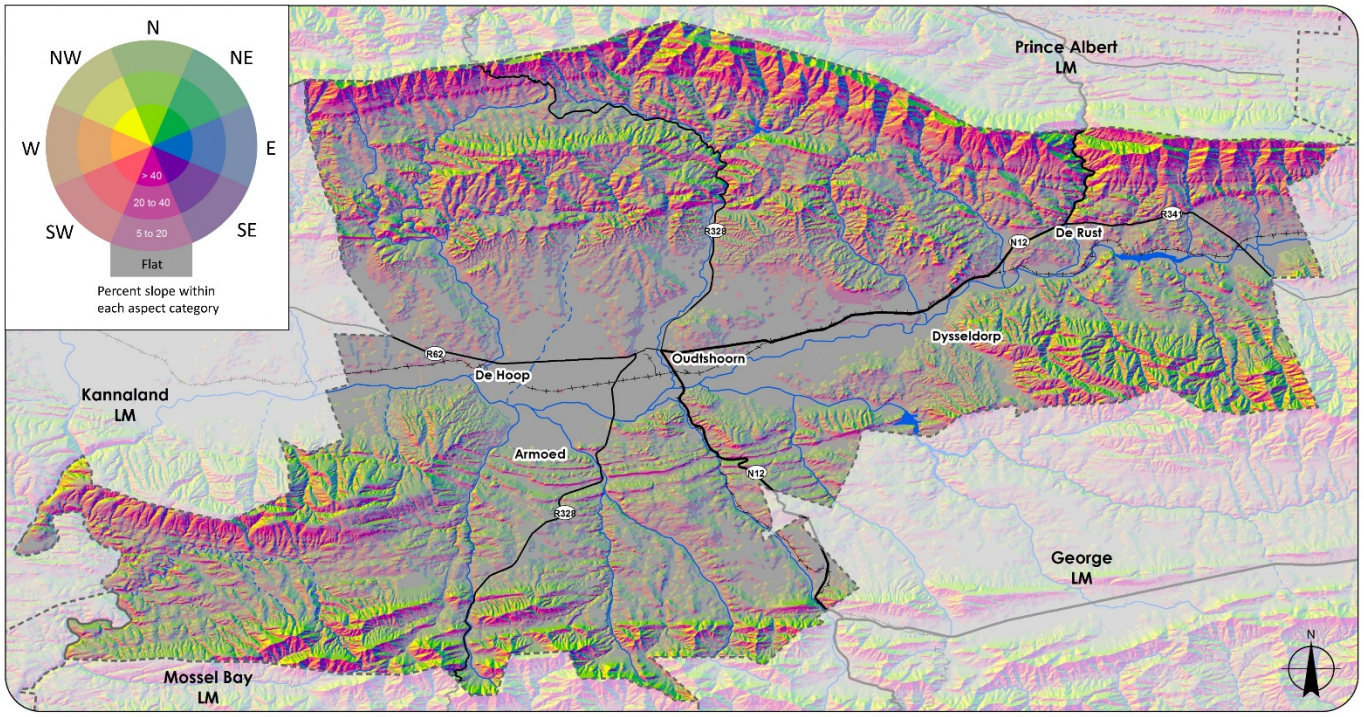


Figure 3.3: Oudtshoorn Aspect Map

Willowmore road in the east. The reserve encompasses 121 000 ha of mostly state- owned land. Gamkaberg Nature Reserve, immediately to the north of the reserve and 8 000 ha in extent, is managed as part of the Swartberg, making the total conservation area a vast 129 000 ha. The nearest towns are Oudtshoorn (±40km), De Rust (± 5 km) and Prince Albert (± 5 km). Besides conservation, the reserve is concerned with the conservation of mountain catchments and the water yield thereof, as well as educational and recreational opportunities.

Gamkaberg is an isolated mountain range in the Little Karoo, lying between the Swartberg and Outeniqua mountains. The Gamka Mountain Nature Reserve (9 428 ha) comprises virtually the entire mountain range and is situated 33 km south-west of Oudtshoorn and 32 km south-east of Calitzdorp. The name Gamka is derived from the Khoikhoi ("Hottentot") word gami, meaning lion.

The reserve was established in 1974 in order to conserve a local population of endangered Cape mountain zebra and their natural habitat. The terrain is rugged, with mountainous plateaux incised by deep ravines. The main rock formations consist of Table Mountain quartzites and shales, and Bokkeveld sandstone and shales.

The reserve lies between the winter and summer rainfall regions, and experiences gentle soaking rain in winter and thundershowers in summer. The annual rainfall averages 500 mm at the summits and 300 mm on the lower slopes of the mountain. Although summers can be very hot, the moderate climate allows for visiting throughout the year (malaria-free area).

The reserve has four main vegetation types, namely mountain fynbos, arid fynbos, succulent Karoo and riverine vegetation. Many interesting plants occur, including the famous golden mimetes. A member of the protea family, this species was discovered in 1988. The rare and endangered Cape mountain zebra, leopard and honey badger occur in the reserve. Other mammals include eland, red hartebeest, grysbok, grey rhebuck, klipspringer, duiker, steenbok, baboon, caracal, and numerous smaller species. Gamka Mountain hosts a wide variety of birds, reptiles and insects. The reserve is also rich in Khoisan rock art and early marine invertebrate fossils.

The Kammanassie Nature Reserve is situated between Dysselsdorp in the west, De Rust in the northwest and

Uniondale in the. The Kammanassie Mountain is an inselberg in the Little Karoo between the Swartberg and Outeniqua mountains. The total area of the range which is managed as conservation area covers roughly 50 000 hectares of which almost 60% is state land with the remainder being privately owned.

The following vegetation types are found in the reserve: fynbos, waboom-veld (Protea nitida), arid fynbos, kloof shrubland, spekboomveld (Portulacaria afra) and afro-montane forest. The Kammanassie conebush (Leucadendron singulare) is endemic to the Kammanassie.

The Kammanassie is situated in the Cape fold belt which borders the Southern Cape and is made up by formations of the Cape super group. Structurally the range forms a long, oval shaped dome. This has developed as a result of the compression and folding of the sedimentary rock. The mountain is asymmetrical, being steeper on the southern side. The geomorphology is largely determined by the underlying rock structure. Streams and rivers flow in deep narrow kloofs. The main rivers mainly have a north/south orientation. Those on the northern side flow into the Olifants River and those on the southern side into the Kammanassie River.

The Cango Caves are regarded as one of South Africa's foremost natural wonders. They owe their origin to a geological fault in the Swartberg mountains (which were known to the San as the Kango). Water, time and simple chemistry have combined, over hundreds of thousands of years, to create a magic castle of carved caverns, corridors and dripstone formations deep within the mountainside. Water seeping through the limestone rock. The dripstone formations (speleothems) consist of stalagmites reaching up from the floor and stalactites hanging from the ceiling. These intricate calcite formations range from the miniature to the massive, many of them with picturesque names such as Lot's Wife and the Organ Pipes.

The Cango Caves are located in Precambrian limestones at the foothills of the Swartberg range near the town of Oudtshoorn. The principal cave is one of the country's finest, best known, and most popular tourist caves and attracts many visitors from overseas. Although the extensive system of tunnels and chambers go on for over 4 km (2.5 mi), only about a quarter of this is open to visitors, who may proceed into the cave only in groups supervised by a guide.

3.1.2 Climate & Climate Change

The Oudtshoorn municipal area has a semi-arid to arid climate primarily characterised by an average annual rainfall of 239.0mm; a mean daily summer temperature exceeding 30 degrees celsius and a daily winter mean minimum temperature as low as 6 degrees celsius. The Klein Karoo receives more than 80% of the potential solar radiation throughout the year resulting in high evaporation. This is an area of climatic extremes, with very cold winters, often with snow on the mountains and temperatures well below zero, while summers can be uncomfortably hot with temperatures reaching 40°C and more! Rain occurs throughout the year, peaking in early winter and spring, and with thundershowers in the summer months. The concentration of rain is focussed on the mountainous regions as shown in figure 3.2 below.

While it is difficult to properly assess the impact of climate change in the Klein Karoo, outdated studies have predicted a reduction in winter rainfall, an increase in summer rainfall and an increase in air temperature but 2 to 3 degrees celsius. This may have detrimental effect on the rain frontages while higher temperatures may increase evaporation rates and hereby reducing groundwater recharge and run-offs in catchments.

3.1.3 Water Resources & Hydrology

The Greater Oudtshoorn area comprises one of three distinct water resource zones of the Gouritz Water Management Area (WMA). The Olifants River and Kammanassie are fed by mountain streams in the Swartberg mountains to the north of the municipal area along with the Kammanassie mountain and the coastal Outeniqua mountain in the south. The area is characterised by a hot, dry climate with the Mean Annual Precipitation (MAP) decreasing from east to west. Oudtshoorn has an average rainfall of 239mm with a relatively high 2000mm evaporation rate per annum.

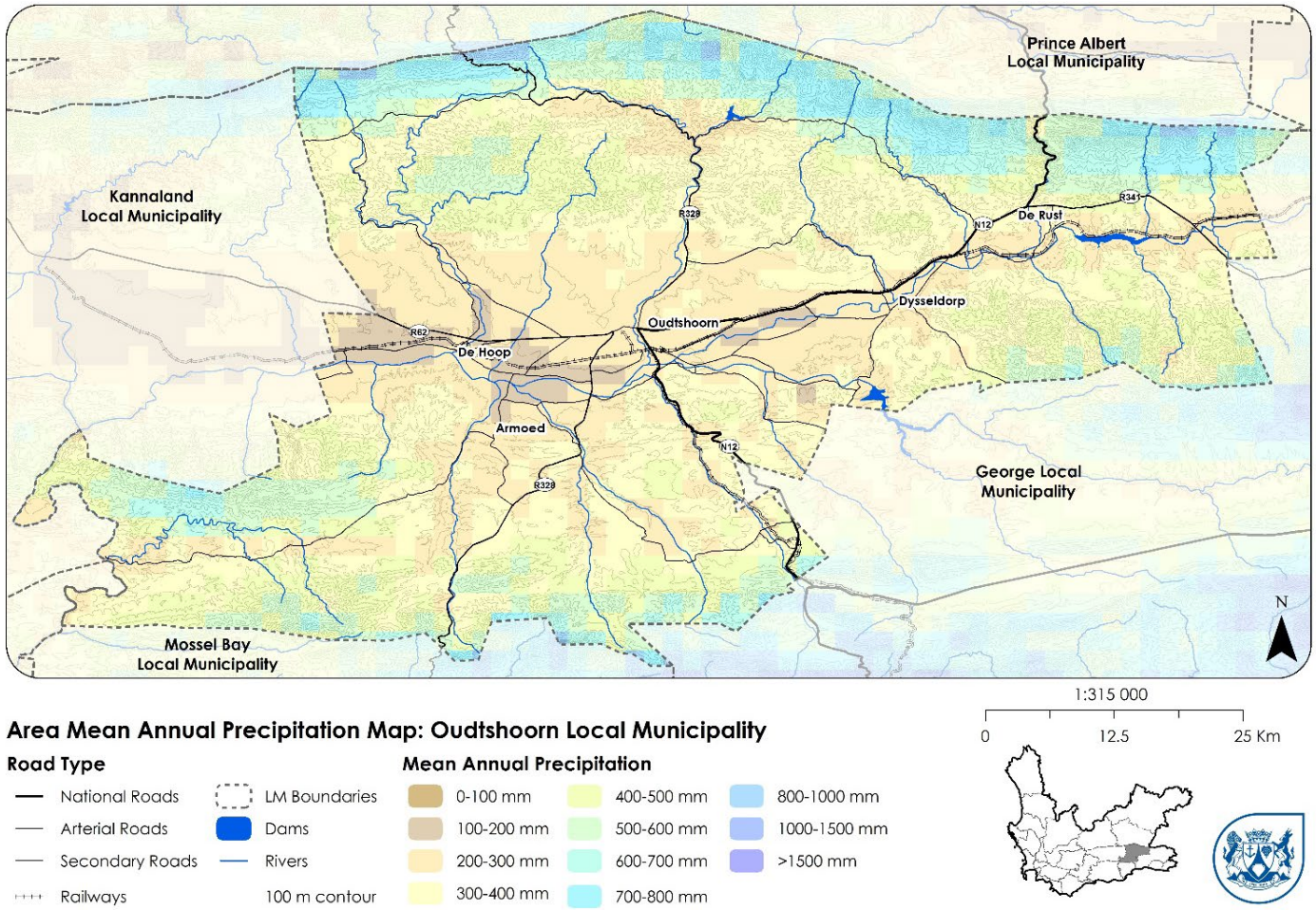


Figure 3.4: Oudtshoorn Mean Annual Precipitation

Surface Water

The Olifants river, one of three main tributaries to the Gouritz river, drains the central basin from east to west. Several tributaries drain either the Swartberg, Kammanassie and Outeniqua mountains which confluence with the Olifants river in the central basin. The three large storage dams in the region include the Stompdrift Dam (Olifants river); the Kammanassie Dam (Kammanassie river) and the Koos Raubenheimer and Mellville dams (Boesman river). The Stompdrift and Kammanassie dams are the main sources of irrigation water supplying the Olifants river valley via canals and the river bed extending more than 75km along the river. Potable water for Oudtshoorn is sourced from the Koos Raubenheimer and Mellville dams while farms and rural towns/settlements are sourced vis the Klein Karoo Rural Water Supply Scheme.

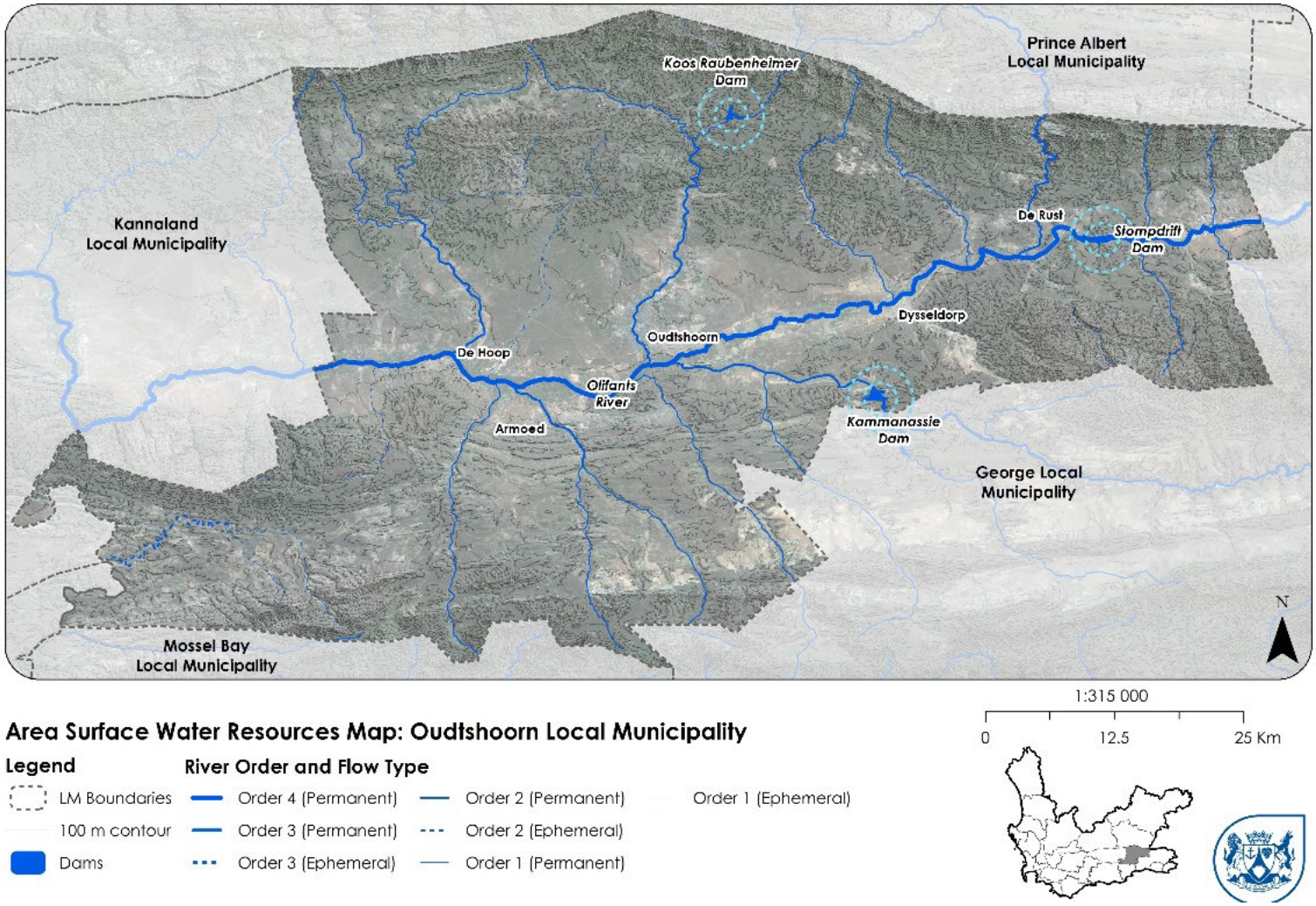


Figure 3.5: Oudtshoorn Surface Water Resources

Ground Water

Groundwater in Oudtshoorn is extracted from the Table Mountain Group (TMG) aquifers as well as intergranular

aquifers located just to the north and then just south of Oudtshoorn. A number of springs occur in the southern outcrop of these intergranular aquifers. Yields for both aquifers types are 0.5-2.0 l/s while aquifer recharge is at its highest in the rugged mountains areas. Groundwater abstraction is mainly for domestic water supply in the urban sector and for rural domestic use, stock watering and irrigation to a lesser extent. The

quality of the groundwater obtained from the TMG aquifer is generally high and therefore suitable for human consumption. Groundwater obtained from the shallow weathered and fractured TMG rock aquifers are generally poorer in quality and unfit for human consumption.

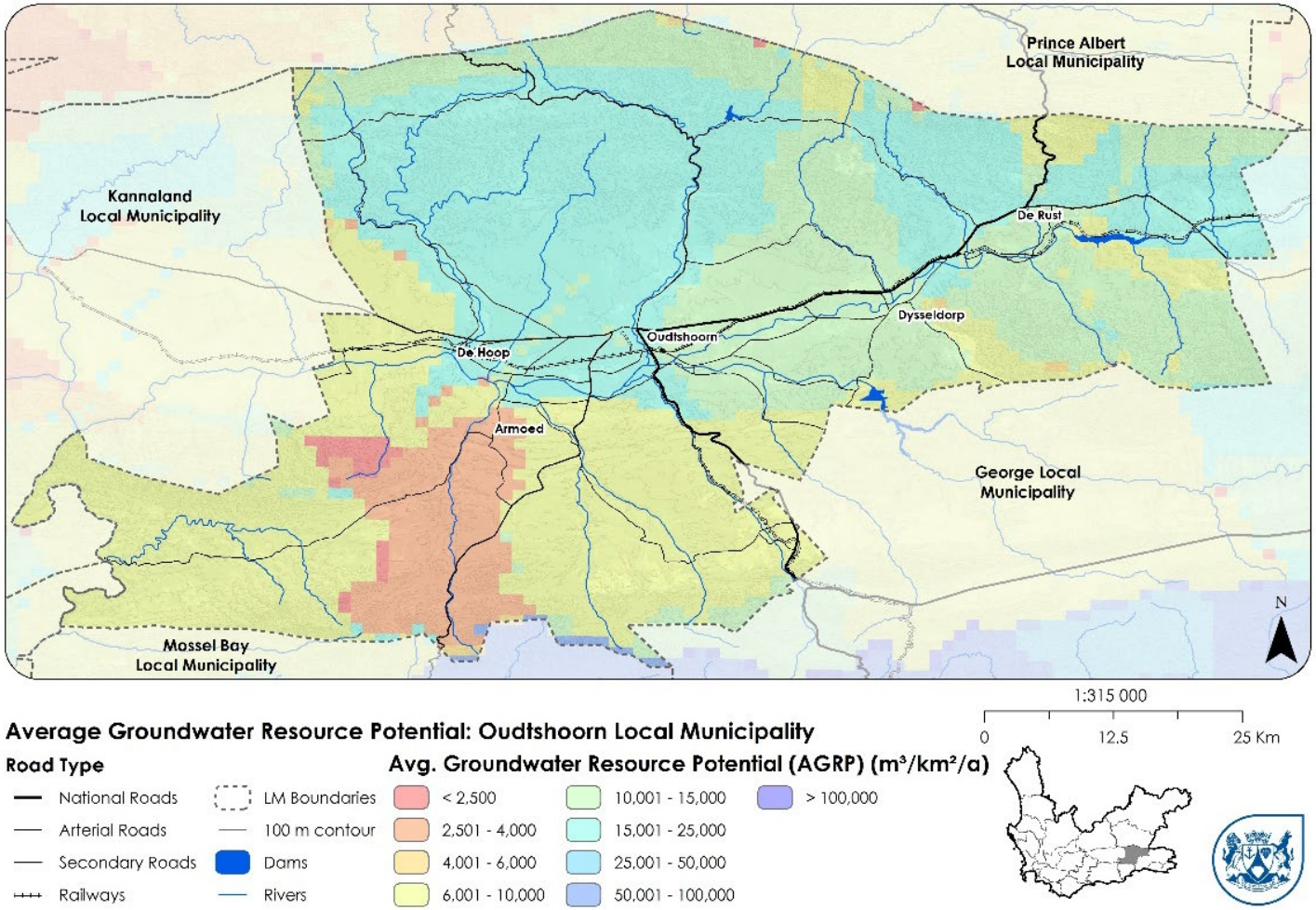


Figure 3.5: Oudtshoorn Groundwater Water Resources

3.1.4 Biodiversity and Biodiversity Conservation

Oudtshoorn comprises of areas of biodiversity significance primarily from the several biomes including Fynbos within the Groot Swartberg mountains; thicket on the foothills; aquatic and riverine systems abutting the Olifants and Kammanassie rivers together with the succulent Karoo basin. It contains several threatened ecosystems listed in terms of the National Environmental Management: Biodiversity Act (No. 10 of 2004) (NEMBA) and also has priority river reaches, wetland and catchments.

As such, habitat types are critically endangered, endangered or vulnerable. Aquatic and riverine systems abutting the Olifants and Kammanassie rivers and the succulent Karoo basin are endangered and the thicket habitats are also endangered and vulnerable.

Within the greater Oudtshoorn area, the following protected areas are in place:

- Groot Swartberg Nature Reserve
- Gamkaberg Nature Reserve
- Outeniqua Nature Reserve (incorporating the previous Doring river and Ruitersbos Nature Reserve)
- Kammanassie Nature Reserve
- Groot Swartberg Mountain Catchment Area (MCA)
- Kammanassie MCA
- Several private nature reserves
- Several private game and wildlife sites
- Stewardship areas and conservancy

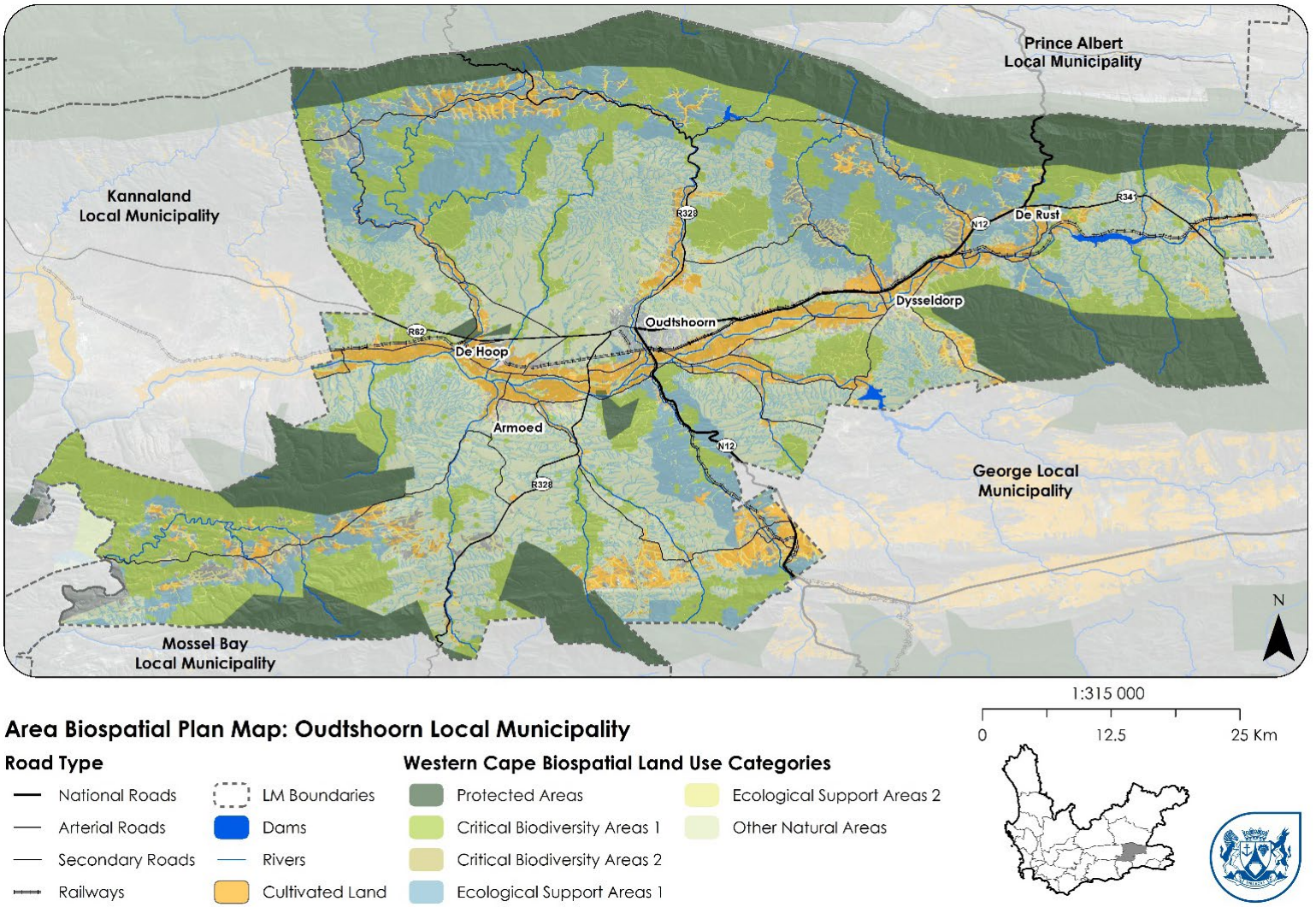


Figure 3.7: Oudtshoorn Municipality Bio-Spatial Plan Map

Within the greater Oudtshoorn area, priority processes to support long term ecological processes and enhance connectivity and alignment of the critical biodiversity areas include the Gouritz Initiative which identified corridors to the east-west; the STEP Mega-

Conservancy Network in the Great Swartberg foothills; quartz patches and nectarivores south-west of Oudtshoorn. Furthermore, high priority areas (CBA's and ESA's) represents important linkages in arid habitats. Priority corridors have also been identified adjacent to greater Oudtshoorn.

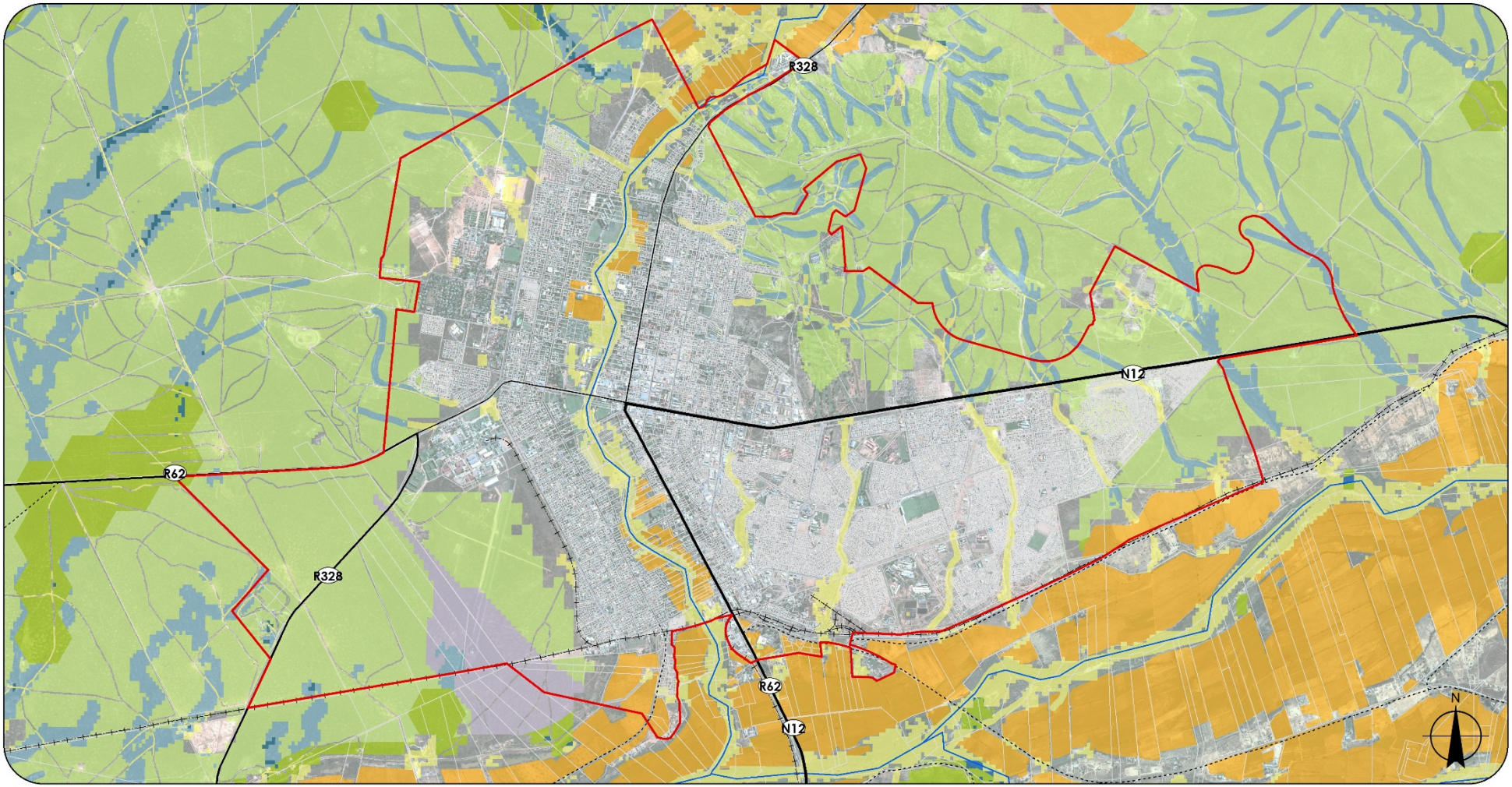
The mapping of Critical Biodiversity Areas (CBA's) represents a national approach to integrating and interpreting available spatial data on biodiversity. The

CBA map for Oudtshoorn municipality identifies 3 primary CBA categories, namely:

- Critical Biodiversity Areas – areas to be safeguarded in their natural state
- Ecological Support Areas – supporting zones required to prevent the degradation of CBA's
- Other Natural Assets – areas of natural vegetation not classified above but which may be required in future.

The CBAs and ESAs have been correctly assigned Core 1 and Core 2 status respectively in terms of Spatial Planning Categories (SPCs).

Mismanagement has left much of the Klein Karoo degraded through overgrazing and marginal cultivation and irrigation practices. Other threats identified include illegal ploughing, wetland mismanagement, game farming, invasive plants and infrastructure and erosion.



Western Cape Biospatial Plan 2017 Map: Town of Oudtshoorn

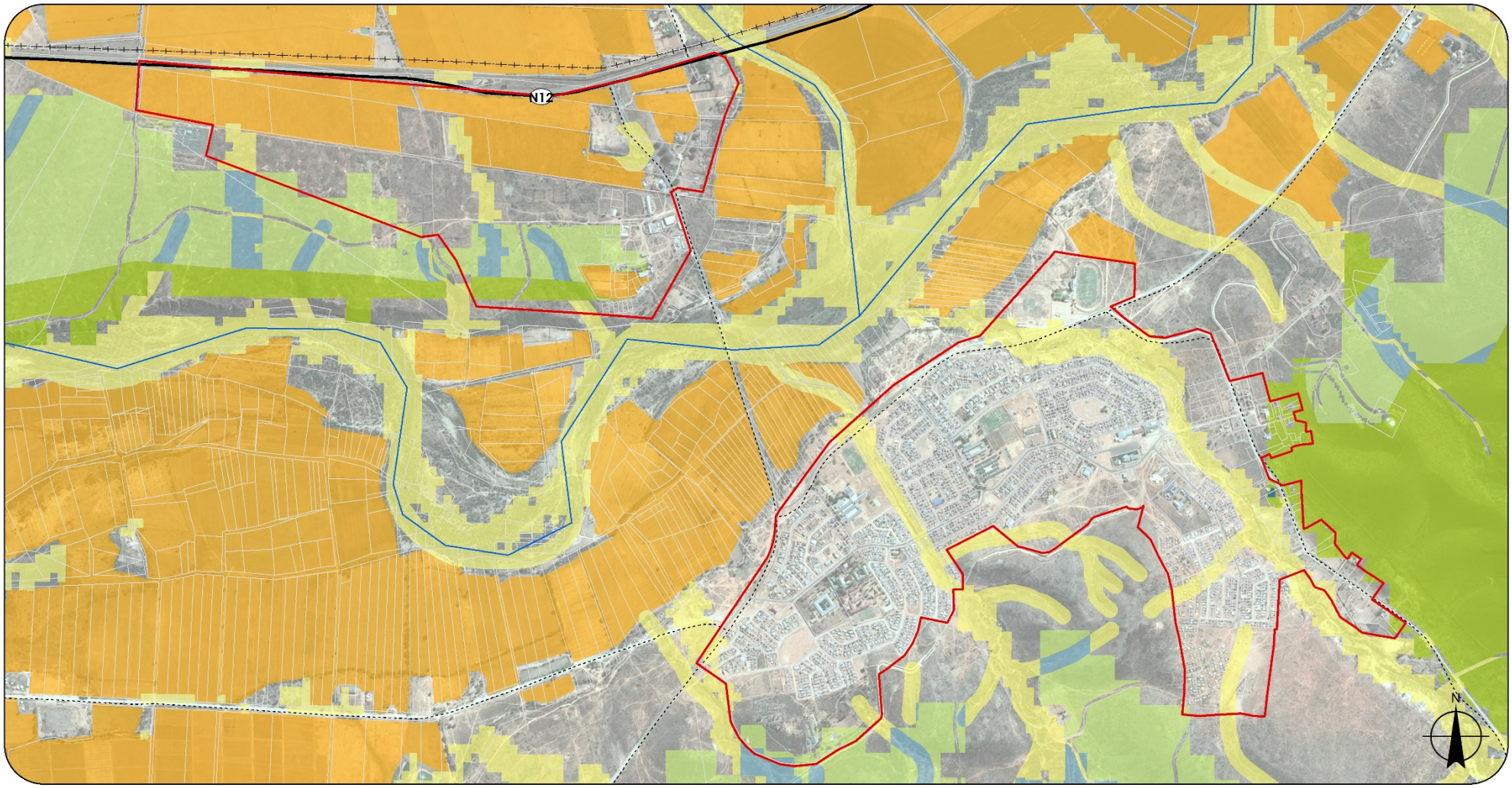
Road Type

- National Route
- Arterial Roads
- Main Roads
- Secondary Roads
- Railways (Abandoned)
- Urban Edge (2015)
- Permanent River

Biospatial Plan Categories

- CBA 1: River
- CBA 1: Terrestrial
- CBA 1: Wetland
- CBA 2: Aquatic
- CBA 2: Terrestrial
- ESA 1: Aquatic
- ESA 1: Terrestrial
- ESA 2: Restore From Other Land Use
- ONAs
- Agriculture

Figure 3.8: Oudtshoorn Bio-Spatial Map (Town Level)



Western Cape Biospatial Plan 2017 Map: Town of Dysseldorp

1:15 000

0 0.5 1 Km

Road Type

- National Route
- Arterial Roads
- Main Roads
- Secondary Roads
- Railways (Abandoned)
- Urban Edge (2015)
- Permanent River

Biospatial Plan Categories

- CBA 1: River
- CBA 1: Terrestrial
- CBA 1: Wetland
- CBA 2: Aquatic
- CBA 2: Terrestrial
- ESA 1: Aquatic
- ESA 1: Terrestrial
- ESA 2: Restore From Other Land Use
- ONAs
- Agriculture

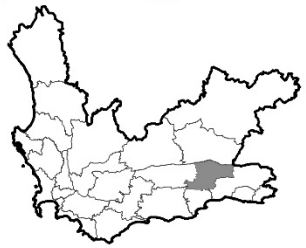
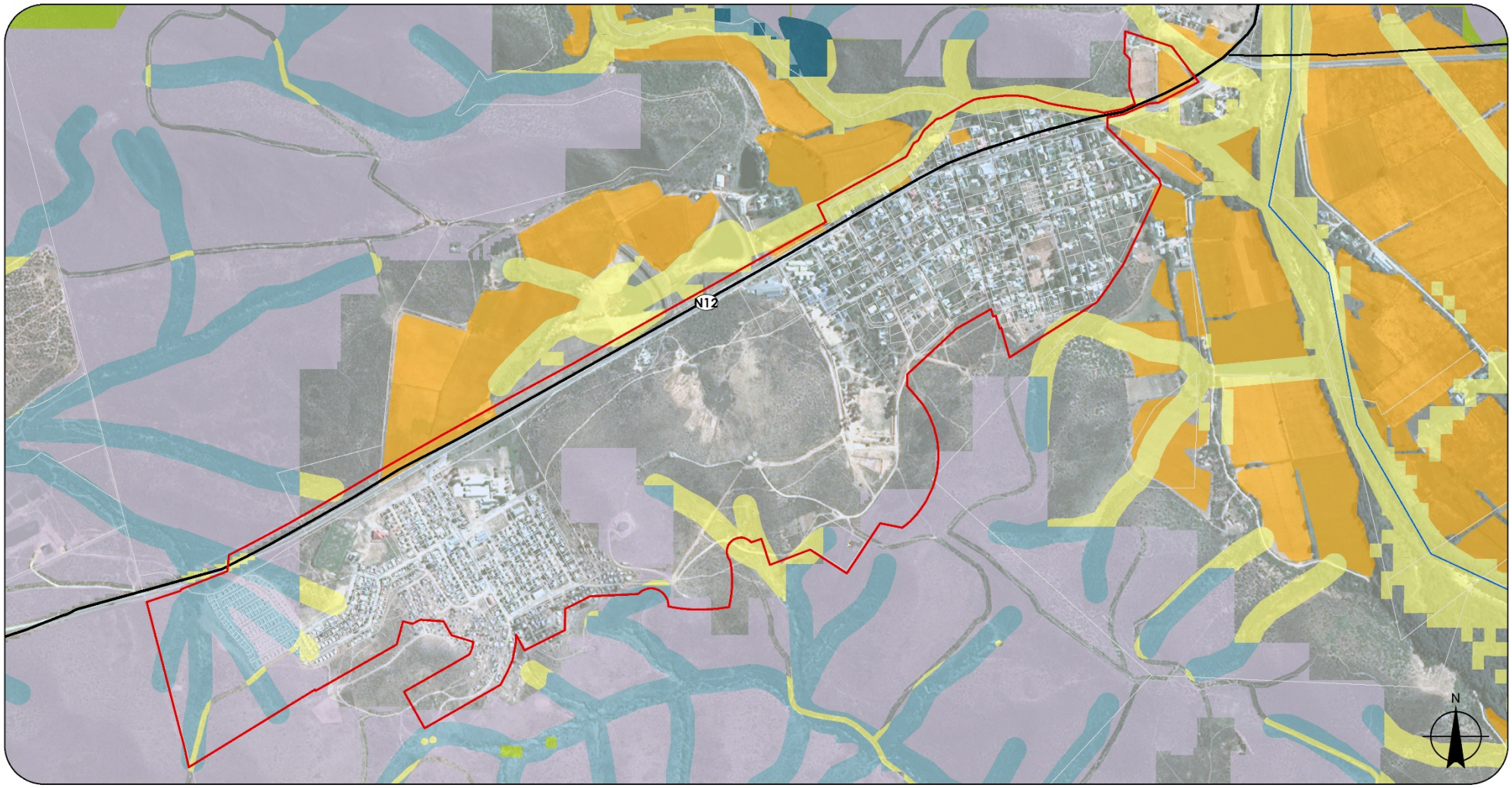


Figure 3.9: Dysselsdorp Bio-Spatial Map (Town Level)



Western Cape Biospatial Plan 2017 Map: Town of De Rust

Road Type

- National Route
- Arterial Roads
- Main Roads
- Secondary Roads
- Railways (Abandoned)
- Urban Edge (2015)
- Permanent River

Biospatial Plan Categories

- CBA 1: River
- CBA 1: Terrestrial
- CBA 1: Wetland
- CBA 2: Aquatic
- CBA 2: Terrestrial
- ESA 1: Aquatic
- ESA 1: Terrestrial
- ESA 2: Restore From Other Land Use
- ONAs
- Agriculture

Figure 3.10: De Rust Bio-Spatial Map (Town Level)

3.1.5 Agriculture

Oudtshoorn municipality covers three relatively homogenous farming areas. These are the Matjiesrivier Area (North), the Olifants River Basin Area (central basin) and the Outeniqua Foothills Area (south). These areas are delineated on the basis of landform, soil forms and fertility, micro-climates and resultant farming activities.

The Matjiesrivier Area is characterised by an undulating landscape found 500 - 900m above sea level. Its average annual rainfall varies from 380 – 580mm half of which is received during winter. Irrigated areas are found in fairly flat 'strips' and the soil content varies greatly in pH value. Mixed farming occurs in the region ranging from tobacco to winter grains, lucerne and hay.

The Olifants River Basin Area lies 200 – 700m above sea level and receives a lower rainfall of 178 – 237mm of rain. This area is prone to heatwaves and high summer temperatures in excess of 40 degrees celsius which often damage crops. There are varying soils forms 15% of which already have salinity problems. Cool southern winds make the area favourable for wine grapes while lucerne and animal farming also take place.

The Outeniqua Foothills Area receives an average rainfall of 204 – 303mm of which 54% falls in the winter months. There is a high degree of variability in temperatures with occasional frost. It is characterised by a hilly landscape with moderate slopes and shallow soils. There are some flatter areas near river courses which have alluvial soils with a higher nutrient content. Wintergrains are grown every four years and small stock farming is commonplace.

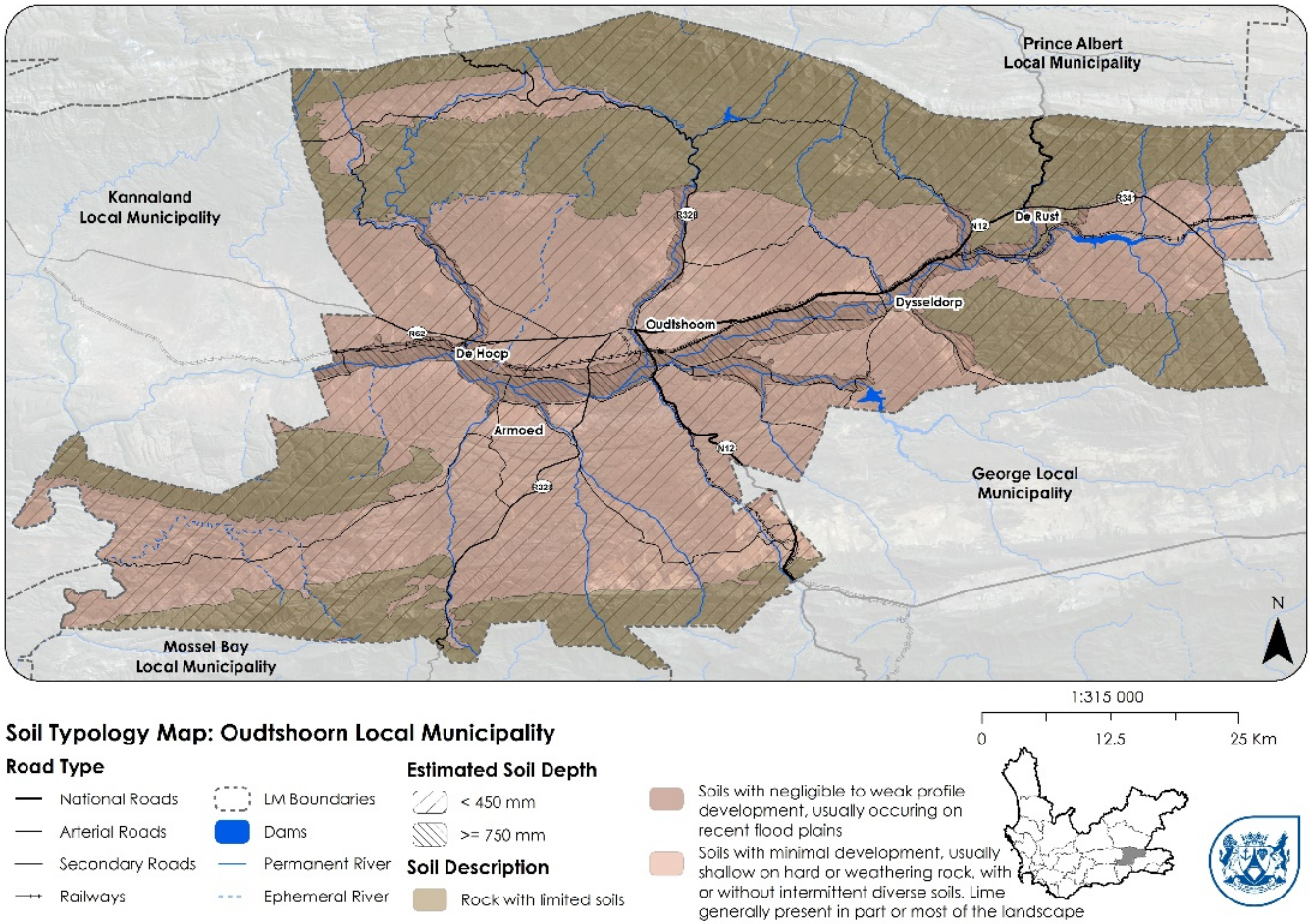


Figure 3.11: Oudtshoorn Soil Typology

While unique agri-climatic conditions and resources afford the area its unique status in some farming aspects, the is limitation to the extent at which these Agri-Resources can be utilised. As such, intensive agriculture is limited to irrigation areas predominantly in the central basin and main tributary river valleys.

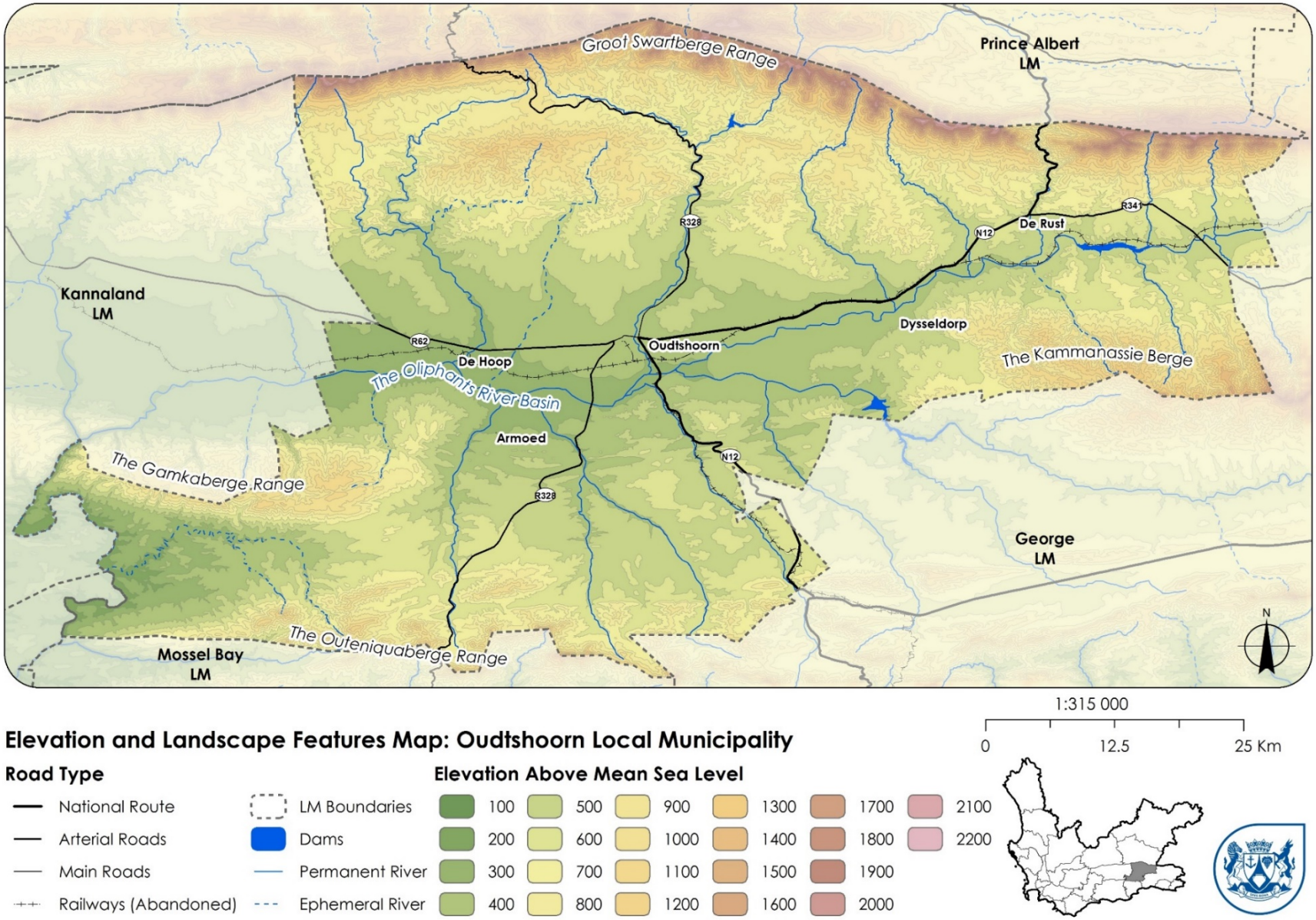


Figure 3.12: Oudtshoorn Mean Elevation Map

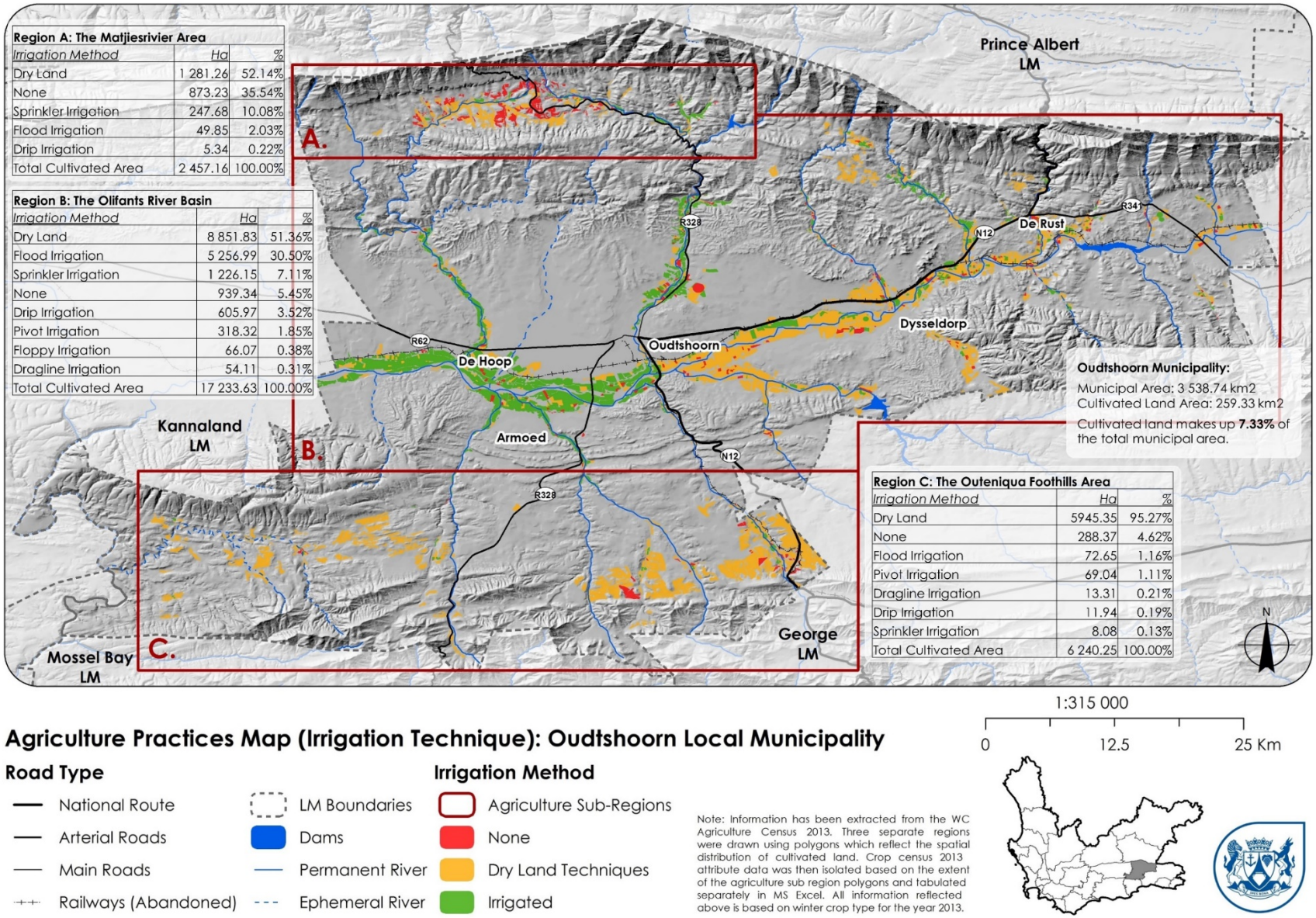


Figure 3.13: Oudtshoorn Agricultural Practices Map (by Crop Type)

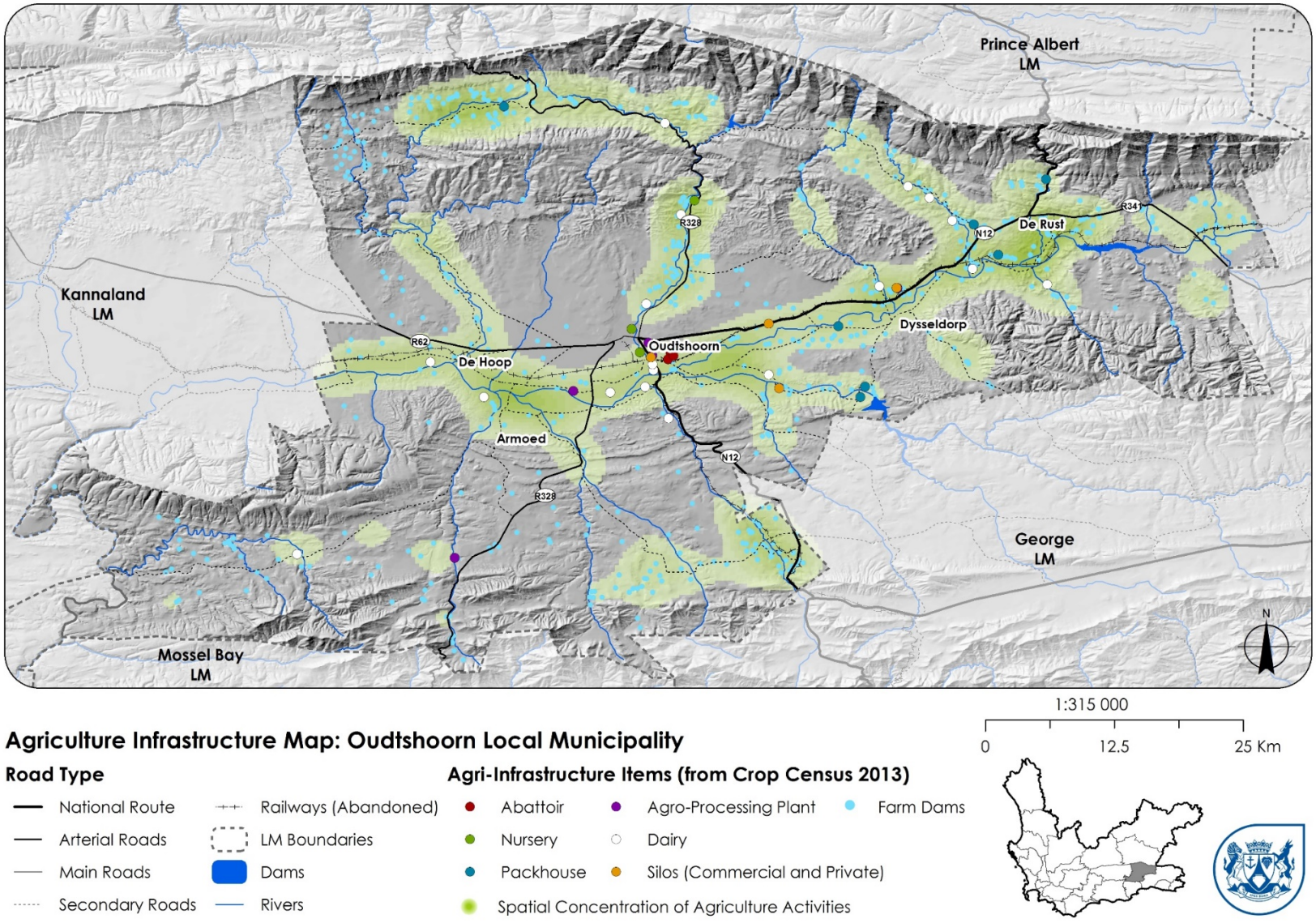


Figure 3.14: Oudtshoorn Agricultural Infrastructure Map

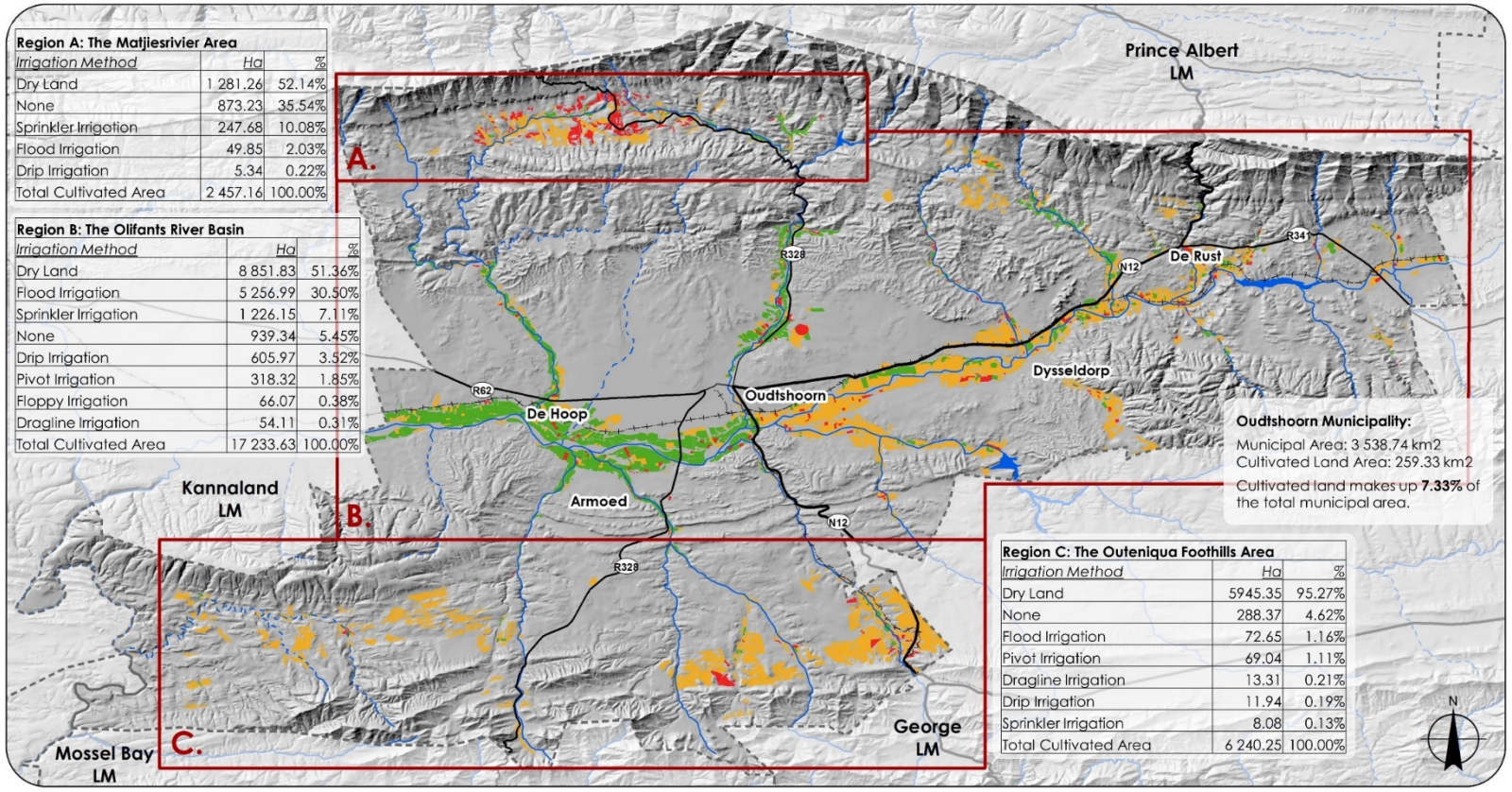


Figure 3.15: Oudtshoorn Agricultural Practices Map (by Irrigation Technique)

3.1.6 Mineral Resources

Mineral resources in Oudtshoorn comprises of the following mix:

- Sandstone of the Hex River Formation (Bokkeveld Group) is quarried at Volmoed Quarry, southwest of Oudtshoorn for road construction and filling purposes.

- Limestone occurs in the western and southern portions of the province and can be divided into a high-grade and a low-grade component. High-grade limestone is present in the Cango Group north of Oudtshoorn.

- Marble is present in the Widouw Formation centred on Vanrhynsdorp and, on a smaller scale, in the Cango Group near De Rust, northeast of Oudtshoorn.

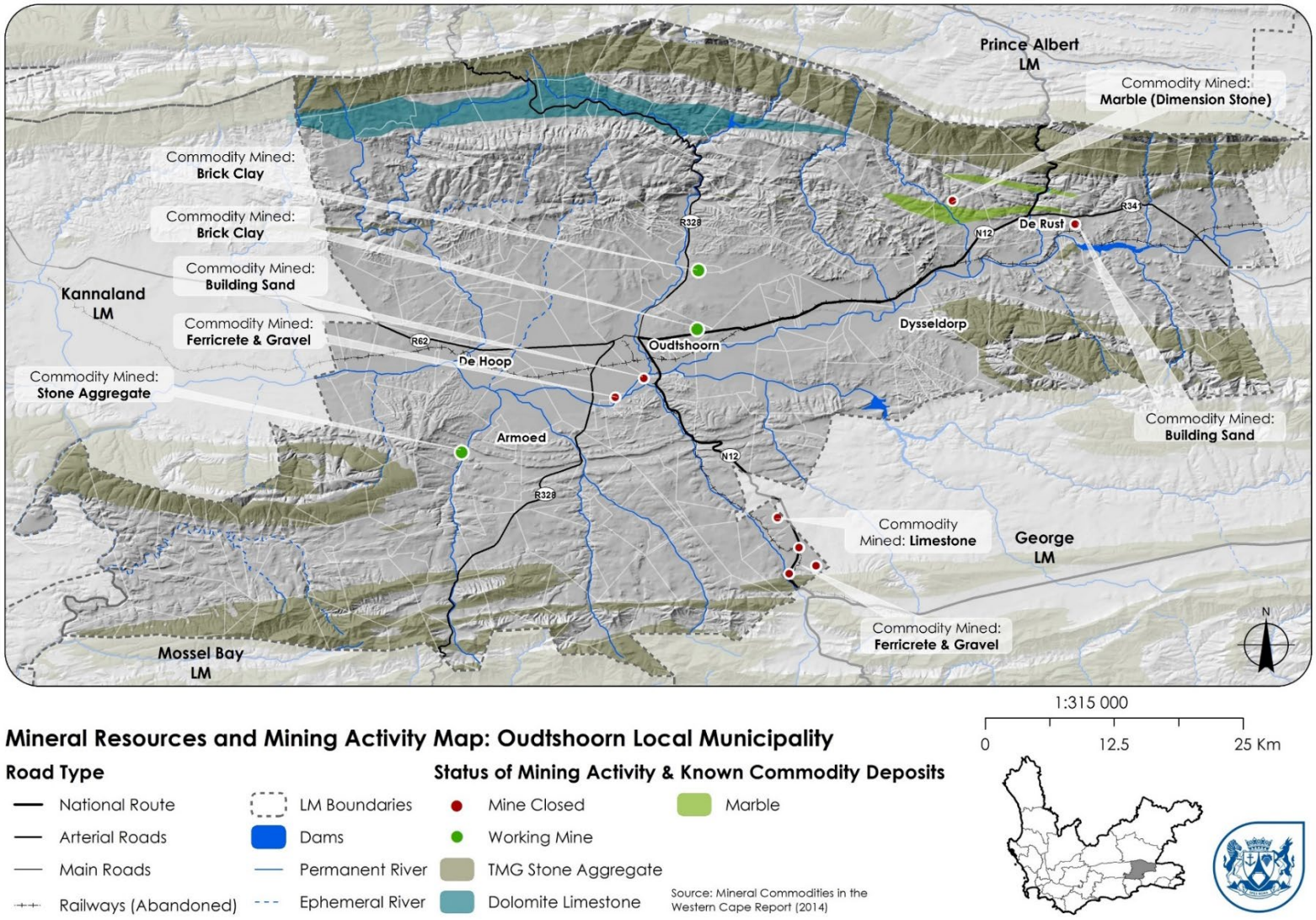


Figure 3.16: Mineral Resources and Mining Activities Map

3.1.7 SWOT of the BIO-PHYSICAL AND NATURAL ENVIRONMENT

Strengths:

- The municipal area has a unique agricultural sector.
- The unique, beautiful and varied landscapes provides the fundamentals for a strong tourism economy.

Opportunities:

- Oudtshoorn is an area of outstanding natural beauty.
- Tourism has an opportunity to thrive and add value to the local economy.

Weakness:

- The value and role of the urban landscape and heritage is not fully recognized or honoured.
- The municipality is a water scarce, will continue to experience period of drought and extreme water scarcity, and needs to adapt accordingly.

Threats:

- Climate change and decreased rainfall will impact the groundwater and aquifer recharge rates.
- Farming practices can impact the downstream salinity of river courses causing ecological damage, and affect water quality and availability.
- Construction and mining activities may have a detrimental effect on parts of the natural systems and biodiversity.

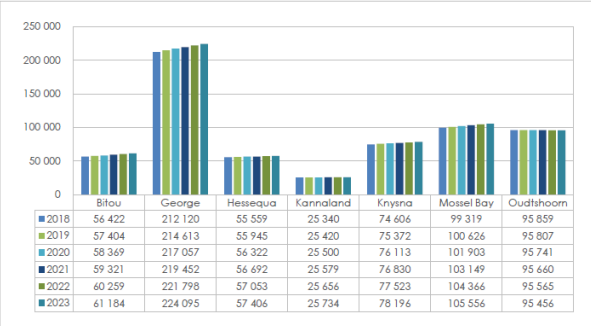
3.2 SOCIO-ECONOMIC CONDITIONS

In this section, we seek to gain insight into the social context within which the Spatial Development Framework must operate. By focussing on the key socio-economic and demographic aspects of Oudtshoorn, we hope to add a greater socio-economic context and ultimately more value to the spatial aspect of this document.

3.2.1 Demographic Profile

Demographics is broadly defined as the study of population dynamics which is significantly influenced by a wide array of factors such as birth and death rates, migration patterns, age, race, gender, life expectancy etc. Demographics are a decisive factor in shaping our current socio-economic reality and is therefore critical when developing long term strategic plans. According to the forecasts of the Western Cape Department of Social Development, Oudtshoorn's population is approximated at 95 859 in 2018. This total gradually decreases over the 5-year projection period and is expected to lower to 95 456 by 2023 showing a total declining growth of 0.42% (Oudtshoorn LG SEP, 2017).

POPULATION



	Bitou	George	Hessequa	Kannaland	Knysna	Mossel Bay	Oudtshoorn
2018	56 422	212 120	55 559	25 340	74 606	99 319	95 859
2019	57 404	214 613	55 945	25 420	75 372	100 626	95 807
2020	58 369	217 057	56 322	25 500	76 113	101 903	95 741
2021	59 321	219 452	56 692	25 579	76 830	103 149	95 660
2022	60 259	221 798	57 053	25 656	77 523	104 366	95 565
2023	61 184	224 095	57 406	25 734	78 196	105 556	95 456

Table 3.1: Oudtshoorn population projection (Oudtshoorn LG SEP, 2017).

The table above reflects the 5-year growth rate projections per municipality in the district. Oudtshoorn is clearly showing a rationalisation of its population size with some decline over the projection period. As shown on graph 3.2, the population concentration is largely concentrated within the working age groups with children aged 0-14 years decreasing steadily over the projection period. There is also a greater prevalence of people aged 65+ which have to be considered in the planning of Oudtshoorn.

AGE COHORTS

Year	Children: 0 – 14 Years	Working Age: 15 – 65 Years	Aged: 65 +	Dependency Ratio
2011	27 483	61 583	6 865	55.8
2018	25 344	62 386	8 129	53.7
2023	23 758	62 599	9 099	52.5

Table 3.2: Oudtshoorn age cohorts (Oudtshoorn LG SEP, 2017).

A comparison of the base year (2011) and the estimates for 2023 shows a growth in the percentage of seniors, a decline in the percentage of children despite a growth in the working age population. In Oudtshoorn, the dependency ratio was 55.8 in 2011, decreasing to 53.7 in 2018, and declining further to 52.5 in 2023. This ratio expresses the dependency of people who are part of the workforce (age 15 - 65) and those, who are depending on them (children and seniors). A higher dependency ratio means greater pressure on social systems and the delivery of basic services.

3.2.2 Education

The availability of adequate education facilities such as schools, FET colleges and schools equipped with libraries and media centres could affect academic outcomes positively. Between 2014 and 2016, learner enrolment in Oudtshoorn decreased by 1.44 per cent from 18 860 to 18 588 learners. The learner–teacher ratio in Oudtshoorn widened from 30.0 in 2014 to 42.4 in 2016. A total of 35.6 per cent of students that enrolled in Grade 10 in 2014 dropped out of school by the time they reached Grade 12 in 2016. This is a further deterioration from the 2015 rate of 23.1 per cent.

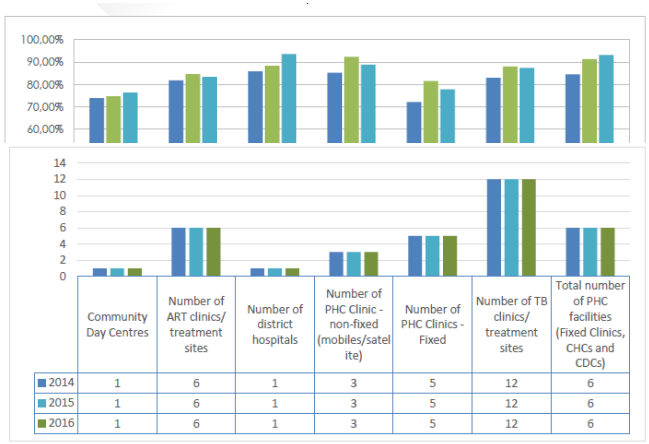
As of 2016, there were 38 schools within the Oudtshoorn area which had to accommodate 18 588 learners at the start of the 2016 school year. The number of schools with libraries in the Oudtshoorn area increased from 23 to 25 between 2014 and 2016.

In an effort to alleviate some of the funding challenges the Western Cape Education Department (WCED) offered certain fee-paying schools to become no-fee schools. The proportion of no-fee schools within Oudtshoorn municipal area declined from 87.2 per cent in 2014 to 84.2 in 2016. The gradual decline from 2014 to 2016 highlights a potential concern going forward given in relation to accessibility. Clearly evident if the fact that schools are still experiencing high incidences of non-payment of school fees.

The learner to teacher ratio significantly increased between 2014 and 2016 from 30.0 to 42.4 leaners to a teacher. It is increasingly difficult to address the learner to teacher ratio as the non-payment of fees inhibits the school's ability to increase staff compliment.

Education remains a key avenue through which the state is involved in the economy. The preparation of individuals for future engagement in the labour market will be crucial for future economic and poverty reduction strategies. The matric pass rate in Oudtshoorn improved from 84.5 per cent to 91.3 per

cent between 2014 and 2015. However, in 2016 the matric pass rate peaked at 93.1 per cent. The 2016 matric pass rate for Oudtshoorn learners is the 2nd highest in the Garden Route District after that of Hessequa.



	Community Day Centres	Number of ART clinics/ treatment sites	Number of district hospitals	Number of PHC Clinic - non-fixed (mobiles/satellite)	Number of PHC Clinics - Fixed	Number of TB clinics/ treatment sites	Total number of PHC facilities (Fixed Clinics, CHCs and CDCs)
2014	1	6	1	3	5	12	6
2015	1	6	1	3	5	12	6
2016	1	6	1	3	5	12	6

Table 3.3: Oudtshoorn matric pass rate (Oudtshoorn LG SEP, 2017).

3.2.3 Health

Healthcare facilities in Oudtshoorn are listed in the Local Government Socio Economic Profile (LGSEP) and consist of 6 primary healthcare facilities – 1 community day centre as well as 5 fixed PHC clinics. In addition, there are 6 ART and 12 TB treatment sites as well as one district hospital within the municipal area. There were also 6 non-fixed clinics within Oudtshoorn in 2016.
Table 3.4: Oudtshoorn healthcare facilities (Oudtshoorn LG SEP, 2017).

When compared to the Garden Route District, Oudtshoorn represents approximately 15% of the total make up of health facilities available in the district. Access to emergency medical services is critical for rural citizens due to rural distances between towns and health facilities being much greater than in the urban areas. Combined with the relatively lower population per square kilometre in rural areas, ambulance coverage is greater in rural areas in order to maintain adequate coverage for rural communities. A bigger number of operational ambulances can provide a greater coverage of emergency medical services. Oudtshoorn with approximately 0.3 ambulance per 10 000 inhabitants in 2016, is below the Garden Route Districts average 2.9 ambulances per 10 000 population.

Serious illness is a concern for all Municipalities. Oudtshoorn has seen a steady rise in patients receiving antiretroviral treatment (ART) over the past three years. Registered patients receiving antiretroviral treatment increased by 412 between 2014 and 2016. A total of 20 127 registered patients received ART in Garden Route District in 2016. Oudtshoorn represents 8.2 per cent of the patients receiving ART in Garden Route District. The number of new antiretroviral patients declined slightly from 314 in 2014 to 260 in 2016.

HIV transmission rate for the Oudtshoorn Municipality declined marginally from 1.3 in 2014 to 1.2 per cent in 2016 with the figure unchanged in 2015 at 1.3 per cent, increasing again to 7.7 per cent in 2016. This rate is substantially lower than the District's average of 1.8 per cent in 2016.

In addition to the rising number of patients receiving ART, Oudtshoorn has experienced a notable decrease in the number of tuberculosis (TB) patients in recent years, contracting from 891 in 2014 to 860 in 2015 and then slightly increasing to 864 in 2016.

With regard to child health and well-being, the immunisation rate in the Oudtshoorn municipal area has increased from 84.4 per cent in 2014 to 90.3 per cent in 2016. Oudtshoorn's malnutrition rate contracted from 9.8 per cent in 2015 to 5.7 per cent in 2016. The neonatal mortality rate in Oudtshoorn has shown an increase from 8.5 per 1 000 live births in 2015 to 9.8 deaths per 1 000 live births in 2016. The low birth weight indicator deteriorated from 18.0 per cent in 2015 to 18.5 per cent in 2016.

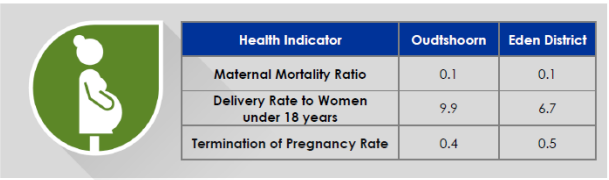
CHILD HEALTH

Health Indicator	Oudtshoorn	Eden District
Immunisation	90.3%	83.7%
Malnutrition	5.7	3.5
Neonatal mortality rate	9.8	6.9
Low birth weight	18.5%	14.6%

Table 3.5: Oudtshoorn child health (Oudtshoorn LG SEP, 2017).

Maternal health refers to the health of women during pregnancy, childbirth and the postpartum period. Oudtshoorn's maternal mortality rate and termination of pregnancy rate has been zero for the last three years even though they have seen a marginal increase in the delivery rate to women under 18 years from 9.6 in 2014 to 9.9 in 2016. This rate is higher than the District's average of 6.7.

MATERNAL HEALTH



Health Indicator	Oudtshoorn	Eden District
Maternal Mortality Ratio	0.1	0.1
Delivery Rate to Women under 18 years	9.9	6.7
Termination of Pregnancy Rate	0.4	0.5

Table 3.6: Oudtshoorn mental health (Oudtshoorn LG SEP, 2017).

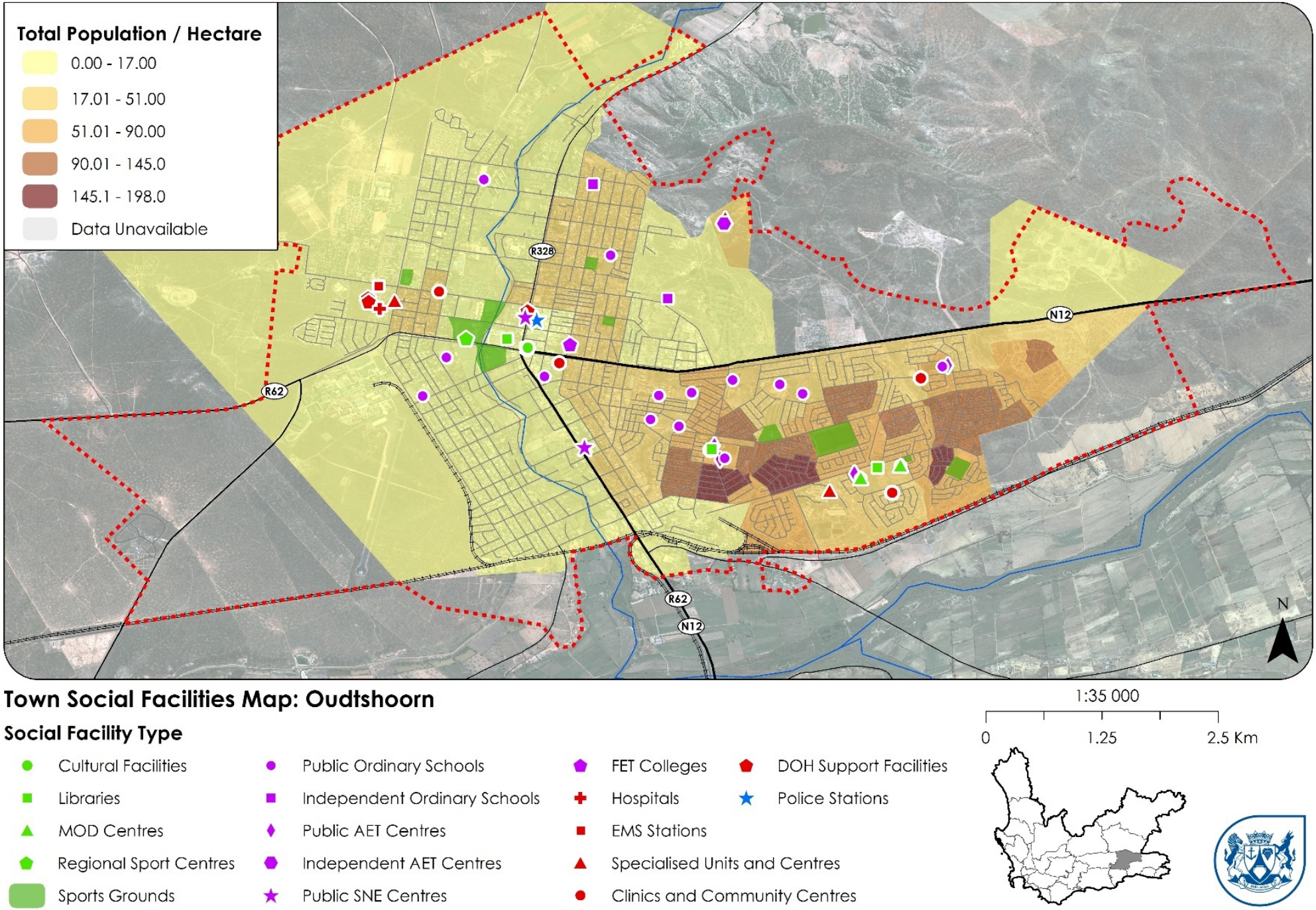


Figure 3.17: Oudtshoorn Social Facilities Map (Town Level)

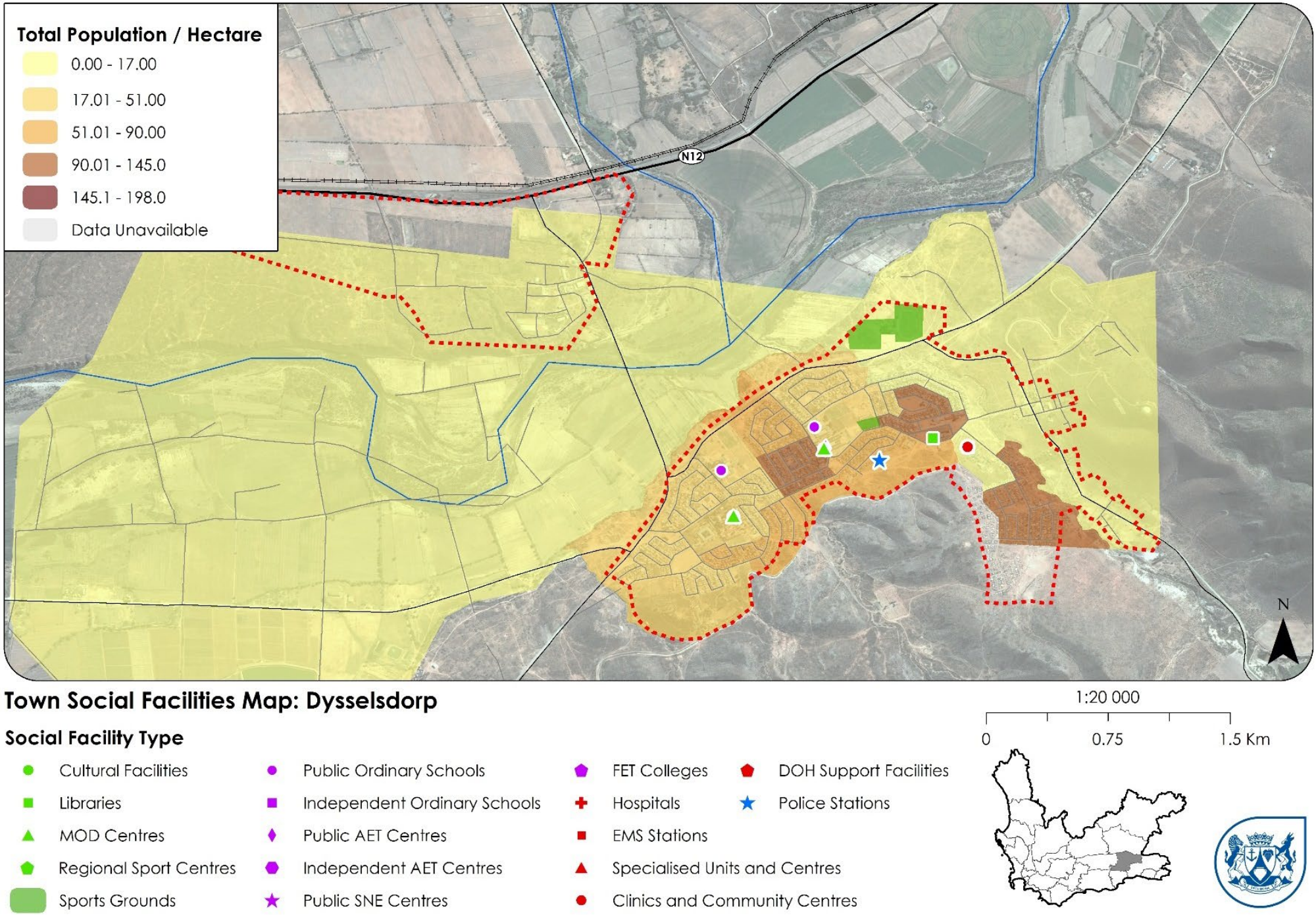


Figure 3.18: Dysselsdorp Social Facilities Map (Town Level)

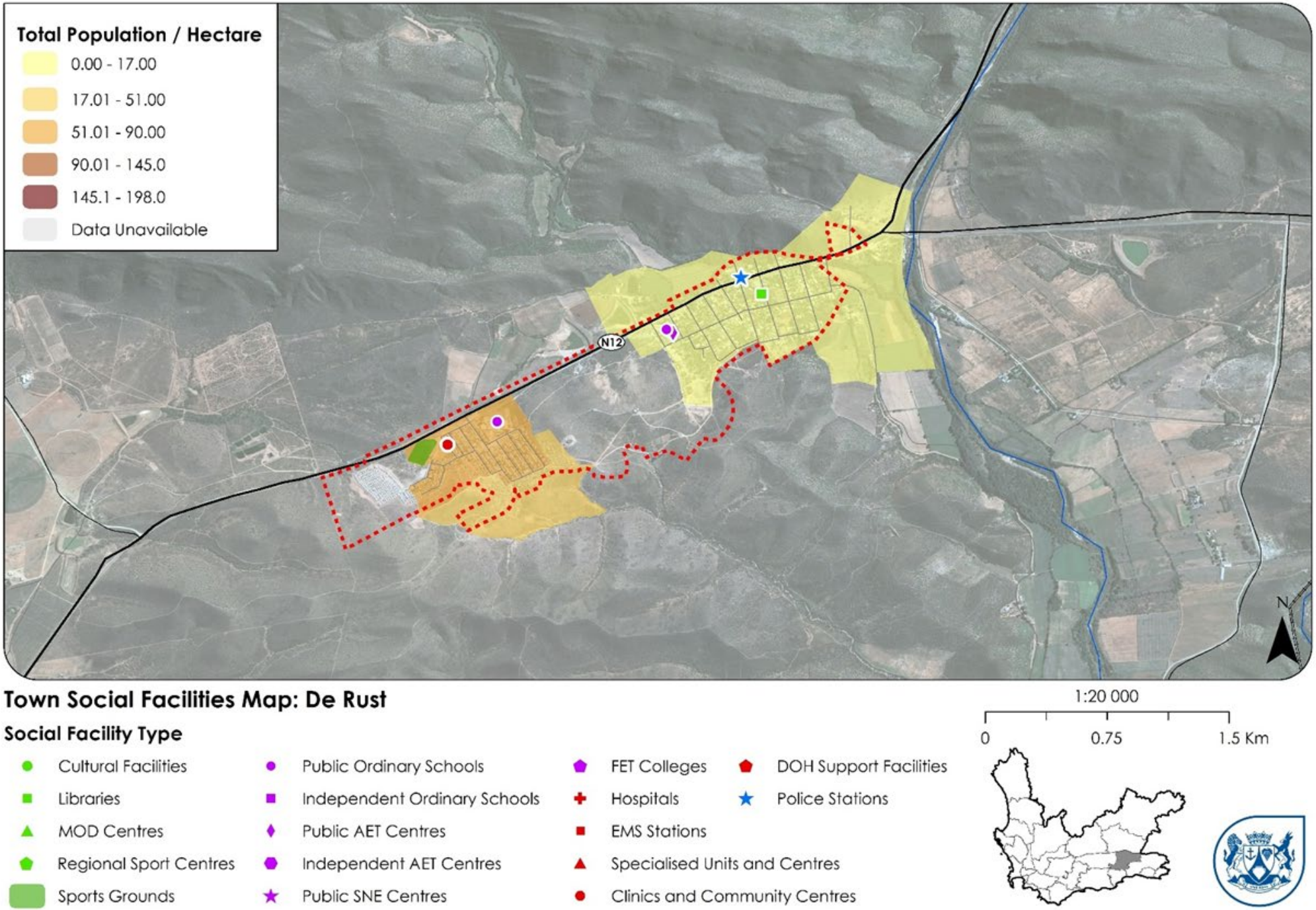
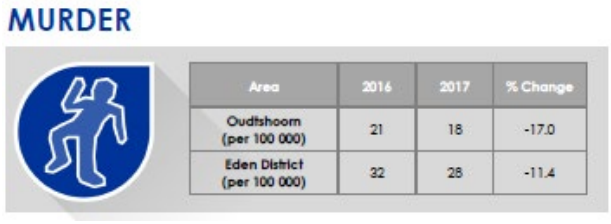


Figure 3.19: De Rust Social Facilities Map (Town Level)

3.2.4 Crime

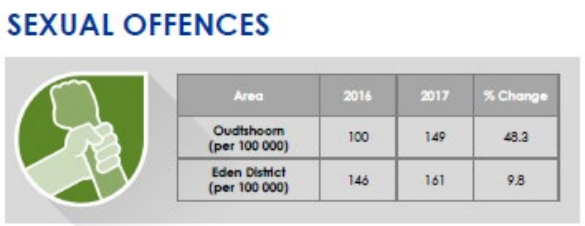
The extent of crime in south Africa does not only have a significant impact on the livelihood of citizens, but also a detrimental effect on the economy of an area. Crime hampers growth and discourages investment and capital accumulation. Crime remains a prominent issue in South Africa at a high socio-economic cost. Overall, the country has a very high rate of murder when compared to most countries. Within the Oudtshoorn area, the murder rate showed a decrease of 17.0 per cent from 21 in 2016 to 18 in 2017 (per 100 000 population). The murder rate within the Garden Route District decreased by 11.4 per cent from 32 in 2016 to 28 in 2017. The murder rate remains a grave concern throughout the Garden Route District.



Area	2016	2017	% Change
Oudtshoorn (per 100 000)	21	18	-17.0
Eden District (per 100 000)	32	28	-11.4

Table 3.7: Oudtshoorn murder rate (Oudtshoorn LG SEP, 2017).

Cases of sexual offences in the Oudtshoorn area increased by 48.3 per cent from 100 in 2016 to 149 in 2017 (per 100 000 population). The cases of sexual offences in the Garden Route District area overall increased by 9.8 per cent from 146 in 2016 to 161 in 2017 (per 100 000 population).



Area	2016	2017	% Change
Oudtshoorn (per 100 000)	100	149	48.3
Eden District (per 100 000)	146	161	9.8

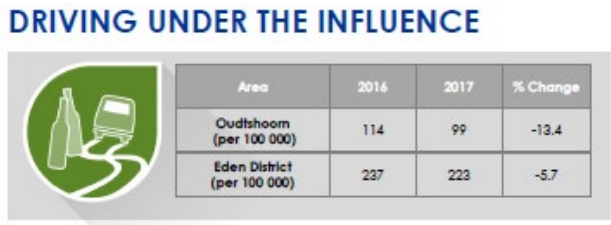
Table 3.8: Oudtshoorn sexual offences (Oudtshoorn LG SEP, 2017).

Drug-related crimes have a negative impact on human development by degrading the quality of life as it infiltrates all aspects of society including families, health, the work environment and the economy. Drug-related crimes within the Oudtshoorn area displayed a notable increase of 35.5 per cent, rising from 1 385 cases in 2016 to 1 877 cases in 2017 (per 100 000 population). In the Garden Route District, the cases of drug-related crimes increased by 11.2 per cent from 1 520 in 2016 to 1 691 in 2017 (per 100 000 population).

Area	2016	2017	% Change
Oudtshoorn (per 100 000)	1 385	1 877	35.5
Eden District (per 100 000)	1 520	1 691	11.2

Table 3.9: Oudtshoorn drug-related crimes (Oudtshoorn LG SEP, 2017).

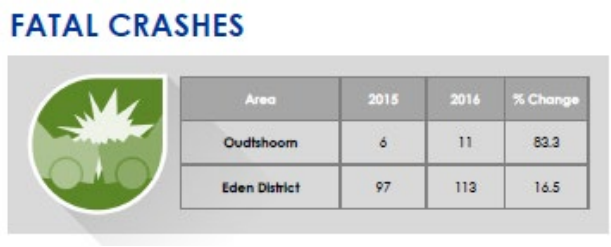
Despite concerted efforts by government, our roads are still considered amongst the most dangerous in the world. Reckless driving and alcohol consumption remain the top reason for road accidents. The number of cases of driving under the influence of alcohol or drugs in the Oudtshoorn area shows a decrease of 13.4 per cent from 114 in 2016 to 99 in 2017 (per 100 000 population). In the Garden Route District area, the number of cases dropped by 5.7 per cent from 237 in 2016 to 223 in 2017 (per 100 000 population).



Area	2016	2017	% Change
Oudtshoorn (per 100 000)	114	99	-13.4
Eden District (per 100 000)	237	223	-5.7

Table 3.10: Oudtshoorn drug-related crimes (Oudtshoorn LG SEP, 2017).

The number of fatal crashes in Oudtshoorn increased from 6 in 2015 to 11 in 2016. The number of fatal crashes in the broader Garden Route District increased by 16.5 per cent from 97 crashes in 2015 to 113 in 2016.

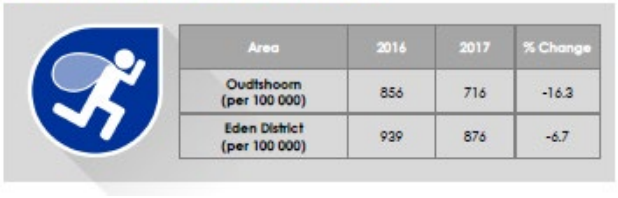


Area	2015	2016	% Change
Oudtshoorn	6	11	83.3
Eden District	97	113	16.5

Table 3.11: Oudtshoorn fatal crashes (Oudtshoorn LG SEP, 2017).

Residential burglary cases within the Oudtshoorn area decreased by 16.3 per cent from 856 in 2016 to 716 in 2017 (per 100 000 population). Residential burglaries within the Garden Route District also show a decline of 6.7 per cent from 939 in 2016 to 876 in 2017 (per 100 000 population). Although declining, the number of cases of residential burglaries remain a serious concern throughout the Garden Route District area.

RESIDENTIAL BURGLARIES



Area	2016	2017	% Change
Oudtshoorn (per 100 000)	856	716	-16.3
Eden District (per 100 000)	939	876	-6.7

Table 3.12: Oudtshoorn residential burglaries (Oudtshoorn LG SEP, 2017).

3.2.6 Access to Basic Services

Access to basic services in South Africa is a basic human right enshrined in our Constitution. The extent of human development in a Municipality is largely influenced by access to housing and basic services such as water, sanitation, electricity and refuse removal. This section reflects on housing and basic services access levels (Census 2011) and the incremental progress municipalities have made hereto within the last 5 years (Community Survey 2016).

Water is probably the most fundamental and indispensable of natural resources – fundamental to life, the environment, food production, hygiene and power generation. Poverty reduction and improved water management are inextricably linked. Section 4B of the Constitution lists water and sanitation services limited to potable water supply systems and domestic wastewater and sewerage disposal systems as a local government function. Given the Western Cape's current drought situation, great focus is currently placed on water availability and supply. This goes hand in hand with due consideration for water quality. Access to safe potable water is essential to prevent the contraction and spread of diseases and maintaining a healthy life. The proportion of households with access to water increased marginally over this period from 97.1 per cent in 2011 to 98.5 per cent in 2016. This is indicating that access to piped water has more or less kept pace with the growth in the total number of households.

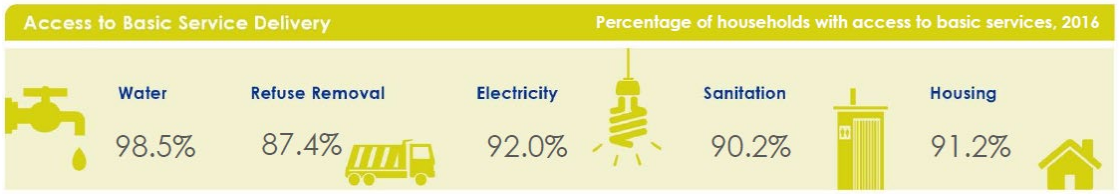


Table 3.13: Oudtshoorn access to basic services (Oudtshoorn LG SEP, 2017).

There are no significant wet industries in the Oudtshoorn Municipal area that receive water services from the Municipality. Oudtshoorn Municipality obtains water for human consumption from surface, groundwater, boreholes source and the desalination plant. Water quality test results are available electronically and the required reporting to the Department Water Affairs (DWA) takes place monthly. In rural areas such as farms, the municipality does not supply water services. These communities use rainwater and groundwater sources.

The current bulk water supply to Dysselsdorp and De Rust are not sufficient. Excess water is purchased at a very high unit cost making it largely unsustainable. The future bulk water supply for Oudtshoorn has not yet been secured as per the 2010 Klein Karoo Rural Water Supply Scheme (KKRWSS).

Oudtshoorn Municipality source electricity in bulk from Eskom and is responsible for the distribution thereof within its approved area of supply, under license from the National Energy Regulator of SA. Electricity is supplied by Eskom at four intake substations at 11 000 Volt and 22 000 Volt respectively and redistributed to the end consumer through a series of cables, lines and substations in the traditional Oudtshoorn, Dysselsdorp and De Rust areas. With exception of the scenic Cango Valley and Matjiesrivier, Eskom supplies to the Greater Oudtshoorn rural areas and remote settlements.

Oudtshoorn experienced significant progress in household access to electricity with the proportion of households with access to electricity increasing from 85.3 per cent in 2011 to 92.0 per cent in 2016. The Municipality was able to provide an additional 563 households with access annually; at an average annual rate of 2.8 per cent.

Solid waste collection falls under the portfolio of Community Services, whilst the maintenance and provision of landfill sites reside under Technical Services. This leads to a management gap of the function. Despite this, Oudtshoorn experienced significant progress in household access to refuse removal with the proportion of households with access to refuse removal increasing from 78.0 per cent in 2011 to 87.4 per cent in 2016. The Municipality was able to provide an additional 182 households with access annually; at an average annual rate of 3.6 per cent.

Access to sanitation promotes health and dignity through the provision of safe disposal and treatment of human waste. Where sanitation systems are inadequate, negative health effects can be extremely serious. The current drought highlights challenges in the use of potable water within the sanitation services process. Oudtshoorn experienced significant progress in household access to sanitation services with the proportion of households with access to acceptable standards of sanitation services increasing from 82.0 per cent in 2011 to 90.2 per cent in 2016. The Municipality was able to provide an additional 621 households with access annually; access growing at an average annual rate of 3.2 per cent. There is still a lack of capacity in the bulk sewage network which limits the extension of town on the outskirts of the CBD as well any infill in the CBD. The settlement of De Rust has no network as it is an older town and retrofitting proves to costly.

3.2.8 Land Reform

To ensure basic service delivery to all, municipal budget allocations should be informed by credible and accurate assumptions regarding the number of households within a municipal area. Access to formal housing and services in Oudtshoorn is measured against a total number of households of 21 910 in 2011 and 23 362 in 2016. Oudtshoorn experienced a lower growth rate of 1.3 per cent in the number of households from 2011 to 2016 relative to the Garden Route District.

The number of formal dwellings in Oudtshoorn increased by 1 917 between 2011 and 2016, at an average annual rate of 1.9 per cent, which translates into approximately 383 additional formal dwellings per year over this period. This increase in formal dwellings resulted in the proportion of formal households increasing from 88.5 per cent in 2011 to 91.2 per cent in 2016.

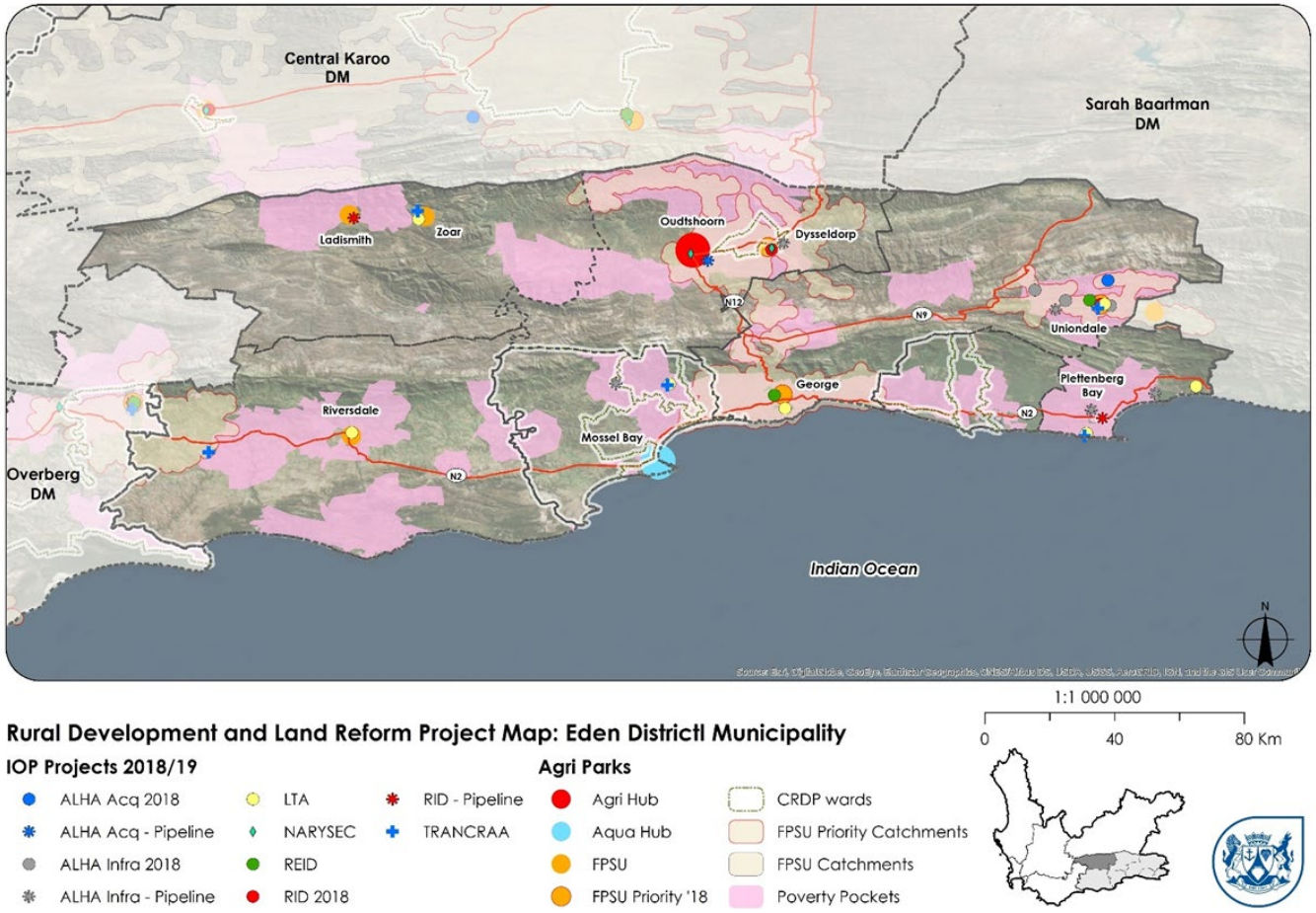


Figure 3.20: Rural Development and Land Reform Project Map

3.2.9 Property Market Patterns

According to Western Cape Government (WCG), Oudtshoorn's construction industry was equivalent to R144.70 million (or 3.9 percent) of the Municipality's

GDP, making it the smallest sector in the region. Despite its small size, the construction industry employs around 6.1 percent of Oudtshoorn Municipality's workforce, with employment in this sector continuing to grow by 3.2 percent per annum. WCG (2016) identifies that just under half of this growth occurs in the informal sector.

Looking at building plan approvals for Oudtshoorn Municipality from 2013, the council approves around 25 000 square meters of bulk each year (WCGPT, 2017: 322). Most of these approved plans are for additions and/or alterations of existing structures, with new residential buildings taking a distant second. Approvals for new non-residential buildings remain flat. The council notes that while building plan approvals remain steady, there is no data on whether these buildings are completed.

Oudtshoorn's property market trends and statistics show that the property re-sale market has suffered in 2018. Apartments appear to be more consistent in sales volume and sale price. The property ownership statistics show that property is predominantly owned by the population group over the age of 50 while the recent buying trends show a greater proportion of buyers in the 18-35 and 36-49 age groups.

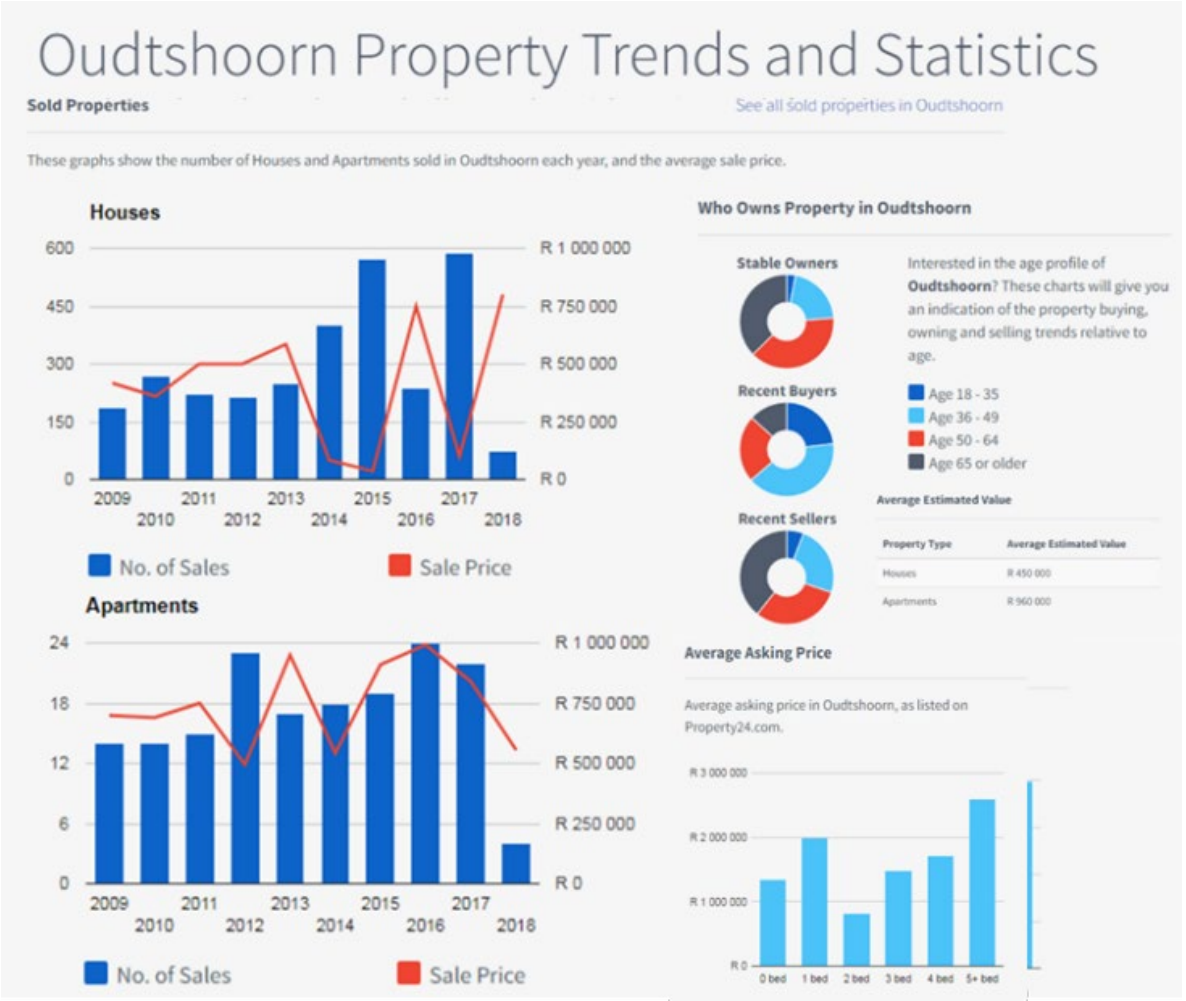


Table 3.14: Oudtshoorn Property Trends (Property24.com)

3.2.10 Income

The annual household income for households living within the Oudtshoorn Municipal area is divided into three categories namely; the proportion of people with low, middle and high income.

Approximately 55.8% of the households in Oudtshoorn fall within the low income bracket of which 9% have no fixed income. According to the non-financial census released by statistics South Africa, indigent households in the municipality have further decreased to 5480 (2016) from 5840 (2014) representing a change of 360 households.

As shown on the Density and Annual Household income maps in the coming pages, Oudtshoorn's traditionally poorer suburbs to the south east of the centre are the densest. The spread of density in relation to household income is perhaps differently distributed in Dysselsdorp primarily as it is a smaller community when compared to Oudtshoorn and presents far less economic opportunities to its residents. De Rust is also denser in south western portion which is newer and less economically active.

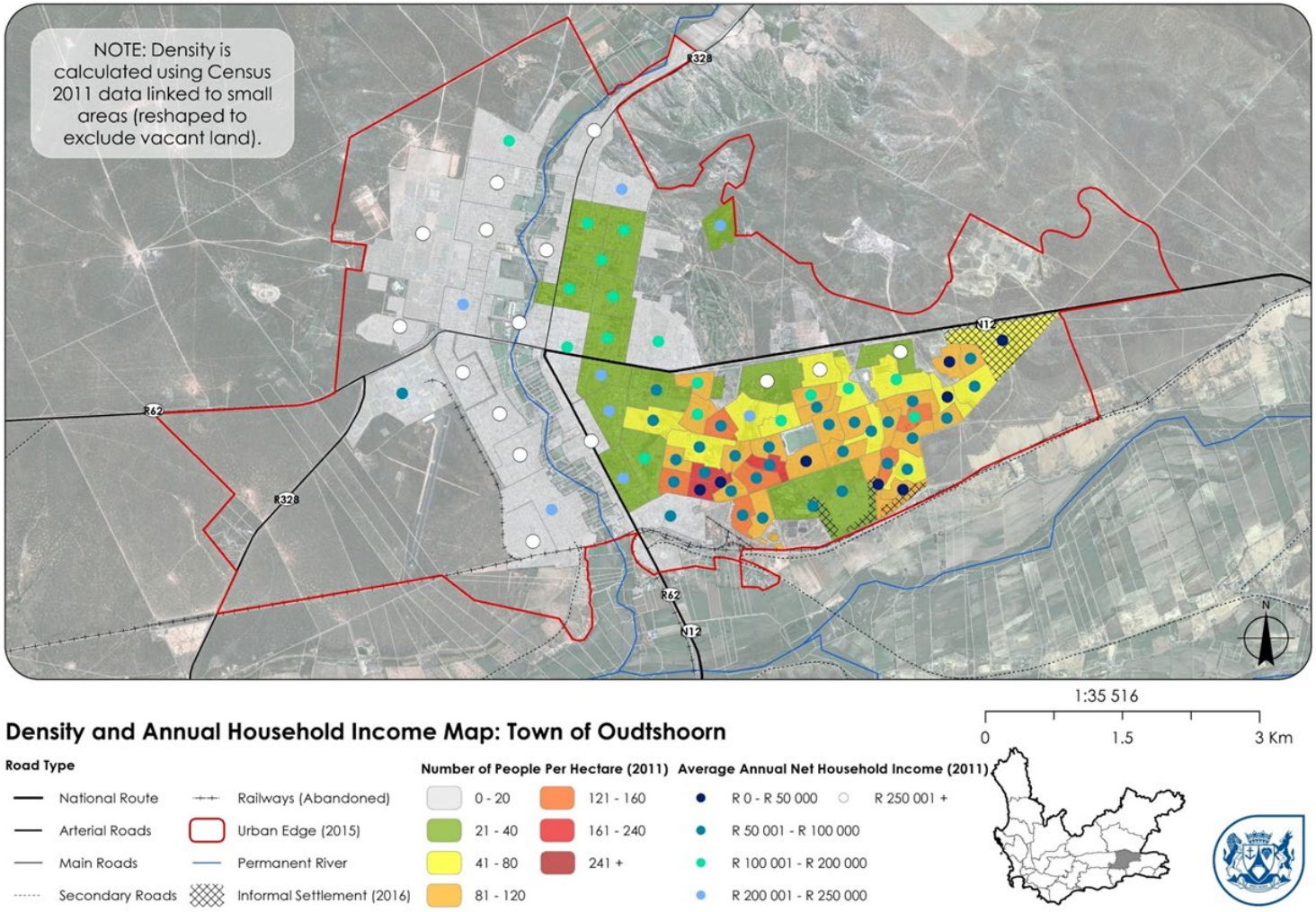


Figure 3.21: Oudtshoorn Density and Annual Household Income Map (Town Level)

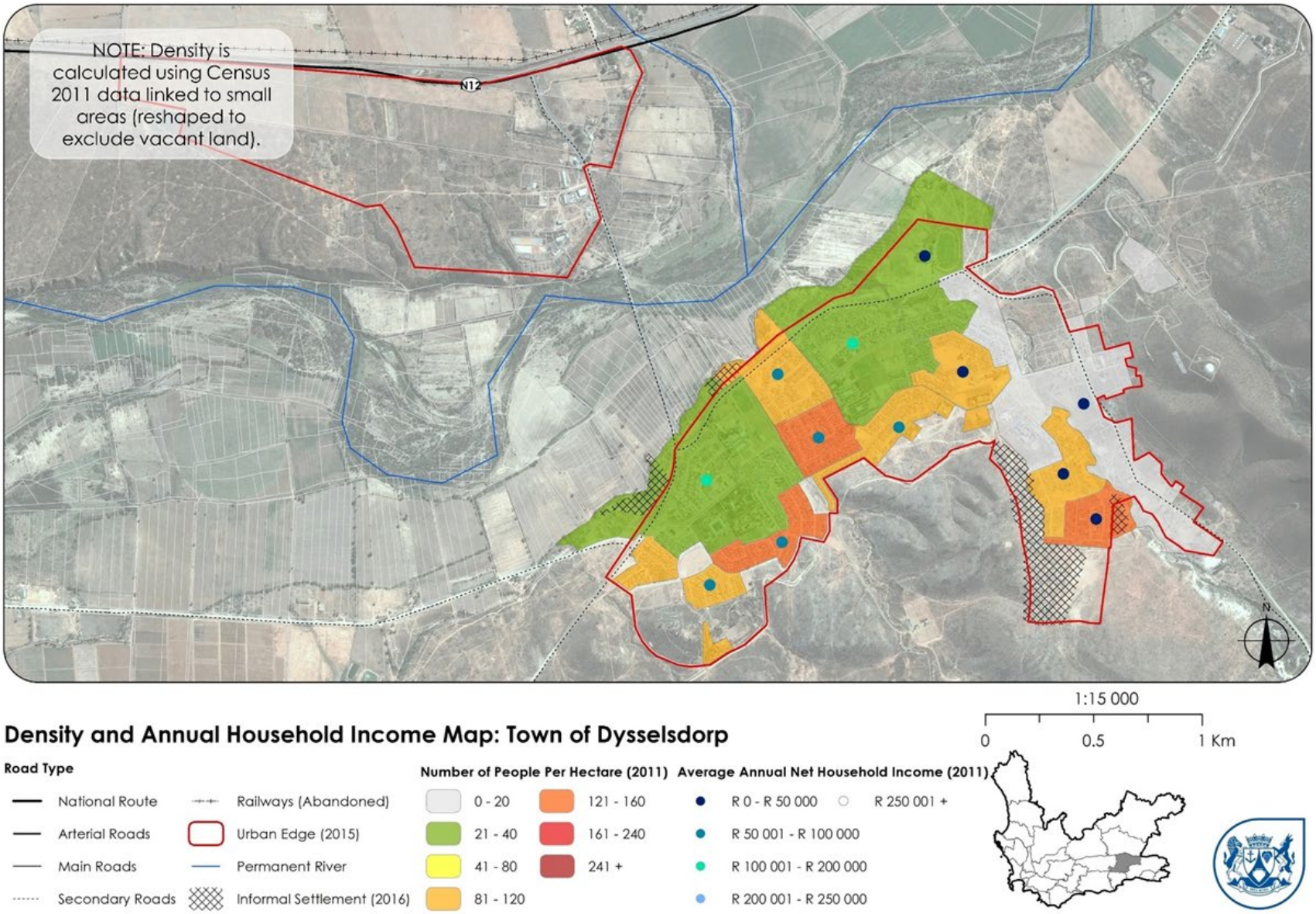


Figure 3.22: Dysselsdorp Density and Annual Household Income Map (Town Level)

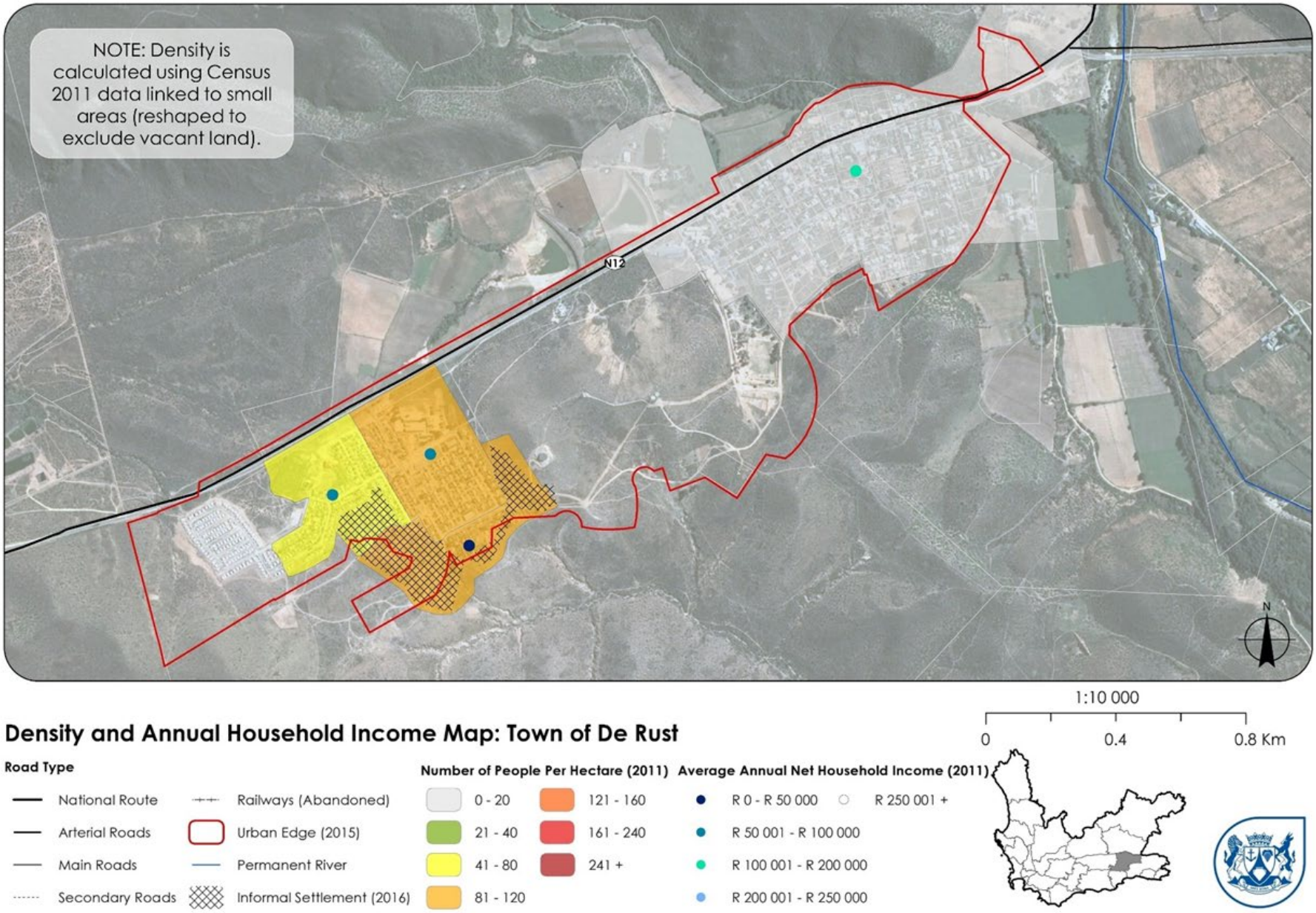


Figure 3.23: De Rust Density and Annual Household Income Map (Town Level)

3.2.11 Economy and Employment

Economic growth at the municipal level is essential for the attainment of economic development, the reduction of poverty and improved accessibility.

The Oudtshoorn municipal area contributed R4.76 billion (12.7 per cent of total District GDPR) to the economy of the District in 2015. The Oudtshoorn municipal area's economy has grown at an average annual rate of 2.7 per cent over the last five years, which is in line with the District GDPR growth. Average annual growth of 2.5 per cent in the post-recessionary period similarly comes in marginally below the long-term trend and the District average of 2.6 per cent.

Oudtshoorn employed 12.9 per cent (28 678 labourers) of the Garden Route District's labour force in 2015, and employment growth remained fairly stagnant, averaging 1.3 per cent per annum since 2005, which was below the overall district employment growth rate of 2.0 per cent per annum. Employment growth has nevertheless picked up significantly in the post –recessionary period (2010-2015) averaging 1.5 per cent per annum.

Oudtshoorn has experienced significant job losses prior to and during the recession, but these jobs have been recovered and approximately 3 365 (net) additional jobs have been created since 2005. The majority (39.0 per cent) of the employed workforce in Oudtshoorn operate within the semi-skilled sector, which has contracted by 0.3 per cent per annum on average since 2005. The low-skilled sector employed 35.4 per cent of the municipality's workforce, and contracted by 1.0 per cent per annum on average since 2005. Most of the job losses experienced during the recession emanated from this sector.

The informal sector (which employs 7 154 workers or 25.0 per cent of the municipality's workforce) experienced robust growth of 8.2 per cent per annum over the past decade and absorbed most of the job losses from the low and semi- skilled sectors. The skilled sector employed 25.6 per cent, and grew at a moderate rate of 1.7 per cent per annum since 2005.

Oudtshoorn skills level, 2015			
Formal employment by skill	Skill level contribution (%) 2015	Average growth (%) 2005 - 2015	Number of jobs 2015
Skilled	25.6	1.7	5 621
Semi-skilled	39.0	-0.4	8 580
Low-skilled	35.4	-0.6	7 798
Total Oudtshoorn	**100**	**-0.01**	**21 999**

Source: Quantec Research, 2017

Table 3.15: Oudtshoorn Skills Level (Oudtshoorn LG SEP, 2017).

The dominating economic sectors in the Oudtshoorn municipal area in 2015 were the finance, insurance, real estate and business services (19.1 per cent), the manufacturing (18.1 per cent), and the wholesale and retail trade, catering and accommodation (17.0 per cent) sectors. The manufacturing sector is linked with the agriculture, forestry and fishing sector since food production is the main manufacturing activity.

In terms of employment, the contribution per sector is very different to the trends of GDPR contribution. The economic sectors that employ most of the workers include the wholesale and retail trade, catering and accommodation (23.0 per cent), the community, social and personal services (14.8 per cent), and the general government (14.4 per cent) sectors. This highlights the importance of the tourism industry in job creation. The general government and community, social and personal services sectors are estimated to shed jobs in 2016, as well as the agriculture, forestry and fishing sector.

Economic growth in the Oudtshoorn Municipality, as within the Garden Route District, is mainly driven by

Oudtshoorn employment growth per sector, 2005 – 2016										
Sector	Contribution to employment (%) 2015	Number of jobs 2015	Trend		Employment (net change)					
			2005 - 2015	2010 - 2015	2011	2012	2013	2014	2015	2016e
Primary Sector	**12.9**	**3 736**	**-933**	**854**	**-120**	**177**	**158**	**-196**	**835**	**-33**
Agriculture, forestry and fishing	12.9	3 729	-929	856	-120	177	160	-196	835	-33
Mining and quarrying	0.0	7	-4	-2	-	-	-2	-	-	-
Secondary Sector	**18.1**	**5 221**	**475**	**536**	**59**	**26**	**216**	**102**	**133**	**93**
Manufacturing	11.2	3 245	111	195	-1	-46	169	-3	76	21
Electricity, gas and water	0.6	173	80	41	10	12	4	4	11	8
Construction	6.2	1 803	284	300	50	60	43	101	46	64
Tertiary Sector	**69.0**	**19 928**	**3 924**	**2 042**	**324**	**336**	**533**	**479**	**370**	**-10**
Wholesale and retail trade, catering and accommodation	23.0	6 635	1 323	706	142	162	115	125	162	16
Transport, storage and communication	4.4	1 260	504	251	14	66	78	3	90	-93
Finance, insurance, real estate and business services	12.4	3 578	992	521	89	70	108	81	173	90
General government	14.4	4 171	328	1	101	-16	-30	142	-196	-6
Community, social and personal services	14.8	4 284	777	563	-22	54	262	128	141	-17
Total Oudtshoorn	**100**	**28 885**	**3 466**	**3 432**	**263**	**539**	**907**	**385**	**1 338**	**50**

Source: Quantec Research, 2017 (e denotes estimate)

Table 3.16: Oudtshoorn employment growth 2005-2016 (Oudtshoorn LG SEP, 2017).

tertiary sector industries, although the agriculture, forestry and fishing sectors do provide a base for economic activity in many of the towns. In 2015, three economic sectors contracted, namely the agriculture, forestry and fishing, the general government and the community, social and personal services sectors. These sectors further contracted in 2016, with the addition of the mining and quarrying sector and the electricity, gas and water sector also contracting indicating the weakening economy of the municipal area. The stagnant revenue base and rising unemployment are negatively impacting the revenue generation of the Local Municipality.

Oudtshoorn GDPR performance per sector, 2005 – 2016										
	Contribution to GDPR (%)	R million value	Trend		Real GDPR growth (%)					
Sector	2015	2015	2005 - 2015	2010 - 2015	2011	2012	2013	2014	2015	2016e
Primary Sector	**5.8**	**274.1**	**2.3**	**1.9**	**0.4**	**1.5**	**2.5**	**8.2**	**-3.1**	**-9.3**
Agriculture, forestry and fishing	5.7	271.1	2.4	1.9	0.3	1.5	2.5	8.2	-3.1	-9.3
Mining and quarrying	0.1	3.0	-0.3	3.1	3.3	1.2	3.1	7.5	0.5	-6.0
Secondary Sector	**28.6**	**1 361.5**	**3.4**	**2.3**	**2.3**	**2.7**	**3.7**	**2.0**	**0.8**	**0.9**
Manufacturing	18.1	860.4	3.4	2.4	2.7	3.0	3.8	1.5	1.0	1.7
Electricity, gas and water	5.4	259.0	2.1	1.8	4.9	2.3	1.0	0.7	0.1	-4.2
Construction	5.1	242.1	5.3	2.3	-2.0	1.7	5.4	5.6	0.7	2.2
Tertiary Sector	**65.7**	**3 127.1**	**3.2**	**2.9**	**4.5**	**3.2**	**3.1**	**2.2**	**1.7**	**1.4**
Wholesale and retail trade, catering and accommodation	17.0	810.5	2.5	2.5	3.9	3.6	2.1	1.4	1.3	1.2
Transport, storage and communication	7.9	374.4	3.2	2.8	4.0	2.7	3.0	3.4	0.8	0.6
Finance, insurance, real estate and business services	19.1	911.7	6.1	5.2	6.8	5.1	5.0	4.1	5.1	3.7
General government	14.6	694.6	1.3	1.0	3.4	0.9	1.9	0.5	-1.5	-1.0
Community, social and personal services	7.1	335.9	1.5	1.3	2.4	2.1	1.8	0.4	-0.1	-0.1
Total Oudtshoorn	**100**	**4 762.8**	**3.2**	**2.7**	**3.6**	**3.0**	**3.2**	**2.6**	**1.2**	**0.5**

Source: Quantec Research, 2017 (e denotes estimate)

Table 3.17: Oudtshoorn GDPR sector performance 2005-2016 (Oudtshoorn LG SEP, 2017).

3.2.12 Tourism

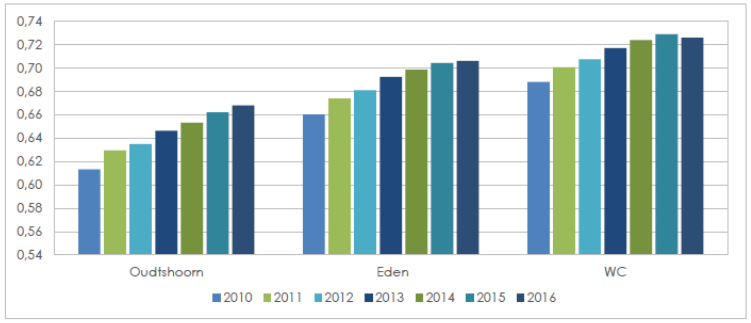
The tourism industry generally spans across the economic sectors, ranging from accommodation and catering, retail and wholesale, transport, manufacturing, business services and social services. The most visited towns in Garden Route include Knysna, Plettenberg Bay, Wilderness, Mossel Bay, George, and Oudtshoorn. The most visited attractions by tourists in South Africa include the Garden Route (284 000 visitors in 2015), Karoo Ostrich Farms (144 000 visitors in 2015) and the Cango Caves (132 000 visitors in 2015). Festivals such as the Plett Food and Film Festival, Klein Karoo Arts Festival (KKNK) are also a major boost for the tourism industry in the District and for Oudtshoorn. These festivals highlight the importance of public and private sector collaboration in the development and promotion of the tourism industry.

A subsector which is linked to tourism spending in the economy is the catering and accommodation subsector; this subsector contributes significantly to the Oudtshoorn economy and thus the Garden Route District economy. The GDPR performance in the sector alone in Oudtshoorn contributed R810.5 million rand.

3.2.13 Human Development Index

The United Nations uses the Human Development Index (HDI) to assess the relative level of socio-economic development in countries. The HDI is a composite indicator reflecting education levels, health, and income. It is a measure of peoples' ability to live a long and healthy life, to communicate, participate in the community and to have sufficient means to be able to afford a decent living. The HDI is represented by a number between 0 and 1, where 1 indicates a high level of human development and 0 represents no human development.

There has been a general increase in the HDI across all municipalities in the Garden Route District between 2011 and 2016. Between 2015 and 2016, the HDI increased in Oudtshoorn from 0.66 to 0.67. This represents the second lowest in the Garden Route District. A continued focus on service delivery will see the continued growth of the HDI.

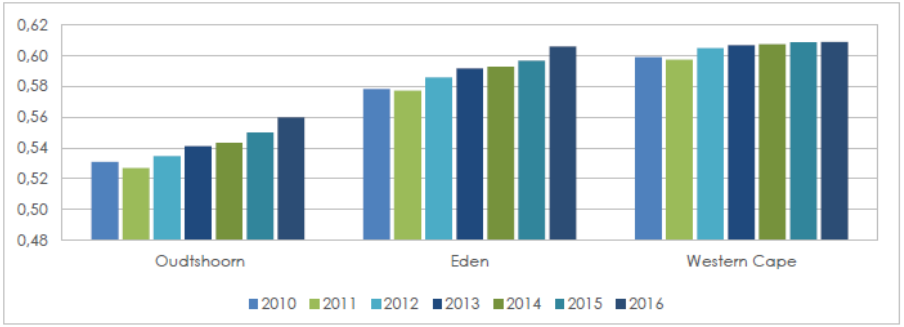


Source: HIS Global Insight, 2017

Table 3.18: Oudtshoorn Human Development Index 2010-2016 (Oudtshoorn LG SEP, 2017)

3.2.13 Gini Coefficient

The Gini coefficient is a measure of statistical dispersion intended to represent the distribution of income among a nation's residents, and the figure varies between 0, which is an indication of complete or perfect equality and 1, which represents complete inequality in income distribution. The closer to 1 means more inequality exists and the closer to 0 shows less inequality. As shown on the graph below, Oudtshoorn has one of the lower Gini coefficients in the Garden Route District and is also lower than the Western Cape average. Of concern though is that the level is increasing again despite a drop in 2015.



Source: Global Insight, 2017

Table 3.19: Oudtshoorn Gini Coefficient 2010-2016 (Oudtshoorn LG SEP, 2017)

3.2.14 Municipal Finances

A municipal budget is informed and influenced by a wide range of national, provincial and local socio-economic variables and assumptions that influence strategic allocations. These assumptions form the baseline from which a municipality makes projections and allocations across the three years of the Medium Term Revenue Expenditure Framework (MTREF).

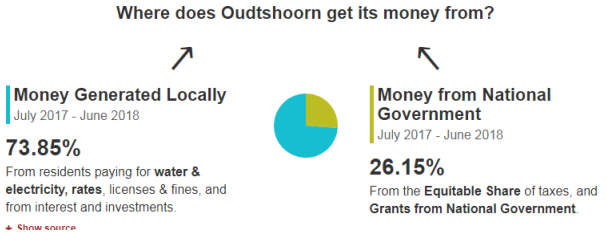
Overall, Oudtshoorn's financial position is showing an improving trend between 2015 and 2018 with improved cash balances, improved cash coverage, decreases in underspending of operational budget. Capital budget underspending remains a challenge, as well as fruitless and wasteful expenditure.

The current ratio is satisfactory, as is the liquidity ratio and current debtor's collection rate.

Income Generation

The more a municipality is able to generate its own income, the more self-sufficient it is. Municipalities should not be too reliant on transfers and grants from other spheres of government. Oudtshoorn generates 73.85% of its own money whilst receives 26.15% from the equitable share of taxes and grants from National Government.

From an income generation perspective, just under 75% of income is generated from own revenue and just over 25% is from government grants, which is indicative of a municipality largely in control of generating its own income.



Expenditure

Close to 40% of income is spent on wages and salaries which is a risk for the municipality that it should seek to drive downwards to between 25% to 30% of total revenue.

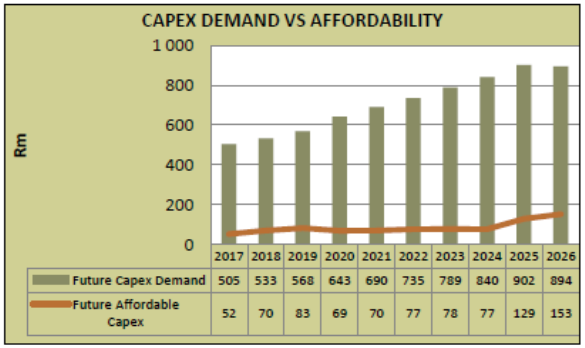
Most service spending goes towards electricity, governance, administration and planning and development as well as roads, housing and water.

In 2018, Oudtshoorn spent the following amounts on different municipal services (see bar chart below):

- R17 million on community and social services;
- R172 million on electricity
- R167 million on governance, administration, planning and development
- R41million on housing
- R8.3 million on public safety;
- R61million on road transport
- R18 million on sport and recreation
- R24 million on waste management
- R20 million on waste water management
- R45 million on water

Long Term Financial Plan

The Long Term Financial Plan (LTFP) indicates that the total 10-year Capex demand for Oudtshoorn sits at R7 billion whilst the 10-year Capex affordability is R859million, some 12% of the demand. **This highlights the critical importance of spending capex extremely wisely and strategically in addressing Oudtshoorn's developmental challenge's.**



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Future Capex Demand	505	533	568	643	690	735	789	840	902	894
Future Affordable Capex	52	70	83	69	70	77	78	77	129	153

3.2.15 SWOT of the SOCIO-ECONOMIC CONDITIONS

- Large concentration of working age individuals in the municipality allowing for a larger working pool from which to draw.
- The continued vigour of the local tourism sector is a particular strength of this Municipality.

- The increase in the inability to recover school fees from fee paying schools may add further constraints to an already overwhelmed education system.
- The fact that 55% of the people in Oudtshoorn are classified as having low or no income represents a weakness to the municipality in terms of economic growth, development and revenue generation.

- Oudtshoorn provides good levels of access to basic services such as water, sanitation, electrification and solid waste removal.
- Fairly resilient economic and employment sector which has absorbed job losses into the informal economy.

- The municipal budget is heavily structured towards infrastructure maintenance and provision.
- An inability to find meaningful employment may cause a rise in crime related to substance abuse.
- Drug-related and sexual crime has increased considerably in the municipality and may detract from the idyllic lifestyle offered by living in Oudtshoorn

3.3 BUILT ENVIRONMENT ASSESSMENT

3.3.1 Urban Settlements & Settlement Hierarchy

The Oudtshoorn Municipal Area includes the larger settlements of Oudtshoorn, Dysselsdorp, and De Rust, and the smaller rural settlements of Volmoed, Schoemanshoek, Spieskamp, Vlakteplaas, Grootkraal, De Hoop, and Matjiesrivier. Oudtshoorn lies within the boundaries of the Garden Route District Municipality in the Western Cape Province and spans over 3 535 km2. Most of the residents of the municipality live in the town of Oudtshoorn. East of Oudtshoorn are the towns of Dysselsdorp and De Rust. There are small agricultural villages at Armoed and De Hoop.

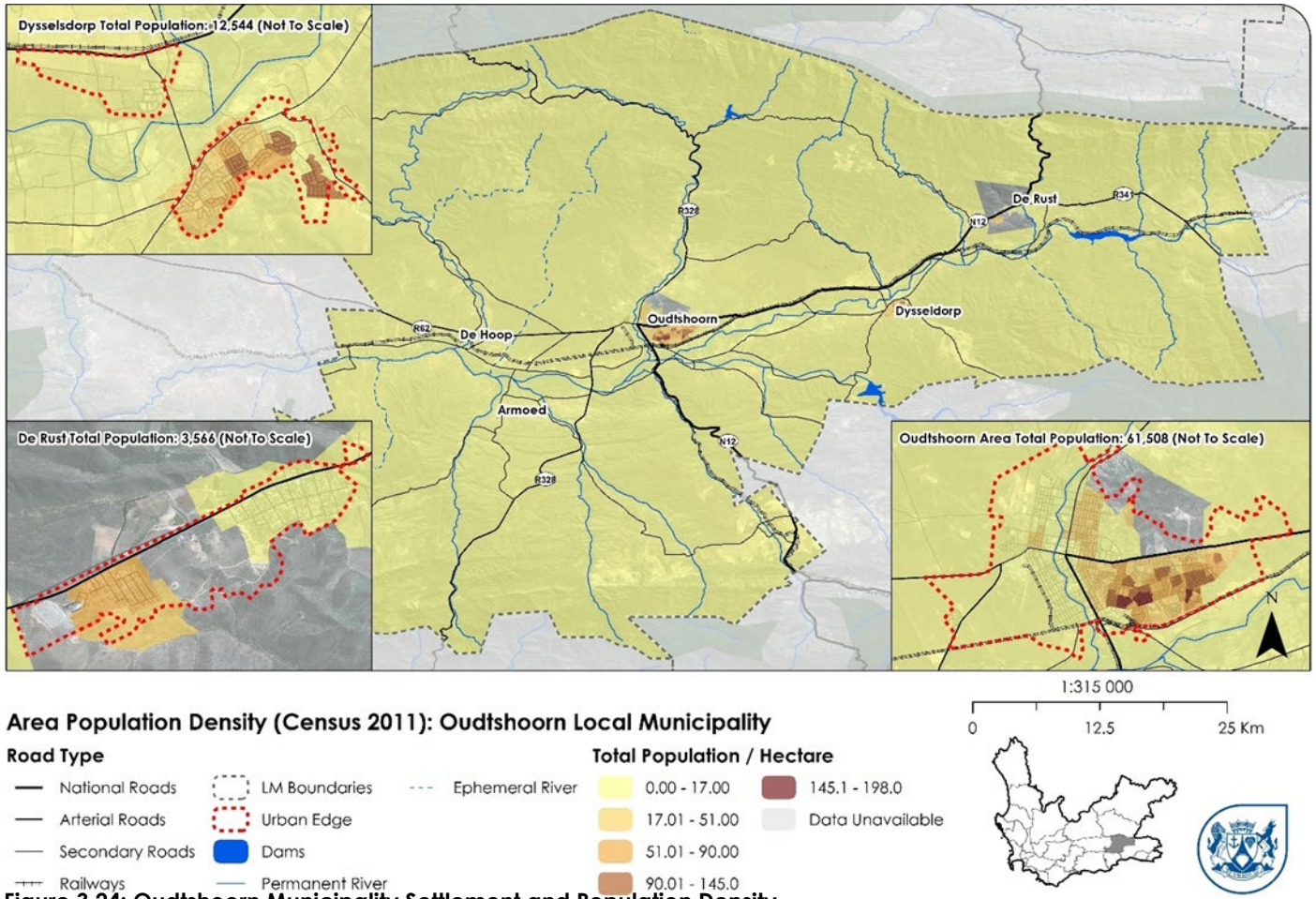


Figure 3.24: Oudtshoorn Municipality Settlement and Population Density

Apartheid spatial geography has resulted in segregated development, dormitory townships and poor settlement planning and layout, especially in the case of Bongolethu, Dysselsdorp and Blomnek. The spatial consequences of forced removals, farmworker evictions, unserviced land and subdivisions & unequal distribution of services has negatively impacted on current local socio-economic conditions. Exclusion of the poor from the municipal and regional space economy, with many people trapped in space, settled in poor locations and without the financial means to overcome distances to livelihood opportunities and social services.

The current lack of a rural settlement spatial order and poor rural settlement spatial performance vests in similar legacy challenges which has translated into rural settlements not being recognised as a vehicle for agrarian reform (e.g. security of tenure and redistribution of land). The displacement of farm workers and rural dwellers has also resulted in settlements attaining a dormitory function. Historical rural cadastral subdivision has not been aligned with settlement function. This has resulted in rural settlements not having a defined settlement form, scale and function. A historical lack of strategic investment and social infrastructure (temporal or permanent) in rural areas.

Oudtshoorn is the key economic driver and focus point for opportunities and settlement, while Dysselsdrop is stagnating socio-economically with a decline in industrial activity, and De Rust is primarily focussed on tourism, thus minimising diversified opportunities for local inhabitants. It is evident that there is a need for a spatial hierarchy of settlements through which their functions and roles are addressed. Addressing the extent of sprawl and dormitory development must also be addressed while embracing rural development programmes to reduce rural social dependency.

3.3.2 Housing

Housing backlogs continue to increase. In Oudtshoorn there is an estimated requirement of nearly 4000 subsidized units to meet the current housing need for families in the 'below R3 500 per month' income category.

In Dysselsdorp the housing shortage has currently been estimated as 1400 dwellings, and in De Rust a total of 450 subsidized houses are required to meet the current housing demand.

As of December 2018, the **housing waiting list** is estimated to have **11 570 persons on it**, with 20 new persons being added on average per month. The following sets out the waiting list per town:

- Oudtshoorn - 8135 people;
- Dysselsdorp - 2367 people;
- De Rust - 625 people;
- De Hoop - 46 people;
- Volmoed - 297 people;

Planning is underway in Dysselsdorp for:

- Upgrading 200 informal settlement sites in 2019-20 period;
- 568 houses to be developed in Dysselsdorp in 2019 - 2025 period of which 518 are BNG;
- 2500 serviced sites to be provided (no date given)

Planning is underway in De Rust for:

- Upgrading 200 informal settlement sites in 2019-2025 period;
- 289 housing opportunities to be provided in 2019-2025 period.

Planning is underway in Oudtshoorn for:

- 667 serviced sites and 467 top structures in Rosevalley;
- Upgrade 600 sites in GG Kamp, Kanaal & Black Joint Tavern;
- Between 880 and 5000 housing opportunities to be provided in Spekkop (number to be confirmed);
- East of Airport: up to 3250 housing opportunities (mixed between market, GAP and BNG);
- West of Airport: up to 6254 opportunities (also mix of market, GAP and BNG housing);
- South of Showgrounds: up to 1520 opportunities;
- Social Housing in Morester, Bridgeton (250 opportunities for rent);
- Social Housing in Aurial College Site (up to 300 opportunities);

No land is currently owned by the municipality in Volmoed or De Hoop, although up to 1700 housing opportunities could be provided in De Hoop in current estimations, although this would be unwise in absence of commensurate economic opportunities to employ such households in future.

It is also anticipated at up to 600 new student housing opportunities are needed by 2030.

Rural settlements currently face settlement challenges relating to:

- A demonstrated need for rural housing, including off-farm settlement.
- "Lost" rural people seeking tenure of security and a livelihood.
- Historic settlements not being functional and are unsustainable in terms of local employment opportunities and emerging settlements not being aligned with engineering services resources.

As shown on the Oudtshoorn Housing Pipeline map, the only project currently being implemented in Oudtshoorn lies towards the east of Oudtshoorn bordering on the existing low income areas. The sites being earmarked for potentially future housing pipeline projects lie predominantly towards the western side of Oudtshoorn where new planning approvals and uncertainty around future land use activities may limit the potential of these sites is ultimately chosen as housing pipeline sites.

Currently, only two housing pipeline projects are being implemented in the Oudtshoorn Municipality. In Oudtshoorn itself, Rose Valley is planned for approximately 350 units over the next two budget years and in Dysselsdorp, around 200 housing opportunities are being implemented on the same period. Discrepancies around the Dysselsdorp urban edge and the human settlements projects will have to be clarified as it currently portrays a portion of the housing project outside of the urban edge.

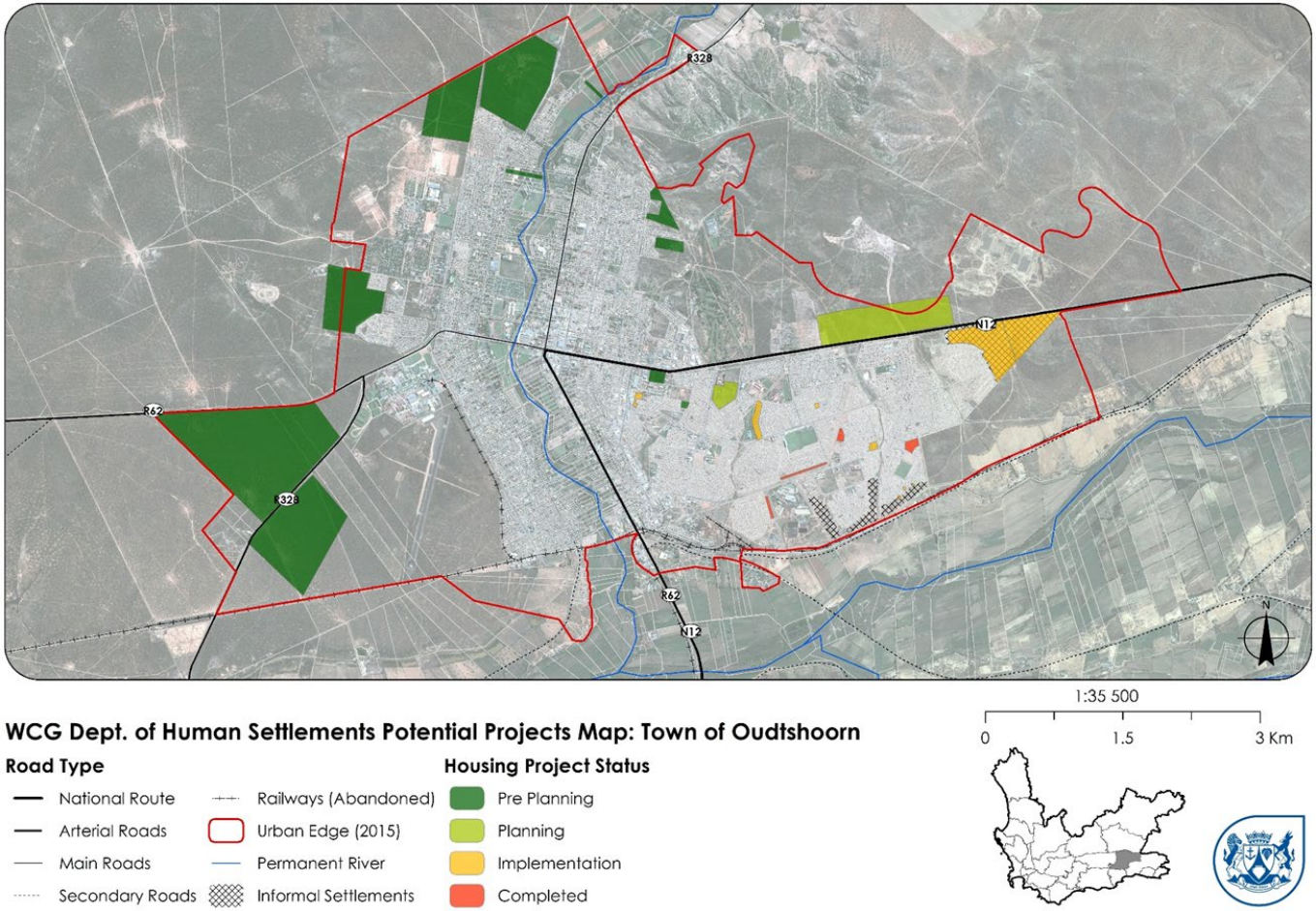


Figure 3.25: WCG Human Settlements Potential Projects Map

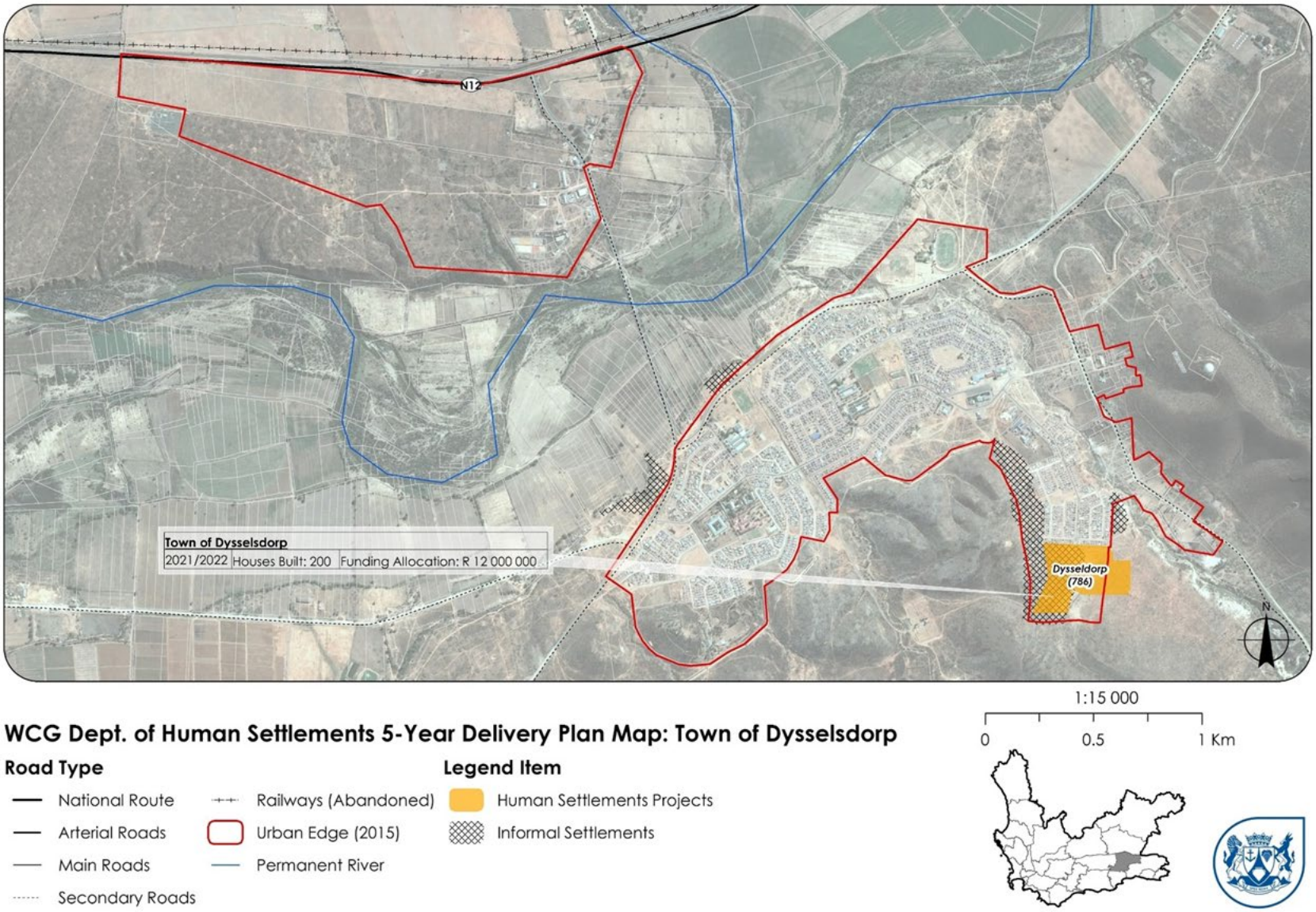


Figure 3.26: WCG Human Settlements Projects in Dysselsdorp (Town Level)

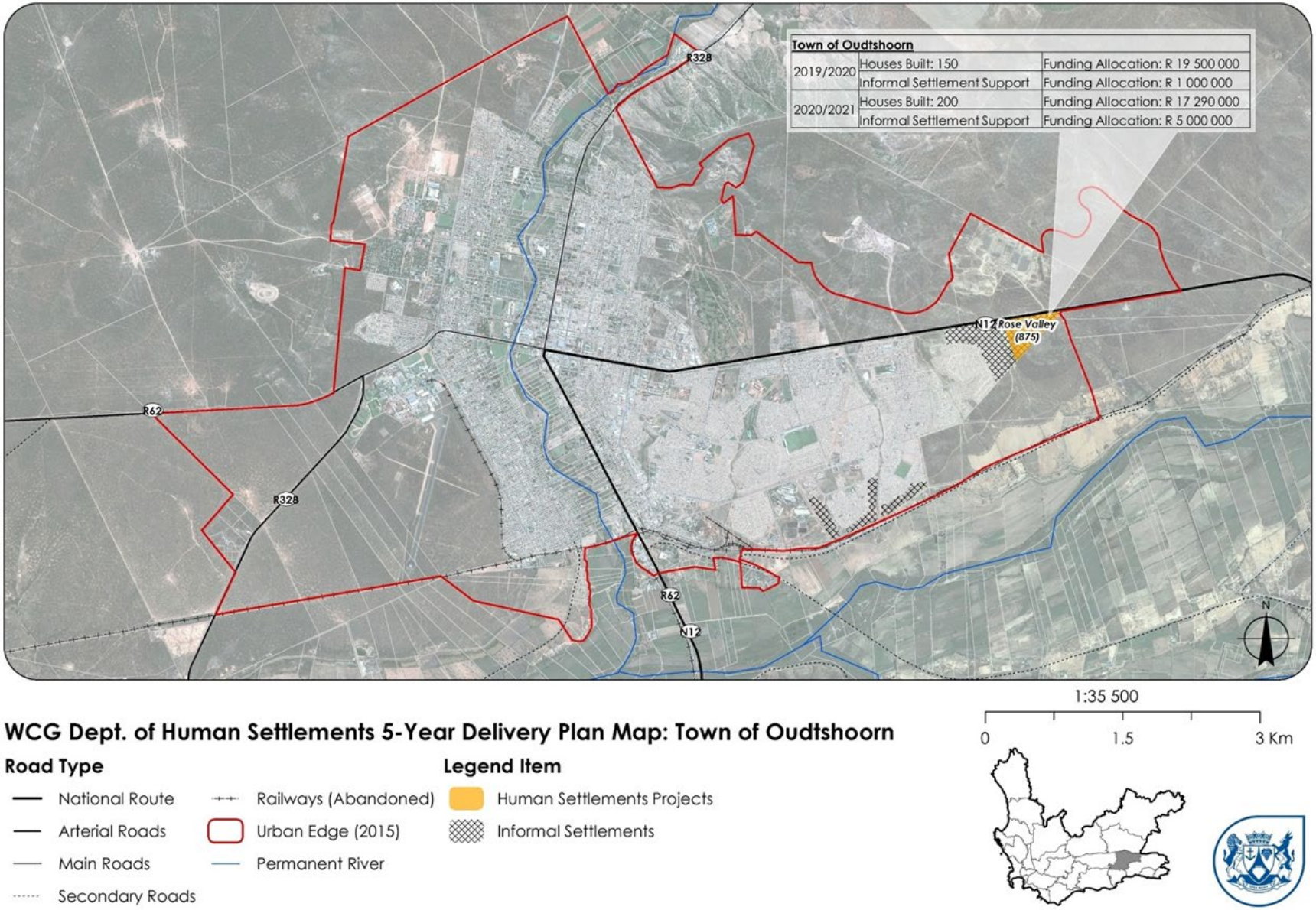


Figure 3.27: WCG Human Settlements Projects in Oudtshoorn (Town Level)

3.3.3 Road, Rail & Public Transport

In terms of transport, the region lacks a cohesive and consistent movement pattern. This is mostly due to the vast distances between towns and the location of dispersed rural settlements. These settlement patterns effectively have major implications on socio-economic opportunities and the cost of transport. Sprawling development patterns on the periphery of Oudtshoorn continues, while there is potential for internal densification and infill. Due to the specific locations of each of the three main towns of the municipality, a regional lack of diversified and sustainable economic opportunities persists. This has also led to inaccessible and an unequal distribution of opportunities across the municipal landscape.

Public transport comprises of mostly minibus-taxi trips while private transport takes place via vehicle and non-motorised transport/walking. It is noted that on the Municipality's Strategic Objectives specifically speak to 'Conducting Regional Bulk Infrastructure Planning and implement projects, Roads Maintenance and Public Transport'.

3.3.4 Water Infrastructure

In terms of water infrastructure, Oudtshoorn Water Treatment Works (WTW) abstracts raw water from the dams and it is piped under gravity in steel and asbestos cement pipelines to the town reservoirs. Water from the Raubenheimer Dam is chlorinated at the WTW 1km downstream from the dam.

Dysselsdorp Water Treatment Works is designed for 3.5 million cubic metres per annum but operates well

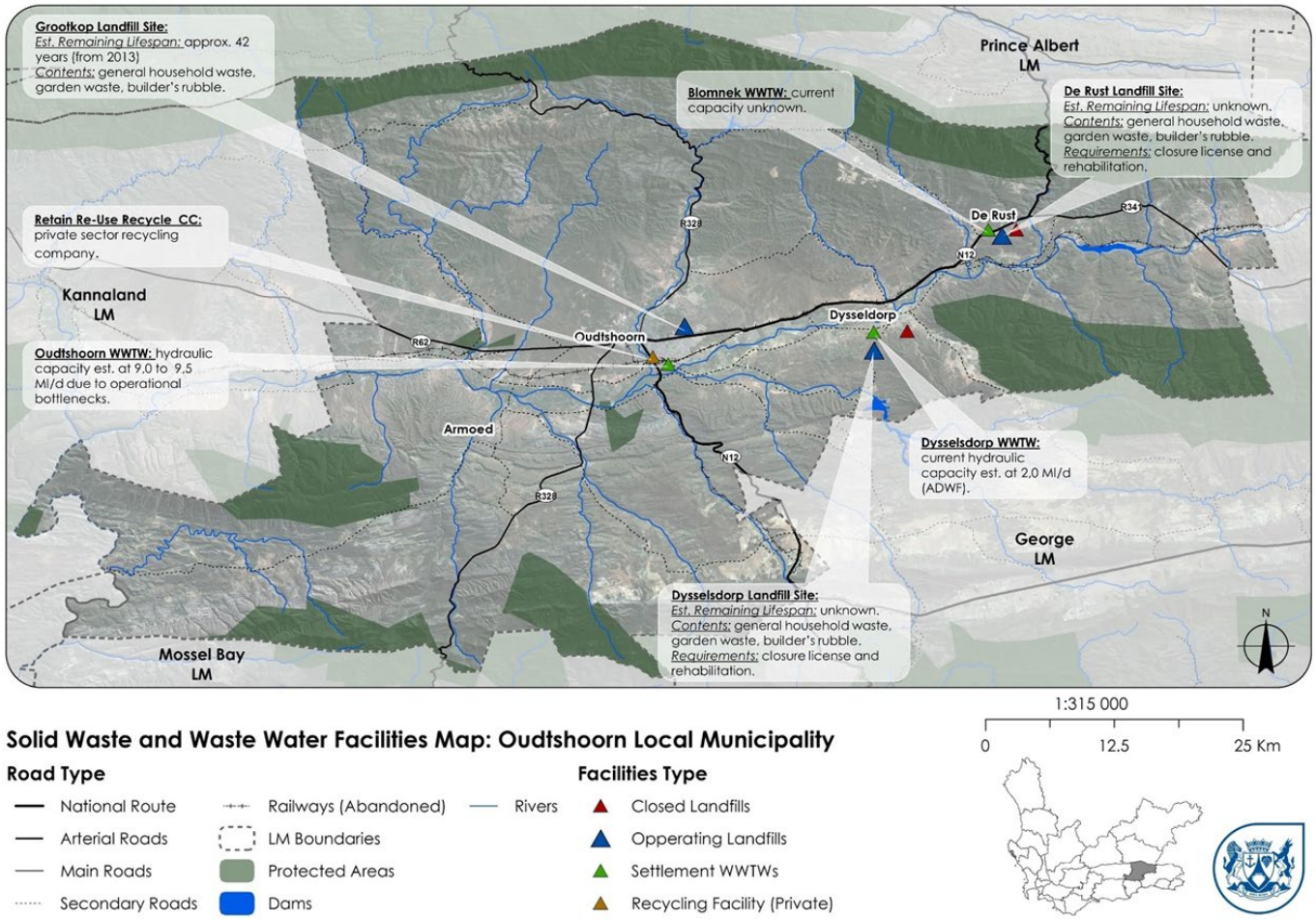


Figure 3.28: Oudtshoorn Solid Waste and Waste Water Facilities Map

below this a 1.1 million cubic metres per annum. Raw water is taken directly form the Klein Karoo Rural Water Supply Scheme (KKRWSS) boreholes into the treatment works from where it is distributed to the various communities.

De Rust is supplied water from the Huis River which is augmented from a local farmer during peak demand periods. Water is piped via a gravity pipeline into the De Rust reservoir. Water quality is good and the only form of treatment necessary is chlorination before the water is stored. The WTW for De Rust has a capacity of 0.47 Ml/day and is in a relatively good condition.

3.3.5 Waste Infrastructure

Waste Water Infrastructure

As part of its municipal mandate, the Oudtshoorn municipality is responsible for the waste water treatment in Oudtshoorn, Dysselsdorp and De Rust. The Oudtshoorn Waste Water Treatment Works (WWTW) comprised of oxidation ponds (now repurposed into maturation ponds), followed by a biological filter module and can treat approximately 2,0 – 2,5 Ml/day. The treatment capacity of the old works was subsequently upgraded to approximately 10,0 Ml/day in 1988. According to the sewer masterplan, 22 621 stands/erven were registered in the GIS database and 10 621 water connections recorded. The Oudtshoorn sewage system comprises of four main drainage zone supplemented by six pump stations which serve smaller developments east of the town.

The Dysselsdorp WWTW consisted of a waste activated aerated sludge works. It has been found to be inefficient when compared to an activated sludge works. Due to several shortcomings, the plant was upgraded in 200 to a Petro (Pond Enhanced Treatment and Operation) type process and now has a treatment capacity of 2,0 Ml/day. Despite this, there is still no WWTW for the rural communities. The sewage system can be divided into three drainage zones with no pump stations currently supplementing the system.

The town of De Rust has no water borne sanitation as would therefore have to be serviced by septic or conservancy tanks. The nearby township of Blomnek is serviced by water-borne sewers and drains to a WWTW in the form of oxidation ponds. These oxidation ponds were likely constructed at the same time the settlement was. In this system, effluent is not discharged to source but rather evaporated. The De Rust WWTW is currently seen a high risk as none of the operational requirements are met resulting in the plant being in a poor condition.

Solid Waste Infrastructure

Oudtshoorn landfill site, also known as Grootkop has a lifespan expectancy of 40 to 50 years if managed correctly. The De Rust landfill has a life expectancy of 5 years if managed correctly and the Dysselsdorp landfill site has a life expectancy of 5 to 10 years if managed correctly. The De Rust and Dysselsdorp landfill sites are operated on an informal basis with no licences or permits in place.

Stormwater Infrastructure

All stormwater from Oudtshoorn is drained into the Olifants River through five primary sub-catchments and their respective drainage routes. From a long term planning perspective, there are capacity constraints in the Oudtshoorn Stormwater system in relation to the 1 in 5 year and 1 in 50 year events respectively. It was recommended that these constraints be addressed through the medium term budget planning process.
All stormwater form Dysselsdorp drains into the Olifants river through three main sub-catchments and their respective drainage routes. Its shares similar capacity constraints problems to Oudtshoorn. The De Rust stormwater system drain into the Huis river through 9 sub-catchments. It too has capacity constraints that need to be addressed.

3.3.6 Energy & Electricity

The electrical supply network in Oudtshoorn is taken directly form Eskom's 132 kV network at 22kV and 11kV. The 22kV network is the main distribution network while the 11kV network supplies distribution substation. De Rust is supplied form the Meirinspoort substation and the Dysselsdorp substation. The town of Dysselsdorp is also supplied by the Dysselsdorp substation. The municipality has put in a concerted effort and the appropriate expenditure to ensure that its electrical supply network to the towns of De Rust and Dysselsdorp is brought up to the same standard as Oudtshoorn's network. Eskom has also recently upgraded the bulk supply to De Rust and Dysselsdorp. Further capital funding would be required to upgrade the electrical reticulations networks of De Rust and Dysselsdorp to reach the same standard as the rest of the industry.

This will have implication on both the long and short term planning of the municipality. In the long term, infrastructure maintenance will have to be budgeted for while the short term implications include capacity constraints which may limit growth and new development in all settlements. There is also a RE-POWER 75MW Photovoltaic plant northwest of Dysselsdorp near the Eskom HV Line. This is currently in the Scoping and EIA phases.

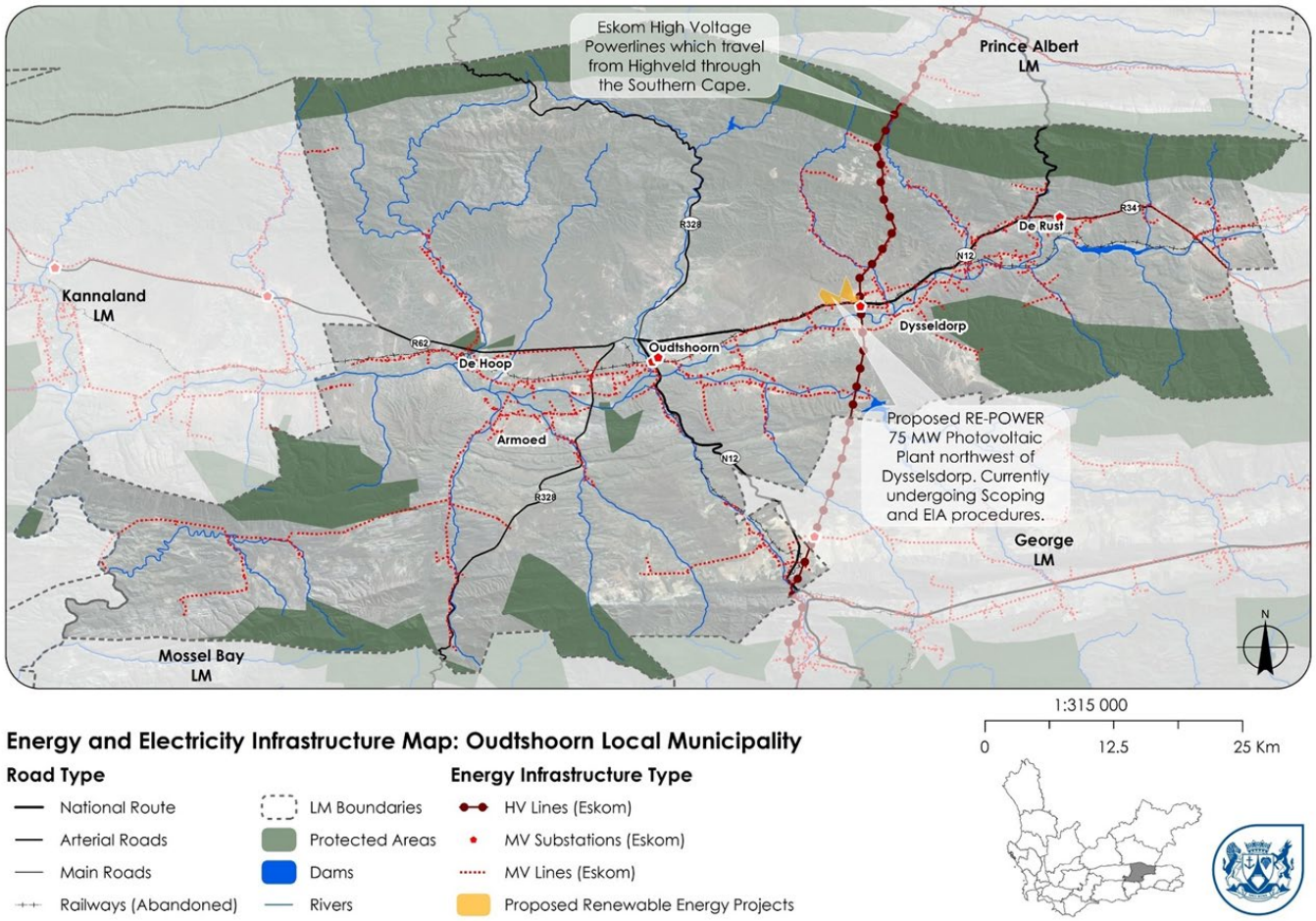


Figure 3.29: Oudtshoorn Energy and Electricity Infrastructure Map (Including Renewable Energy Projects)

3.3.7 Heritage

Historic Town Overview

This section focuses on highlighting the broad range of tangible and intangible heritage resources and issues noted within the Oudtshoorn municipal boundaries. The Oudtshoorn region has been inhabited for many hundreds of years prior to western settlement. The nomadic lifestyle of early inhabitants is not that evident primarily due to the significant impact made by humans during the last two to three hundred years. Evidence of pre-colonial habitation includes a number of known cave and rock art sites found particularly in the mountainous areas. It is evident that apartheid legislation significantly impacted on the on the physical and social structures of many of the settlements in the area, providing for highly complex historic themes.

One of the earliest (VOC) loan farms in the Oudtshoorn district, Cango and de Doornrivier, was granted to Claas Grobbelaar in 1760. The Grobbelaars river was named after him as was a small hamlet that developed along it banks until it was renamed. The town of Oudtshoorn was laid out by surveyor J. Ford in 1847 on a part of the farm Hartebeest River. This unique layout, which followed the course of the Grobbelaars rivers, provided for 465 water erven. The town experienced rapid expansion between 1860 and 1914 due to a market rise in the popularity of ostrich feathers. The local tobacco trade formed an important part of the town economy as attested to by the remains of several tobacco drying stores in to town.

Dysselsdorp was established by member of the London Mission Society in 1838. In 1878 the mission was disbanded after subdividing the land into residential and garden allotments. Ownership was granted to residents of the village at the time. No further land rights were formally granted after 1896 and subsequent residents held 'tenancy' rights in areas known as Bloupunt, Waaikraal, Bokkraal, Varkenskloof and Ou Dysselsdorp. After the area was declared a "coloured" group area in 1966, all residents relocated to a new housing scheme. At least three disused burial ground exist. The entire Dysselsdorp is therefore highly sensitive from a historical archaeology perspective.

De Rust was established in 1900 on a portion of the Farm De Rust, granted to J.P Meiring and registered in 1817. The present day Victorian village is named after this farm. In 1977 all residents of Ou Lokasie (a small labourers village) were moved under the Group Areas Act to a portion of land named Blounek. The historic core of the town contains a relatively high concentration of significant historic structures important to the character of the town.

Figure 3.30: Historic Oudtshoorn Landscape

Armoed (originally named Volmoed), was established around a church ground allocated by farm owner W.G Olivier in 1900. The first residential sites were registered in 1909. The Dutch Reformed Church building was proclaimed a Provincial Heritage site in 1985. Death registers compiled in 1895 show that a homogenous community lived in the area ta the time. The high concentration of historic built fabric remaining in this area attests to the significance of its early occupation. Approximately 1,5km south lies the hamlet of 'Kliplokaise' which is unique in that all of the buildings were built from locally sourced stone. This remains in place to this day and gives the hamlet a unique living heritage and conservation system.

Heritage Resource Overview.

The alignment of the most historic roads illustrates significant early movement patterns through the area which together with the early structures provides insight into the settlement patterns of the early known colonial occupation in the Oudtshoorn area. Early structures in the Oudtshoorn, De Rust and Dysselsdorp were surveyed to determine the distribution of historic structures within the municipal boundary. High concentrations of historic structures were recorded in each of these towns but without grading, it is not possible to identify potential Heritage Areas in terms of the National Heritage Resources Act, 1999. The introduction of a Heritage Overlay Zone will assist in the short term safeguarding of these historical assets.

Further mapping has also defined the location of early structures in rural areas. In Oudtshoorn, there are many sensitive urban streetscapes which usually abut high traffic routes with historic built fabric and trees. In Oudtshoorn these include sections along Baron and Rheede Street and Jan van Riebeeck Road as well as De Rust's main road. It is important to protect these sensitive streetscapes.

There are many scenic routes and natural assets in the Oudtshoorn Area. Many of these routes traverse natural and cultural landscapes and are found to be almost identical to significant historic roads. The term "cultural landscape" refers to the imprint created on a natural landscape through human inhabitation and cultivation over a period of time. this cultural landscape has not had enough time to properly develop in Oudtshoorn and as such may be vulnerable to the impact of development over time.

The Cape Fold Mountains are particularly rich in archaeological material such as rock paintings, etc. Cave sites are often found in sandstone or limestone geological strata which has a high potential for well-preserved deposits. Apart from the Cango Caves, a site situated in Boomplaats on the Farm Nooitgedacht has also been earmarked for potential nomination as a Provincial Heritage Site.

3.3.8 Cemeteries

There are three established cemeteries in the Oudtshoorn municipal region. In Oudtshoorn there is a medium sized cemetery 8.8 hectares in sizes with 50 000 distributions potential. This is located within 15 to 30 km of acceptable travelling distance and assumes an annual death rate of 1.6% and that 90% of the dead are buried. 40% of graves are recycled after 10 years and 30% after 20 years.

Dysselsdorp has a small sized cemetery of 4.4 hectares in size with 25 possible distributions. It is located within a 25km travelling distance and assumes an annual death rate of 1.6% and that 90% of the dead are buried. 40% of graves are recycled after 10 years and 30% after 20 years.

De Rust has a very small cemetery of 0.25 hectares with 1000 possible distributions. It is achieving a 15km travelling distance and is provided if no alternative facility is within 40km. It assumes no reburials over a 30-year period and an annual death rate of 1.6%. Furthermore, the assumption is that 100% of the dead are buried.

There is currently a process underway to identify a new cemetery site between Oudtshoorn and De Rust

3.3.9 SWOT of the BUILT ENVIRONMENT

- The entire municipal area is culturally rich and diverse.

- The increasing housing backlog is a particular weakness of the municipality. It will take a concerted effort from all spheres of government to alleviate this.
- The settlement geography imposes a poor movement pattern and flow on the residents of the towns. This results is high trip costs and poor access to economic opportunities.

- Tourism remains one of the key opportunities in this area. Linkages to cultural/ heritage and nature assets should be capitalized on.

- Ageing infrastructure in water, waste and electricity are specific threats to the municipality's financial sustainability. Encouraging green alternatives would help lessen the requirements and therefore decrease this threat.
- Addressing the extent of sprawl and dormitory development is imperative for the municipality to contain this threat.

3.4 SYNTHESIS AND KEY ISSUES

1. The Oudtshoorn Municipality enjoys a **unique natural environment** which offers both residents and visitors **an enhanced quality of life, tourism and heritage** experience with access to beautiful agricultural and natural landscapes, passes and poorts.

2. It has the potential to forge a **strong local tourist economy** based on its underlying natural and scenic assets complimented by strong and well documented cultural/heritage resources across the region.

3. While residents of Oudtshoorn generally enjoy a **good level of access to basic services** such as water, sanitation, electrification and solid waste removal, this **infrastructure is ageing rapidly. Capacity and financial constraints** may result in **decreased service delivery** if not adequately addressed.

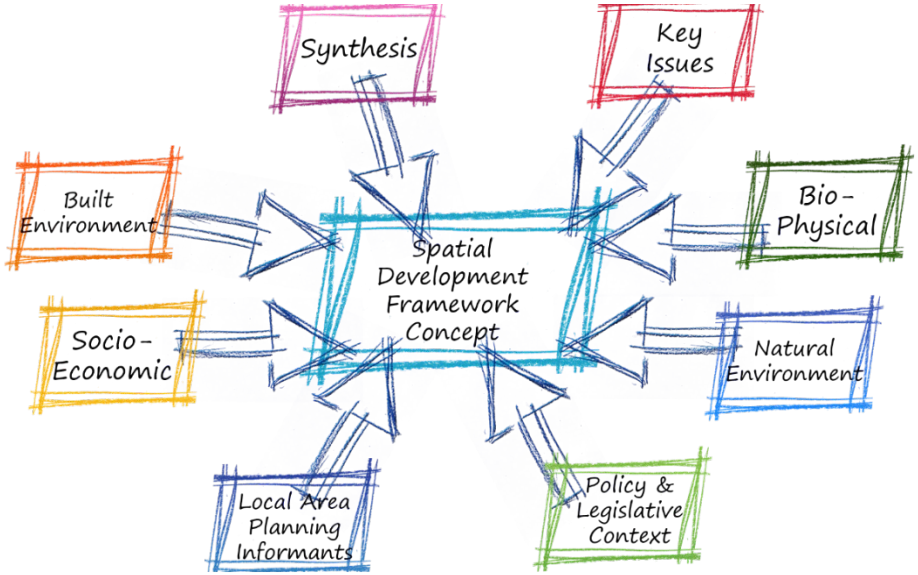
4. The SDF must set out **policy and clarity** regarding the **role of settlements and manage development in the rural and urban landscape**. This **uncertainty creates an uncertain or ambiguous environment** in which urban and **rural sprawl may thrive**.

5. There is an **increasing housing backlog compounded by disjointed settlement geography** where incidents of **crime become more apparent** and a **threaten the economic potential and social stability of the environment.**

6. Careful attention as to how **agricultural, construction and mining industries affect the natural environment** will be key to maintaining a balance in these sectors.

Key issues informing the Spatial Concept

In order to properly provide guidance and vision to the next phase of this SDF, the following key issues should, as far as possible, be included in the thought rationale for the SDF's Spatial visioning and concept:



1. The SDF should look to clarify the **Urban edge delineation** vs. **Critical Biodiversity areas** specifically in north, east & south-west of town. Whether this occurs through a 'ground-truthing' or a detailed land analysis mapping exercise would have to be determined.

2. Specific reasoning to the identification of **'integration zones'** and how these have been determined should be forthcoming.

3. There needs to be clear guidance towards the developmental approach of each town. Cursory work shows that some **approved developments are** not indicated on SDF maps.

4. Strategic guidance towards sectoral plans and policies need to be clear. The spatial concept of this SDF should promote fiscally sound and inclusive growth in areas where it is economically viable and sustainable. It should also use these principles to inform all social housing delivery.

5. Having land identified in an urban edge and left as 'undefined' or 'undesignated' is counter intuitive to consolidation and sustainable development. As a matter of urgency, the SDF should provide clear and direct guidance on all vacant land parcels within the urban edge.

6. From a policy perspective, the SDF should provide for a **position on investment in rural settlement**s versus a policy to invest in areas of greatest growth potential and social need.

7. The SDF needs to provide distinct guidance on the creation of new rural settlements, or at the very least the channelling of funding into existing struggling settlements. In an environment where financial resources are scarce, this should be clear.

8. In order to be legislatively compliant and both actionable and implementable, the SDF has to have a **capital expenditure framework clearly linked to budget.**

CHAPTER 4: SPATIAL PROPOSALS FOR OUDTSHOORN MUNICIPALITY

4 SPATIAL PROPOSALS

The purpose of this section is to provide the overarching spatial direction, spatial development policy and associated strategies for the development and protection of Oudtshoorn and the Klein Karoo.

This chapter will set out:

1) the spatial vision for Oudtshoorn,
2) the future growth needs of the municipality,
3) the spatial concept for the future growth and development of the municipality,
4) the spatial strategies required to attain this concept; and
5) how this concept manifests within the entire local municipality.

4.1 SPATIAL CONCEPT

4.1.1 Spatial Vision Statement

The vision statement expresses, in broad terms, the desired future for the Oudtshoorn municipality, based on synthesising the key spatial challenges and opportunities. A vision statement acts as a guide for the development of actions and policies, and describes how the municipality should be at some future date.

The 2018/19 Oudtshoorn IDP's vision for the municipality is ***Prosperity for all: A town to grow, work, play and prosper in.***

In the ***Oudtshoorn Vision 2030***, seven strategic focus areas were set forth:

1. Creating a **knowledge economy**, offering opportunities for training and skills development.
2. Building a **tourist economy**, offering a range of attractions from the environment to entertainment.
3. Building **economic infrastructure** in the municipality, notably in disadvantaged areas.
4. Focusing on **good governance** and social development.
5. Enhancing the **agricultural economy** in which farming and production prospers.
6. Focusing on creating an **industrial economy** in which various industries can expand.
7. Enhancing the **cultural and arts economy**; creating economic and social opportunities through the arts, heritage, and sport.

The Oudtshoorn 2030 vision is expanded into 5 main principles:

1. **Live**: fostering social development, regeneration of wards, infrastructure.
2. **Work**: fostering job creation, good governance, agriculture, and industrial development.
3. **Learn**: fostering earning & teaching and the knowledge economy.
4. **Play**: supporting and developing tourism, arts, and culture.
5. **Prosper**: bringing together the principles of Live, Work, Learn, and Play.

The proposed spatial vision for the region therefore is:

"A sustainable Klein Karoo region that grows, works, plays and prospers through resilience"

Three aspects have been added to the 2030 vision:

1) **Sustainable:** The municipality must work towards environmental, social, economic, and financial sustainability. Sustainability means meeting the needs of the current generation and society without undermining the ability of future generations to meet their own needs. This concept applies not only to environmental needs and resources, but also social and economic resources. Economic growth is a priority, but this economic growth must be done in a manner that does not harm the current and future inhabitants of the Klein Karoo. Sustainable spatial development and growth must ensure that economic and human growth and development initiatives undertaken in the region do not undermine, but ideally enhance, the sustainability of the environmental, social, economic and built environment. Furthermore, spatial growth must be undertaken in a manner that is consistent with the 5 SPLUMA principles of efficiency, spatial resilience, spatial justice, spatial sustainability and good administration.

2) Recognising the **Klein Karoo** as a key landscape asset that the municipality must enhance, preserve and market, and an asset that very much underpins the future economic and therefore social prospects of the region.

3) **Resilience**: Resilience refers to the capability of individuals, social groups, or social-ecological systems, including towns and cities, not only to live with changes, disturbances, adversities or disasters (such as drought) but also to adapt, innovate and transform into new, more desirable configurations (Harrison et al, 2014). This SDF seeks to inform strategic municipal decision making such that its creates a municipality that is able to withstand sudden shocks or gradual changes to ecological, climate, social or economic systems. A resilient municipal area, in the context of this part of the Klein Karoo, is one where the economy is diversified, where the people are employable, skilled and employed, and where the anticipated demands on the natural environment provide sufficient reserves, such as potable water, in times of scarcity and stress. Essentially, the municipal area needs to operate within its inherent carrying capacity of the natural systems to sustain human life, agricultural production, as well as continued integrity of biodiversity networks and systems. The Klein Karoo is a water stressed region, and hence water resilience is the cornerstone of the future resilience of the region, in a way that either enhances or undermines future growth and development, depending on how this resource is managed into the future, as well as how climate change impacts the region.

From Vision to Strategy

In support of realising the above vision, the SDF will unpack it by focusing on the following three spatial strategies and one underpinning governance strategy that have been derived and adapted from the Garden Route SDF (2018) and the 2015 Oudtshoorn SDF.

1. **STRATEGY ONE: THE ECONOMY IS THE ENVIRONMENT - TOWARDS SUSTAINABLE RESOURCE USE**

2. **STRATEGY TWO: ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY**

3. **STRATEGY THREE: SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES**

4. **STRATEGY FOUR: PARTNERSHIP-DRIVEN GOVERNANCE AND ADMINISTRATION TOWARDS IMPROVED FINANCIAL AND NON-FINANCIAL SUSTAINABILITY AND RESILIENCE**

These spatial strategies are expanded upon below, and will form the conceptual and theoretical basis and framework of all spatial policy proposals made in subsequent sections.

4.1.1.1 STRATEGY ONE: THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

The economy of Oudtshoorn Municipality is highly dependent upon its underlying natural resource base. For example, the vitality of the agricultural economy (and indeed the entire economy of the municipality) is intrinsically linked to the availability of water and the health of the associated ecological systems which protect the river system of the municipality. The importance of this natural resource base in supporting livelihoods and its potential to improve the quality of life of all the Municipality's residents cannot be underestimated and thus the protection and enhancement of the environment is one of the main strategies of the spatial concept.

The spatial strategy is to **protect, enhance and develop** the distinct attributes and resources of Oudtshoorn's Klein Karoo landscape with its varied:

- **Natural and agricultural resource base** (such as the critically important prime river corridors along the Olifants, Grobbelaars, Groot, Doring, Wynands, Moeras, Kammanassie, Kango, and Kandelaars Rivers where agricultural activity is prominent, enabling irrigation and agricultural production);

- **Settlements with different economic roles and potential** (Oudtshoorn, De Rust and De Hoop, for example, holding significant built heritage assets, as well as historic farmsteads, churches, 1895 buirial sites and watermills);

- **Diverse landscape, lifestyle, and tourism offerings** (the Cango Caves very much underpin the tourism economy of the municipality, with scenic routes and passes being the R62, the R328, and

the Swartberg and Meiringspoort passes. Landscapes of significance include the Swartberg Mountain Range, the Kammanassieberg and foothills, the northern foothills of the Outeniquaberg; the geo-heritage area of Wildehondskloof just west of the R328).

The three diagrams shown in Figure 4.1 illustrate how urban settlements can potentially interface with the natural environment in a way that, firstly, transitions from intense urban, to peri-urban, to agricultural and wilderness landscapes; but also in a way that maximises access to green open space systems, and creating interface opportunities and special places between urban, recreational and river systems.

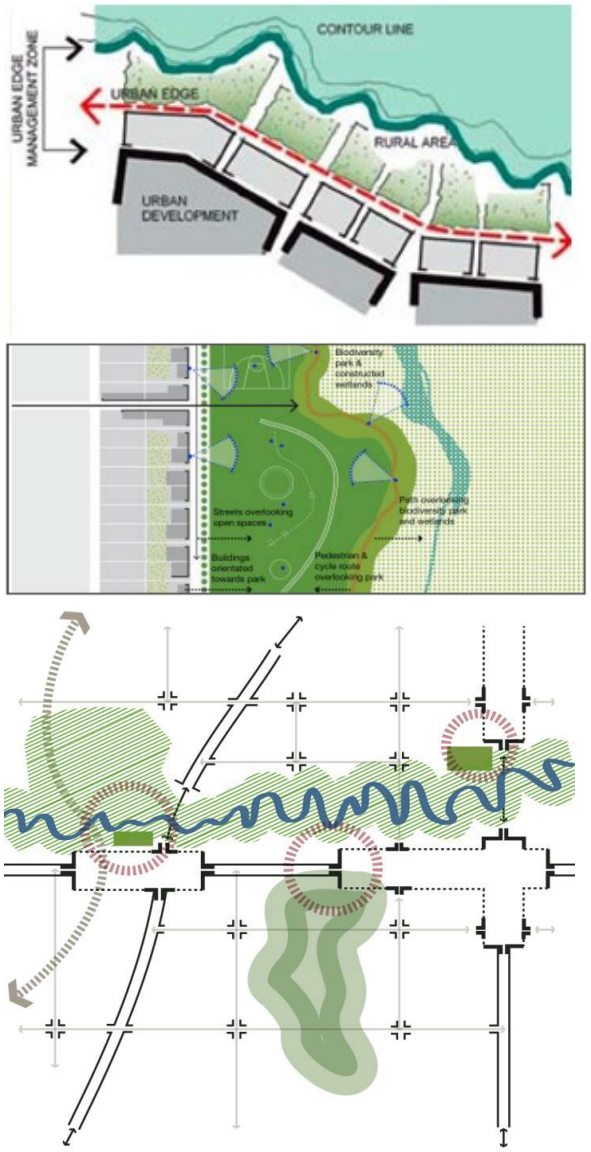


Figure 4.1: Diagrams illustrating how urban development can interface with agricultural and natural environments, promoting sustainable resource use

4.1.1.2 STRATEGY TWO: ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

Access, with the intent of achieving inclusivity and liveability, refers to the ability of people to access economic opportunities, social services and recreational amenities affordably and with ease. Ease of access is dependent on the functionality of the road and pedestrian (non-motorised transport) network to connect communities, as well as the availability and viability of transport services. Ease of access is also dependent on the distribution of community facilities and economic opportunities in the municipal area, and people's proximity to these.

International best practice, SPLUMA, and the PSDF underscore that access is not only a matter of mobility for cars. Rather, walkability, the liveability of towns, land use mix, and density are the ingredients that make it possible to improve access. These attributes allow for efficiency and equity of access for all communities to the regional economy, services, and amenities.

Section 4.1.4 of this chapter sets out the spatial principles that underpin the need to create more walkable, liveable and equitable settlements. At the core of it, is the need to create and transform our settlements into places that work for all people and in a gender sensitive manner, including those who do not have private car access, who rely on walking and other forms of non-motorised transport, and who need to have safe and efficient access to a range of opportunities (services, facilities, employment, and living arrangements). This means that land and space needs to be used more efficiently (i.e. denser development typologies promoted) and land uses mixed (i.e. providing a mix of residential, commercial and retail development along key intensification corridors and in the CBD of the Oudtshoorn).

This strategy directs the municipality to enable appropriate accessibility within and between settlements, as well as across the Garden Route more broadly by:

- Establishing a clear primary and secondary regional route hierarchy, role and investment priorities (N12 versus R62 and R328); and
- Addressing connectivity between Oudtshoorn and the Great Karoo and Garden Route coastal belt areas; and
- Enabling physical accessibility to improve access to opportunity and services, as well as virtual accessibility where long distances are a barrier to physical access.
- Providing the framework for the investment in non-motorised transport (pedestrian) pathways, side-walks and infrastructure within the settlements of Oudtshoorn.

Figure 4.2 illustrates the importance of maximising accessibility at the municipal-wide scale (top graphic) by promoting the accessibility grid as far as is practically possible, and how this grid acts to reinforce nodal development at the intersection of high-order road networks. Similarly, the bottom graphic shows how facilities, services and amenities should be located at places of high accessibility (i.e. near transport interchanges, at the intersection of high-order roads, in CBD's where different modes of transport interchange) and how development should be consolidated along activity routes or intensification streets.

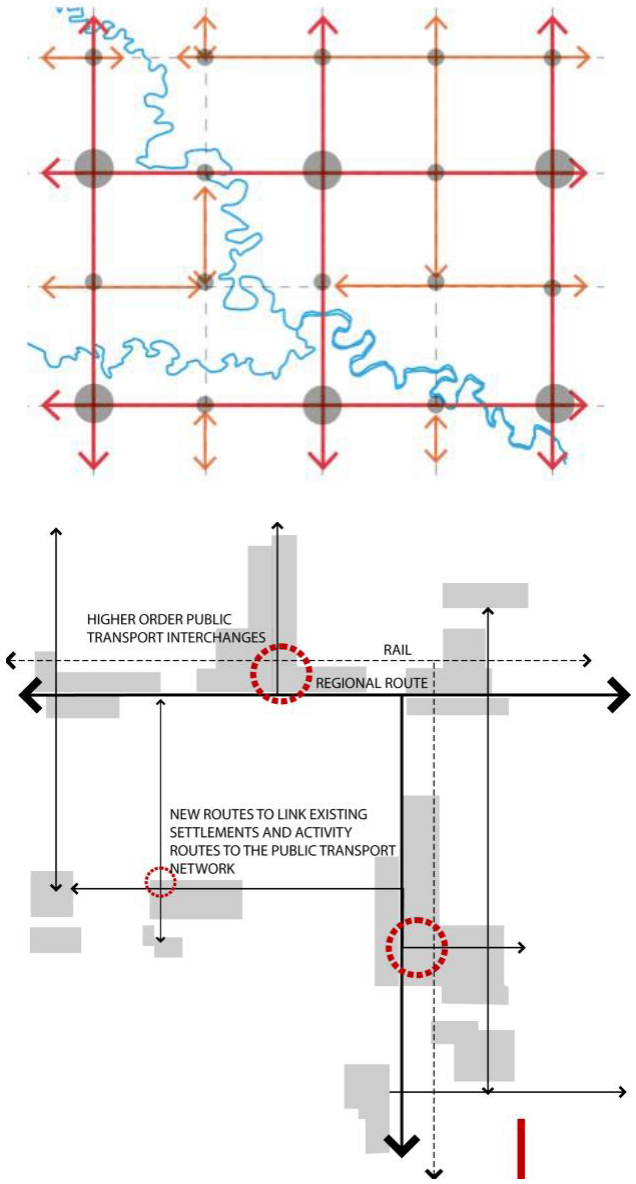


Figure 4.2: Diagrams illustrating how regional accessibility can be conceptualised and achieved

4.1.1.3 STRATEGY THREE: SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

The third leg of a holistic approach to a prosperous and sustainable municipality, is the management of growth and the associated infrastructure systems so that:

(1) The physical resource base (i.e. agricultural land, critical biodiversity, water and river systems) is protected and managed well;
(2) Opportunities are created for residents to prosper in inclusive and just settlements by preventing outward sprawl, disconnected and low-density development;
(3) Municipal financial sustainability becomes a key and central concern in municipal and government infrastructure investment, growth management and expansion; and
(4) Limited resources are used efficiently to protect long term financial sustainability of households, businesses, and government.

This SDF indicates the future role of settlements and their potential to absorb growth. Specifically, Oudtshoorn is the primary service centre of the municipality, in which most services, employment opportunities and facilities are and should continue to be consolidated.

The development approach of the municipality is that infrastructure development, investment, and migration should be directed so that growth is matched to capacity, resources, and opportunity. Specifically, this means:

- Align service and infrastructure capacity with need, jobs, social services, and opportunity; and

- Recognise population dynamics in infrastructure investment (more diverse housing products and opportunities in the centralised locations); and
- Optimise the accessibility network to improve livelihood and sustainable service delivery.

The overarching aim is to achieve balance within settlements so that they function optimally and within finite resources constraints, and preventing situations where low growth settlements expand to accommodate low income persons without the requisite employment growth.

Figure 4.3, below, illustrates the two conceptually differing approaches to urban development. The first image, which is a historically familiar urban development pattern in Oudtshoorn, represents a sprawled out, car-dependent, spatially and racially disconnected urban development pattern which is costly from an infrastructure provisioning and maintenance perspective. The second image, which represents the desired future for Oudtshoorn, represents the need to focus future development predominantly on infill development, consolidating upon and densifying the existing transport corridors, and to also allow contained, considered and affordable outward urban expansion.

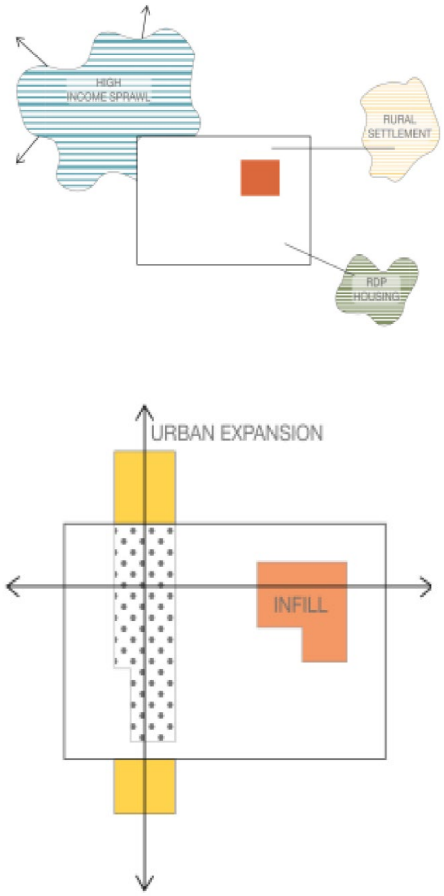


Figure 4.3: Illustrating two differing approaches to urban development: a sprawl-like and infrastructure extensive (and expensive!) approach vs. a consolidative and infill approach

4.1.1.4 STRATEGY FOUR: PARTNERSHIP-DRIVEN GOVERNANCE AND ADMINISTRATION TOWARDS IMPROVED FINANCIAL AND NON-FINANCIAL SUSTAINABILITY AND RESILIENCE

There is a growing understanding that an 'integrated governance' and partnership driven approach is required to ensure better coordination, alignment, and impact of planning, budgeting and delivery. The Oudtshoorn municipality must pursue a range of partnerships to achieve desired impacts, as well as explore shared service solutions within the Garden Route to ensure financial viability as well as sharing of administrative and logistical burdens associated with servicing the region. Partnerships are therefore central to governance within the municipality going forward.

For example, Oudtshoorn's ambitions to achieve the following will require a range of partnerships of different kinds, such as:

(1) The desire to reinv**igorate and revive the CBD of Oudtshoorn**, will require cooperation with private sector business people, retailers, investors of Oudtshoorn, possibly in the form of a Special Ratings Area, in order to ensure improved levels of service create a beautiful, desirable, walkable and indeed 'investable' CBD for Oudtshoorn;

(2) The **desire to provide social housing opportunities** within the restructuring zone, will require partnerships with the provincial government and a social housing institute (in the form of entering into smart partner agreements) in order to deliver hundreds of social housing opportunities in well-located areas;

(3) The **desire to promote government facility and service clustering** for increased accessibility will require a partnership between the municipality and national and provincial Department of Public Works or any department seeking to deliver facilities and realise clustering synergies.

4.1.2 FUTURE DEMAND APPROACH STATEMENT

Before delving into the details of Oudtshoorn's projected population projections, it must be recognised that there is a **high degree of variance** in the various population projections that have been undertaken for Oudtshoorn in the recent past. A Western Cape Population Projections 2011 – 2040 Report (PWC, 2014) anticipated Oudtshoorn's population to **shrink** from 95 931 in 2011 to 90 393 by 2040, therefore being the only municipality projected to shrink in the Garden Route District.

Between the 2001 and 2011 Censuses, the Army, Police and WCED closed training centres based in Oudtshoorn. The ostrich industry also took a hit with bird flu, influencing employment opportunities. As a result, there was an outflow of population. Population projections rely heavily on data from the 2001 and 2011 censuses, being the only credible source of baseline data. The negative growth being projected is as a result of what happened between 2001 and 2011 and not necessarily a reflection of what is currently happening. Only Census 2021 will give a more accurate answer of population numbers.

In addition to the above, and as a result of the seasonality of agricultural work, municipal officials are observing a trend of increased pressures on urban services in all settlements for housing during 'off-season' agricultural periods. Farm evictions may also play a role in creating housing pressures and the creation of informal settlements. Similarly, during agricultural season, housing pressures seem to diminish as seasonal workers return to farms. This create confusion and ambiguity around population pressures and numbers.

Urbanisation should not be confused with municipal-wide population growth. The population projections for Oudtshoorn apply to the entire municipal area and not only for the town. Due to urbanisation of the population, it is plausible that the town may be growing, yet the municipal population could be in decline. The bird flu and drought have caused many people to leave farms and rural settlements to move into town, which may affect municipal-wide population numbers.

More recently, revised population projections were undertaken for Oudtshoorn in 2018. This showed a stabilisation in population numbers and small decrease up until 2024.

The following key observations can be made about Oudtshoorn's future population projections:

- The population of Oudtshoorn is not expected to grow between 2011 and 2030, and is projected to mark a decline by about **1200 persons** between 2018 and 2030 (see Figure 4.4);

- Despite this, due to **shrinking household size numbers** (a nationwide trend), the number of households are expected to grow from **23 065** households in **2018** to **24 569** households in **2030**, based on inherent household size assumptions. This is an increase of 1500 households, most of which will happen in the town of Oudtshoorn (1000 new households by 2030 – see Figure 4.5);

- Based on this, by 2030, between **19 and 38 hectares** of land are required in the town of **Oudtshoorn; between 2 and 4** hectares are needed in Dysselsdorp and between **1 and 2 hectares** are needed in De Rust. This land is required for new residential growth, facilities and associated development, and are assuming gross dwelling unit densities of between 25 and 50 dwelling units per hectare. See Figure 4.6 and 4.7.

POPULATION PROJECTIONS - UP TO 2030											
Settlement	Population (2001)	Population (2011)	Mid Year Estimate 2018	Projected Population 2019	Projected Population 2020	Projected Population 2021	Projected Population 2022	Projected Population 2023	Projected Population 2024	Projected Population 2025	Projected Population 2030
Armoed	417	472	465	465	465	464	464	463	462	462	459
De Hoop	75	151	149	149	149	149	149	148	148	148	147
De Rust	2804	3566	3515	3516	3512	3508	3504	3499	3493	3489	3470
Dysselsdorp	11041	12544	12365	12368	12355	12342	12327	12308	12287	12274	12208
Oudtshoorn (inc. Bongolethu & Bridgeton)	55137	61507	60631	60645	60580	60519	60443	60352	60249	60183	59860
Oudtshoorn NU	15218	17693	17441	17445	17426	17409	17387	17361	17331	17312	17219
Total	**84692**	**95933**	**94566**	**94588**	**94486**	**94391**	**94272**	**94131**	**93970**	**93868**	**93363**

Figure 4.4: Population Projections for Oudtshoorn based on latest mid-year estimated for 2018

HOUSEHOLD PROJECTIONS									
**assuming 4.1 people per household in 2018 (2016 Census Estimate for Oudtshoorn), 4 ppl/hh in 2019, 3.9ppl/hh in 2020 and 3.8 ppl/hh for 2021, 2022, 2023, 2024, 2025 and 2030									
Settlement	No. of households 2018	No. of households2019	No. of households 2020	No. of households 2021	No. of households 2022	No. of households 2023	No. of households 2024	No. of households 2025	No. of households 2030
Armoed	113	116	119	122	122	122	122	121	121
De Hoop	36	37	38	39	39	39	39	39	39
De Rust	857	879	901	923	922	921	919	918	913
Dysselsdorp	3016	3092	3168	3248	3244	3239	3233	3230	3213
Oudtshoorn (inc. Bongolethu & Bridgeton)	14788	15161	15533	15926	15906	15882	15855	15838	15753
Oudtshoorn NU	4254	4361	4468	4581	4575	4569	4561	4556	4531
Total	**23065**	**23647**	**24227**	**24840**	**24808**	**24771**	**24729**	**24702**	**24569**

Figure 4.5: Household Projections for Oudtshoorn 2018 - 2030

LAND PROJECTIONS (@ 25 du / ha)						
Future land requirements for new housing, assuming a future gross dwelling unit density of 25du/ha:						
Settlement	New households between 2018 – 2020	Land Required by 2020 (ha)	New Households between 2018 - 2025	Land Rerquired by 2025	New households between 2018 2030	Land Required by 2030 (ha)
Armoed	6	0.23	8	0.32	7	0.30
De Hoop	2	0.07	3	0.10	2	0.09
De Rust	43	1.73	61	2.43	56	2.24
Dysselsdorp	152	6.08	214	8.56	197	7.87
Oudtshoorn (inc. Bongolethu & Bridgeton)	745	29.81	1050	41.99	965	38.58
Oudtshoorn NU	214	8.57	302	12.08	277	11.10
Total	1162	**46**	1637	**65**	1504	**60**

Figure 4.6: Land projections based on assumption of 25 dwelling units / hectare for future development

LAND PROJECTIONS (@ 50 du / ha)						
Future land requirements for new housing, assuming a future gross dwelling unit density of 50du/ha:						
Settlement	New households between 2018 – 2020	Land Required by 2020 (ha)	New Households between 2018 - 2025	Land Rerquired by 2025	New households between 2018 2030	Land Required by 2030 (ha)
Armoed	6	0.11	8	0.16	7	0.15
De Hoop	2	0.04	3	0.05	2	0.05
De Rust	43	0.86	61	1.22	56	1.12
Dysselsdorp	152	3.04	214	4.28	197	3.93
Oudtshoorn (inc. Bongolethu & Bridgeton)	745	14.90	1050	20.99	965	19.29

Figure 4.7: Land projections based on assumption of 50 dwelling units / hectare for future development

Implications for facilities and services

Increases in populations and number of households has direct impacts on the future need for facilities such as schools and clinics. The Western Cape Government has a Development Parameters Guideline, and the CSIR has developed a Facilities Provision Toolkit which helps us to model future facilities needed to accommodate growth. It is anticipated that the 922 new households in the Oudtshoorn municipality by 2030 may trigger the need for ***approximately***:

- 1 new ECD facility;
- 1 new primary school;
- 1 new sports fields;
- Various new open spaces / parks; and
- Expansion of existing or a new cemetery.

These new facilities must obviously be provided **where the new households are going to be located** and hence it is likely these will be required only within the town of Oudtshoorn.

Building	**922**	**houses will require between**	1	Early Childhood Development Centres	**and**	1	Early Childhood Development Centres	**which will cost up to**	R 2 735 266.67	**to build or contribute to.**
			1	Primary Schools		1	Primary Schools		R 65 646 400.00	
			0	Secondary Schools		1	Secondary Schools		R 32 823 200.00	
			0	Community Sports Field		1	Community Sports Field		R 5 251 712.00	
			0	Local Library		0	Local Library		R 2 625 856.00	
			0	Community Health Care Centre		0	Community Health Care Centre		R 11 488 120.00	
			0	District Hospital		0	District Hospital		R 3 282 320.00	
			0	Children's Homes		0	Children's Homes		R 781 504.76	
			0	Homes for the Aged		0	Homes for the Aged		R 504 972.31	
			0	Community Halls / Centres		0	Community Halls / Centres		R 1 969 392.00	
			0	Municipal Offices		0	Municipal Offices		R 984 696.00	
			0	Firestations		0	Firestations		R 3 282 320.00	
			0	Space (Community		2	Space (Community		R 8 205 800.00	
			0	Cemetries		1	Cemetries		R 13 129 280.00	
			0	Police Stations		0	Police Stations		R 6 564 640.00	

Figure 4.8: New facilities required to support 922 new households by 2030 in Oudtshoorn

A note on assumptions

It should be recognised that these population, household, land and facility projections are based on **several assumptions**, such as the population growth rates experienced between 2011 and 2016 continuing into the future in a linear manner, that the average number of people per household averages 3.8, and that the average planned gross dwelling unit density will be between 25 and 50 dwelling units per hectare. Although linear growth is an unlikely outcome, it is the only reasonable scenario that can be used to project future growth and is seen as the 'middle road' growth scenario. Any variance in these assumptions will drastically change the future growth and development scenario, which is also intimately tied to and related to the future availability of water in the region, the growth or decline of the agricultural sector, migration and any major regional development initiatives that may occur. Therefore, these figures are **indicative and approximate** and assist in identifying future land for development within the settlements. It should be noted that both commercial and industrial new land requirements haven't been approximated, although the SDF maps have made provision for this.

It should be noted that the housing backlog (December, 2018) in each town, which will need to be accommodated in the future, is as follows:

- Oudtshoorn: 8135 people / 4000 housing units;
- Dysselsdorp: 2367 people / 1400 housing units;
- De Rust - 625 people / 450 housing units;
- De Hoop - 46 people; and
- Volmoed - 297 people.

4.1.3 MUNICIPAL-WIDE SPATIAL CONCEPT DIAGRAM

As articulated in the spatial vision, the spatial concept for the municipality focusses on creating a region – the Klein Karoo regional asset - that:

- Promotes **sustainable resource use** by protecting the environment, enhancing the resilience of the region and capitalising on and enhancing the unique Klein Karoo sense of place. In essence, the health of the economy is very much reliant upon the health of the environment;
- Promotes **accessibility and inclusive growth**; and
- **Promotes sustainable growth management**, ultimately ensuring municipal financial sustainability, as well as ecological and social sustainability.

The strategies described in the previous section will now be 'unpacked' in terms of what it means for Oudtshoorn's structuring elements. The Oudtshoorn municipality must:

1) **Protect and enhance** the **natural systems** of the Klein Karoo (such as the Outeniqua, Rooiberg, Groenfontein, Swartberg and Kammanassie Mountain ranges which preserve pristine natural environments). Prioritise Critical Biodiversity Areas and Environmental Support Areas for protection.

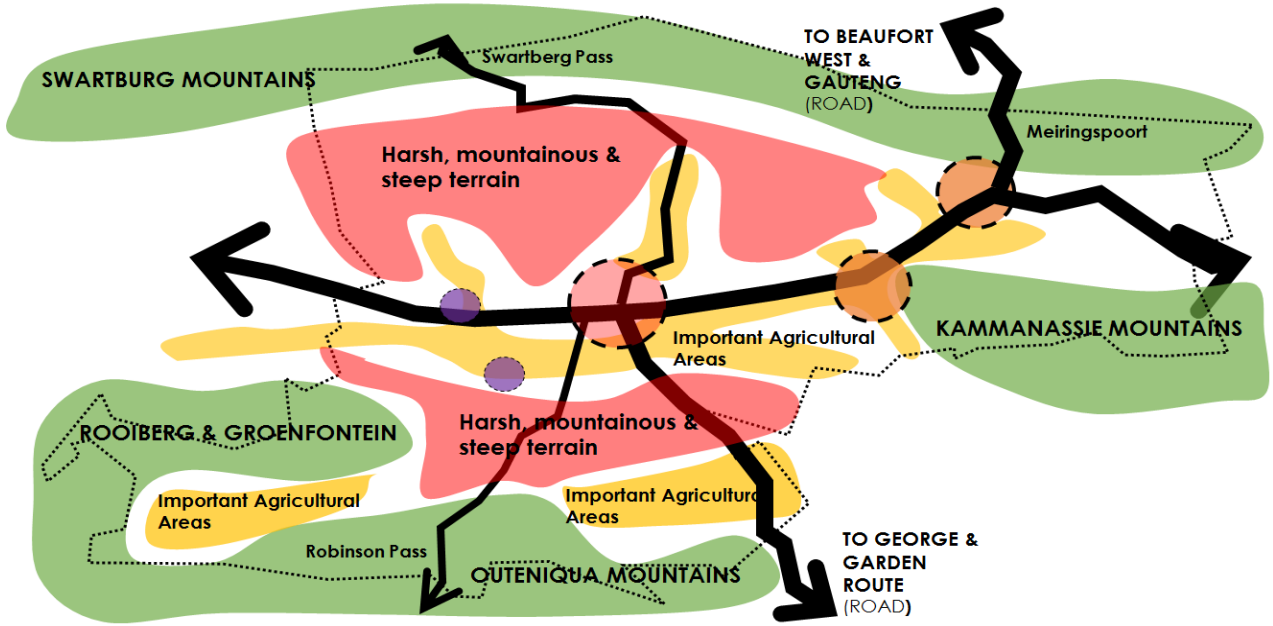
2) **Protect and enhance** water **catchment** areas, **water resources,** and ensure **continuity** in the natural systems and river corridors in the municipality. This means providing the necessary buffers and setbacks (of at least 32m from the side of each riverbank) to preserve **continuity and integrity** of these biodiverse systems. Specifically, this means the Olifants, Grobbelaars, Groot, Doring, Wynands, Moeras, Kammanassie, Kango, and Kandelaars river systems.

3) **Capitalise on the tourism appeal** of the various assets that exist in the Klein Karoo, such as the heritage appeal of existing town centres (i.e. Oudtshoorn town centre), as well as scenic ports and passes (Swartberg Pass, Meringspoort Pass, Robinson Pass). Ensure that all development in the Klein Karoo is compatible with the **sense of place, Klein Karoo character and charm**. This intrinsic value creates lifestyle, tourism and hospitality opportunities, as is seen in Oudtshoorn and De Rust, and hence creates jobs and assists in poverty alleviation, with low barriers to entry to these employment opportunities.

4) Ensure the **development and maintenance** of a **road network** that provides good mobility in the region. The R62 corridor is a key economic and tourism asset that must be maintained and enhanced where appropriate, also from a road safety perspective. Similarly, the N12 to George and Beaufort West (connecting to the N1) are key mobility assets, as well as the R328 to the Cango Caves and Mossel Bay.

5) Specific focus is also needed on **non-motorised transport** within the municipality, specifically within Oudtshoorn and connecting historically under-served areas to the CBD. Non-motorised transport, particularly pedestrian movement, is the primary transport mode among residents. Key interventions for implementation in this area are pedestrian walkways, and cycle paths. An

THE SPATIAL CONCEPT FOR OUDTSHOORN



important consideration in the planning of such interventions is safety, security (good lighting and visual surveillance) as well as shelter from the heat, as a means to mitigate the impacts of climate change.

6) Ensure that **Oudtshoorn** provides the **primary administrative services and facilities** in the region, with De Rust and Dysselsdorp also playing local service centre roles. Business opportunities within these towns to be maximised to encourage the multiplier effect of investment and expenditure. From a capital investment and maintenance perspective, these towns – particularly the town of Oudtshoorn – are the crucial drivers of growth and development opportunities.

7) Strongly encourage **value-add, industrial and agri-processing industries** locating in the primary and local service centres to create employment opportunities and add value to the region's agricultural goods and services. Specifically, Oudtshoorn, Dysselsdorp and De Rust present opportunities for value-add and agri-processing activities.

8) Focus **government investment, facilities, services and housing opportunities** in Oudtshoorn and to a lesser extent Dysselsdorp and De Rust. Prevent the creation of new low-income housing developments in low growth, job deficient settlements that have little prospect of creating employment.

9) Seek **partnerships to enhance various interventions**, such as the desire to reinvigorate the Oudtshoorn CBD; to provide social housing opportunities within the restructuring zone of Oudtshoorn; and to promote national, provincial and municipal facility clustering opportunities.

4.1.4 SETTLEMENT-SPECIFIC SPATIAL PRINCIPLES

The following sets out the planning principles that must be used throughout the municipality in planning and development decision making. This section sets these spatial principles out, building on the Western Cape Provincial Spatial Development Framework.

The **key spatial principles** that must be espoused in all development, maintenance or protection initiatives are:

1. **Spatial efficiency** – ensuring that land, infrastructure and resources are used efficiently and not wastefully.

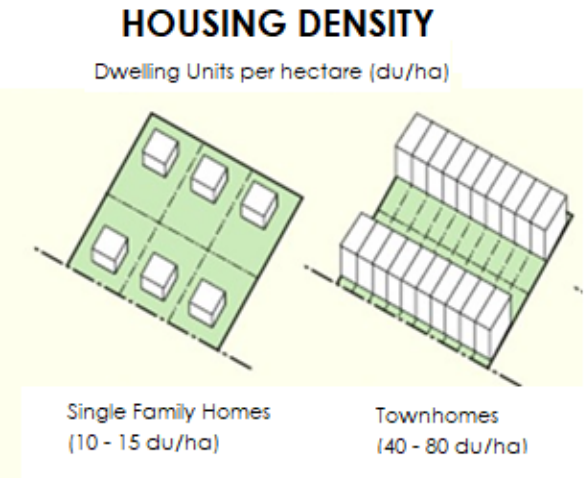


Figure 4.9: Land must be used efficiently. Low density development typologies are costly for the municipality to service and create inequitable settlements that are costly to live in.

2. **Spatial justice & urban restructuring** – ensuring the apartheid legacy is addressed in a way that includes the urban poor in settlement development in places where people can access opportunity, employment, services and facilities. This is important not only for the reasons of redress, but for long term stability and economic growth which requires that **all citizens** are empowered to participate in the economy and become tax and rate paying citizens. Urban restructuring will require well-locate underutilised land to be identified for development of residential, retail and commercial activities. A restructuring zone has been identified for the town of Oudtshoorn, as well as well-located land for infill development in De Rust and Dysselsdorp.

3. **Spatial resilience** – creating settlements that are resilient to change and flexible in times of stress. What this practically means, and in the case of the Klein Karoo, is to create water-resilient settlements that focus on diversification of water sources (including rain water capture as a source of water for households) as well as diversification of economy, social support, energy generation and multiple other systems and services that the region relies upon.

4. **Walkability** & appropriate densification. Linked to the principles of spatial efficiency and also spatial justice, is the basic yet catalytic principle of promoting walkability and ensuring appropriate densification takes place in the settlements of the Klein Karoo. The goal is to create neighbourhoods and settlements that one can traverse on foot or by bicycle in a safe and dignified manner. The State of Place (2017) identified the following 10 universal urban design principles as central to achieving walkability, as set out in Figure 4.10 below. This highlights the importance of density, aesthetics, traffic safety, connectivity, public spaces, safety, form, recreation, pedestrian amenities and proximity as key success factors to promoting more walkable settlements. Indeed, Karoo settlements already have some of the elements of this and the objective of future development should seek to enhance this, rather than detract from it.

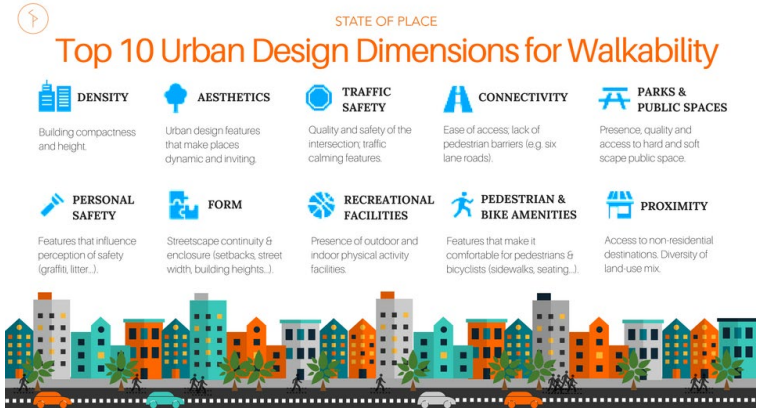


Figure 4.10: The top 10 Urban Design Dimensions for Walkability (http://www.stateofplace.co/state-of-place-profile/)

5. **Municipal financial sustainability** – do not undermine the long term financial sustainability of the settlements of the Klein Karoo or the municipality's long-term ability to deliver services and maintain infrastructure, which is key to long term sustainability. Annexure A of this SDF provides an Urban Growth Proposals Assessment Framework which must be used in assessing whether development applications enhance or erode municipal financial sustainability, and hence either contribute to or detract from municipal financial sustainability.

6. **Honour, enhance and build upon the unique architectural charm and tradition of the Klein Karoo –** the Klein Karoo has unique vernacular building and housing typologies that can be honoured and enhanced in future growth and development by replication – to add character, charm and dignity to the settlements of the

region, but also making these places even more appealing and desirable from a tourism perspective. These typologies need not be expensive and could potentially be replicated in government subsidy housing initiatives, as well as in gap and market housing development. The pictures below illustrate the different housing typologies which should be first and foremost protected, but also proliferated in the Klein Karoo to not detract from its charm, tourism appeal and character.

Figure 4.11a: Typical Karoo-style road-fronting town cottage (source: www.karoospace.co.za/karoo-style/, photographer: Chris Marais**)**

Figure 4.11b: Another typical Karoo-style road-fronting town cottage *(source: http://www.findtripinfo.com/south-africa/northern-cape/karoo.html)*

Figure 4.11c: Typical Karoo-style road-fronting town cottage (http://www.findtripinfo.com/south-africa/northern-cape/karoo.html)

Figure 4.11d: Typical Karoo-style road-fronting town cottage (*https://www.portfoliocollection.com/travel-blog/kicking-back-karoo-country-style-at-nieuwehuyz)*

4.2 MUNICIPAL-WIDE SPATIAL POLICIES

The purpose of this section is to give expression to the vision, strategies, spatial concept and principles set out in the previous sections, by framing a set of policies that must be used to inform land use planning, infrastructure development, rural and urban development decision making within the Oudtshoorn municipality.

4.2.1 STRATEGY A: THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

Climate change, the global economy, and urban development are all placing pressures on the struggling rural economy. The fragile agriculture chain needs to be bolstered by enhancing connections between rural and urban areas and finding ways to not only stabilise the agricultural sector but position it for growth.

One of the objectives of this SDF is to limit the lateral spread of settlements, as this is a predominant cause of habitat loss and biodiversity loss, as well as loss of valuable agricultural land. Similarly, the vulnerability of rural settlements including historic rural towns and farmworker villages must be addressed by applying Annexure A to deciding whether a development adds or detracts from municipal financial sustainability. Any new housing opportunities need to be critically evaluated in terms of need and household vulnerability, as well as the capacity of infrastructure, social services, and economic realities.

Ultimately, the environment is the basis for economic development and growth in Oudtshoorn municipality. The following policies seek to safeguard the environment and unlock the municipality's economic growth potential.

4.2.1.1 POLICY A1: ESTABLISH, MANAGE AND MARKET THE KLEIN KAROO AS A UNIQUE SUB-REGION OF THE GARDEN ROUTE DISTRICT BY CONTAINING DEVELOPMENT AND MANAGING RURAL AREAS THROUGH APPROPRIATE APPLICATION OF SPATIAL PLANNING CATEGORIES (SPCS)

The unique attributes, resources, and risks of the Klein Karoo are different from the Garden Route. These systems are, however, two different yet complementary, mutually reinforcing sub-regions. Designated **Spatial Planning categories (SPCs)** must be taken into account in terms of land use management, so that Critical Biodiversity Areas (CBAs) and protected areas are conserved and restored. Land use change should always favour rehabilitation of indigenous species in degraded areas that have the potential to connect protected areas, CBAs and Ecological Support Areas (ESA's).

Manage land use in the rural areas of the Klein Karoo and Oudtshoorn through the application of Spatial Planning Categories (SPC's) as set out in the Western Cape Rural Land Use Planning Guidelines and the Western Cape Biodiversity Spatial Plan, and ensure that all investment in the Klein Karoo landscape seeks to underpin the principles of spatial sustainability and spatial resilience.

The Oudtshoorn Municipality SDF adopts and recommends the application of the Draft WCG Rural Land Use Planning and Management Guidelines (2017) and their definitions of rural and agricultural Spatial Planning Categories.

Greater detail on each SPC layer can be found in the Western Cape Rural Land Use Guidelines. The Oudtshoorn SDF map (see Figure 4.18) sets out development proposals that are in line with the inherent land use suitability of its varying landscapes.

Policy A1 Guidelines

(i) Protect and conserve important terrestrial, and aquatic habitats (rivers and wetlands) as identified in the Biodiversity Spatial Plan map in Figure 4.13 and Figure 4.18, or identified by more detailed site-specific studies.

(ii) Facilitate the formal protection of priority conservation areas (public and private), as well as the conservation of natural habitats that are not formally proclaimed nature reserves, such as in De Rust (show in Figure 4.21).

(iii) The following mechanisms may be implemented when considering ways of formally protecting endangered and irreplaceable biodiversity. These mechanisms include:

- **Private Land**: involving Stewardship Contract Nature Reserves, Biodiversity Agreements, or Protected Environments;
- **Municipal Land:** Nature Reserve or Municipal Biodiversity Agreement (e.g. City of Cape Town);
- **Forest Nature Reserves** through the Natural Forest Act and Wilderness Areas into Wilderness Act;
- **Title deed restrictions** where land has been designated under the Stewardship Programme or declared a Nature Reserve or Protected Environment;
- **Contractual National Parks**: the zoning of private properties to Open Space III could be used as a mechanism for conservation in terms of the 2016 DEA&DP Standard Draft Zoning Scheme By-Law. Financial and non-financial incentives have the potential to be linked to the conservation on private land with title deed restrictions.

(iv) In line with WC DEA&DP guidelines for rural land use development, new investment in rural areas should not:

- Have significant impact on biodiversity;
- Alienate unique or high value agricultural land;
- Compromise existing farming activities;
- Compromise the current and future use of mineral resources;
- Be inconsistent with cultural and scenic landscapes within which it is situated;
- Involve extensions to the municipality's reticulation networks;
- Impose real costs or risks to the municipality delivering on their mandate; and
- Infringe on the authenticity of the rural landscape and heritage assets.

(v) The following land uses are permitted per Spatial Planning Category in the Oudtshoorn municipal area:

- **Core 1 Areas**: **Critical Biodiversity Areas** (CBA) and protected areas, these include habitats classified as highly irreplaceable, critically endangered, or endangered terrestrial (land), aquatic (rivers, wetlands, and estuaries) and marine habitats. It also includes essential biological corridors vital to sustain their process and pattern functionality. These areas must be regarded as "no-go" for development and must be kept in a natural state, with a management plan focused on maintaining or improving the state of biodiversity. There should be no further loss of natural habitat and degraded areas should be rehabilitated.

- **Core 2 Areas**: Consists of two areas: **Critical Biodiversity Area 2 (Degraded) and Ecological Support Area 1.** These areas are in a degraded or secondary condition that are required to meet biodiversity targets, for species, ecosystems, or ecological processes and infrastructure. These areas should be maintained in a natural or near-natural state with no further loss of natural habitat. These areas should be rehabilitated.

- **Buffer 1 Areas**: These areas may be degraded but still **play an important role in supporting the functioning of Core Areas** (either Protected Areas or CBAs), and are essential for delivering ecosystem services. These areas should be restored and/or managed to minimize impact on ecological infrastructure functioning; especially soil and water-related services. Two components of the rural landscape make up Buffer 1 areas:

(i) **Ecological Support Area 2:** Restore and/or manage to minimize impact on ecological infrastructure functioning; especially soil and water-related services.

(ii) **Other Natural Areas:** Minimize habitat and species loss and ensure ecosystem functionality through strategic landscape planning. Offers flexibility in permissible land-uses, but some authorisation may still be required for high impact land-uses.

- **Buffer 2 Areas**: This category includes areas designated as **Other Natural Areas**, located in an extensive and/or intensive agriculture matrix (i.e. livestock production) as the dominant land use. The Buffer 2 SPC requires that habitat and species loss is minimized and that ecosystem functionality is preserved through strategic landscape planning. Buffer 2 areas offer flexibility in permissible land-uses, but some authorisation may still be required for high-impact land-uses.

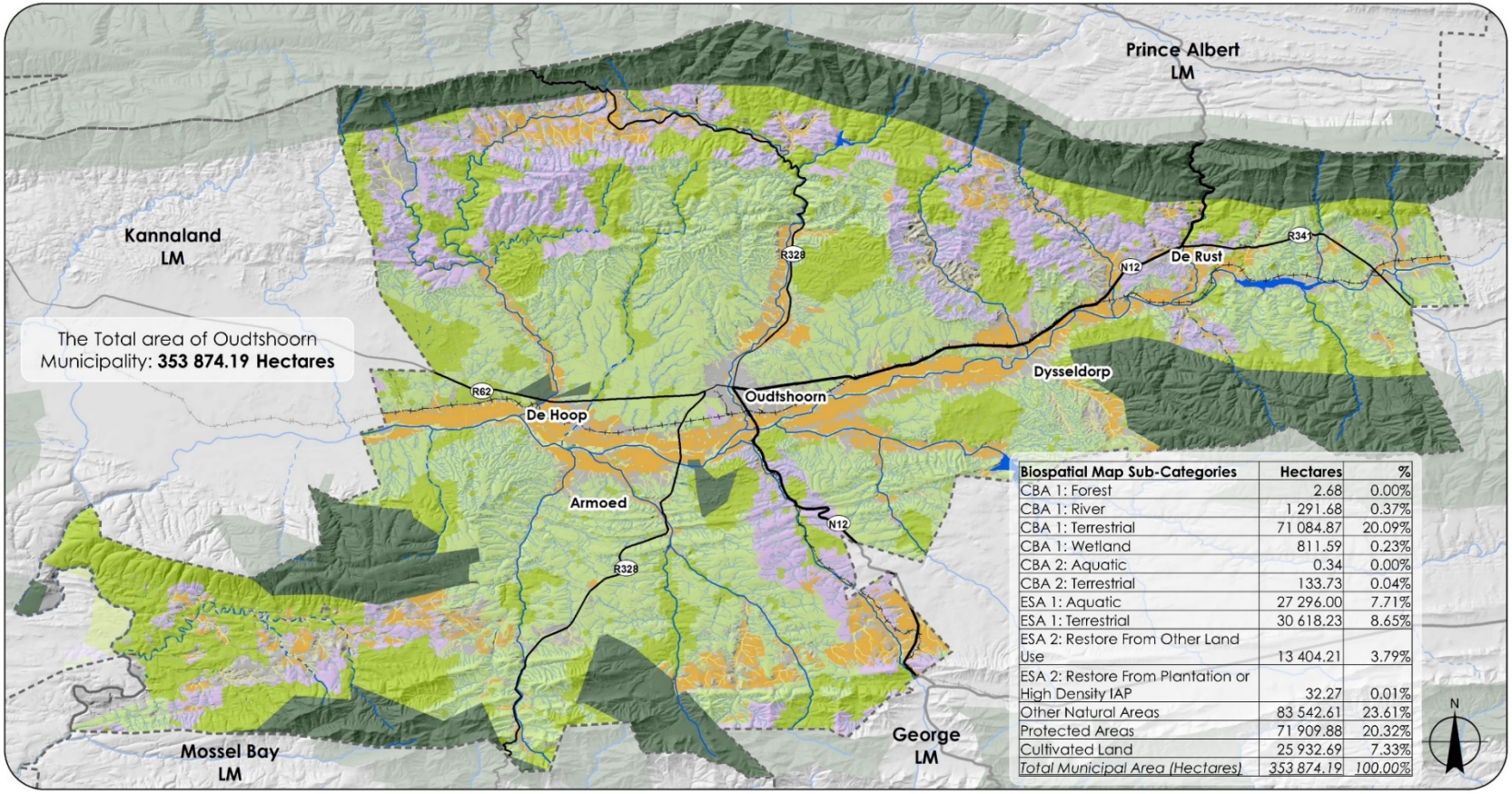
- **Agriculture Areas**: Comprises of existing and potential intensive agriculture footprint (i.e. homogenous farming areas made up of cultivated land and production support areas). It includes areas in which significant or complete loss of natural habitat and ecological functioning has taken place due to farming activities. Existing and potential agricultural landscapes should be consolidated and protected; sustainable agricultural development, land and agrarian reform, and food security should be facilitated and ecosystems must be stabilised and managed to restore their ecological functionality.

- **Settlement Areas:** This category includes all existing settlements, large and smaller towns, villages and hamlets. Settlements are delineated by municipalities in terms of an urban edge or by DEA&DP in terms of the 2014 NEMA Listing Notices as urban areas. The purpose is to develop and manage settlements in a sustainable manner. Wherever possible existing settlements should be used to accommodate non-agricultural activities and facilities.

The table below, in Figure 4.12, seeks to show how to convert Protected Areas, Critical Biodiversity Areas, Ecological Support Areas and other natural areas to the various Spatial Planning Categories talked about above, as set out in the Western Cape Biodiversity Spatial Plan. Figure 4.13 shows the distribution of the Western Cape Biodiversity Spatial Plan map categories throughout the municipality, which are applied in Figure 4.18, the Oudtshoorn SDF composite map.

WCBSP Map Category → / Spatial Planning Category ↓	Protected Areas PA	Critical Biodiversity Area 1 (Terrestrial/ Aquatic) CBA 1	Critical Biodiversity Area 2 (Degraded) CBA 2	Ecological Support Area 1 (Terrestrial/ Aquatic) ESA 1	Ecological Support Area 2 ESA 2	Other Natural Areas (Natural to Near-natural / Degraded) ONA	No Natural Remaining NNR
CORE 1	•	•					
CORE 2			•	•			
BUFFER 1						•	
BUFFER 2					•	•	
AGRICULTURE							•
SETTLEMENT							•

Figure 4.12: A table showing how to convert a Biodiversity Spatial Plan map to a Spatial Planning Category Map



Biospatial Map Sub-Categories	Hectares	%
CBA 1: Forest	2.68	0.00%
CBA 1: River	1 291.68	0.37%
CBA 1: Terrestrial	71 084.87	20.09%
CBA 1: Wetland	811.59	0.23%
CBA 2: Aquatic	0.34	0.00%
CBA 2: Terrestrial	133.73	0.04%
ESA 1: Aquatic	27 296.00	7.71%
ESA 1: Terrestrial	30 618.23	8.65%
ESA 2: Restore From Other Land Use	13 404.21	3.79%
ESA 2: Restore From Plantation or High Density IAP	32.27	0.01%
Other Natural Areas	83 542.61	23.61%
Protected Areas	71 909.88	20.32%
Cultivated Land	25 932.69	7.33%
Total Municipal Area (Hectares)	*353 874.19*	*100.00%*

Western Cape Biospatial Plan 2017 Map: Oudtshoorn Local Municipality

CBA 1 Categories
- CBA 1: Forest
- CBA 1: River
- CBA 1: Terrestrial
- CBA 1: Wetland

CBA 2 Categories
- CBA 2: Aquatic
- CBA 2: Terrestrial

ESA Categories
- ESA 1: Aquatic
- ESA 1: Terrestrial
- ESA 2: Restore From Other Land Use
- ESA 2: Restore From Plantation Or High Density IAP

Other Categories
- Cultivated Land
- Other Natural Areas
- Protected Areas

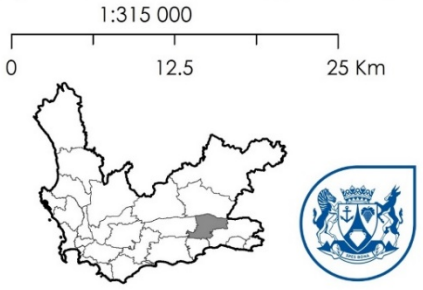


Figure 4.13: The Western Cape Biodiveristy Spatial Plan map for Oudtshoorn from which the Spatial Planning Categories of Figure 4.18 are derived

4.2.1.2 POLICY A2: PROTECT THE MUNICIPALITY'S SCENIC ASSETS, CULTURAL LANDSCAPE AND HERITAGE RESOURCES

The significant scenic and cultural assets that drive growth of the service sectors have been identified for protection. These include agricultural landscapes and landscape features such as mountains, valleys, passes, rivers, and plains (see **Figure 4.18,** as well as examples in **Figure 4.14**). Historical buildings, streetscapes and vistas, such as those in the CBD of Oudtshoorn, De Rust and De Hoop, must also be preserved.

The PSDF Heritage and Scenic Resources Specialist Study (2013) provides guidance in terms of the spatial form and character of settlements. These guidelines are adopted in this SDF and should be referred to in land use management decision making.

The development of a settlement (consolidation or growth) should take the existing (and sometimes historic) structure and spatial form into consideration and strengthen its character. This spatial form must be compact and respond to the topography of the landscape.

The main cultural heritage and scenic resources as identified in the PSDF and endorsed in this SDF include:

- **Scenic routes and passes:** The R62, the R328, and the Swartberg and Meiringspoort passes.
- **Important historic settlements and heritage assets:** De Hoop, De Rust, and Oudtshoorn; and heritage features like Cango Caves, 1895 burial sites, ostrich palaces, historic farmsteads, churches and watermills.
- **Important landscapes:** These include the Swartberg Mountain Range, the Kammanassieberg and foothills, the northern foothills of the Outeniquaberg; the geo-heritage area of Wildehondskloof just west of the R328; and the prime river corridors along the Olifants, Grobbelaars, Groot, Doring, Wynands, Moeras, Kammanassie, Kango, and Kandelaars Rivers where agricultural activity is prominent.

The landscape character of these areas and settlements must be safeguarded, and uncompromising development on ridge lines or in important view corridors must not be allowed

Policy A2 Guidelines

i. Manage **all development** in the Klein Karoo (whether rural or urban, high income or low income) in a way that respects and enhances the sense of place, scenic assets and unique Karoo charm.
ii. Promote **vernacular Karoo-style building typologies** in all development – low income housing development can be adapted to have Karoo-style features.
iii. When delivering agri-processing, renewable energy or any infrastructure in rural areas, ensure that key view sheds, vistas and views are not undermined. This may include ensuring adequate setbacks of buildings and screening (by planting) of such infrastructure (e.g. agri-processing facilities) from key movement routes in the municipality.
iv. Develop and implement a destination and tourism branding and marketing strategy to promote tourism opportunities.
v. Rejuvenate and invest in the historic settlement cores of each town to make these appealing to tourists, businesses and attract investment into the town centres.

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Figure 4.14: The R62 is a key tourist route in the Western Cape Province, and the unique Klein Karoo landscape and geology offers many tourism opportunities

4.2.1.3 POLICY A3: PROMOTE RESILIENT, SUSTAINABLE & INCLUSIVE AGRICULTURE & AGRI-PROCESSING

Agriculture plays a significant role in the Oudtshoorn municipality. It provides opportunities to increase employment and grow products for local and international markets. Agriculture contributes to the region's Gross Domestic Product (GDP), provides food security, and is a basis of many tourism activities. Protecting and promoting the agricultural economy is therefore a priority for the municipality.

The **preservation of agricultural land and the integrity of agricultural operations must be protected and enhanced**. The conversion of irrigated, arable land is not supported in terms of this SDF and the Subdivision of Agricultural Land, Act (Act 70 of 1970), section 3 (f), which states that "no area of jurisdiction, local area, development area, peri-urban area or other area … of the definition of 'agricultural land' in section 1, shall be established on or enlarged so as to include, any land which is agricultural". See Figure 4,15 that shows the extent of the agricultural crops of the municipality.

Development directed at ensuring water security for the agricultural sector and job creation for the inhabitants of the municipality is a priority. In order to achieve this, disaster risk management measures may be implemented in order to protect important agricultural land, resources, and employment that may be lost through flooding, water shortage, and wild fires.

This underscores the need to protect agricultural land as stipulated in the Draft Preservation and Development of Agricultural Land Bill (2016):

- *It is in the national interest to **preserve, and promote sustainable use and development of agricultural land for the production of food, fuel, and fibre** for the primary purpose to sustain life further recognising that high value agricultural land is a scarce and non-renewable resources; and recognising that it is in the interest of everyone to have agricultural land protected, for the benefit of present and future generations;*

- *The sustainable development of agricultural land requires the **integration of social, economic and environmental considerations** in both forward planning and ongoing agricultural land management to ensure that development of agricultural land.*

Given the above, the rural landscape and its agricultural resources must be protected and, where sustainable, expanded to create an agricultural economy which is commensurate with the assets and resources found within the municipality. The potential broadening of production and expansion of agricultural products should also be explored, in order to make a more significant contribution to food security, employment creation and gross value add of the municipality.

Agri-hubs and agri-processing zones have been identified in the Eden (now Garden Route) District Rural Development Plan. This is directly relevant to Oudtshoorn Municipality as DR&DLR has designated the town of Oudtshoorn as an Agri-hub.

Policy A3 Guidelines

i. Encourage water-resilient farming practices that enable more efficient and productive use of water.

ii. Encourage the use of drought-resistant crops and crop hybrids that tolerate drought conditions and also use less water.

iii. Promote farming techniques that do not undermine the ecological integrity of the river systems of the municipality, and ensure the minimum setbacks from river systems are adhered to.

iv. Promote agriculture investments such as agri-processing facilities in existing settlements of the region, and where not feasible to do so, on working farms.

v. Promote value-add to all locally produced agricultural products.

vi. Develop, market and enhance the Karoo brand for meat as well as key fruit and vegetable assets.

vii. Ensure farmers in the region are granted the necessary rights and building plans on their farms to promote agri-processing and job creation, but in a manner that doesn't undermine Karoo landscape charm and character (i.e. designed in a way that complements the landscape and perhaps opens up tourism opportunities).

viii. Provide the necessary farmer support for drought relief, water use efficiencies and agricultural expansion in the region.

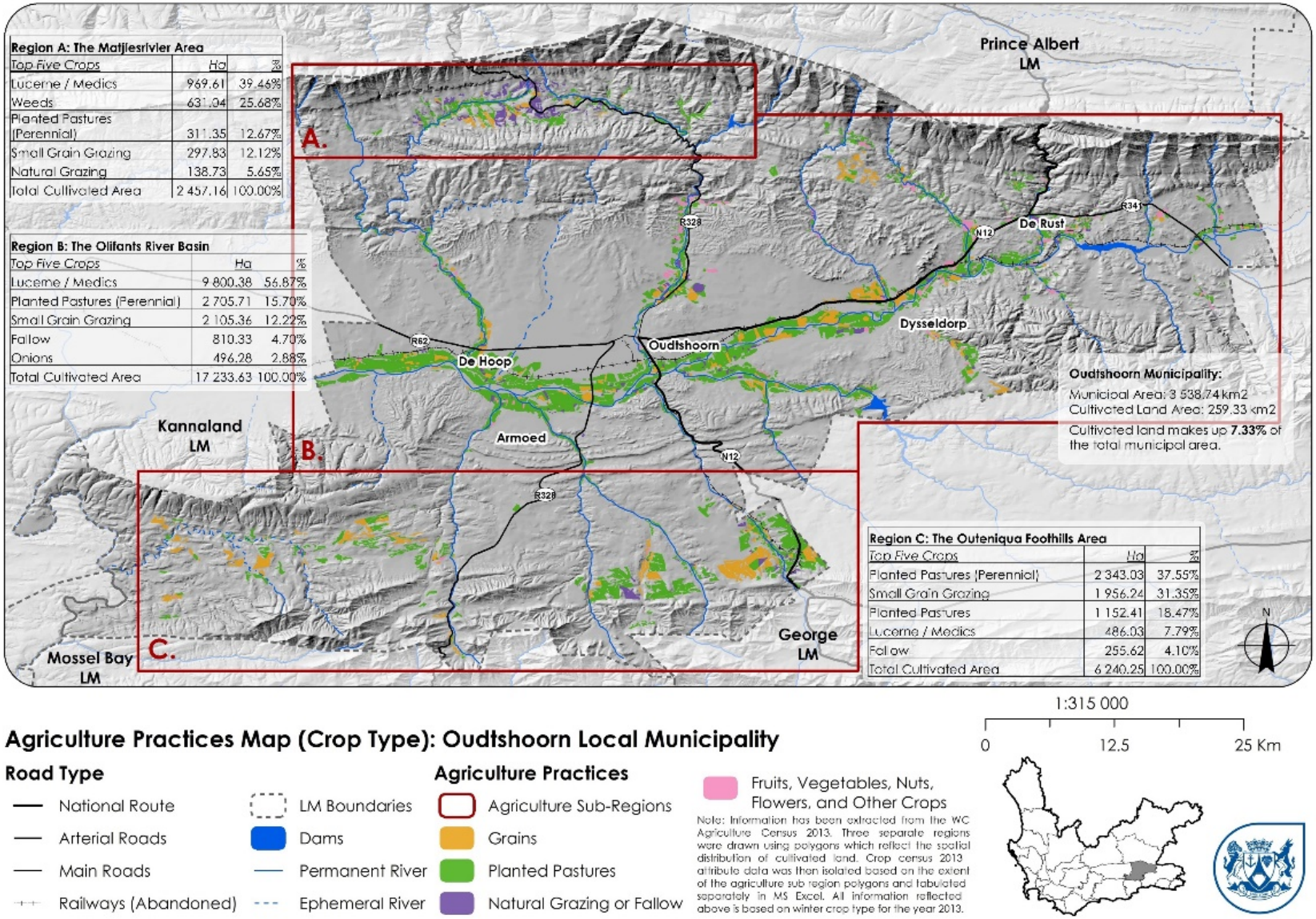


Figure 4.15: Areas of the Oudtshoorn Municipality where valuable agricultural practices take place: worthy of protection and enhancement

4.2.1.4 POLICY A4 – MANAGE AND MITIGATE FLOOD RISK

The risk of extreme events associated with climate change is occurring more frequently and in a manner that impacts on the Municipality. Land uses must be managed to reduce the risk of flooding and to protect human life and property in the case of extreme flooding. Where critical infrastructure and areas are located within flood risk areas, the resilience of these settlements in the instance of extreme events will be compromised.

Flooding is a natural ecological process that occurs in many parts of the municipality. Sustainable urban drainage systems and ecologically sound rural practices must be adopted when planning new development and approving changes to existing land uses. This is required in order to reduce the future risk of flooding and associated impacts on life and property in both rural and urban areas at significant economic and social cost.

To improve Oudtshoorn municipality's resilience to climate change, flood risk mitigation must be integrated into land use management and infrastructure master planning systems, specifically where urban systems intersect with river systems. Set-backs and no urban development within the 1:100-year flood lines must be adhered to specifically along the Grobbelaars river (which intersects the town of Oudtshoorn), the Oliphant's River (intersecting with the towns of Oudtshoorn, Dysselsdorp, De Hoop and Volmoed), and the Groot River (intersecting with De Rust). As a matter of policy, set-backs from the 1:100-year flood line from all rivers must be adhered to for any built-environment infrastructure, unless compelling reasons (substantiated by a hydrologists report) dictate otherwise.

This policy is in-line with the 2017 Eden (now Garden Route) District SDF's Strategic Objective (SO4): Environmental management and public safety and their associated strategies.

- The design of new infrastructure, in particular storm water systems, should consider the higher frequency of flooding associated with extreme weather conditions.
- There should be no development of new hard protected structures within storm water networks; sustainable urban drainage is preferred.

Policy A4 Guidelines

i. Flood lines should be ground-truthed in the municipality and incorporated into future iterations of this SDF. As a general principle, large rivers should have a buffer zone of a minimum width of 150 m on either side of the river-bank, medium rivers with a zone of 75 m, and smaller rivers with a 32 m buffer on each side of the river bank. No development should occur within the 1:100 flood lines of rivers (DEA&DP, 2017). This will ensure that water quality and wildlife habitats are protected. In addition, it will aid in designating where and where no settlements should be developed or expanded and will aid in preventing the dumping of waste and chemicals in rivers.

ii. New development should not be allowed to occur on slopes steeper than 1:4 as the land cleared for development increases erosion and stream siltation. Where development is permitted, it must be associated with sustainable urban drainage design. The design of new infrastructure should consider the higher frequency of flooding associated with extreme weather conditions.

4.2.1.5 POLICY A5 – MITIGATE FIRE RISKS AND IMPACTS ON DISASTER MANAGEMENT

Veld fire is a natural ecological process that occurs in many parts of the municipality from time to time. However, if it is not managed or settlement patterns exacerbate the risk of veld fire, it places great risk to life and property in both rural and urban areas, at a significant economic and social cost. It is anticipated that along with the aforementioned expectation of more extreme weather events resulting from climate change, elevated levels of fire risk need to be taken into account.

While the Garden Route District is the competent authority with regards to disaster risk management, the implementation of mitigation measures is directly impacted by land use management executed by Oudtshoorn municipality. Therefore, the Garden Route District Municipality's Disaster Risk Management Department must be given an opportunity to provide input into land use applications in interface areas where veldfire is a risk. A protocol between the Garden Route District and Oudtshoorn municipality must be developed to facilitate this.

The management of veld fire risk must be integrated into the Planning By-Law and the urban edge management of Oudtshoorn. This policy is in support of Garden Route District's Strategic Objective (SO4): Environmental management and public safety.

Alien vegetation reduces biodiversity, exacerbates fire and flood risk and invades wetlands and catchment areas. Wetlands and catchment areas then lose the ability to retain rainwater runoff that feeds rivers, which in turn negatively affects municipal water supply. In addition, the loss of riverine vegetation results in a higher rate of erosion and estuarine siltation.

Policy A5 Guidelines

i. High veld fire risk areas and asset protection zones – which are deemed to be the interface zone between the built environment (i.e. settlements) and the agricultural or natural environment – must ensure adequate fire breaks are considered and implemented.

ii. Eco-estates must be conditioned to ensure ecological fire regimes at the correct intervals.

iii. Landowners in fire-prone areas should be encouraged to join the Southern Cape Fire Protection Association.

iv. Vacant properties which are poorly managed and present a fire risk should be identified and measures must be put in place to enhance the management and mitigate against the fire risk of these properties.

v. Fire risk management zones must be in line with guidelines found within the Ecosystem Guidelines for Environments in the Western Cape (2016).

vi. Guidelines for the monitoring, control, and eradication of alien invasive species can be found in Section 76 of the National Environmental Management: Biodiversity Act, 2004 (Act 10 of 2004) ('NEMBA') and Ecosystem Guidelines for Environments in the Western Cape (Fynbos Forum, 2016).

vii. Public land owners must allocate sufficient resources to ensure the management of their land to remove and prevent alien vegetation infestation.

viii. Initiate and support alien vegetation eradication programmes on the urban periphery, in river catchment areas and Fire Management Areas.

4.2.1.6 POLICY A6: PROMOTE AND DEVELOP A WATER RESILIENT KLEIN KAROO

Without water, Oudtshoorn municipality is economically, socially and environmentally unsustainable. Indeed, it can neither support any further growth in population or economy if water is not managed, extracted and utilised sustainably. If the status quo remains, the region will continue to experience economic shocks related to water unavailability, inhibiting the chance of the poor in the region to access jobs and ultimately move out of poverty. Water is therefore very much at the heart of the economy.

Water sensitive design, water availability or water constraints must therefore be considered as part of all land use management changes, urban development, infrastructure expansion or any other process that impacts on water availability in the municipality.

Policy A6 Guidelines:

The municipality will adapt to water scarcity by:

i. Developing water and sanitation infrastructure that utilises water re-cycling and reuse.

ii. Promoting household and farm-scale rain water capturing for non-potable uses.

iii. Ensuring rainwater tanks are included in new developments of households on erven larger than 120m^2.

iv. Regulating borehole use to ensure sustainable use of groundwater systems.

v. Monitoring ground water resources and implementing effective water reduction techniques when sources are low.

vi. Ensuring the integrity of valuable rainwater catchment areas, groundwater recharge areas and riverine systems are kept clear of invasive plant species or any use that will either degrade the quality or quantity of water available for use.

vii. Promoting farming techniques that minimise water use.

viii. Promoting compact urban development to minimise infrastructure expansion that increases the risks of water loss from expansive water reticulation systems.

ix. Investing in a maintenance programme that seeks to minimise leaks from municipal water infrastructure.

4.2.1.7 POLICY A7: LAND REFORM SUPPORT POLICY

The following sets out **five criteria** used to identify **Strategically Located Land (SLL)** for land reform in the Oudtshoorn municipal area. These criteria are generally used to inform the **acquisition** of farms in rural areas for land reform purposes.

1. The farm should fall within the Farmer Production Support Unit (FPSU) catchment area, which indicates its proximity to the nearest town, potential markets and accessibility to the District road network. The FBSU catchment area is defined as being within 60 km of an FBSU.

2. The farm must not fall within a Spatial Planning Category (SPC) or Biodiversity Spatial Plan area that indicates it as sensitive or having constraints (i.e. in a core or buffer SPC). Ideally, an Agricultural SPC is considered to be the most suitable land for acquisition purposes. This may not be a consideration if the farm is intended to be used for tourism (non-farming) purposes due to its natural beauty or if the intent is to sustainably harvest biodiversity (such as fynbos).

3. The farm should not contain significant amounts of steep slopes (i.e. slopes above 12%).

4. Land ownership: state owned land should be first considered for land reform purposes, before privately-owned land is acquired for land reform purposes.

5. The farm must have access, or have the potential to access, sufficient water to sustain its operations.

4.2.1.8 POLICY A8: OUDTSHOORN CLIMATE CHANGE ADAPTATION AND MITIGATION POLICY

Drought and fire are perhaps the most severe of the suite of potential climate change impacts for the Oudtshoorn municipal area. Extended periods of drought not only have water-related impacts but biodiversity, infrastructure, food and human health impacts. The Oudtshoorn municipality will focus deliberately on integrating climate change mitigation (reducing greenhouse gas emissions) and climate change adaptation (creating an environment resilient to the impacts of climate change) into its future growth path.

Policy A8 Guidelines for Mitigation:

(i) Identify and protect primary carbon sinks in the municipal area – relating predominantly to Critical Biodiversity Areas and Environmental Support Areas as mapped in Figure 4.13 and Figure 4.18;

(ii) Promote walkable settlements with investments in non-motorised transport infrastructure and pedestrian friendly urban design;

(iii) Promote renewable energy generation and use;

(iv) Promote green-building principles in new builds and retrofitting of buildings;

(v) Identify and protect subterranean water sources (aquifers) ensuring that urban development does not encroach on recharge areas (supply) and maintain the integrity of the water quality (pollution prevention, fertilizer use and pest control measures);

Policy A8 Guidelines for Adaptation:

(i) Identify and protect future flood risk zones, and avoid these areas in new development, as articulated in Policy A5;

(ii) Promote water-efficient infrastructure development to reduce urban and rural water use, as well as reduce consumption and invest in infrastructure renewal to reduce leakages;

(iii) Identify and remove alien vegetation from water catchments to reduce water loss, as well as for fire risk reasons;

(iv) Promote planting, shade and urban forms that promote urban cooling effects in summer heat waves;

(v) Ensure storm water systems in urban areas can accommodate flooding conditions effectively;

(vi) Promote the development of infrastructure that is resistant to increased heatwaves;

4.2.2 STRATEGY B: ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

The transport system of the municipality must be appropriate and affordable for the inhabitants of the region. However, it must also support the region to achieve increased levels of growth and jobs. The contribution of informality to the broader economic vitality of the municipality must also be better understood in terms of informal public transportation. Similarly, settlements must be developed to promote accessibility and liveability, which requires denser 'urban' development and infill to be promoted, making the settlements more accessible on foot.

4.2.2.1 POLICY B1 – RATIONALISE THE REGIONAL MOBILITY NETWORK

It is necessary to establish an affordable and accessible mobility network that provides linkages across municipal boundaries to ensure that regional mobility is achieved. This in part required the R62 to accommodate both regional tourism and freight traffic, to alleviate and provide an alternative to the N2, as well as to maintain the higher-order road network in a good to excellent condition.

Policy B1 Guidelines

(i) In order to improve congestion along the N2 (particularly during peak holiday season), it is proposed that the R62 is upgraded to accommodate regional tour buses and freight traffic. This would enhance regional mobility and freight movement. There are three positive outcomes that could also occur if the R62 were to be upgraded. Firstly, it would provide an alternative to the N2 for freight during peak season. Secondly, it would provide an additional route in the event of the closure of the N2 in a disaster situation. Thirdly, it would provide an economic driver to the towns along the R62, including Oudtshoorn. This has significant potential budget implications for the Provincial Department of Transport and Public Works, and must be included in future planning for the upgrade of the R62 road asset.

(ii) The R62 is a significant tourism route, the CNN has voted it as one of the top ten road trip destinations in the world (Bremmer & Shadbolt, 2017). It is proposed that in addition to upgrading the R62, land use and mobility tensions should be managed through street design and land use planning as opposed to the implementation of bypasses. This will ensure that the attractive quality of the route is maintained. An example of a tourism route in the Western Cape that accommodates both the scenic and tourism nature of a freight route is the section between Montagu and Barrydale as well as certain sections of the N2.

(iii) Upgrade the Oudemouragie Road between the Cango caves and De Rust.

(iv) Ensure proper and consistent maintenance of the Swartberg Pass gravel road. The road asset management plans of the Department of Transport and Public Works must take cognisance of this desire.

(v) Investigate the introduction of the introduction of a weighbridge to manage freight traffic and heavy loads passing through the Oudtshoorn municipal area.

4.2.2.2 POLICY B2: TOWN IMPROVEMENT INITIATIVES

As part of improving money spent in the region of people passing through it, each settlement in the region needs to ensure that it creates an environment conducive to attracting passers-by to spend money in them. In some instances, beautification programmes could be carried out and in other, infrastructure interventions may be required. The town of Oudtshoorn, and specifically the CBD, is seen as the primary settlement which should receive such investment, followed by De Rust, and Dysselsdorp.

Policy B2 Guidelines

i. The town of Oudtshoorn, De Rust and Dysselsdorp to carry out basic beautification measures at its entrances and main through-fares, including cleaning and sanitation services, tree-planting (in drought-tolerant species) and investment in public-walkways (non-motorised transport infrastructure) and main streets. The settlement specific spatial plans also indicate priority for investment for beautification as well as non-motorised transport.
ii. Infrastructure maintenance to be prioritised in in Oudtshoorn CBD, as well as main thoroughfares and routes of Oudtshoorn. The settlement specific spatial plans also indicate priority for investment for infrastructure maintenance.
iii. Investigate low-cost high-impact measures to increase the appeal of settlements for attracting tourists, which will entail engaging with the public and business bodies in determining what is appropriate and implementable.
iv. Implement considered guidelines to create and maintain a distinctive character (see Barrydale as an example of innovation in tourism and character).
v. In all cases urban management services to be of a high standard throughout the municipality.

4.2.2.3 POLICY B3: RURAL MOBILITY & NON-MOTORISED TRANSPORT IMPROVEMENT

As has been clearly articulated in the Oudtshoorn Integrated Transport Plan, mobility for the rural poor between settlements is a key social support need. Provincial Government and local government must find ways to provide low-cost mobility solutions to ensure people in the region have access to basic services, facilities, education and employment.

Similarly, most people in the settlements walk or cycle to access employment, services, and facilities. This calls for the need for adequate and dignified non-motorised transport facilities to be developed along key routes that are commonly used by pedestrians and cyclists. Oudtshoorn must develop and implement NMT plans which invest in NMT infrastructure improvements, primarily in Oudtshoorn, but to a lesser extent De Rust and Dysselsdorp.

Policy B3 Guidelines

i. Lobby the implementation of a Mobility Strategy, even if a reduced service thereof, to provide a basic level of mobility.

ii. Investigate the feasibility of linking Oudtshoorn to George via the George Integrated Public Transport Network.

iii. Invest in rural pedestrian safety, the development of non-motorised transport networks and scholar transport safety. See settlement-specific spatial plans for an indication of where such NMT infrastructure may be provided.

4.2.2.4 POLICY B4: SETTLEMENT HIERARCHY

The settlement hierarchy of the municipality is as follows:

1) Oudtshoorn as the **Regional Service Centre** of the municipality – providing all of the high-order services, facilities and opportunities associated with a service centre of its nature. This is also the settlement that should receive the bulk on investment from an infrastructure investment, facilities provision perspective. The town to accommodate a mix of residential, commercial, office and public facilities and focus on creating a high-quality public realm and public spaces. This is a priority investment area, specifically the Oudtshoorn CBD and restructuring zone.

2) De Rust as a **major rural settlement,** primarily focussed on proving a more local service centre role to its inhabitants and surrounding farming areas. The town is primarily a tourism-oriented settlement that will provide a level of access to lower order facilities and services. Higher order facilities and services will not be located in this settlement, and only a small portion of investment in human settlement and infrastructure investment (mostly on maintenance) should be carried out here. Strategic investment in improving the quality of the public realm of the main street where most tourism activity occurs.

3) Dysselsdorp as a **major rural settlement,** primarily focussed on proving a more local service centre role to its inhabitants and surrounding farming areas. This town have a significant population yet very few employment opportunities. Investment in expanding private sector opportunities in the north node of the town (as shown in settlement scale map) is critical.

4) De Hoop, Volmoed/ Armoed and Spieskamp as **minor rural settlements** with limited access to facilities. Investment from the municipality should be to consolidate these areas, rather than expand them, due to municipal financial sustainability concerns.

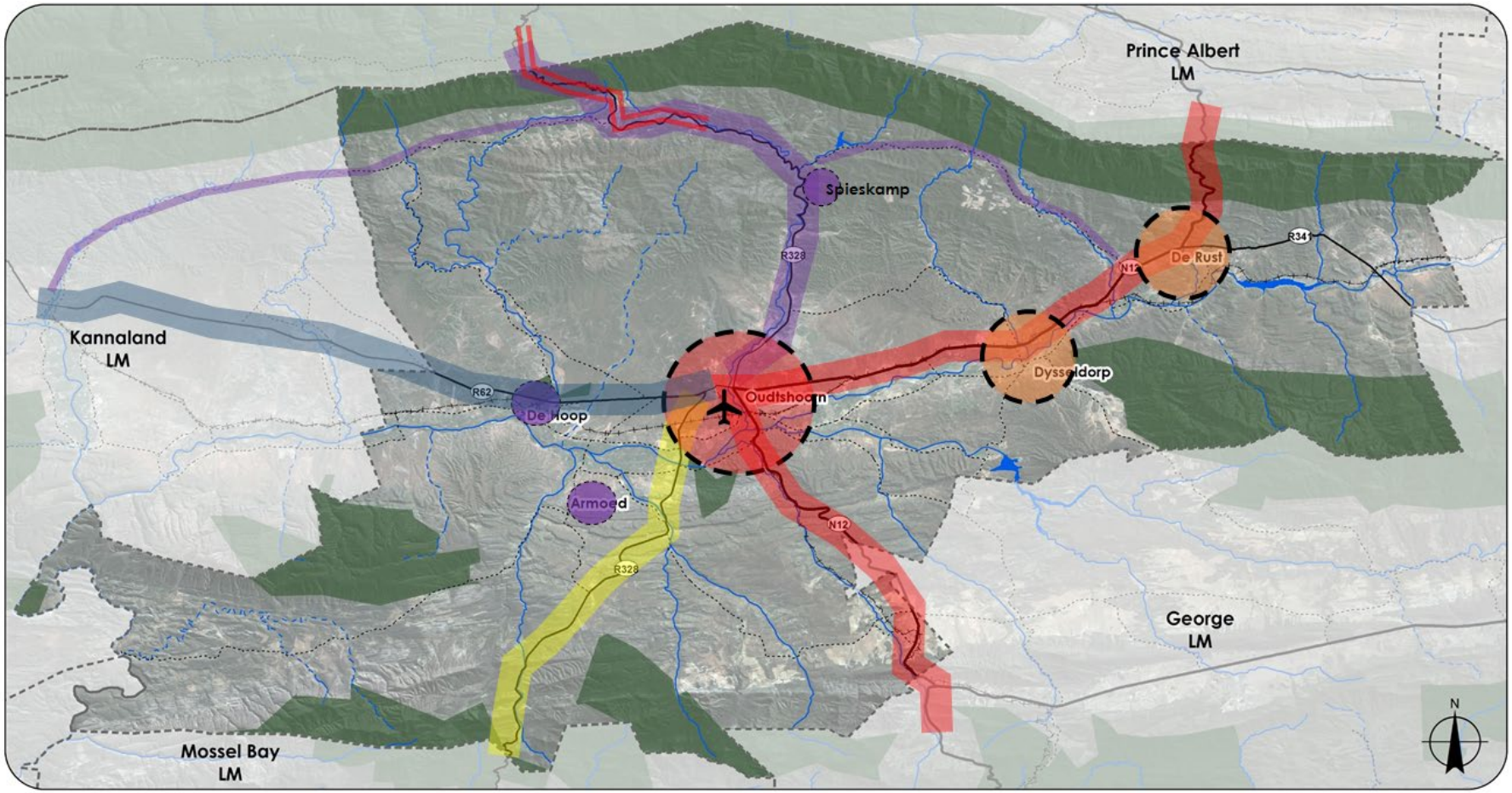


Figure 4.16: The Accessibility, Inclusive Growth and Liveability opportunities in Oudtshoorn

4.2.3 STRATEGY C: SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES.

Allocate government resources, infrastructure and facilities in a manner that uplifts and skills people and focusses on maximising impact on the most possible people, while providing a basic level of service for all in the settlements of the Klein Karoo.

Government has limited budget, limited capacity to implement and limited land. Therefore, clustering and co-locating facilities and services must be pursued to ensure the maximum utilisation of land and resources, and provide these in the most accessible locations.

4.2.3.1 POLICY C1: FACILITY CLUSTERING & DESIGN PROTOCOL

In order to optimise the use of land, and precious resources, all new facility development must be multi-functional in nature. Facility types such as sports fields and halls must be designed and located in a way that serves different user groups at different times. The principles of space efficiency, multi- functionality and clustering must be strongly encouraged in all facility provision projects.

In addition to the above, housing provision on the peripheries of large school sites has the potential to firstly reduce the housing backlog and secondly provide much-needed security and passive surveillance on school sites. See Figure 4.17a and 4.17b below which illustrates how this could be designed.

Policy C1 Guidelines:

i. Ensure all new facility developments explore co-locating and clustering as a development option.

ii. Identify land where housing opportunities can be provided around existing schools.

iii. Ensure facilities are not development in a land extensive manner.

iv. Engage with the National Department of Public Works in consolidating its services and facilities in a single, accessible precinct in a precinct planning exercise.

Figure 4.17a: How existing school sites can be 'wrapped' with different housing typologies to provide passive surveillance, optimise land use and include other public facilities (WCG, 2015)

v. Locate clustered facilities ideally in **priority development areas, restructuring zones or upgrading areas.**

The concept illustrated above can be seen practically applied in the case of Riebeek Primary School in Belhar, Cape Town, in Figure 4.17b below.

Figure 4.17b: Riebeek Primary School in Belharm cape Town, where housing has been 'wrapped around' the school site and the hall is multifunctional for both school and community use.

4.2.3.2 POLICY C2: HUMAN SETTLEMENT FOCUS AREAS FOR 2019 – 2024

Based on the population projections and housing numbers, the following are the priority investment area for human settlements, infrastructure and services for **the next 5-year period** (2019 – 2024):

i. Priority 1: Oudtshoorn
ii. Priority 2: Dysselsdorp
iii. Priority 3: De Rust

The region must **actively desist from providing any more government subsidy housing in areas where there are few to no economic opportunities such as De Hoop and Armoed.** This entrenches the cycle of poverty and creates poverty pockets and poverty traps in the Province. Housing must be provided in areas where there is some reasonable prospect of job creation, economic growth and prospects for the empowerment and future of the children of the Klein Karoo.

Figure 4.186 illustrates the settlement hierarchy of Oudtshoorn and its immediate surrounds, Oudtshoorn is a regional service centre – although George is the primary one in the entire region, with De Rust playing a tourism role and Dysselsdorp potentially an agri-processing and industrial role which is currently largely residential. Both Dysselsdorp and De Rust are seen as major rural settlements, while Voelmoed / Armoed, De Hoop and Spieskamp are seen as minor rural settlements.

4.2.3.3 POLICY C3: SETTLEMENT DESIGN, PLACE-MAKING & NON-MOTORISED TRANSPORT POLICY

Sprawling development compromises the character and landscape that are the areas economic assets. The municipality can also not afford to service this kind of development nor run the risk of water loses presented by this kind of development. New development should promote:

i. **Efficient use of land** and infrastructure, containing sprawl and prioritising infill and densification and redevelopment within the settlements;

ii. **Complementary activities** to collocate;

iii. **Densification and mixing of uses**, focusing on key movement and economic corridors;

iv. **Integration / restructuring zones**: opportunities for public intervention to locate public housing and economic opportunities;

v. **Regeneration zones** – manage land uses to preserve heritage and invest in uplifting these areas out of degradation.

vi. **Housing delivery** to align with integration, restructuring and regeneration zones;

4.2.3.4 POLICY C4: ASSET MANAGEMENT MAINTENANCE POLICY

Assets and infrastructure in Oudtshoorn, consistent with national and provincial trends, are under severe strain in part due to historic underinvestment in rehabilitation and renewal, diminishing budgets, aging assets and infrastructure and a focus on the creation of new infrastructure rather than on the maintenance of existing infrastructure.

Waste water treatment capacity is exceeded in a number of bulk wastewater treatment facilities in Oudtshoorn Municipality. The ensuring pollution of rivers has an adverse impact on human health and the environment and presents a considerable social and economic cost. Waste water from treatment works must be viewed as a valuable resource which offers the municipality opportunities for value capture and environmental improvement.

Inadequate waste management places an additional threat to critical water sources. This is exacerbated both by drought and high rainfall periods. Hence, there is need to consider alternate forms of integrated waste management, such as recycling incentives or a waste-to-energy plant.

Sanitation bulk infrastructure master planning must ensure that investments are timelessly made to secure the integrity of the Municipality's environmental systems and ecological services and to ensure risk to public health is mitigated.

Given this, the municipality must develop and implement an Asset Management and Maintenance Policy that applies to managing water and sanitation assets, roads and sidewalks, solid waste, building,

storm water, and community facility assets and any other infrastructure owned by the municipality.

The core objective of this policy is to bring back focus on asset and infrastructure maintenance, in recognition that it is irresponsible to continue to allow outward urban expansion without the commensurate focus on maintaining those assets and infrastructure that underpins existing urban growth and development.

Policy C4 Guidelines

The local municipality **must** prepare and implement an **Asset and Infrastructure Maintenance Plan** that is responsive to its mandates and responsibilities (or delegated responsibilities) by**:**

(i) Defining **maintenance outcomes** desired per asset / infrastructure class;

(ii) Identifying **all assets** in Oudtshoorn and who is responsible for maintaining them (i.e. **develop asset register**);

(iii) Identifying **critical assets** based on the risk and impact of asset or infrastructure failure;

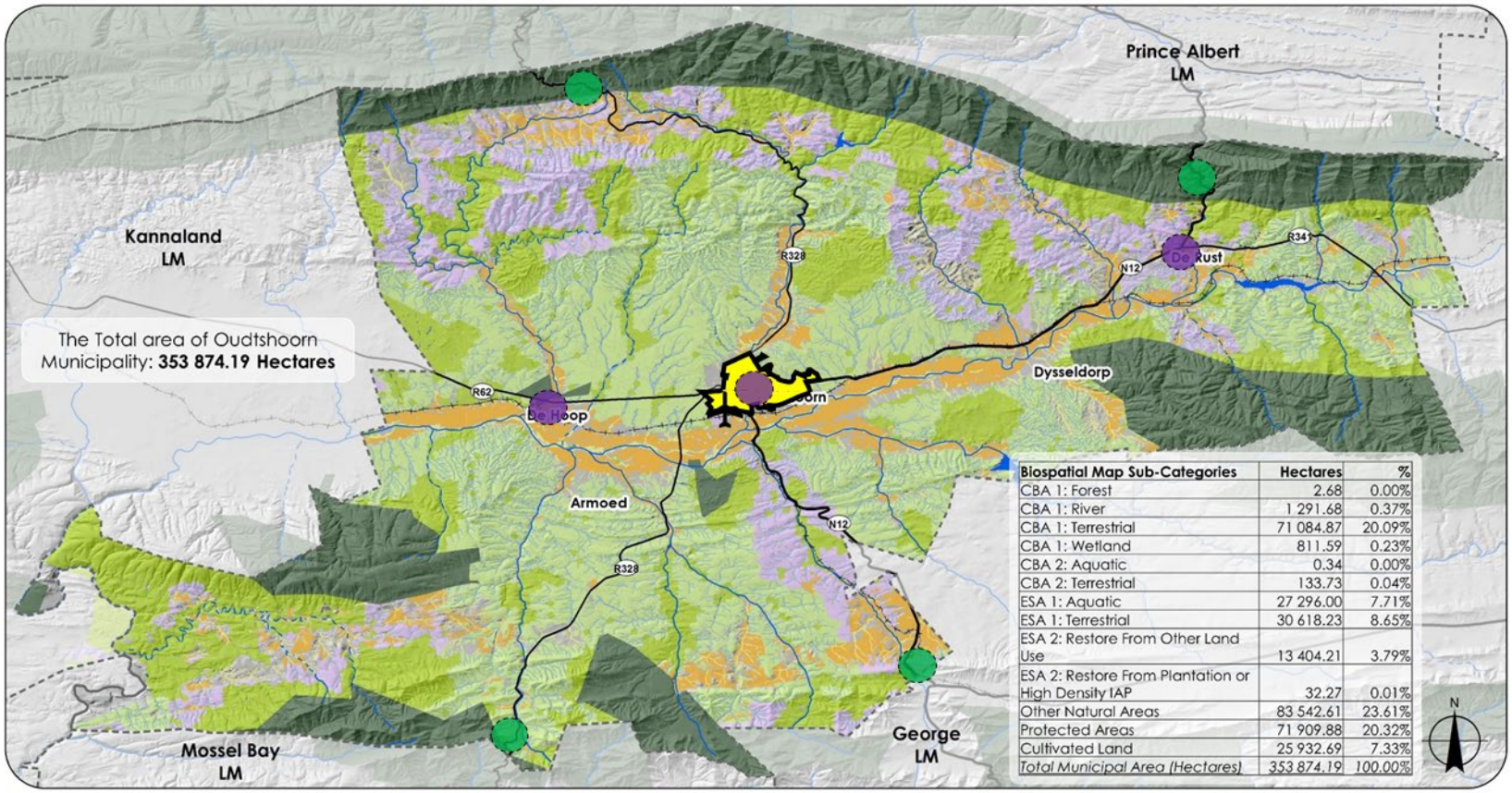
(iv) Determining the **maintenance options** available and select option that has the lowest life-cycle cost.

(v) Greater detail is available on asset and infrastructure maintenance from various guidelines developed, such as the MFMA Local Government Capital Asset Management Guideline (2008), Guidelines for Infrastructure Asset Management in Local Government (2007) and International Infrastructure Management Manual (2006).

(vi) An updated vacant land audit will assist in focusing infill development opportunities, or achieving social housing objectives.

(vii) Focus development opportunities in underutilised and vacant land in the municipality, and in the targeted restricting zones and CBD of Oudtshoorn.

4.2.4 MUNICIPAL WIDE COMPOSITE MAP



Composite Municipal Spatial Development Framework for Oudtshoorn

1:315 000
0 12.5 25 Km

Legend

- CORE 1 SPC: No development in CBA's
- CORE 2 SPC: Rehabilitate, restore and maintain in near-natural state – low impact development
- BUFFER 1 & 2 SPC: Minimize impact & allow extensive agriculture
- Agriculture SPC: allow sustainable intensive agricultural practices, associated agri-processing activity
- Maintain, enhance scenic routes & passes, revitalise historic settlements
- Revitalise historic settlements

Figure 4.18: Municipal Wide Composite SDF map for Oudtshoorn

4.3 SETTLEMENT SPECIFIC SPATIAL POLICIES AND PROPOSALS

Now that the municipal-wide policies have been articulated in section 4.2, this section seeks to set out specific proposals and elaborate on the policies as they apply at the settlement scale for the town of Oudtshoorn, Dysselsdorp, De Rust, Volmoed and De Hoop.

4.3.1 SETTLEMENT SPECIFIC PROPOSALS: TOWN OF OUDTSHOORN

The following sets out the spatial proposals for the town of Oudtshoorn. It should be noted that the proposals are underpinned by the 2015 SDF, with modifications due to the following factors:

- Slower rates of population growth;
- Slow or a lack of take up in the existing growth areas identified in the previous SDF;
- Adjustment of growth areas based on critical biodiversity areas and agricultural areas;

All proposals listed below are reflected in the map shown in **Figure 4.19a,** below.

THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

Urban Edge

A more contained urban edge (similar to the 2015 urban edge) is proposed for the town of Oudtshoorn to follow topographical, agricultural, scenic as well as biodiversity assets and informants while at the same time **allowing for contained development**. Current and future development proposals, as well as the expansion of the cemetery have been incorporated into the delineation of the proposed urban edge. It should be noted that the urban edge has been somewhat curtailed back from existing agriculturally productive land south of land parcels 7, 14a and 14b.

Protection of agricultural land and setbacks from flood lines

Surrounding agriculture outside of the settlement footprint must be protected from future development, and no development is allowed within the determined floodplain along the Grobbelaars River corridor within either the 100-year flood plain (as promulgated by DWA), as well as the Oliphant's River flood plain.

Green Network

Internal urban green corridors are proposed to connect the southern edge of town with Grootkop's biodiversity and ecosystem support areas. These corridors continuously run through Bridgeton & Bongolethu and must be maintained to act as ecological support networks as well as providing open space amenities for communities. A green corridor connecting Grootkop with the Grobbelaars river system, which runs through the northern residential area, must also be reinstated and managed. CBA's and ESA's are the basis of the green network of the municipality. Where an urban area includes an ESA or CBA, these elements should be sensitively incorporated into the development / layout plan to preserve and protect these areas.

Sport fields along river

Sport fields situated along the river and within residential areas play a key role within this proposed green urban system. These spaces must therefore be managed in terms of their connective function within the green system. Similarly, urban agriculture located along the river must be preserved and have thus been incorporated into the green urban network.

Proposed Heritage Overlay

A proposed heritage overlay zone area has been identified, determined based on areas of significant heritage value such as the historic town centre, and also includes areas where a high concentration of listed heritage buildings are present. This overlay zone must be adopted as part of the municipal zoning scheme bylaw, guiding land use management through the sensitive regard for all applications within these areas.

SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

All future urban development is restricted to within the urban edge of Oudtshoorn and should seek to be **at least 25 dwelling units per hectare** gross dwelling unit density.

Various opportunities for urban expansion within the existing urban edge are illustrated in Figure 4.19a, specifically:

In the East:

- The land parcels shown as 21, 20, 7, 14a and 14b - south of Bongulethu. Also included are land parcels 5 and 6. It should be noted that site 5 and 6 have taken into account the 800m buffer around Grootkop Waste Disposal facility. As these sites are proximal to the waste site, it is proposed that site 5 accommodates future government and municipal facilities such as the traffic department and fire brigade and other co-located and related facilities, as opposed to residential development. Site 6 should be converted to a potential new cemetery, subject to the necessary pre-feasibility and feasibility studies. It should be noted that sites 14a and 14b should only be developed if environmental

constraints have been addressed or incorporated in the development proposal. Ideally, CBA's and ESA's must be left intact, and incorporated into the development proposal layout plan.

In the North:

- The land parcels north of the N12, marked as sites 9 and 4. It should be noted that the Environmental Support Areas (ESA's) are not to be developed for urban use but incorporated into the design and layout.

In the South-West:

- The airport precinct together with long term development areas west and south of the airport site. The airport is specifically identified and supported as an economic asset and catalyst for economic growth and development opportunities.
- Site 15 could potentially accommodate short term development opportunities, an area of interest for the municipal council, subject to the provisions of Annexure A: the Urban Growth Proposals Assessment Framework, specifically the section B performance considerations and the section c viability considerations of Annexure A .

In the North-West:

- Parcels 10, 11, 12a and 12b around the SANDF as well as 3 parcels to the south of the SANDF. It should be noted that sites 10, 11, 12a and 12b may be considered for alternative uses such as botanical / eco-tourism / educational open space zones should there be an interest to enable this from the land owner / private sector or via a partnership.

Infill opportunities

In addition to the abovementioned urban expansion opportunities, the existing urban fabric of Oudtshoorn that sits outside of the proposed Heritage Overlay Zone, north of the N12, can easily be doubled or tripled in density through incremental subdivisions, adding of granny cottages and town house developments in these 'suburban' parts of town, as provided for in the municipal zoning scheme bylaw. This approach must also form part of the development future of Oudtshoorn, to ensure that the settlement limits sprawl and maximises existing infrastructure.

Cemeteries and Burial Sites

It is proposed that the existing cemetery on the east of the Oudtshoorn golf course be expanded in a northerly and westerly direction, subject to feasibility studies.

It is proposed that either the whole or parts of site 6 also accommodate an additional cemetery, subject to the necessary studies to confirm its feasibility.

Restructuring, Regeneration & Infrastructure Renewal zones

Regeneration, restructuring and infrastructure renewal zones have been identified for Oudtshoorn based on the location and role that these sites could play within the development of more integrated settlements. Regeneration and restructuring zones are areas where opportunities exist for public intervention to promote more inclusive, efficient and sustainable forms of urban development. These interventions are likely to include investment programmes, enhanced delivery of services, asset maintenance and regulatory changes. Regeneration and restructuring zones are anticipated to have the following characteristics:

- At a spatial level these zones include identified township hubs within the urban network and corridors connecting these hubs to established urban nodes.
- At an economic level, these zones should reflect opportunities to leverage private investment by households or firms, including through the use of available tax and investment incentives associated with Social Housing Restructuring Zones.
- At a social level, these zones should include opportunities to break down the segregated, exclusive nature of South African cities, through promoting inclusion of historically disadvantaged and vulnerable communities, and supporting interaction across the historical divides of race and class in South African cities.

It should be noted that it is desirable for the National Department of Public Works to locate its proposed clustered government precinct facility either in the Oudtshoorn CBD (priority development area), or the restructuring, regeneration and infrastructure renewal zone as shown in Figure 4.19a and Figure 5.2.

ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

As per the 2015 SDF, various road linkages were proposed, and are still applicable currently. These are:

- Extending Jan van Riebeeck Road to connect across the river to open up opportunities for the development of 12a, 12b and 10.
- Various new roads required to support the development north of the N12, south of Bongulethu, as well as the airport precinct.
- Key non-motorised transport routes are identified where these movement networks must provide pedestrian and bicycle infrastructure as shown in Figure 4.19b.

Gateways

Entry points to the towns from the N12, R62 and R328 must be made into attractive gateways that immediately give a tourist a sense of place for the Klein Karoo and Oudtshoorn.

Intensification streets

Intensification streets have been identified in the town of Oudtshoorn proposals maps (Figure .4.19b). These streets are the primary movement, pedestrian, non-motorised transport and densification streets along which the 'complete streets' principles must be applied in future growth and development. Furthermore, mixed use activities must be encouraged along these street networks, and these streets must be well landscaped, enhancing peoples experience of these streets.

Nodal and Route Hierarchy

Within the town of Oudtshoorn, a network of existing and proposed mixed use nodes is identified in Figure 4.19b and explained in textboxes below. These are strategically located, serving as points of high accessibility and opportunity for local communities. These nodes and the activity corridors that connect them are the points of investment priority, where higher order facilities and business activities should be concentrated and supported by a high quality public realm. A public transport network should seek to connect these centres along the intensification streets that support them.

These are the locations where the quality of the public realm must be of a good quality: structured, safe and high quality built environment in central locations where people meet and that are well-managed.

The urban quality in these locations must build upon the Klein Karoo identity that links it to its environment and heritage. In particular, these environments should be designed for people and not cars. The transformation of the urban landscape will itself serve as an attractor for economic investment. In other words, defined, designed and managed centres and activity corridors with a high quality urban environment is an explicit economic development strategy.

PRIMARY NODE
Oudtshoorn Central Business District / Town Centre
Primary Node Function and Role
Town centre of Oudtshoorn town to be maintained and improved to accommodate a vibrant mix of residential, commercial, office and public facilities complemented by a high quality public realm of complete streets and public spaces.
Public realm improvements to be a priority with active frontages and inclusionary housing in restructuring zone. This is a priority area for more detailed planning and urban design and streetscape improvements.

SECONDARY NEIGHBOURHOOD NODES
• Langenhoven / Rademeyer intersection & surrounds • West Bank: Vrede & park Road Intersection and surrounds • St George / Oranje Street Intersection and surrounds • Bridgeton Circle (Springbok / Impala Intersection) • Bongolethu Circle (Zebra / 12th Ave intersection) • Bongolethu: Petunia / Arnold De Jager Intersection • RoseValley: Petunia / N12 intersection • Toekomsrus: Arnold De Jager / Zebra Intersection • Bridgeton: Kollege Road / 5th Ave intersection and surrounds
Secondary Neighbourhood Nodes Function and Role
These are centrally located areas where public facilities and a high quality public spaces and transport interchanges should be located. Urban activities / shopping activities should be clustered here. In the more suburban areas, these nodes may find expression through retail centres and in the upgrading areas, these could be more high intensity nodes which commensurate investment in public spaces and facilities.

PRIMARY INTENSIFICATION STREETS
• Voortrekker Street • Baron van Reede Street • Langenhoven Road
Primary Intensification Streets Function and Role
The primary movement axes which allow for the efficient movement of people and goods in a north-south and east-west direction. These streets should accommodate the highest densities – particularly at their intersection – and also make providing for pedestrians and active frontages. Complete street principles to inform their design. These movement axes also display the towns heritage, tourism assets and appeal. High quality street and excellent maintenance a priority.

SECONDARY INTENSIFICATION STREETS
Jan van Riebeeck Road; Park Road; North Street Adderly Street; St John Street; Kerk Street Van Der Riet Street; Impala Road; Zebra Road Springbok Road; 18th Ave; 12th Ave; 8th / Arnold De Jager Road; Rademeyer Street
Secondary Intensification Streets Function and Role
These are more localised movement networks along which many people walk to access different parts of the town. Walkability and non-motorised transport a priority for these areas, as well as public space improvements, tree planting and creating attractive, clean and well-managed streets.

TOURISM GATEWAY NODES
• Southern Gateway of Oudtshoorn (from N12) • Western gateway of Oudtshoorn (from R62) • Northern Cango Caves Gateway (from R328)
Tourism Gateway Nodes Function and Role
These are entrances to the town that should convey the distinct sense of place that Oudtshoorn has as a unique tourism destination of the Klein Karoo. This unique sense of place can be conveyed by articulating the heritage, the history, the natural elements or plants of the region. Every effort should be made to ensure these gateways are authentic, unique and welcoming to all entering the town. Gateways may be appropriate places for curio shops / padstals / coffee shops / rest stops / tourism information or related activities in support of this.

STATE OF INFRASTRUCTURE & PRIORITY NEEDS

Bulk Water

All towns in the municipality are running at capacity with available water. The municipality surpasses allocated yield for 98% assurance from time to time due to the drought conditions. With the current drought, strict water restrictions are in place. The Blossoms Drought Relief Project to the value of R55.0m is currently running to supply about 5ML/day from the Blossoms Wellfield to survive the dry months. The next phase after completion of the drought project will be to continue with investigations of an additional storage dam and the expansion of the Blossoms Wellfield.

Water Network

The water network is running at capacity for the moment with not much room for expansion. The networks are generally old and reactive maintenance is being done on a regular basis. R1.0m was allocated for a first phase of a pipe replacement programme in 2019/20 and is currently being undertaken. Funds have been requested on the multi-year budget to carry this programme forward as this needs to be a continuous process. The Masterplan is more than 10 years old and also needs urgent updating. A request for funding has been lodged.

Waste Water Treatment Works (WWTW):

Oudtshoorn: Capacity of works is 9 Ml/day with about 15% spare capacity. This is sufficient for the foreseeable future, assuming current population growth remains.

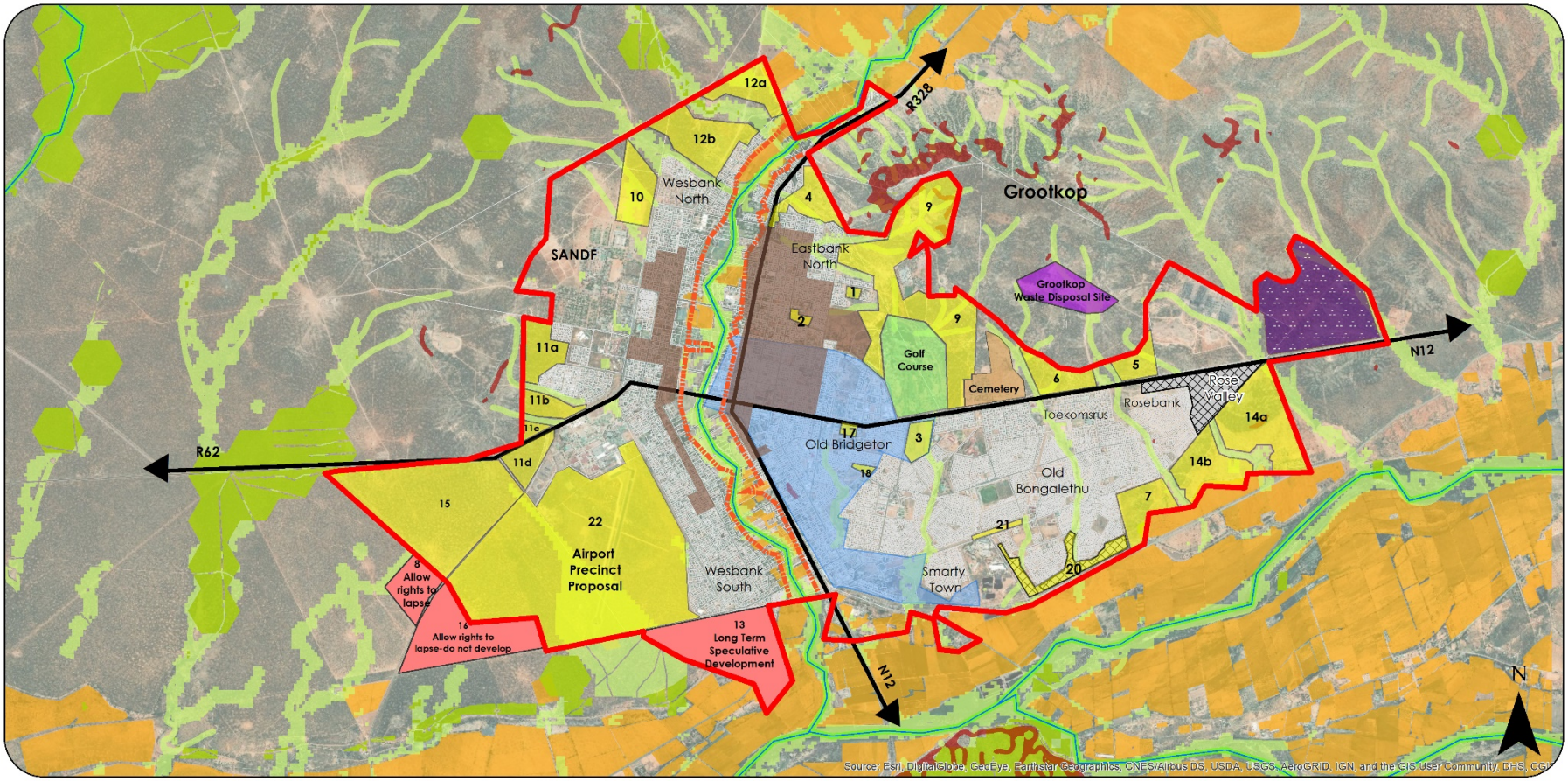
No immediate work is foreseen on the WWTW.

Sewer Network:

Running at capacity for the moment with not much room for expansion. The networks generally are old and reactive maintenance is being done on a regular basis. R1.0m was allocated for a first phase of a pipe replacement programme in 2019/20 and is currently being undertaken. Funds have been requested on the multi-year budget to carry this programme forward as this needs to be a continuous process. The Master plan is more than 10 years old and also needs urgent updating. A request for funding has been lodged.

Priority on infrastructure maintenance and upgrade over expansion

In summary, infrastructure systems in general present growth inhibiting challenges and the municipality needs to focus its energies on infrastructure maintenance, infrastructure upgrading (of existing systems) and in rare instances on infrastructure expansion, although expansion should not be priority at this point, but rather maintenance and upgrades of existing bulk and networked systems.

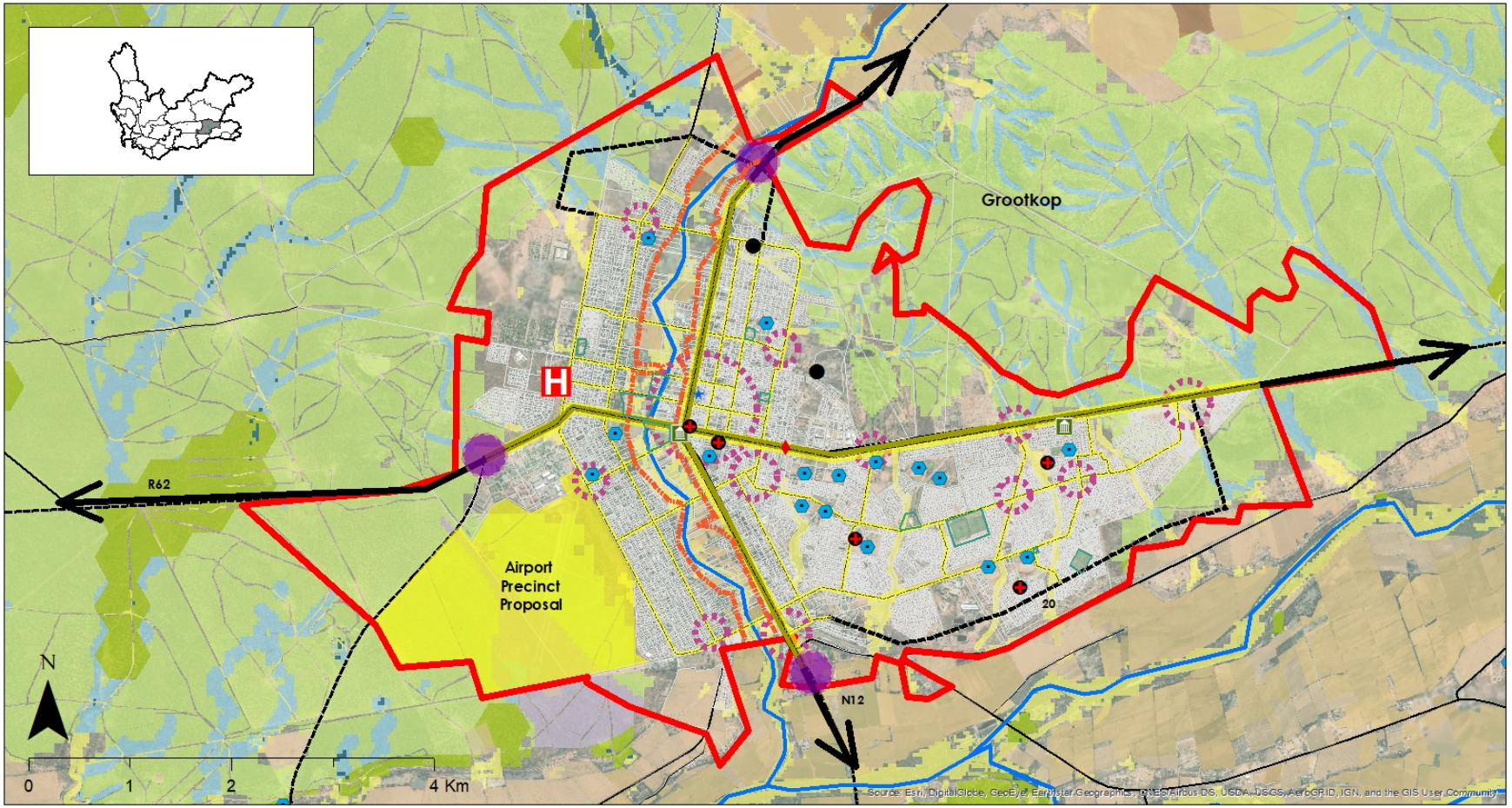


Spatial Development Framework for Oudtshoorn: Development Areas

0 1 2 4 Km

- Urban Edge
- New Development Area
- Long term Speculative Development Area
- Heritage Overlay Zone
- Industrial Development Area
- Restructuring Zone
- Informal Settlement Upgrade Area (In process/completed)
- Critical Biodiversity Area
- Ecological Support Area
- Cultivated Land
- River Buffer (32m)
- Slope >20%

Figure 4.19a: The Spatial Development Framework for Oudtshoorn town showing Development Areas



Spatial Development Framework for Oudtshoorn: Movement & Intensification Network

- Urban Edge
- Intensification Street
- Future Road
- Tourism Gateway
- Mixed Use Node
- Municipal Offices
- Hospitals
- Clinics and Community Centres
- Police Stations
- Public Ordinary Schools
- Independent Ordinary Schools
- 1:50 Flood line setback (conceptual)
- CBA: Terrestrial
- CBA: River
- CBA: Wetland
- CBA2: Aquatic
- CBA2: Terrestrial
- ESA: Aquatic
- ESA: Terrestrial
- ESA2: Restore from other land use
- Other Natural Areas (ONA)
- Agriculture

Figure 4.19b: The Spatial Development Framework for Oudtshoorn town showing Movement & Intensification Network

4.3.2 SETTLEMENT SPECIFIC PROPOSALS: DYSSELSDORP

THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

Urban Edge

The urban edge for Dysselsdorp encircles the existing settlement layout and will ensure containment of the urban footprint to minimize encroachment into surrounding biodiversity areas. No urban development is allowed within the determined floodplain along the river, and no development will be allowed to encroach onto surrounding scenic koppies or high-value agricultural land. It should be noted that urban edge expansions have occurred where informal settlement development has taken place on the west of the town, and the south-east of the town.

The urban edge also incorporates the proposed development and regeneration area at the N12 entry point into Dysselsdorp. This development must be contained to avoid encroachment into agricultural and biodiversity land.

Urban green open Spaces

Urban green open spaces within the town have been identified to form part of the wider green network, to coincide with existing open spaces as well as linkages across the landscape. These sites include the sport fields and open spaces just west of Marmewick Road (to be reconnected and continued up towards the southern koppie), as well as the open space and watercourse south of Main Street and the sport stadium. These spaces must be maintained and regenerated to facilitate a system of connected ecological support networks and urban green open space. The historic site at the corner of Church and Main Street is identified as a significant urban cultural landscape. A heritage overlay zone has therefore been proposed at this site, where management and appropriate consideration for scenic and historical value must be implemented.

SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

The spatial proposals for Dysselsdorp's settlement pattern attempt to address the isolated, mono-functional dormitory nature of the town and find ways to overcome the lack of any meaningful economic base. These comprise four main strategies:

1) Limit the expansion of the current Dysslesdorp settlement and focus on consolidating this through infill, densification and limited expansion in locations where informal settlement development has taken place.

2) The promotion of the existing moribund industrial area as a 'green industry hub' that could support the solar farm to be located to the north of the N12 or potentially a truck stop for trucks passing on the N12.

3) Improve Dysselsdorp's connection into the regional space economy through the creation of a new node, including portions of the industrial area and connecting directly to the N12 that has the potential to capture tourism and agricultural opportunities. The location of this development provides opportunities for the existing disconnected settlement of Dysselsdorp to connect to the transport route along the N12. This major new development to include the regeneration of the industrial area, residential developments and tourism / green-industry / agri-processing industrial opportunities. This development must align with current tourism activities in the area while promoting accessibility as an entry magnet into Dysselsdorp.

4) A major land reform project within the irrigated lands located between the N12 and Dysselsdorp.

New development areas

Development within the existing Dysselsdorp settlement footprint is limited to a number of small to medium sized infill sites which includes:

- Small-scale infill developments (no. 23 – 29 on map) where integration and densification is prioritized and where linkages with green open space is promoted. These include the redevelopment of portions of vacant school site land – currently underutilized.

- The upgrading and redevelopment of the informal area at the termination of Bokkraal Road to the south of the settlement (no. 31 on map). New development area has been expanded significantly from the previous site of the 2015 SDF to accommodate a new proposed layout for human settlements provision.

- Portions within the area to the south of Dyssels Road just below the koppie (no. 32 & 33 on map) are proposed for dense expansion of residential development - to be aligned with topographical constraints and visual scenic informants. Already, informality is extensive n site 32 and the strategy must be to formalise with basic service provision.

- A new site A has been earmarked for future development, to accommodate existing informal structures that have been established in this zone.

ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

A clearly defined movement system is proposed to provide structure and legibility to the settlement of Dysselsdorp. The spine linking from Adonis Road into Dyssels Road and then into Church Street must act as the primary activity street running through Dysselsdorp. A number of mixed-use community-orientated nodes are proposed to be located along this spine route, and the revitilasation of a mixed-use commercial & retail node is proposed for the intersection of Church and Dyssels Road.

The main NMT network identified in Figure 4.20 should provide appropriate conditions for pedestrians and cyclists. New links and road realignments will be required to facilitate the proposed movement system through connecting Piet Badenhorst Street to Main Road and Church Street to Dyssels Road through extending to the parking area at the end of Frans street.

The regeneration of the existing industrial area along Dysseldorp Road is proposed as a new tourism gateway to Dysselsdorp. The location of this mixed-use integration zone of residential, agri-tourism and industrial-orientated development should connect the existing settlement at Dysselsdorp with economic opportunities along the regional N12 route. The regeneration zone is envisaged to be intensified and diversified to create a new commercial and industrial node through which tourism attractions are facilitated through green-industry / agro-processing markets, tours etc. The new node has the potential to support green-industry activities that could capitalise on the solar farm that is proposed for the site just north of the entrance to Dysselsdorp. The location of the existing Eskom power line close to Dysselsdorp provides an opportunity for further energy generation developments.

A land reform project is proposed as part of the larger land reform project, which includes sites falling within the irrigated land bordering on the Olifants River. These projects should provide opportunities for local small scale farmers to increase their food security while acting in conjunction with the CRDP developments taking place within the region.

STATE OF INFRASTRUCTURE & PRIORITY NEEDS

Bulk Water

All towns in the municipality are running at capacity with available water. The municipality surpasses allocated yield for 98% assurance from time to time due to the drought conditions. With the current drought, strict water restrictions are in place. The Blossoms Drought Relief Project to the value of R55.0m is currently running to supply about 5ML/day from the Blossoms Wellfield to survive the dry months. The next phase after completion of the drought project will be to continue with investigations of an additional storage dam and the expansion of the Blossoms Wellfield.

Water Network

The water network is running at capacity for the moment with not much room for expansion. The networks are generally old and reactive maintenance is being done on a regular basis. R1.0m was allocated for a first phase of a pipe replacement programme in 2019/20 and is currently being undertaken. Funds have been requested on the multi-year budget to carry this programme forward as this needs to be a continuous process. The Masterplan is more than 10 years old and also needs urgent updating. A request for funding has been lodged.

Waste Water Treatment Works (WWTW):

Dysselsdorp: Capacity of works is 2 Ml/day with about 50% spare capacity. DysselsIdorp was recently refurbished.

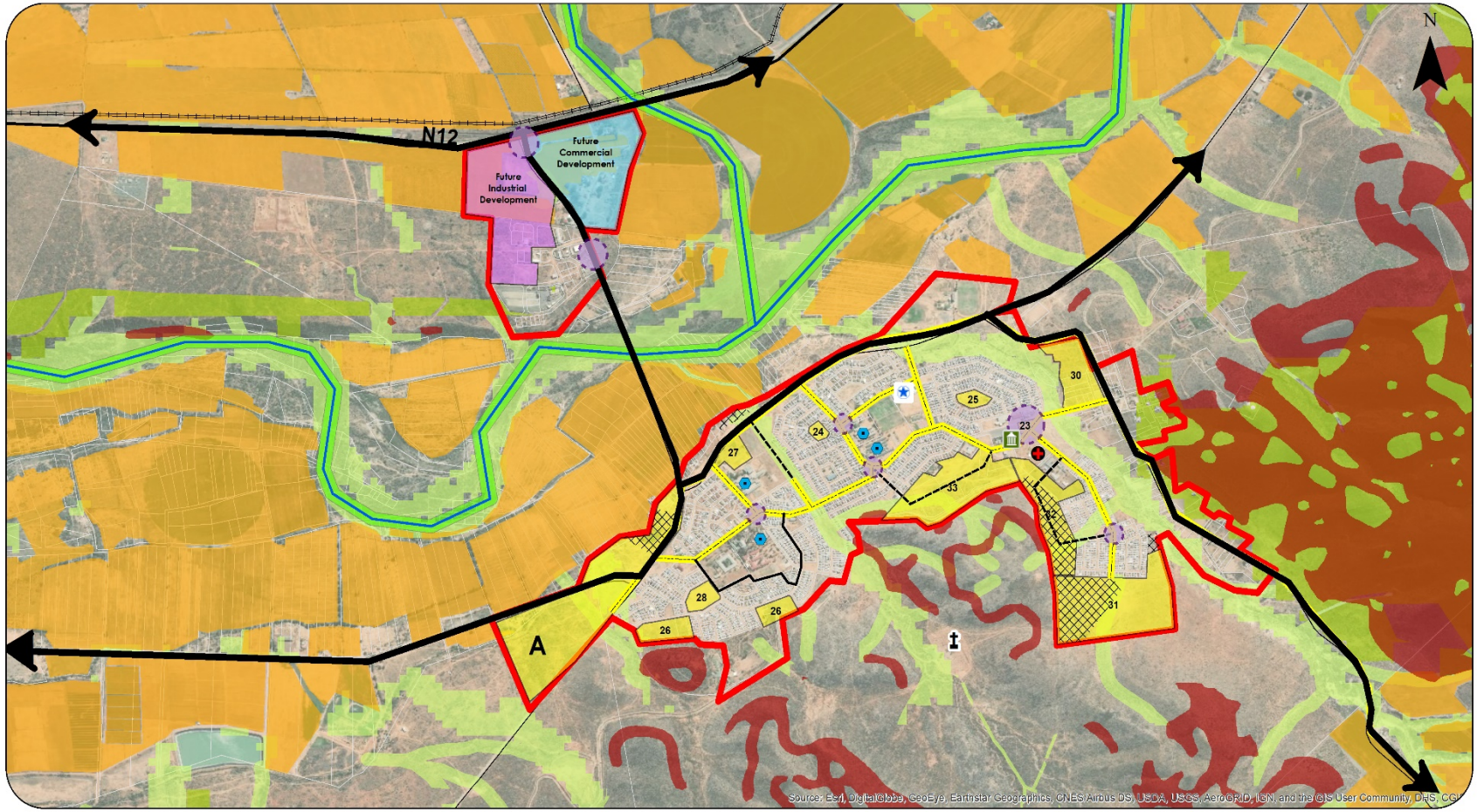
No immediate work is foreseen on the WWTW

Sewer Network:

Running at capacity for the moment with not much room for expansion. The networks generally are old and reactive maintenance is being done on a regular basis. R1.0m was allocated for a first phase of a pipe replacement programme in 2019/20 and is currently being undertaken. Funds have been requested on the multi-year budget to carry this programme forward as this needs to be a continuous process. The Master plan is more than 10 years old and also needs urgent updating. A request for funding has been lodged.

Priority on infrastructure maintenance and upgrade over expansion

In summary, infrastructure systems in general present growth inhibiting challenges and the municipality needs to focus its energies on infrastructure maintenance, infrastructure upgrading (of existing systems) and in rare instances on infrastructure expansion, although expansion should not be priority at this point, but rather maintenance and upgrades of existing bulk and networked systems.



Spatial Development Framework for Dysselsdorp

0 0.5 1 2 Km

- Urban Edge
- NMT Route
- Future Road
- Future Industrial
- Informal Settlement
- Mixed Use Node
- Municipal Offices
- Clinics and Community Centres
- Police Station
- Public Ordinary Schools
- Future Commercial;
- Residential Development Area
- Cemetery
- Critical Biodiversity Area (Core 1SPC)
- Ecological Support Area (Core 2 SPC)
- Cultivated Land (Agriculture SPC)
- River Buffer (32m)
- Slope >20%

Figure 4.20: The Spatial Development Framework for Dysselsdorp

4.3.3 SETTLEMENT SPECIFIC PROPOSALS: DE RUST

THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

Urban Edge

The urban edge proposed for the historically sensitive settlement at De Rust is to be contained around the existing settlement layout to prevent future development from encroaching upon prime agricultural land surrounding the settlement. Infill development is proposed on the site of the disused sports field at De Rust. The urban edge proposed for Blomnek makes provision for the regeneration zone development sites (see following section) extending to the west from Dwars Road and south from Gloxalia, Kort and Rand Streets.

It is envisaged that current green open spaces with the urban areas of De Rust and Blomnek are consolidated to form corridors throughout the towns. These spaces must also be incorporated into areas of new development.

Heritage

The Main Road of De Rust is identified as a sensitive heritage streetscape. A proposed heritage overlay zone has therefore been allocated to the historic core. All future development should respond with sensitivity to this asset. An archeologically sensitive area is identified on the N12 to the north east of De Rust. It is therefore proposed that this site should form part of the scenic gateway to De Rust.

SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

De Rust needs to be planned and managed to that it:

- Retains its historic character
- Allows for contained development that does not impact on scenic and heritage value of town
- Accommodates integration between De Rust and Blomnek and enhances public transport, cycle and pedestrian accessibility and convenience.

Internal community nodes are proposed to provide consolidated services at central points within new and existing neighbourhoods of Blomnek and De Rust. These are to be located along Adenum Street in Blomnek and Le Rous Street in De Rust.

Future development within the existing De Rust & Blomnek settlements is limited to a number of small infill sites including:

- Sites number 36 and 37 are identified as new development areas that promote integration. Development of these sites will assist in promoting linkages with Blomnek through NMT.

- Site 38 is also identified where residential development must be promoted in a integrated and densified manner while aligning with green corridors and the sensitive surrounding landscape.

- Site 39 is marked as a long term speculative development area, which is **only** to be used for future expansion once the existing sites have been developed. Site 42, based on the same logic, occupies a lower priority in terms of developing land for residential development.

- New development along the N12 is proposed as part of a mixed-use node – for tourism, commercial and industrial-orientated land activities to take place at key entry points;

- Regeneration type development is proposed at the entry point of De Rust as well as along the main street – where commercial and tourism orientated activities must be promoted while upgrading the current facades and quality of the built environment.

- A reconfigured site 41a and 41b (different from the 2015 SDF) on the south side of De Rust Koppie will also assist in integrating Blomnek and De Rust.

- The configuration of the proposed De Rust Koppie Nature Reserve must be rethought to remove the section along the N12. This land could be used for pedestrian facilities, commercial and retail development.

ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

Integration of De Rust and Blomnek must take place primarily through reinforcing and strengthening the transport networks. This has thus lead to the proposal of a new road to the south of the Koppie to link the two towns, where possible conservation activities could take place to protect the Koppie from insensitive development while providing economic and recreational opportunities.

The movement structure of De Rust is to be retained and strengthened according to the existing historic street network. New development to the south of De Rust is to be supported by the expansion of the grid into a mixed-use community orientated node at the entrance into the town.

Similarly, in Blomnek the movement system needs to be strengthened based on the existing grid and new development is to be supported by the construction of new roads linking into the proposed network.

The NMT network that has been identified for De Rust and Blomnek are also based on the proposed movement structure as well as the integration of the two settlements.

This network must facilitate safe pedestrian and cycling environments.
Commercial development is limited to the strategic location of tourism gateways along the N12 – to compliment tourism-orientated activities and to

connect Blomnek onto the N12. New mixed-use tourism-orientated infill development is thus proposed at the northern edge of Blomnek along the N12. This development must allow for opportunities to connect with the N12 tourism route while at the same time creating a positive interface with the primary pedestrian movement route that connects De Rust and Blomnek. Commercial development in De Rust is not to be expanded and infill or upgrading development must take place in accordance to heritage guidelines.

STATE OF INFRASTRUCTURE & PRIORITY NEEDS

Bulk Water

All towns the municipality are running at capacity with available water. The municipality surpasses allocated yield for 98% assurance from time to time due to the drought conditions. With the current drought, strict water restrictions are in place. The Blossoms Drought Relief Project to the value of R55.0m is currently running to supply about 5ML/day from the Blossoms Wellfield to survive the dry months. The next phase after completion of the drought project will be to continue with investigations of an additional storage dam and the expansion of the Blossoms Wellfield.

Water Network

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Waste Water Treatment Works (WWTW):

De Rust: 0.3Ml/day with no spare capacity.

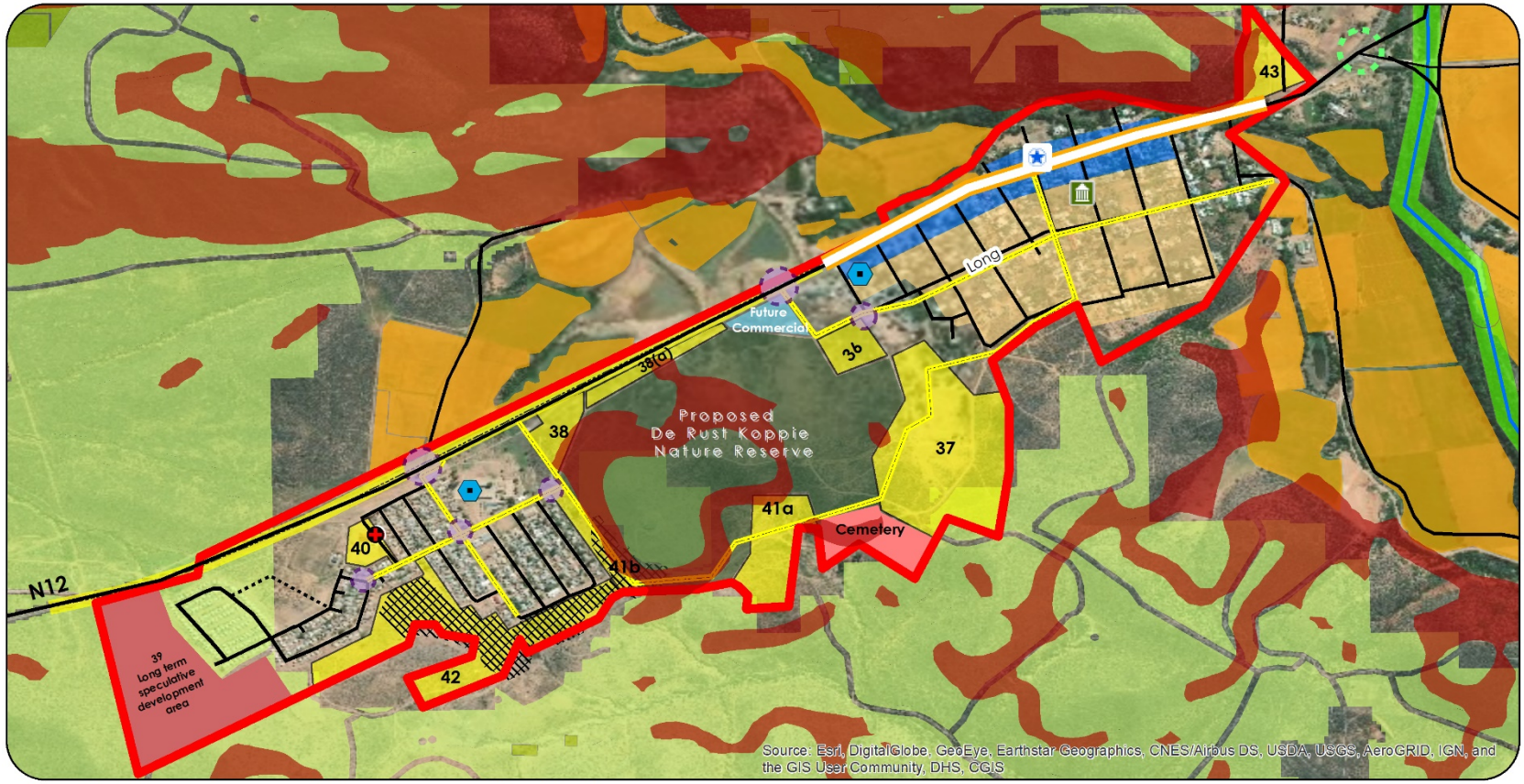
No immediate work is foreseen on the WWTW

Sewer Network:

Running at capacity for the moment with not much room for expansion. The networks generally are old and reactive maintenance is being done on a regular basis. R1.0m was allocated for a first phase of a pipe replacement programme in 2019/20 and is currently being undertaken. Funds has been requested on the multi-year budget to carry this programme forward as this needs to be a continuous process. The Master plan is more than 10 years old and also needs urgent updating. A request for funding has been lodged.

Priority on infrastructure maintenance and upgrade over expansion

In summary, infrastructure systems in general present growth inhibiting challenges and the municipality needs to focus its energies on infrastructure maintenance, infrastructure upgrading (of existing systems) and in rare instances on infrastructure expansion, although expansion should not be priority at this point, but rather maintenance and upgrades of existing bulk and networked systems.



Spatial Development Framework for De Rust

- Urban Edge
- NMT Route
- Future Road
- Heritage Streetscape
- Mixed Use Node
- Green Node
- Municipal Offices
- Clinics and Community Centres
- Police Station
- Public Ordinary Schools
- Regeneration Zone
- Residentail Development Area
- Informal Settlement
- Slope >20%
- CBA: Terrestrial
- Ecological Support Areas
- Cultivated Land
- River Buffer (32m)

0 0.55 1.1 Km

Figure 4.21: The Spatial Development Framework for De Rust

4.3.4 SETTLEMENT SPECIFIC PROPOSALS: DE HOOP

De Hoop reflects the historic establishment of a railway station-based rural settlement, which despite cadastral subdivision has witnessed limited take-up of erven over the years. However, the development of irrigated agriculture along the Wynands and Olifants Rivers and demand for rural housing has rekindled development, witnessed by both formal and informal dwelling establishment.

The 240 erf settlement (average erf extent of 895 – 1098m2) currently comprises the following:

- A historic cadastral subdivision not aligned to settlement function and land use requirements, as well as the current access road network.
- Sparse formal dwelling distribution (17), with such distribution being problematic for service provision.
- Disused railway line and Hoopvol siding which bisects the settlement.
- Heritage sandstone buildings including a church, ou "pastorie" (parsonage), and primary school (now a dwelling).
- De Hoop Business and Training Centre.
- "Ou Pastorie" guesthouse.

THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

It is essential that the rural character and qualities of De Hoop are protected. De Hoop is not envisaged as a new growth node and the municipality will not support the provision of significant new infrastructure and services. The central spatial proposals for De Hoop are to:

- Protect and retain the historic and place-making elements including the church, "ou pastorie", primary school building and Hoopvol railway siding.
- Put in place an urban edge to restrict intrusion into critical biodiversity areas north of the railway line, with such edge south of the railway line to be informed by the extent of the Stompdrift Irrigation Scheme irrigated lands and flood-plain of the Wynandsrivier.
- Design of structures to reflect Klein Karoo vernacular.
- Waste stream and stormwater management be in accordance with water disposal engineering requirements, given their close proximity to irrigated lands and river courses (i.e. Olifantsrivier and Wynandsrivier).

SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

The existing historic settlement form should be rationalised so that de Hoop is consolidated as an integrated rural village. The central proposals are to:

- Retain the historic place-making elements (e.g. church, ou pastorie, primary school).
- Reserve extensive vacant spaces peripheral to the church and De Hoop Business and Training Facility for community-based facilities (e.g. primary school, clinic, etc.).
- Within the confines of ownership rationalise layout south of railway line in order to align with access roads, existing dwellings and potential densification through subdivision.
- Promote subdivision within layout north of the railway line through basic services provision incentives.
- Retain dis-used rail and Hoopvol siding.
- Reserve allotments along the southern boundary for micro-farming and community gardens to address food insecurity through household food basket supplementation.
- Fix a settlement edge to ensure interface management with surrounding areas, especially given biodiversity significance north of the railway line, the riverine environment and intensive agriculture in the south and to contain the village footprint.

ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

- Proximity to the R62 (1.5km) and location within the Stompdrift Kammanassie Irrigation Scheme favours De Hoop as a rural village to address off-farm settlement of farm workers and other rural dwellers, and their retirement.

- The De Hoop Business and Training Facility being a development stimulus for the village, potentially stimulating future tourism and agri-product enterprises development.

- The village could form part of a heritage trail including nearby historic settlements (e.g. Volmoed, Kliplokasie), given historic buildings and oral history of the village, as well as the rich heritage value of its environs.

- Tourism opportunities could be developed (e.g. hospitality, craft market) arising from potential rail-based tourism, with reinstatement of the historic Hoopvol siding.

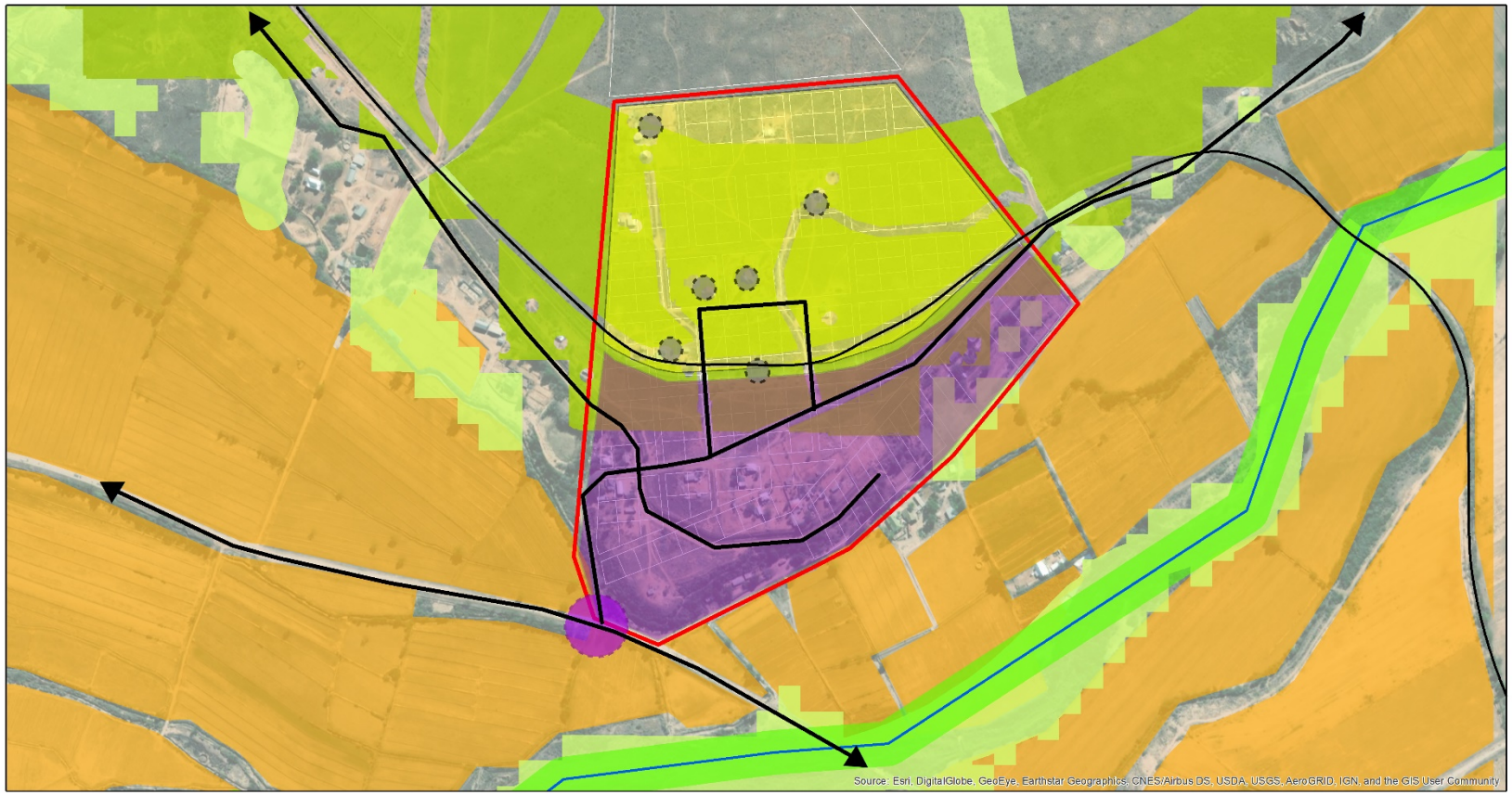


Figure 4.22: The Spatial Development Framework for De Hoop

4.3.5 SETTLEMENT SPECIFIC PROPOSALS: VOLMOED / ARMOED / KLIPLOKASIE

Volmoed was established in 1900 and having its first residential cadastral registrations in 1907, has witnessed a limited take-up of erven. However, its location relevant to intensive agriculture along the Moeras River and the existence of a nearby primary school and shop has resulted in an influx of informality, especially on the larger erven, as well as formal dwelling development with limited on-site urban services. The 1713 erf settlement (average erf extent of 762 – 1072m2) currently comprises of the following:

- Dispersed dwelling distribution (<100), although concentrated in the north, being problematic for services provision.

- Heritage sandstone Dutch Reform Church, churchyard and parsonage.

- Nearby facilities located outside the cadastral subdivision including a shop, temporal clinic service facility, the Le Plume guesthouse, Volmoed Primary School, school sports fields and school hostel (disused).

- Southern portion of the subdivision area overlying steep slopes and a severely eroded landscape, while the major portion of the subdivision area overlies the tarred access road (MR358) that bisects the settlement.

THE ECONOMY IS THE ENVIRONMENT: TOWARDS SUSTAINABLE RESOURCE USE

The central spatial proposals for Volmoed are to:

- Address the current erf size through subdivision due to the current inefficient use of land in the current layout.

- Reverse the erosion of the degraded steeper slopes to the south through land reclamation (e.g. erosion gabions) rehabilitation (e.g. revegetation).

Other proposals for Volmoed include:

- Protect the historic church precinct as well as heritage significance of broader environs.
- Protect and restrict development to the east, south and west given biodiversity significance and high value agricultural land to the west abutting the Moerasrivier, as well as the risk for development within its flood-plain.

- Protect the surrounding landscapes comprising working landscapes in the north, west and east, contrasted by a scenic landscape comprising "red" hills in the south, visually framing the settlement and irrigation areas.

- Reverse the erosion of the degraded steeper slopes to the south.

- Manage waste and storm water to take cognisance of pollution threat to Moerasrivier and occurrence of sheet erosion on slopes south of the village.

SUSTAINABLE GROWTH MANAGEMENT ENABLING NEW DEVELOPMENT OPPORTUNITIES

The main spatial intention is the rationalisation of the existing settlement form so that Volmoed is consolidated as an integrated minor rural settlement. A key concern around the potential expansion of Volmoed into the future is the lack of affordability of municipal services since the provision of services may require significant bulk infrastructure and capital expenditure. In addition to this, if future urban expansion is **only** for subsidised housing, this may create a significant pocket of poverty without commensurate employment opportunities or rates generation. This puts both the municipality and the residents in a financially precarious situation. Settling of bona fide farm workers, however, in this settlement is both reasonable and desirable. Alternative infrastructure solutions may need to be sought, together with rural development subsidy mechanisms.

Future growth management will seek to:

- Contain development within the northern portion of the settlement by promoting subdivision and basic services provision in this portion. This achieves consolidation, densification and linkage with existing facilities to the north (i.e. shop, guesthouse, primary school, sports fields).

- Restricting further development in most of the southern portion of the settlement – except for one pocket near to Kliplokasie - given non-availability of services provision and poor development suitability (i.e. steep slopes, eroded landscape) pending a rationalisation of the cadastral layout commensurate with:

    - rural settlement extent and land use requirements;

- accommodating existing infrastructure (e.g. main access road and its reserve requirements, and the access to Kliplokasie); and
- negotiated property rights of landowners.
- Retaining the historic church precinct.
- Formalising access (servitude) to primary school and sports fields.
- Reserving properties abutting Moerasrivier for micro-farming and community gardens to address food insecurity through household food basket supplementation.

ACCESSIBILITY FOR INCLUSIVE GROWTH AND LIVEABILITY

- This settlement can accommodate the demand for off-farm settlement of farm workers and other rural dwellers, supported by existing facilities (primary school), economic activities (guesthouse, shop) and accessibility to the surrounding irrigation areas (Doringrivier, Moerasrivier) via the sealed MR358 favours the location of Volmoed rural village.

- Volmoed village and environs forms part of a heritage trail including local heritage buildings (e.g. church, parsonage), strong scenic and cultural landscape and nearby "Kliplokasie", and a settlement history dating back to 1900.

- Tourism, hospitality and craft marketing opportunities exist in the settlement.

- Land rehabilitation opportunities exist (employment and business development) targeting rehabilitation of the degraded landscapes, with such opportunity including indigenous plant propagation and post rehabilitation veld custodianship and maintenance.

- Land reform and government subsidy housing opportunities exist in the settlement of Volmoed, however a rural subsidy response mechanism, rather than an urban subsidy response mechanism, should be sought for this settlement. Specifically, the municipality should explore mechanisms to allow for the handover of un-utilised land from the existing owner to the people living on the land via a land reform process.

- It is anticipated that the cost of providing a full suite of services will be too high for the municipality, and therefore alternative or cheaper servicing options should be explored for permanent service provision.

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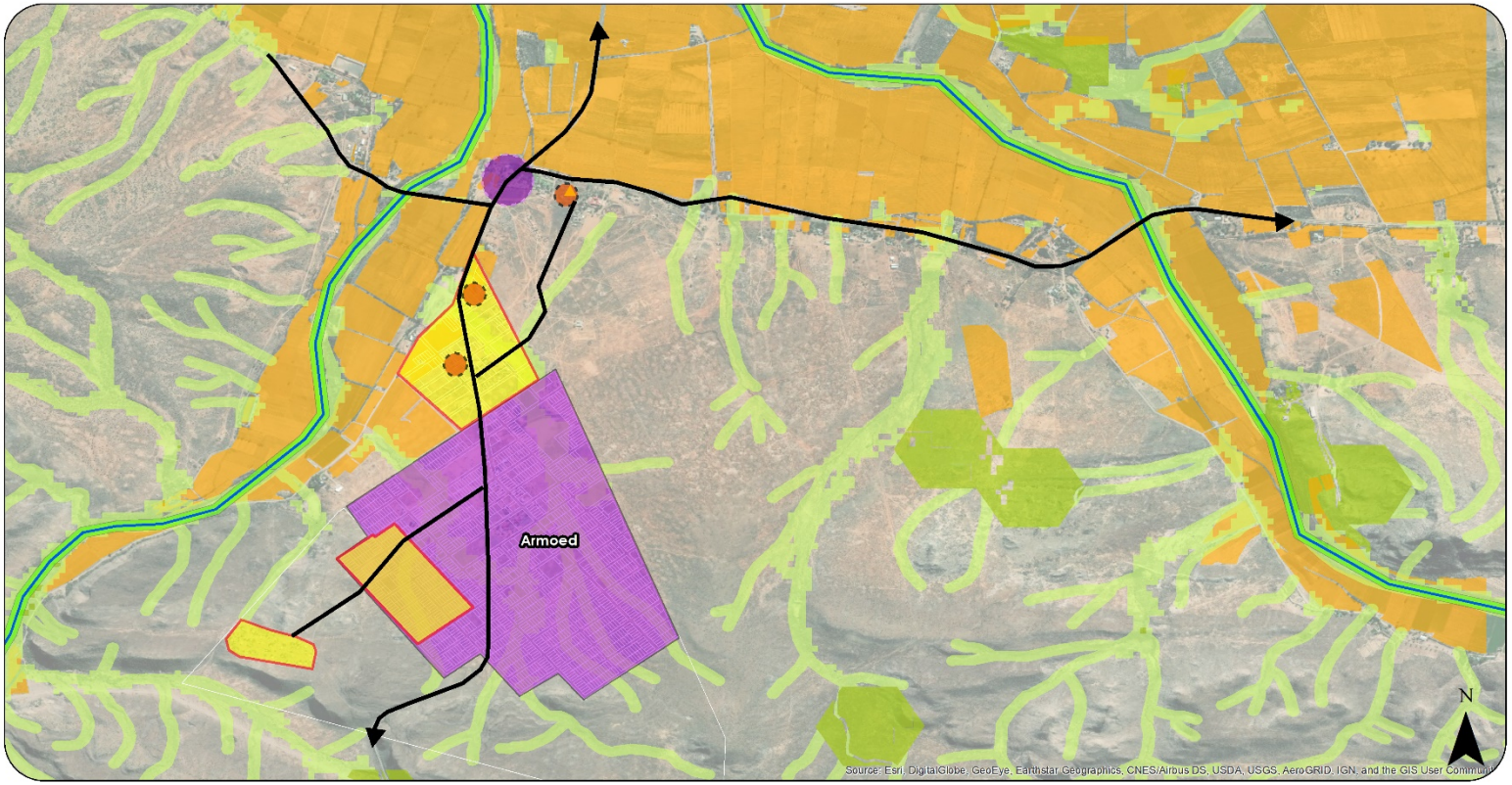


Spatial Development Framework for Volmoed/ Armoed/ Kliplokasie

- Urban Edge(2019)
- Community-based facilities
- Tourism & Retail Node
- Residential Development Area
- Rationalise existing layout
- National Monument
- Critical Biodiversity Area (Core 1SPC)
- Ecological Support Area (Core 2 SPC)
- Cultivated Land (Agriculture SPC)
- River Buffer (32m)

0 0.5 1 2 Km

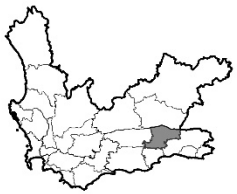


Figure 4.23: The Spatial Development Framework for Volmoed

CHAPTER 5: A CAPITAL EXPENDITURE FRAMEWORK FOR OUDTSHOORN

5. A CAPITAL EXPENDITURE FRAMEWORK FOR OUDTSHOORN

Both the Municipal Systems Act, 2000 (Act 32 of 2000) and the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) requires that a municipal spatial development framework "determine a capital expenditure framework for the municipality's development programmes, depicted spatially". The intention is to more effectively link the municipality's spatial development strategies with the municipality's budget and the budgets of other government stakeholders, grounded in the existing and future infrastructure backlogs and demands, as well as the affordability envelope as defined by the Long Term Financial Plan, as illustrated in Figure 5.1 below.

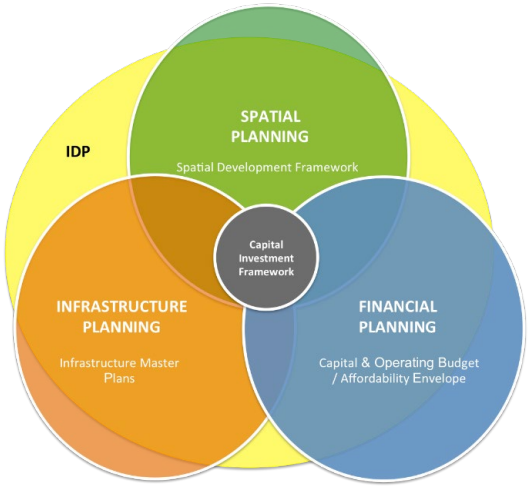


Figure 5.1: The Capital Expenditure Framework as the meeting point between Spatial Planning, Infrastructure Planning and Financial Planning (Knysna, 2019)

Based on this, spatial categories for investment planning are presented to guide the investment approach and strategy of the municipality, as well as an agreed approach to future development in the municipality towards municipal financial sustainability.

5.1. FINANCIAL PLANNING INFORMANTS

Figure 5.2, below, illustrates the point that generally speaking – and indeed in the case of Oudtshoorn municipality – infrastructure investment need generally exceeds available capital finance. It is therefore imperative for the municipality to undertake a prioritisation process to determine that which is affordable.

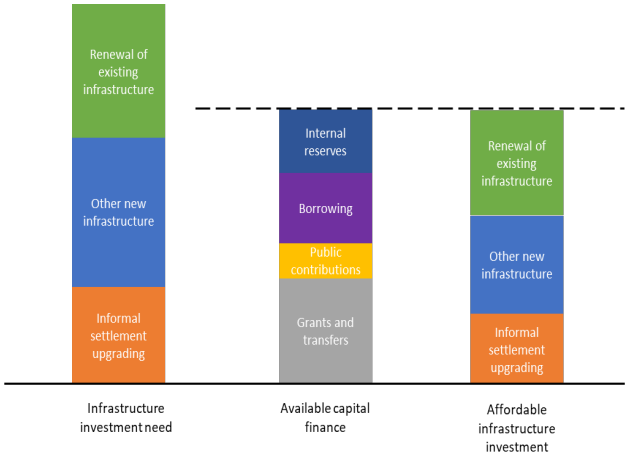


Figure 5.2: The Capital Expenditure Framework assists in determining what is affordable, within the 'affordability envelope' that is set out in the Long Term Financial Plan (Knysna, 2019)

Annexure B, which provides an overview on various measures that describe the municipality's financial health, spending and revenue, as well as the outcomes of the 2017 Long Term Financial Plan. It illustrates that despite Oudtshoorn's overall financial health indicators showing a gradual improvement between 2015 and 2018, that the Long Term Financial Plan (LTFP) indicates that the total 10-year Capex demand for Oudtshoorn sits at R7 billion whilst the 10-year Capex affordability is R859million, some 12% of the projected demand (dated 2017).

This highlights the critical importance of spending capex extremely wisely and strategically in addressing Oudtshoorn's development challenge's.

5.2. ENGINEERING & INFRASTRUCTURE PLANNING INFORMANTS

As has been illustrated in Chapter 4 and the financial health indicators of the municipality from the LTFP, the municipality is currently not on a sustainable financial footing from an infrastructure maintenance and upgrade perspective, and that it is battling to maintain its existing infrastructure network, without even considering expansion of this network. It is from this perspective that the municipality has developed policies that seek to focus on utilising its current infrastructure asset network more cost-effectively and prevent costly outward urban-expansion of this network.

The following factors are worth noting from an infrastructure backlogs and planning perspective:

- **Bulk water**: All towns in the municipality are running at capacity with available water. There is a pressing need to find additional bulk water sources, which currently consumes a great deal of the municipality and province's capacity and money;

- **Water Network Infrastructure:** The water network is running at capacity for the moment with not much room for expansion in the current network. The networks are generally old and reactive maintenance is being done on a regular basis. The old master plan needs updating and multi-year infrastructure maintenance programme is needed to systematically address this infrastructure maintenance backlog;

- **Waste Water Treatment Works (WWTW)** are generally nearing capacity in each town and require regular maintenance to keep this infrastructure working well and to prevent ecological disasters (such as spills) that could severely undermine river health as well as agricultural and economic productivity which are so dependent on these river systems.

- The **Sewer Network** is running at capacity for the moment with not much room for accommodating expansion. The networks generally are old and reactive maintenance is being done on a regular basis, however insufficiently funded as with water network infrastructure.

The following are key questions that will need to be answered fully, following the updates of the relevant engineering masterplans, which are largely outdated, as well as Financial Strategy which should detail:

(i) Where is sewer / water / roads and storm water infrastructure failing / under pressure?

(ii) How much will it cost to address failing infrastructure and infrastructure need maintenance?

(iii) How much money is available to address failing infrastructure and infrastructure needing maintenance?

(iv) What is the planned new infrastructure on the books?

(v) Is the municipality meeting the minimum requirement of % of spending on repairs and maintenance (8%)?

(vi) What new connection needs does the municipality need to action?

(vii) What are affordable development options vs. unaffordable development options?

(viii) What is deemed to be revenue generating infrastructure vs. Non-revenue generating infrastructure?

(ix) What is the strategy to transition areas / neighbourhoods from 'indigent' neighbourhoods to 'service paying' neighbourhoods over time? Inherent to this question is what is the municipality's strategy to achieve municipal financial sustainability over time?

The above questions will inform a more nuanced and spatially-specific Capital Expenditure Framework for Oudtshoorn.

5.3 INFORMING PRIORITIES AND INFRASTRUCTURE DEVELOPMENT APPROACH

The infrastructure systems of Oudtshoorn municipality in general present growth inhibiting challenges due to the fact that infrastructure is aging, generally under-maintained with backlogs and supply ceilings being reached. and the municipality needs to **focus its energies on infrastructure maintenance and infrastructure upgrading (of existing infrastructure systems and networks).** Only in rare instances should the municipality pursue infrastructure expansion, and only in terms of the parameters outlined in the **Urban Growth Proposals Assessment Framework** in Annexure A of this document.

1) **Priority spending and efforts should be placed on infrastructure maintenance and upgrading rather than on infrastructure network expansion. Maintenance of existing infrastructure** and existing assets is first and foremost the priority of the municipality, and specifically within the town of Oudtshoorn as the priority followed by De Rust and Dysselsdorp;

2) **Optimising the use of existing infrastructure systems** must be prioritised as well. This means actively increasing densities within the existing footprint of the municipality, specifically in the middle and upper income areas, to moderately increased densities. Outward expansion will be assessed against the Oudtshoorn Growth Proposals Assessment Framework (see Annexure A).

5.4 SPATIAL CATEGORIES FOR INVESTMENT PLANNING & PRIORITISATION

There are four spatial categories identified for guiding investment planning both at the municipal-wide scale and the settlement scale in order to align investment to the SDF's strategies.

PRIORITY INVESTMENT AREAS

Priority Investment Areas at the municipal-wide scale: This is referring to the town of Oudtshoorn that is investment priority within the regional context, generally occupying a high-order in terms of the services, facilities and employment opportunities that are on offer, and also generally with the largest population size, and greatest social need and economic growth potential within the region. Generally, investments made in these settlements will have the greatest multiplier effect and impact on the greatest number of people.

Priority Investment Areas at the settlement scale: These are the principal transport activity corridors and Oudtshoorn CBD, the secondary nodes and priority public transport oriented development nodes connected by the corridors. This area is also defined by a restructuring zone which seeks to reinforce the centre. These areas must be the focus for getting the basics right as well as adding value through new investment to facilitate social inclusion, attract economic activity and private sector and household investment. There is scope for the absorption of residential, commercial and industrial growth within this zone. These areas and the priority nodes specifically should be the focus of any municipal investment incentives including expedited land use development procedures and/or relaxation of development controls; e.g. parking requirements. This should be done in a way that creates a public realm and streetscape that must keep intact and enhance the integrity of the Klein Karoo identity and attractiveness.

UPGRADING AREAS

Upgrading areas at the municipal-wide scale: These are the settlements that still have considerable populations, services and some job opportunities, but that are not seen as primary service centres at the regional scale. They are generally major rural settlements that play a role in the economy of the region, but also with pressing social needs. Further significant expansion of these areas not advised.

Upgrading areas at the settlement scale: These are areas primarily focussed on informal settlement and marginalised rural settlements and areas that require upgrading and improvement to bring them to an acceptable standard of performance as residential settlements.

CONSOLIDATION AREAS

Consolidation areas at the settlement and municipal-wide scale forms the balance of the settlement footprint. In these areas the focus is to ensure the provision and maintenance of services so that the area may perform well within their current functions with no further expansion or growth of these areas, as far as possible.

LONG TERM (SPECULATIVE) DEVELOPMENT AREAS (10 – 20 YEARS)

A long term (speculative) development area, applicable only at the settlement-scale, is an area identified as the desired location for long term growth first with the understanding that residential, commercial and business opportunities are taken up in Priority Development Areas before allowing development to Long Term or Speculative Development Areas. Speculative development **may** occur only in 10 to 20 years' time (i.e. after 2030).

DENSIFICATION ENCOURAGEMENT AREAS

These areas are generally well-established residential areas that are extremely low density (with erf sizes ranging from between 500m^2 to 2000m^2 - translating to a nett dwelling unit density of between 5 to 20 dwelling units per hectare) that could accommodate densification in the form of subdivisions to accommodate one or two additional houses, as well as accommodating 'granny flats'. The intention here is to double the density of the neighbourhood over the long term and to allow the infrastructure systems to be utilised more effectively. This densification should not drastically alter the nature or feel of these neighbourhoods.

It should be noted that the current zoning scheme bylaw already provides for second dwellings as a consent use.

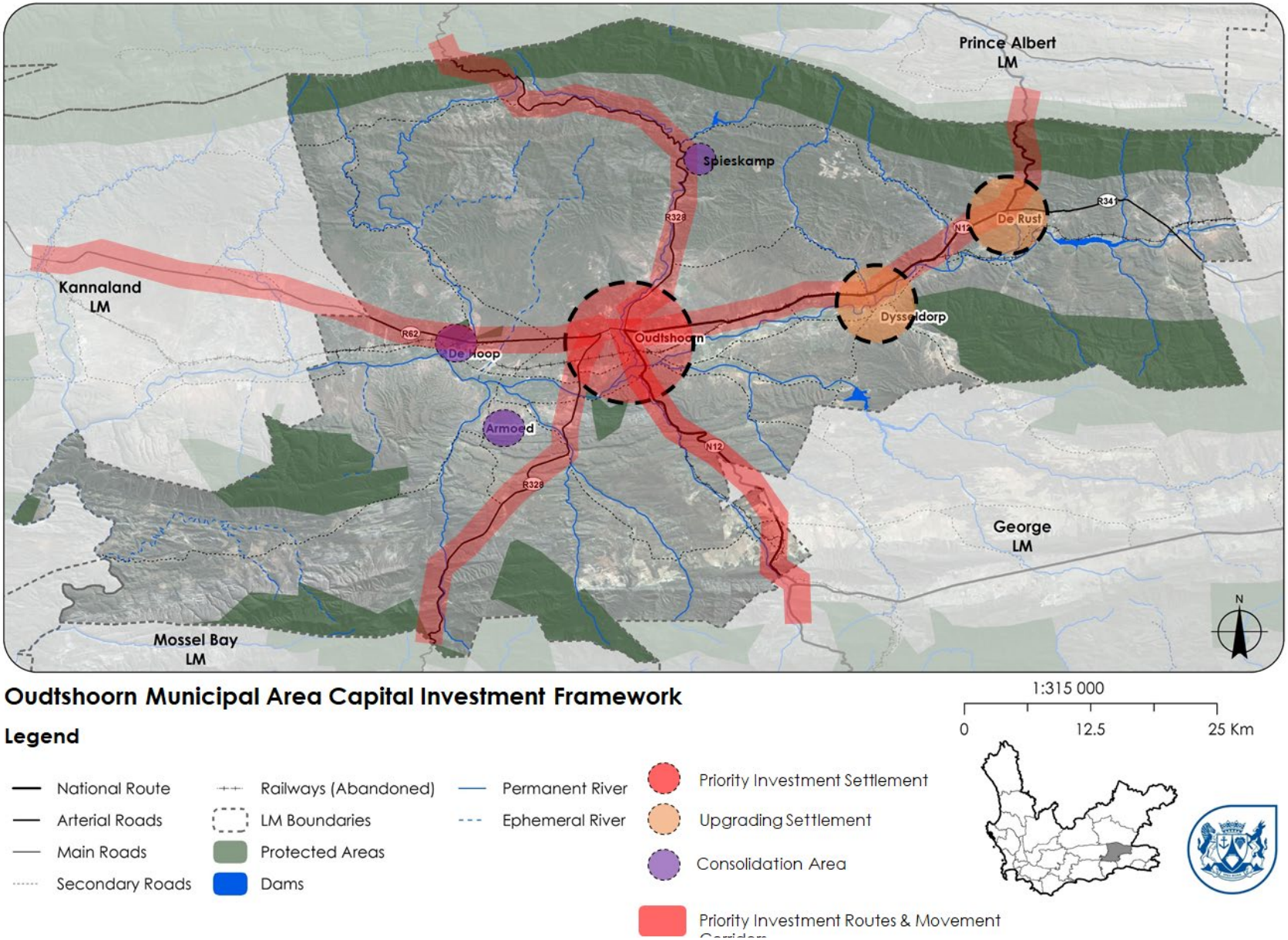


Figure 5.3: Oudtshoorn Municipal Area Capital Expenditure Framework map

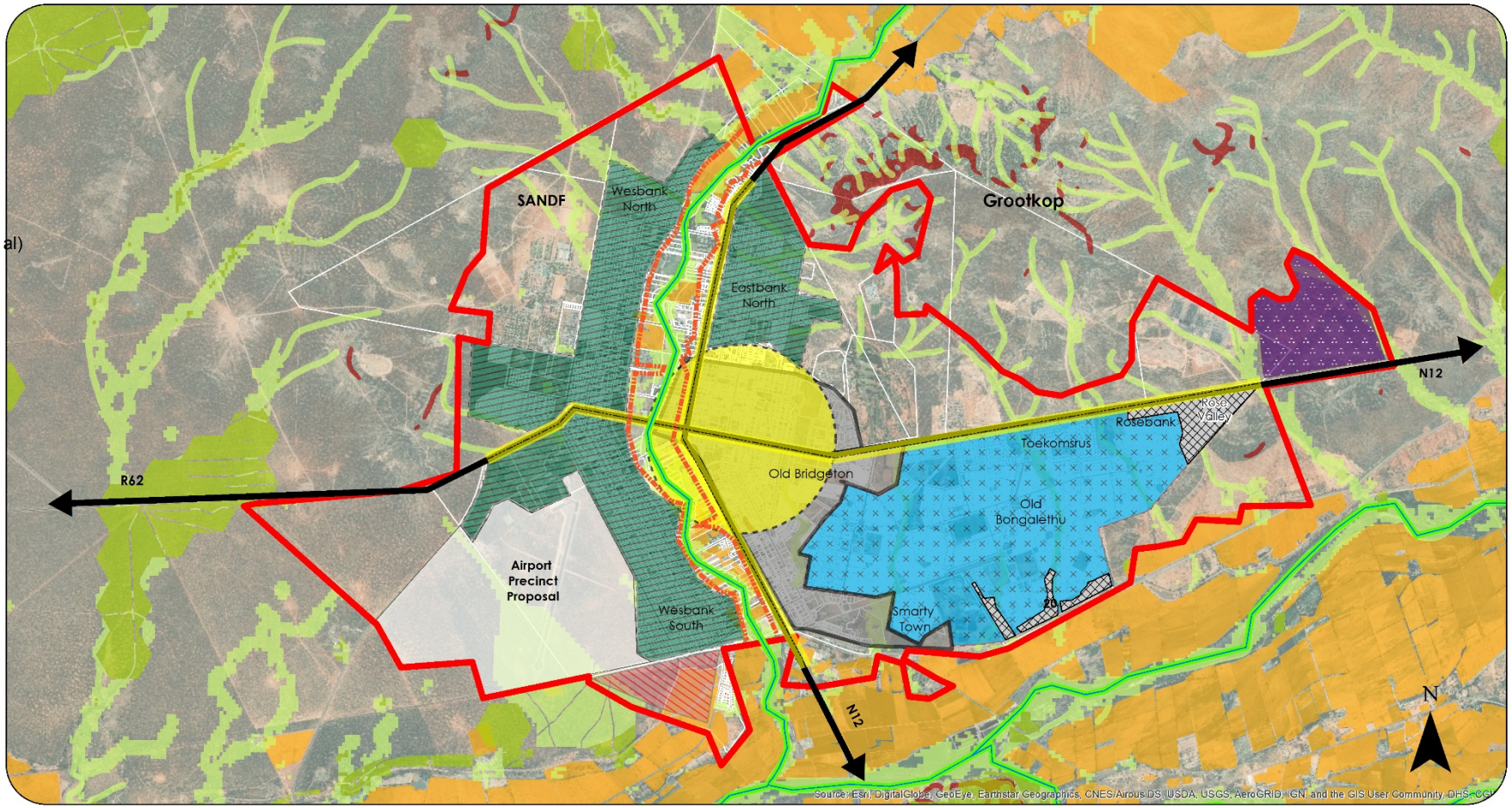


Figure 5.4: Capital Expenditure Framework map for the town of Oudtshoorn

5.5 FUNCTIONAL AREAS DETERMINATION & YIELD CALCULATIONS FOR OUDTSHOORN TOWN

5.5.1 STEPS TO COMPILE A CEF

The National Department of Cooperative Governance and Traditional Affairs has developed a draft guideline for the development of Capital Expenditure Framework' (CEF's). The guideline essentially identifies the following 5 phases for the development of a CEF, being:

1. **Phase 1: Information gathering** and gaining an understanding of infrastructure projects planned for the next 10 years for the municipality.

2. **Phase 2a: Functional and Priority development area profiling** and demand quantification. Here, each settlement is divided into units of uniformity (sharing similar density, service level and land use characteristics) and then profiled in terms of its population and household numbers, and projected future growth based on the SDF policy informants.

3. **Phase 2b: reflecting on the Long Term Financial Plan**, and the ability of the municipality to fund its infrastructure maintenance and expansion programmes into the future.

4. **Phase 3: Determine investment requirements per functional area** as a draft Capital Investment Framework, determine the operational and maintenance expenditure per asset class, per functional area.

5. **Phase 4: Prioritise, map, sequence and determine funding** for all infrastructure projects, based on the extent to which they achieve the MSDF objectives.

6. **Phase 5: Finalise a prioritised Capital Expenditure Framework** by developing and applying a prioritisation framework and present a final spatial analysis of the CEF.

5.5.2 PURPOSE & METHOD

The purpose of this section is to undertake phase 2a, as described in the previous paragraph. This will take the town of Oudtshoorn, divide it up into the functional development areas, and profile each. The population projections for each functional area will then be reconciled with the spatial budget and the priority development areas identified in the MSDF which seeks to promote infill and densification. A methodology for estimating the yield of new development in the form of infill and densification within these priority development areas has been developed and is based on the known state-subsidised housing pipeline, identified restructuring sites, the existing spatial budget (vacant or under-utilised land) and densification (the difference between current estimated average gross densities and the desired density as identified in the MSDF).

This work will support the development of a more comprehensive Capital Expenditure Framework (in terms of the methodology suggested in the draft Guideline prepared by the Department of Cooperative Government) required as part of the MSDF by SPLUMA. The Capital Expenditure Framework will improve the extent to which the MSDF, in its Implementation Framework, meets the requirements of SPLUMA in terms of identifying what infrastructure investments are required where to support the spatial vision set out in the MSDF, to be taken forward by the Municipality's Medium-Term Expenditure Framework (budget).

The boundaries of the functional areas were defined and demarcated by municipal ward boundaries and suburbs with "similar characteristics (homogenic) from a developmental and service demand perspective" (COGTA, 2018). This was required in order to calculate a baseline density of these areas to determine the potential for infill and densification growth proposals. There are 9 identified functional areas or zones in Oudtshoorn as shown in the map in Figure 5.5 which are:

- Zone 1: Oudtshoorn Airport Precinct;
- Zone 2: Westbank;
- Zone 3: SANDF;
- Zone 4: Oudtshoorn Central Business District;
- Zone 5: Oudtshoorn South;
- Zone 6: Oudtshoorn Central Industrial Area;
- Zone 7: Bridgeton, Bongolethu, Rose Valley & Toekomsrus;
- Zone 8: Eastbank and Oudtshoorn Central; and
- Zone 9: Brickworks and future Industrial area.

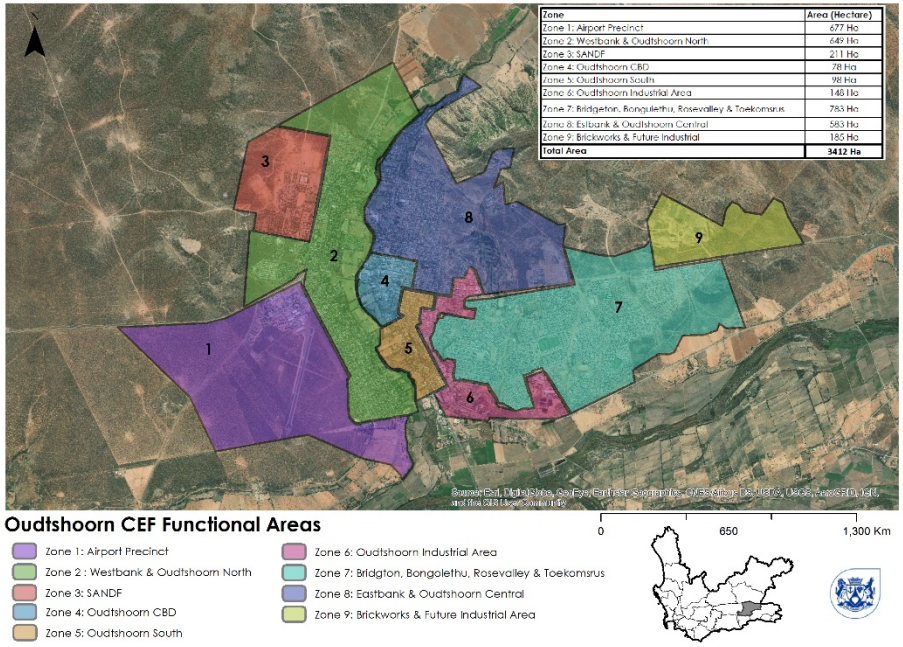


Figure 5.5: Functional Areas of Oudtshoorn

Once each functional area was defined, a household analysis was undertaken both for the year 2020, as well as a projected household analysis for the year 2030 per functional area, as shown in Figure 5.6 and 5.7 below.

OUDSTHOORN HOUSEHOLD ANALYSIS - 2020

Functional Area	Population (2020 estimate)	Total Number of Households (2020 estimate)	Household Size	Functional Area Size (Ha)	Density (du/ha)
Zone 1: Oudtshoorn Airport Precinct	527	135	3.90	677	0.20
Zone 2: Westbank	4724	1211	3.90	649	1.87
Zone 3: SANDF	380	97	3.90	211	0.46
Zone 4: Oudtshoorn Central Business District	911	234	3.90	78	2.99
Zone 5: Oudtshoorn South	1886	484	3.90	98	4.93
Zone 6: Oudtshoorn Central Industrial Area	3210	823	3.90	148	5.56
Zone 7: Bridgeton, Bongolethu, RoseValley & Toekomsrus	43868	11248	3.90	783	14.37
Zne 8: Eastbank & Oudtshoorn Central	3824	981	3.90	583	1.68
Zone 9: Brickworks & future Industria	1250	321	3.90	185	1.73
ENTIRE OUDTSHOORN TOWN	60580	15533	3.90	3412	4.55

Figure 5.6: Household Analysis per Functional area (2020)

OUDSTHOORN HOUSEHOLD ANALYSIS - 2030

Functional Area	Population (2030 estimate)	Total Number of Households (2030 estimate)	Household Size	Functional Area Size (Ha)	Density (du/ha)
Zone 1: Oudtshoorn Airport Precinct	521	137	3.80	677	0.20
Zone 2: Westbank	4668	1228	3.80	649	1.89
Zone 3: SANDF	375	99	3.80	211	0.47
Zone 4: Oudtshoorn Central Business District	900	237	3.80	78	3.04
Zone 5: Oudtshoorn South	1863	490	3.80	98	5.00
Zone 6: Oudtshoorn Central Industrial Area	3172	835	3.80	148	5.64
Zone 7: Bridgeton, Bongolethu, RoseValley & Toekomsrus	43347	11407	3.80	783	14.57
Zne 8: Eastbank & Oudtshoorn Central	3779	994	3.80	583	1.71
Zone 9: Brickworks & future Industria	1235	325	3.80	185	1.76
ENTIRE OUDTSHOORN	59860	15753	3.80	3412	4.62

Figure 5.7: Projected Household Analysis per Functional area (2030)

Once an understanding of the existing and projected population and households was undertaken per functional area, various scenarios were tested to determine (1) how many households could potentially be accommodated per functional area and (2) reconcile this with the spatial budget and the sites that have been identified for potential urban expansion in the town of Oudtshoorn. The yield calculations are shown in detail Figure 5.8a, Figure 5.8b and Figure 5.9 below.

In order to determine the approximate Gross Lettable Area (GLA) and number of units possible in each functional area, a number of assumptions have been made. These assumptions are:

- 30% of developable area deducted for open space and parking;
- Maximum floor area is between 1 and 3 storeys, depending on which zone the unit will fall;
- Average gross dwelling unit density ranges from between 25 and 50 dwelling units per hectare;

The yields generated using these assumptions represent an optimal and best-case scenario for future development. These yields are represented as the "100% Scenario" in the Functional Area Table in Figure 5.8a and 5.8b. A generalised "50% Scenario" has also been included to represent a more conservative estimate of future development in these areas. It indicates a more realistic representation of what could occur over time.

In summary, as per the 'high density' scenario, the following is pertinent to note:

- A total of **1214 hectares** of land is potentially available for urban expansion as per the Oudtshoorn town SDF map;
- Of this total, **503 hectares** of land is privately owned, **667 hectares** is municipal owned, **13 hectares** are provincially owned and 30 hectares owned by the SANDF (national government);
- **397 hectares** of land are deemed to be 'high priority' land, **103 hectares** are 'medium priority' and **714 hectares** as low or very low priority;
- Up to **15 982 new residential units** can be accommodated within the proposed expansion areas at densities stipulated in Figure 5.8 (between 25 to 50 dwelling units per hectare);
- Of the 15 982 potential new residential units, **2855 units are in high priority areas**, 1831 units in medium priority areas and 11 296 units in low to very low priority areas. It should be noted that this is far in excess of the needed units to accommodate growth up to 2030.
- In addition to the above, the **CBD of Oudtshoorn** could accommodate up to **3998 additional residential units**, if the gross dwelling unit density were increased to 85 dwelling units per hectare.
- Approximately **4088 residential units** could be accommodated in the restructuring zone, if the gross dwelling unit density were to be increased to 50 dwelling units per hectare.

The cost of eradicating the housing backlog

The current housing backlog for Oudtshoorn is 5970 housing units (December 2019). Current average annual Human Settlement Development Grant (HSDG) allocation to Oudtshoorn is R27 million per annum, whilst the cost of an average site and top structure is R190 000. At this rate, it means that Oudtshoorn can build about **142 houses per year**. This means that it will take 42 years for Oudtshoorn to eradicate its existing housing backlog. A housing backlog of 5970 will require a total HSDG allocation of approximately R1.134 billion and bulk engineering and social infrastructure of around R567million (normally around 50% of the HSDG, but requires a more detailed assessment). It is therefore prudent for the municipality to plan for 140 to 150 serviced sites and top structures per year, as well as the bulk engineering infrastructure required.

Calculating Yields based on desired densities, land available for densification, infill and development

Functional Area	Area Size (Ha)	Proposed Density (du/ha)	Development Priority	Proposed Land Use	Developable Area (m2)	Built Footprint 70% coverage (m2)	Storeys	GLA in m2 (=built foot x storeys)	Retail / commercial (m2)	Industrial (m2)	Residential (m2)	No. of Residential units	Scenario 50% GLA (m2)	Scenario 100% GLA (m2)
Zone 1: Oudtshoorn Airport Precinct														
Site 8	26	25	Very Low: 30 years +	medium density residential	260000	182000	1	182000	18200	0	163800	410	91000	182000
Site 15	140	25	Low: 20 years +	medium density residential	1400000	980000	1	980000	98000	0	882000	2205	490000	980000
Site 13	106	25	Very Low: 30 years +	medium density residential	1060000	742000	1	742000	37100	0	704900	1762	371000	742000
Site 16	72	25	Very Low: 30 years +	medium density residential	720000	504000	1	504000	25200	0	478800	1197	252000	504000
Site 22 - Airport Precinct Proposal	356	25	High: 5 - 10 years	Mixed use - industrial & residential	540000	378000	1	378000	0	252012.6	125987.4	315	189000	378000
Triangle Site (Site 11d)	15	25	Low: 20 years +	Retail, commercial, industrial	150000	105000	3	315000	200000	115000	0	0	157500	315000
Entire Zone 1 size	677													
Zone 2: Westbank														
Site 11a	33	25	Low: 20 years +	medium density residential	330000	231000	1	231000	0	0	231000	578	115500	231000
Site 11b	17	25	Low: 20 years +	medium density residential	170000	119000	1	119000	0	0	119000	298	59500	119000
Site 11c	8	25	Low: 20 years +	medium density residential	80000	56000	1	56000	5600	0	50400	126	28000	56000
Site 12a	19	25	Low: 20 years +	medium density residential	100000	70000	1	70000	0	0	70000	175	35000	70000
Site 12b	42	25	Low: 20 years +	medium density residential	420000	294000	1	294000	0	0	294000	735	147000	294000
Densification Encouragement Area: Zone 2		25	High: 5 - 10 years	medium density residential										
Entire Zone 2 size	649													
Zone 3: SANDF														
Site 10	30	25	Medium: 10 -20 years	medum density residential	250000	175000	2	350000	0	0	350000	875	175000	350000
Entire Zone 3 size	211													
Zone 4: OUDTSHOORN Central Business District														
Entire Zone 4 size	78	85	High: 5 - 10 years	high density mixed use	640000	448000	3	1344000	806400	67200	470400	3998	672000	1344000
Vacant / Underutilised Land in CBD	3	85	High: 5 - 10 years	high density mixed use	30000	21000	3	63000	12600	0	50400	428	31500	63000
Zone 5: OUDTSHOORN SOUTH														
Entire Zone 5 size (a restructuring zone)	98	50	High: 5 - 10 years	medium to high density mixed use (residential & retail)	730000	511000	2	1022000	102200	102200	817600	4088	511000	1022000

Figure 5.8a: Yield Calculations for Oudtshoorn, Zones 1 to 5

Calculating Yields based on desired densities, land available for densification, infill and development

Functional Area	Area Size (Ha)	Proposed Density (du/ha)	Development Priority	Proposed Land Use	Developable Area (m2)	Built Footprint 70% coverage (m2)	Storeys	GLA in m2 (=built foot x storeys)	Retail / commercial (m2)	Industrial (m2)	Residential (m2)	No. of Residential units	Scenario 50% GLA (m2)	Scenario 100% GLA (m2)
Zone 6: OUDTSHOORN CENTRAL INDUSTRIAL AREA														
Site 17	2.3	50	High: 5 - 10 years	high density residential / social housing	23000	16100	3	48300	0	0	48300	242	24150	48300
Entire Zone 6 size (a restructuroing Zone)	148													
Zone 7: Bridgeton, Bongolethu, RoseValley & Toekomsrus														
Site 3 (restructuring zone)	11	50	High: 5 - 10 years	high density residential / social housing	110000	77000	3	231000	0	0	231000	1155	115500	231000
Site 5	12	NA - site for future facilities	Medium: 10 -20 years	Municipal Facilities (Traffic, Fire Brigade)	100000	70000	1	70000	0	0	0	0	35000	70000
Site 6	20	NA - site for future cemetery	Medium: 10 -20 years	New Cemetery	100000	70000	2	140000	0	0	140000	0	70000	140000
Site 7	22	50	Medium: 10 -20 years	Residential	220000	154000	1	154000	0	0	0	0	77000	154000
Site 14a	48	50	Low: 20 - 30 years	Residential	480000	336000	1	336000	33600	0	302400	1512	168000	336000
Site 14b	28	50	Low: 20 - 30 years	Residential	280000	196000	1	196000	19600	0	176400	882	98000	196000
Site 18	2	50	High: 5 - 10 years	Residential	20000	14000	1	14000	1400	0	12600	63	7000	14000
Site 20	20	50	High: 5 - 10 years	Residential	200000	140000	1	140000	14000	0	126000	630	70000	140000
Site 21	1.3	50	High: 5 - 10 years	Residential	13000	9100	1	9100	910	0	8190	41	4550	9100
Size of restricturing zone in Zone 7	50													
Size of Entire Zone 7	783													
Zone 8: Eastbank & Oudtshoorn Central														
Site 1	1.6	50	High: 5 - 10 years	medium to high density residential	16000	11200	3	33600	0	0	33600	168	16800	33600
Site 2	2.3	50	High: 5 - 10 years	medium to high density residential	23000	16100	3	48300	0	0	48300	242	24150	48300
Site 4	19	25	Medium: 10 -20 years	Residential	150000	105000	1	105000	0	0	105000	263	52500	105000
Site 9	160	25	Low: 20 - 30 years	Residential	900000	630000	1	630000	63000	0	567000	1418	315000	630000
Densification Encouragement Area: Zone 8	131													
Entire Zone 8 size	583													
Zone 9: Brickworks and Future Industria														
Brickworks	95											No. of Industrial Units		
Future Industrial Area	90	10	Low: 20 + years	Industrial & related	900000	630000	1	630000	0	630000	0	630	315000	630000
Entire Zone 9 size	185													

Figure 5.8b: Yield Calculations for Oudtshoorn, Zones 6 to 9

Calculating Yields for each site based on desired densities, land available for densification, infill and development

Site Number	Site Description	Existing Use	Ownership	Area Size (Ha)	Proposed Density (du/ha)	Development Priority	Proposed Land Use	Developable Area (m2)	Built Footprint 70% coverage (m2)	Storeys	GLA in m2 (=built foot x storeys)	Retail / commercial (m2)	Industrial (m2)	Residential (m2)	No. of Residential units
Site 1	Victoria Street - ERF 6095	Vacant	Private	1.6	50	High: 5 - 10 years	medium to high density residential	16000	11200	3	33600	0	0	33600	168
Site 2	c/o Adderly & van der Riet St - ERF 2290	Tennis Courts	Municipality	2.3	50	High: 5 - 10 years	medium to high density residential	23000	16100	3	48300	0	0	48300	242
Site 3	Auriel College	Closed Hostel and College	Western Cape Government: DT&PW	11	50	High: 5 - 10 years	high density residential / social housing	110000	77000	3	231000	0	0	231000	1155
Site 4	North of North Street	Vacant	Private	19	25	Medium: 10 -20 years	Residential	150000	105000	1	105000	0	0	105000	263
Site 5	between Oudtshoorn Graveyard and brickworks	Vacant & municipal waste site	Municipality	12	NA	Medium: 10 -20 years	Facilities (Traffic Dept, Fire Brigade)	100000	70000	1	70000	0	0	0	0
Site 6	between Oudtshoorn Graveyard and brickworks	Vacant & municipal waste site	Municipality	20	NA	Medium: 10 -20 years	New Cemetery	100000	70000	1	70000	0	0	0	0
Site 7	East of Bongulethu	Vacant	Municipality	22	50	Medium: 10 -20 years	Residential	220000	154000	1	154000	15400	0	138600	693
Site 8	West of Airport	Vacant	Private	26	25	Very Low: 35 years +	medium density residential	260000	182000	1	182000	18200	0	163800	410
Site 9	Between Golf Course & Cemetary	Vacant	Municipality	160	25	Low: 20 - 30 years	Residential	900000	630000	1	630000	63000	0	567000	1418
Site 10	SANDF Housing	SANDF	National Government	30	25	Medium: 10 -20 years	medium density residential	250000	175000	2	350000	0	0	350000	875
Site 11a	Between R62 and Palms	Vacant	Municipality	33	25	Low: 20 years +	medium density residential	330000	231000	1	231000	0	0	231000	578
Site 11b	Between R62 and Palms	Vacant	Municipality	17	25	Low: 20 years +	medium density residential	170000	119000	1	119000	0	0	119000	298
Site 11c	Between R62 and Palms	Vacant	Municipality	8	25	Low: 20 years +	medium density residential	80000	56000	1	56000	5600	0	50400	126
Triangle Site (Site 11d)	Between R62 & R328	Vacant	Municipality	15	25	Low: 20 years +	Retail, commercial, industrial	150000	105000	3	315000	200000	115000	0	0
Site 12a	Dog Unti: Erf 1	Vacant	Unknown	19	25	Low: 20 years +	medium density residential	100000	70000	1	70000	0	0	70000	175
Site 12b	Dog Unti: Erf 1	Vacant	Unknown	42	25	Low: 20 years +	medium density residential	420000	294000	1	294000	0	0	294000	735
Site 13	South of Show grounds	Agriculture	Private	106	25	Very Low: 30 years +	medium density residential	1060000	742000	1	742000	37100	0	704900	1762
Site 14a	South of Toekomsrus	Dry Land	Private	48	50	Low: 20 - 30 years	Residential	480000	336000	1	336000	33600	0	302400	1512
Site 14b	South of Toekomsrus	Dry Land	Private	28	50	Low: 20 - 30 years	Residential	280000	196000	1	196000	19600	0	176400	882
Site 15	West of Airport	Vacant	Private	140	25	Low: 20 years +	medium density residential	1400000	980000	1	980000	98000	0	882000	2205
Site 16	West of Airport	Vacant	Private	72	25	Very Low: 30 years +	medium density residential	720000	504000	1	504000	25200	0	478800	1197
Site 17	Voortrekker Road: ERF 7054	Vacant	Western Cape Government: DT&PW	2.3	50	High: 5 - 10 years	high density residential / social housing	23000	16100	3	48300	0	0	48300	242
Site 18	Kairos Building & Coronation Old Age Home	Old age home	Municipality (Kairos) & Private (Coronation)	2	50	High: 5 - 10 years	Residential	20000	14000	1	14000	1400	0	12600	63
Site 20	New Bongolethu Infill	Informal Housing	Municipality	20	50	High: 5 - 10 years	Residential	200000	140000	1	140000	14000	0	126000	630
Site 21	East of Smarty Town	Vacant	Municipality	1.3	50	High: 5 - 10 years	Residential	13000	9100	1	9100	910	0	8190	41
Site 22 - Airport Precinct Proposal	Airport Infill	Vacant / Airfield	Municipality	356	25	High: 5 - 10 years	Mixed use - industrial & residential	540000	378000	1	378000	0	252012.6	125987.4	315

Figure 5.9: Summarising the potential Yield for each site as identified in the Town of Oudtshoorn SDF map

5.6 IMPLICATIONS FOR PHASING: RECONCILING THE PROJECTED HOUSING NEED UNTIL 2030 WITH THE POTENTIAL YIELD

The following statistics are pertinent to note:

1) As per section 4.1.2, it is **projected** that an additional **1500 households** will need to be accommodated within Oudtshoorn municipality **by 2030** (960 of these will be in the town of Oudtshoorn, 197 in Dysselsdorp, 56 in De Rust, 6 in De Hoop, 8 in Armoed, and 277 in the non-urban areas);

2) The **housing backlog** is approximately **5970** households (4000 units in town of Oudtshoorn, 1400 in Dysselsdorp, 450 in De Rust, and the remainder elsewhere).

3) The **total housing demand up to 2030** (due to household growth and housing backlog) therefore totals 7470 households, split up as follows:
   - 4960 units in Oudtshoorn;
   - 1597 units in Dysselsdorp;
   - 506 units in De Rust;
   - 300 units in Volmoed / Armoed / Kliplokasie; &
   - 20 units in De Hoop.

4) In terms of land requirements, assuming an average density of 25 dwelling units per hectare:

- Oudtshoorn town will need **200 hectares of land** to accommodate growth to 2030 (160 hectares for the housing backlog and 40 hectares for new growth);
- Dysselsdorp will need 64 hectares of land to accommodate growth to 2030 (8 hectares for new households and 56 hectares for the housing backlog);
- De Rust will need 21 hectares of land to accommodate growth to 2030 (18 hectares for housing backlog and 3 hectares for new growth);
- Volmoed / Armoed will need 13 hectares of land to accommodate growth to 2030 (12 hectares for housing backlog and 1 hectare for new growth); and
- De hoop will need 1 hectare of land to accommodate growth to 2030.

5) The SDF map for Oudtshoorn town indicates that up to **15 982 new units** can be accommodated within the existing urban edge and new development, which is far in excess of the **4960 new units** needed by 2030.

6) Within the town of Oudtshoorn**, 397 hectares** of land have been identified as being "high priority" which can accommodate **2855** of the **4960 new units** needed by 2030 and 103 hectares of land have been identified as being 'medium priority" which can accommodate a total of **1831** new residential units, as per the yield calculations in Figure 5.8 and 5.9.

7) Therefore, in terms of phasing, the following sites are seen as priority for the next 10 years, up to 2030:

High priority sites (total of 2855 potential residential units):

- **Site 1** (Victoria Street - ERF 6095) at a density of 50 dwelling units per hectare = potentially 168 residential units;
- **Site 2** (c/o Adderly & van der Riet St - ERF 2290) at a density of 50 dwelling units per hectare = potentially 242 residential units;
- **Site 3** (Auriel College) at a density of 50 dwelling units per hectare = potentially 1155 residential units;
- **Site 17** (Voortrekker Road: ERF 7054) at a density of 50 dwelling units per hectare = potentially 242 residential units;
- **Site 18** (Kairos Building & Coronation Old Age Home) at a density of 50 dwelling units per hectare = potentially 63 residential units;
- **Site 20** (New Bongulethu Infill) at a density of 50 dwelling units per hectare = potentially 630 residential units;
- **Site 21** (East of Smarty Town) at a density of 50 dwelling units per hectare = potentially 41 residential units;
- **Site 22** (Airport Infill) at a density of 25 dwelling units per hectare = potentially 315 residential units;

Medium priority sites (total of 1831 potential residential units):

- **Site 4** (North of North Street) at a density of 25 dwelling units per hectare = potentially 263 residential units;
- **Site 5** (between Oudtshoorn Graveyard and Brickworks) = to be developed as a municipal clustered facilities site;
- **Site 6** (between Oudtshoorn Graveyard and Brickworks) = to be developed as a cemetery or cemetery extension;
- **Site 7** (east of Bongulethu) at a density of 50 dwelling units per hectare = potentially 693 residential units;
- **Site 10** (SANDF housing) at a density of 25 dwelling units per hectare = potentially 875 residential units;

It should be noted that **site 15**, which could accommodate up to 2205 residential units, could be developed subject to the conditions as set out in Annexure A, and the affordability to the municipality.

5.7 NEXT STEPS TO FINALISE A CEF

Now that Phase 2a has been undertaken, that is, to understand the potential yield of the land available for future urban development and reconciling it with the projected household growth until 2030, the following remains to be done in order to develop a Capital Expenditure Framework:

a) **Tabulate and map all infrastructure master plan maintenance and expansion projects** that have been proposed for the next 10 years, ascertaining the infrastructure proposals for each zone and priority development areas. Determine investment requirements per functional area as a draft Capital Investment Framework, determine the operational and maintenance expenditure per asset class, per functional area.

b) **Reflect on the Long Term Financial Plan**, and the ability of the municipality to fund it's the infrastructure maintenance and expansion programmes into the future.

c) **Prioritise, map, sequence and determine funding** for all infrastructure projects, based on the extent to which they achieve the MSDF objectives.

d) **Finalise a prioritised Capital Expenditure Framework** by developing and applying a prioritisation framework and present a final spatial analysis of the CEF.

CHAPTER 6: IMPLEMENTATION FRAMEWORK

6. IMPLEMENTATION FRAMEWORK

The purpose of this implementation framework is to set out the various implementation requirements of the Oudtshoorn SDF, primarily focusing on:

- Determining the functional areas of the municipality through which the SDF can be implemented;
- Setting out the institutional arrangements for the implementation of the SDF;
- Providing concise inputs into municipal sector plans;
- Highlighting the role of the private sector and where partnerships and partnering can be explored as a tool for implementation;
- Set out the local area planning priorities;
- Set out inputs for the municipal budgeting process and the Integrated Development Plan; and
- Highlighting the implementation actions, priorities and associated time frames for implementation;

It should be noted upfront that the Oudtshoorn Municipality, as the key administrator of its land use management function, both records the current legal use of land in its zoning scheme, but also can proactively use its land use management system, zoning scheme and rights allocated to various land uses as a means to stimulate or implement various aspects of this SDF that envisage either a change in land use rights, such as the intent to densify a particular area or provide additional rights to a certain land use (such as single residential zoning).

Similarly, the municipality provides various infrastructure delivery, management, maintenance and local service functions such as municipal road network management, water reticulation, waste water treatment, storm water and electricity reticulation, amongst others. Its infrastructure spending, areas of focus and priorities (both in space, and per programme) can assist in implementing various elements of the SDF. As has been illustrated in the Capital Expenditure Framework section, the infrastructure focus areas and budgets need to be responsive to the proposals as set out in the SDF, as well as affordable as determined by the Long Term Financial Plan.

6.1. IMPLEMENTATION REQUIREMENTS

SPLUMA requires that MSDF's include an Implementation Plan that contains the following:

(i) Sectoral requirements, including budgets and resources for implementation
(ii) Necessary amendments to the Municipal Zoning Scheme By-Law
(iii) Specification of institutional arrangements necessary for implementation
(iv) Specification of implementation targets, including dates and monitoring indicators; and
(v) Specification where necessary, of any arrangements for partnerships in the implementation process.

DARD&LR's SDF Guidelines also guides the implementation framework requirements.

6.2. INSTITUTIONAL ARRANGEMENTS

The MSDF is a transversal planning instrument – impacting on most, if not all, of the Oudtshoorn Municipality's departments as well as the other spheres of government and state-owned entities operating within the municipal area. Institutional alignment is essential to implementing the MSDF.

- The **main argument and strategies** of the MSDF must be incorporated into Annual Reports, annual IDP Reviews, and future municipal IDPs.
- Any amendment to the MSDF must form part of the IDP review and amendment process.
- The main vision, strategies, proposals and policies of the MSDF must inform sector planning and resource allocation (refer to *6.1.2 Inputs into Sector Plans* for more detail). In particular, the Municipality's Human Settlement Plan and Integrated Transport Plan must be led by and aligned to the vision, strategies, proposals and policies set out in the MSDF.
- The vision, strategies, proposals and policies of the MSDF must inform land use management decision-making.
- National and provincial plans, programmes and actions; such as through User Asset Management Plans (in particular for the Health and Education sectors) and Comprehensive Asset Management Plans related to national and provincial assets and facilities, must be guided by the MSDF as they pertain to the Oudtshoorn Municipality. In particular the development pipelines articulated in the MSDF should be considered in the User Asset Management Plans in terms of adequate social facility provision.

6.3. INPUTS INTO SECTOR PLANS

The MSDF is a long term, transversal planning and coordination tool and a spatial expression of the Oudtshoorn Municipality's vision. While existing Sector Plans give context to the formulation of the MSDF, strategically and spatially, the Sector Plans should be led by the MSDF. To this end, with the adoption of this MSDF for the Oudtshoorn Municipality, when the Municipality's Sector Plans are reviewed, the MSDF must be a key consideration or framework for such a review. This is important to ensure alignment and for the sector plans to realise their full potential as implementation tools of the MSDF. The table below summarises the Oudtshoorn Municipality's sector plans, their status and implications of the MSDF for these plans. A major issue for aligned planning is a shared understanding of population growth projections and projections of space needed to accommodate this growth. A corporate decision must be made on the most credible numbers which will be the basis for all planning in the Municipality.

Sector Plan	Status & SDF Relationship
Oudtshoorn Integrated Transport Plan	Finalised in 2016. There is a need for NMT master plan (mapped) to be developed and implemented. ITP in its current format is generic from an NMT planning perspective and does not assist in detailed planning for NMT routes / priorities and a comprehensive network to be developed. The SDF provides the guidance around the framework for determining pedestrian networks and potential (if found feasible) road linkages needed. Similarly, greater focus on asset care and maintenance required for the road and transport network. There is a need to gather Gender disaggregated data from surveys on traveller experiences while cycling, walking and moving around in the District, to give insight about the realities and needs of people navigating between towns. Gender disaggregated data could analyse why men and women make trips to particular places at a particular time, which will provide a better understanding about functional relationships between settlements and larger towns and assist to respond to the transport needs of the people in a gender responsive manner.
Oudtshoorn Human Settlement Plan	Future revisions of the Oudtshoorn Human Settlement Plan must take into account the detail in the chapter 4 strategies and policies, specifically strategy two and three. Policy B2 provides settlement hierarchy whilst policy C2 provides Human Settlement Focus Areas for Oudtshoorn. Subsidised housing should be located in those settlements where the need is greatest, which have access to an existing array of services and facilities, where there are employment opportunities, and where municipal financial sustainability is not undermined. Service provision should be affordable for the municipality and on this basis, the extensive expansion of low growth small settlements is discouraged, not only on account of affordability for the municipality, but on the basis that these areas could become pockets of poverty lacking employment prospects, locking people into poverty.
Disaster Management Plan	Future revisions must consider spatial aspects of drought-mitigation and building increased resilience to drought and fire, such as the need to proactively protect valuable water catchment areas from alien vegetation invasion. Riverine systems to be, as far as possible, rehabilitated and aquifer resources and recharge areas to be protected from incompatible land uses.
Climate Change Adaptation Plan	See the entire policy and proposals section of this SDF for implications for Climate Change Adaptation Plan, generally the policies under strategy one and specifically policy A8.
Infrastructure Master Plans	
Electricity	In addition to catering for maintenance, and addressing backlogs in access to electricity infrastructure, electrical infrastructure investment should be focused in priority development areas, as shown in the municipal-wide and town-specific maps for Oudtshoorn in the Capital Expenditure Framework.
Roads Pavement Management System	Road network and pavement management systems must prioritise the maintenance of existing road networks, and where upgrades and improvements are considered, in conjunction with urban design improvements, priority development areas as dictated by the CEF should guide these decisions.
Water Services Development Plan	Water security is the priority objective for Oudtshoorn and ensuring secure, consistent supply of water via new water sources (such as Blossoms). Future updates must indicate the areas identified in this SDF as needing protection or rehabilitation, such as riverine systems, catchment areas or aquifer recharge areas.
Integrated Waste Management Plan	Ensuring correct management of the existing waste sites, ensuring key management buffers around waste sites are in place, and potential impacts of waste sites on surrounding land uses prevented or mitigated where prevention is not possible.

6.4. PROVINCIAL AND MUNICIPAL EXPENDITURE IN THE DISTRICT (2020/21)

Based on the Overview of Provincial and Municipal Infrastructure Investment (OPMII) Report, 2020, it is anticipated that provincial infrastructure investment for the Oudtshoorn municipality will amount to R132 040 000 for the 2020/21 – 2022/23 period, which amounts to 4.1% of the budget allocated throughout the entire Garden Route. This represents the budgets of the Departments of Human Settlements and Transport and Public Works. It is noted that Health, Education, Social Development and Cape Nature do not have infrastructure investments in Oudtshoorn during this MTEF period.

The Department of Human Settlements is planning to spend R77.04 million on human settlement projects and the Department of Transport and Public Works is planning to spend R55 million on the refurbishment and rehabilitation of roads. The table below, Figure 6.1, shows these projects over the 2020/21 MTEF.

In terms of allocations from National and Provincial Departments, Figure 6.2 indicates the MTEF allocations that will be made to the Oudtshoorn Municipality, which is just under R600 million over the MTEF. It should be noted that the equitable share allocation (R252 million over the MTEF), Municipal Infrastructure Grant (R69 million over the MTEF) and Water Services Infrastructure Grant (R120 million over the MTEF) make up the lion's share of allocations to Oudtshoorn.

List of Provincial Infrastructure Investment Projects in the Oudtshoorn Municipality for the MTEF period 2020/21 – 2022/23

Department	Project Programme Name	Infrastructure type	Nature of Investment	2020/21 MTEF	2021/22 MTEF	2022/23 MTEF	TOTAL 3 YEARS
Human Settlements	Oudtshoorn: Rosevalley - 967 - Services & 967 T/S UISP	Municipal project: Top Structures	Infrastructure transfers - Capital	200	0	0	200
Human Settlements	Eden: Oudtshoorn: GG Kamp, Kanaal & Black Joint Tavern: 600 Sites - UISP Stages 1 & 2	Municipal project: Planning	Infrastructure transfers - Capital	2000	6000	0	8000
Human Settlements	Oudtshoorn: Dysselsdorp: Planning 359 Sites - UISP Stages 1 & 2	Municipal project: Services	Infrastructure transfers - Capital	37860	26000	0	63860
Human Settlements	Oudtshoorn Volmoed De Rust (280) UISP	Municipal project: Planning	Infrastructure transfers - Capital	1900	1000	0	2900
Human Settlements	Bongolethu Mud Houses (7)	Municipal project: Planning	Infrastructure transfers - Capital	2080	0	0	2080
Transport and Public Works	C918 PRMG Oudtshoorn-De Rust	Blacktop/Tarred Roads	Refurbishment and rehabilitation	24000	4000	0	28000
Transport and Public Works	C993.2 Holgaten-Oudtshoorn reseal	Resealing	Refurbishment and rehabilitation	1000	0	0	1000
Transport and Public Works	C1083 De Rust-Uniondale reseal	Resealing	Refurbishment and rehabilitation	1000	0	0	1000
Transport and Public Works	C1086 Calitzdorp-Oudtshoorn reseal	Resealing	Refurbishment and rehabilitation	1000	0	0	1000
Transport and Public Works	C1008.1 Calitzdorp-Oudtshoorn rehabilitation (Spa Road)	Blacktop/Tarred Roads	Refurbishment and rehabilitation	22000	2000	0	24000
TOTAL				**93040**	**39000**	**0**	**132040**

Figure 6.1: Provincial Infrastructure Investment Projects in Oudtshoorn (2020/21 – 2022/23)

Oudtshoorn: Budgeted National and Provincial Allocations

Source	Department	Municipality	Transfer description	2020/21	2021/22	2022/23
National	COGTA	Oudtshoorn	Municipal infrastructure grant	21627	23185	24325
National	COGTA	Oudtshoorn	Municipal systems improvement grant	300	500	0
National	Energy	Oudtshoorn	Integrated national electrification programme grant (municipal)	3000	5000	4000
National	HSW&S	Oudtshoorn	Water services infrastructure grant	40000	39999	41919
National	NT	Oudtshoorn	Equitable share	78568	84323	89768
National	NT	Oudtshoorn	Local government financial management grant	2517	2781	3002
National	Public Works	Oudtshoorn	Expanded public works programme integrated grant for municipalities	2243	0	0
WCG	DCAS	Oudtshoorn	Community library services grant	7128	7520	7933
WCG	DLG	Oudtshoorn	Community Development Worker (CDW) Operational Support Grant	56	56	56
WCG	DLG	Oudtshoorn	Fire Service Capacity Building Grant	0	0	920
WCG	DLG	Oudtshoorn	Thusong Service Centres Grant (Sustainability: Operational Support Grant)	0	150	0
WCG	DT&PW	Oudtshoorn	Financial Assistance to Municipalities for Maintenance and Construction of Transport Infrastructure	125	125	125
WCG	Human Settlements	Oudtshoorn	Human Settlements Development Grant (Beneficiaries)	44040	32000	26000
WCG	PT	Oudtshoorn	Financial Management Capacity Building Grant	401	0	0
Total				**200005**	**195639**	**198048**

Figure 6.2: Budgeted National and Provincial Allocations in Oudtshoorn (2020/21 – 2022/23 (OPMII, 2020)

6.5. IMPLEMENTATION ACTIONS, PRIORITIES & TIMEFRAMES

It should be noted that the actions, priorities and timeframes outlined in the table below are a summary of the actions emanating out of the policies and policy guidelines in Chapter 4, which sets out the strategies, policies and related items to be taken forward.

The municipality will have to undergo a priority-setting exercise, and re-visit this on an annual basis and as part of the IDP review process, to determine if new priorities emerge and if the priorities highlighted below remain priorities, or have been implemented.

SPATIAL PLANNING, LAND USE MANAGEMENT AND URBAN DESIGN			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
SPUD 1) To ensure that land use planning decision making is consistent with and congruent with the Biodiversity Spatial Planning Manual and the recommended land use as per the Spatial Planning Categories, adopted within this SDF.	Operational costs – town planning department of Oudtshoorn municipality	Immediate and ongoing	Oudtshoorn municipality – town planning Provincial Department of Environmental Affairs and Development Planning
SPUD 2) To ensure the integrity of the municipality's scenic assets by promoting appropriate development typologies and preventing inappropriate development typologies that undermines this character and hence undermines the tourism economy and sense of place. **SPUD 3)** Develop design guidelines for building typologies appropriate in different contexts of the Klein Karoo	Operational costs – town planning department and human settlements department of Oudtshoorn municipality	Immediate and ongoing	Oudtshoorn municipality – town planning department Oudtshoorn municipality – human settlements department
SPUD 4) To ensure that all settlements of the municipality are enhanced, made more liveable, more multi-functional, economically vibrant, pedestrian-friendly, landscaped and beautiful places by the application of the settlement-design principles adopted and promoted in this SDF;	Operational costs – town planning department and human settlements department of Oudtshoorn municipality	Immediate and ongoing	Oudtshoorn municipality – town planning Private sector developers and land owners Oudtshoorn municipality – human settlements department Oudtshoorn municipality – Parks and recreation department
SPUD 5) To ensure that the delivery of any municipal, provincial and national facility is done in a way that maximises efficiency of space, seeks to co-locate it with compatible functions and facilities that promotes multi-functionality, significant and special places in the built fabric and that contributes towards the settlement design principles adopted in this SDF. Clustered facilities to be encouraged in the priority development area or upgrade area as shown on settlement maps.	Capital budget for the delivery of facilities (e.g. Halls, libraries, schools, clinics, courts) of the relevant municipal, provincial or national government department.	Immediate and ongoing	National Department of Public Works Provincial Department of Transport and Public Works Municipal Facilities Planning & maintenance
SPUD 6) Rejuvenate and invest in the historic settlement cores of each town to make these appealing to tourists, businesses and attract investment into the town centres. **SPUD 7)** All settlements to carry out basic beautification measures at its entrances and main through-fares, including cleaning and sanitation services, tree-planting (in drought-tolerant species) and investment in public-walkways and main streets, including infrastructure maintenance. **SPUD 8**) Investigate low-cost high-impact measures to increase the appeal of settlements for attracting tourists.	Town improvement plan can be developed inhouse of at cost of R400 000. Implementation cost of between R5 000 000 and R10 000 000 over a period of 3 years.	Immediate and Ongoing	Oudtshoorn municipality LED department Oudtshoorn municipality – Parks and Recreation department Oudtshoorn municipality – town planning

SPATIAL PLANNING, LAND USE MANAGEMENT AND URBAN DESIGN			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
SPUD 9) Review Development Contributions Policy to ensure that actual costs of new services provided are reflected and captured through development contribution, similarly that infill development is reflective of the fact that infrastructure services may be largely available and provided for.	R500 000	2022/23	Oudtshoorn Municipality – town planning DEA&DP
SPUD 10) Amend zoning scheme to allow for additional residential rights in single residential zoning, where feasible, to allow for up to 2 additional dwellings as an additional use right.	Cost of Employment	2021/22	Oudtshoorn Municipality – town planning DEA&DP

ECONOMIC DEVELOPMENT			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
ED 1) To ensure that the Economic Development Strategy of the municipality and the broader District Municipality seeks to establish, manage and market the Klein Karoo as a unique region, capitalising on inherent and latent tourism and agri-processing opportunities.	To be determined – beyond operational costs	Immediate and ongoing	Western Cape Department of Economic Development and Tourism Garden Route DM Oudtshoorn Local Tourism Office

SERVICES AND INFRASTRUCTURE			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
SI 1) Developing water and sanitation infrastructure that utilises water re-cycling and reuse. **SI 2)** Promote household and farm-scale rain water capturing for non-potable uses. **SI 3)** Ensure rainwater tanks are included in new developments of households on erven larger than 120m^2. **SI 4)** Regulate borehole use to ensure sustainable use of groundwater systems **SI 5)** Monitoring ground water resources and implementing effective water reduction techniques when sources are low. **SI 6)** Ensuring the integrity of valuable rainwater catchment areas and riverine systems are kept clear of invasive plant species or any use that will either degrade the quality or quantity of water available for use.	Multiple projects – some with potential multi-million-rand infrastructure implications	Immediate and ongoing	Oudtshoorn municipality – Engineering department Oudtshoorn Municipality – town planning departments

SERVICES AND INFRASTRUCTURE			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
SI 7) Promoting farming techniques that minimise water use.			
SI 8) Upgrade R62 to provide complementary function to N2. **SI 9)** Upgrade the Oudemouragie Road between the Cango caves and De Rust. **SI 10)** Ensure proper and consistent maintenance of the Swartberg Pass gravel road. **SI 11)** Investigate the introduction of the introduction of a weighbridge to manage freight traffic and heavy loads passing through the Oudtshoorn municipal area.	Costs to be determined in pre-feasibility assessments needed.	Medium to long term	Provincial Department of Transport and Public Works
SI 12) Lobby the implementation of a Mobility Strategy, even if a reduced service thereof, to provide the most basic level of accessibility. **SI 13)** Investigate the feasibility of linking Oudtshoorn to George via the George Integrated Public Transport Network. **SI 14)** Invest in rural pedestrian safety, non-motorised transport networks and scholar transport safety.	Cost of implementation of a mobility strategy between R10 000 000 and R50 000 000 operational subsidy per annum.	Medium to long term	Provincial Department of Transport and Public Works Garden Route District Municipality
SI 15) Develop and implement a Non-Motorised Transport Master Plan for Oudtshoorn Municipal area which seeks to identify and invest in the necessary infrastructure to support pedestrian and bicycle movement in the region.	R500 000 to develop plan Cost of implementation as per plan	Short to medium term	Oudtshoorn municipality Provincial Department of Transport and Public Works
SI 16) From an infrastructure prioritisation perspective, focus high quality services and infrastructure investments in priority development areas, in support of the CEF and with the aim of reinvigorating the Oudtshoorn CBD. **SI 17)** Ensure basic level of services to all settlements, but discourage the extensive provision of subsidy housing in low growth and low opportunity settlements, where the chances of exacerbating poverty is high.	To be mainstreamed into all infrastructure programmes and masterplans	Immediate and ongoing	Oudtshoorn Municipality Engineering Departments Oudtshoorn Municipality Housing Department
SI 18) The local municipality must prepare and implement an Asset and Infrastructure Maintenance Plan as per policy C4.	R1 500 000.00	2021/22 – 2022/23	Oudtshoorn Municipality – Engineering Divisions
SI 19) Prioritise the majority of subsidised human settlement delivery in the town of Oudtshoorn, and to a lesser extent Dysselsdorp and De Rust.	Human Settlement Subsidy allocation	Immediate and ongoing	Oudtshoorn municipality Department of Human Settlements
S1 20) Expansion of existing cemetery and creation of a new cemetery on site 6	R500 000 for feasibility studies, cost of expansion to be determined in study.	Immediate priority	Oudtshoorn municipality

ENVIRONMENT			
Proposal	**Approximate Budget**	**Time Frames**	**Lead Role-players and funding source**
E1) Facilitate the formal protection of priority conservation areas (public and private), as well as the conservation of natural habitats that are not formally proclaimed nature reserves, such as in De Rust.	To be determined by feasibility study – R500 000	2020 - 2025	Oudtshoorn Municipality Cape Nature Department of Environmental Affairs and Development Planning SANPARKS
E 2) Implement alien clearing programmes in river systems and catchment areas.	To be determined – multiple agencies currently undertake alien clearing programmes	Immediate and ongoing	Breede-Gouritz catchment Management Agency / Working on Water Programme Oudtshoorn municipality Cape Nature SANPARKS

6.6 ROLE OF THE PRIVATE SECTOR

The following sets out the areas of action where businesses and the private sector could either lead or play a significant role in implementing aspects of the Oudtshoorn MSDF:

1. As per action SPUD 2, **scenic asset preservation** will be enhanced both through regulatory oversight of the local municipality (ensuring that approved building typologies and urban design is appropriate to the Klein Karoo scale and context) but also the private sector will ensure that appropriate building typologies are built and rolled out in the municipality.

2. Similarly, as per SPUD 2, new **tourism opportunities**, and enhancement of existing tourism opportunities, will be primarily driven by the private sector, together with creating tourism experiences that reflect and build the Klein Karoo brand.

3. As per SI 1, **water conservation** will be achieved both through municipal infrastructure investments, but also through private sector and resident behavioural change. **Water resilience** will require residents, private land owners and businesses to change their consumption behaviours, use of water and also to use ground water and rain water responsibly.

4. As per SPUD 1, much of the **Critical Biodiversity Areas** and riverine systems that need to be **protected or rehabilitated** are located on private farm land. Farmers will play a role in ensuring the integrity of these ecological systems remain intact into the future.

5. As per SPUD 4, the development and implementation of the Oudtshoorn **Town Improvement Plan & CBD regeneration** should be partnership based between local municipalities and local businesses, civic organisations and retailers to improve the main business centre and main street of Oudtshoorn.

6. As per ED 1, **agri-processing and agricultural expansion** and resilience will be driven by the private sector.

7. **Renewable energy opportunities** will be driven by private sector businesses and Independent Power Producers, on condition that national government set in place the appropriate enabling policy and regulatory framework.

6.7 POSSIBLE PARTNERSHIPS

Key potential partnerships in driving elements of this MSDF forward are:

1. **Town Improvement Plans** and basic urban management improvements within the Oudtshoorn town centre will require effort, coordination and partnerships between local municipalities, as the lead organisations, local business, civic organisations and ratepayer's associations.

2. The establishment of a Botanical or open space or recreational and eco-tourism learning garden and park on the sites 10, 11, 12a or 12b should be investigated and potentially led by the private sector and land owners of these sites, together with the municipality.

6.8 LOCAL AREA PLANNING PRIORITIES

The following sets out the precinct plans and / or Local SDFs (LSDFs) that will need to be developed, or implemented within the next 10-year period, as per this SDF:

1. **Airport Precinct Plan** – to adequately plan for future airport operations, associated auxiliary needs and expansion, as well as related and complimentary uses;

2. Determine the cost of providing bulk and reticulation infrastructure services to Volmoed / Armoed / Kliplokasie and De Hoop as a basis to determining whether provision of urban expansion opportunities are feasible and affordable;

3. Investigate whether sites 10, 11 and 12a or 12b could be developed as botanical, recreational or eco-tourism educational areas.

4. Detailed **precinct plans / layout plans** for all numbered sites indicated for urban expansion, taking into account existing environmental and topographical constraints, only on the basis that demand is real and not speculative.

5. Expansion of existing cemetery and potential new cemetery on site 6.

6.9 INPUTS INTO IDP & MUNICIPAL BUDGET PROCESS

The context, logic and proposals as set out within the Chapter 4 (policy and proposals) as well as the Capital Expenditure Framework (chapter 5) and implementation chapter (chapter 6) – which set out actions and potential partnerships - must be brought into the IDP process, and considered for budgeting.

Specifically, the IDP and budget should illustrate clearly how the Priority Development Areas, restructuring zones and upgrading areas are being made budgetary priorities. Similarly, infrastructure maintenance and asset care, as articulated extensively in this SDF, must be prioritised in future budgets.

6.10CONCLUSION

Where the municipality locates its infrastructure spend, its housing, urban expansion opportunities, effort and programmes to develop or maintain the towns of the region matters. This is because resources are scarce and therefore to have impact, strategic decisions are required to focus expenditure to maximise impact. This is also to ensure that municipal financial sustainability is advanced, but also to ensure that people are located in settlements that have the legitimate chance of creating employment opportunities and providing access to a range of services and facilities.

The foreseeable future is set to be one of increasing austerity, with continued cuts from National Treasury a likely possibility. The Oudtshoorn municipality must therefore respond to this sensibly, responsibly and ensure limited resources are spent wisely and strategically.

This SDF has set out the state of the municipality (as articulated in chapter 3), has developed appropriate spatial policy and policy guideline responses (in chapter 4), developed the conceptual foundations of a Capital Expenditure Framework which should be used to inform budget setting and priority setting in the municipality (chapter 5) and has articulated the most important implementation elements in chapter 6.

ANNEXURE A: OUDTSHOORN URBAN GROWTH PROPOSALS ASSESSMENT FRAMEWORK

In the context of the priorities identified in the Oudtshoorn Municipality's Long Term Financial Plan, any new private land development proposals would have to demonstrate that they not only pay for themselves from a long term operational perspective but also enhance Oudtshoorn's efficiency, make a net contribution to the economy and ensure that land is used productively from a revenue generation perspective. Any development that proposes to extend the urban footprint of Oudtshoorn or create a new urban or suburban footprint in the municipal area should be deemed satisfactory in terms of these key sustainability concerns before an assessment of desirability can proceed.

It would not be responsible for the municipality, within its MSDF, to speculate on opportunities for new settlement outside of a comprehensive assessment of what such settlement would bring to the table from a development perspective versus what the impacts and costs would be and who would meet these short and long term (capital and operating) obligations and/or mitigate or manage impacts. It is not within the means of the process to prepare an MSDF that considers the full lifecycle implications of such development proposals to inform its recommendations and to subsequently apportion responsibility for the costs for such development in its Capital Expenditure Framework, that would then need to be reflected in the Oudtshoorn Municipality's Integrated Development Plan and in turn its budget, given that the MSDF is the spatial expression of the IDP. The normal land development and impact assessment procedures must deal with such proposals. Given that the MSDF should, with the IDP, drive the municipality's budget, and spatial form has a direct bearing on the municipality's financial sustainability, an in principle decision on development in an MSDF cannot be separated from its financial implications.

At the same time, recognising that unforeseen economic prospects or opportunities and/ or new information may arise and a compelling case might be made for economic investment that is able to realise a net return on investment for Oudtshoorn as a whole, the MSDF does however provide the following framework for decision-makers who may wish to consider proposals for lateral urban growth of the settlements within Oudtshoorn or new remote/isolated settlement of an urban or suburban nature. The burden being on the proponent to provide sufficient evidence in respect of the conditions set out below and on the Municipality to ensure the objectivity of this evidence.

A. GENERAL CONSIDERATIONS

a) Planning and development regulation in the rural areas of the Oudtshoorn Municipality will be governed by The Western Cape's Rural Development Guidelines and Spatial Planning Category map which covers most of the rural area under the jurisdiction of the Municipality. This framework as far as it pertains to the rural areas, will be an additional regulating tool.

b) The Provincial PSDF principles and policies as they relate to improving the position of municipal financial sustainability through infill and appropriate densification and the need to prevent commercial decentralisation and the associated decline of central business areas are key policies to inform both municipal spatial frameworks and growth management.

c) Where the urban edge has been delineated to protect natural resources (e.g. critical biodiversity / the coastlines) it should not be amended.

d) Arguments regarding poor agricultural conditions will not be accepted as the basis for a review of the urban edge. Arguments regarding the availability of infrastructure will not be accepted as the basis for a review of the urban edge. An agri-village is a privately established and managed settlement situated on private land within a farming area and exclusively accommodates the local agri- worker community. The only circumstances under which an agri-village should be considered include the following:

i. in a farming area where there is a concentration of agri workers due to the type of agricultural activities and that has a substantial demand for "off-the-farm" settlement;

ii. areas where there are no established settlements within practical commuting distance (approximately 30km) and a municipality that has no feasible means of establishing and managing a new town;

iii. In light of the substantial managerial and financial resources required to establish and maintain small settlements, and their potential negative impact on the environment and also due to the relatively short distance between settlements in the Western Cape, the establishment of agri-villages or new settlements as "off-the-farm" options both have limited applicability in the Western Cape.

B. PERFORMANCE CONSIDERATIONS

Assessing the performance of proposed extensions to the urban footprint of Oudtshoorn, De Rust, Dysselsdorp or new remote, isolated settlements of an essentially urban or suburban nature such as agri-villages; eco-estates and other forms of lifestyle residential estates is important to adequately inform decision-makers in order that their decisions:

a) Do not reinforce / exacerbate or continue segregated settlement patterns;

b) Do not reinforce / exacerbate or continue inefficient settlement patterns through non-contiguous or leapfrog development;

c) Do not trigger costly commuting distances (to work, education and health facilities, amenities and services) for people living or working in these settlements that would rely heavily on private motor vehicle use that would increase carbon emissions and incur prohibitively expensive costs for particularly the poor – effectively leading to economic exclusion or spatial poverty entrapment

d) Do not trigger unaffordable capital and/or operating cost burdens on the public sector to provide requisite public facilities and/or services in these settlements or to provide the transport for scholars and patients to access facilities elsewhere

e) Do not exacerbate the Municipality's risk and the associated disaster management costs associated with such risk in respect of securing life and property in the case of extreme events associated with *inter alia* fire, inundation / flooding, coastal erosion by virtue of their location and/or distance from emergency services

f) Do not compromise the unique character of an area

g) Do not compromise the rural economy and/or existing value adding land uses

h) Do bring opportunity for the whole existing settlement to improve and prosper.

i) Are not based on providing in a housing need alone (only) but comply with all the guidelines in this framework.

j) Protect valuable view corridors, undeveloped ridge lines, heritage assets and existing vistas should not be compromised by any development proposal or cumulative impact of development proposals. The proportion of urban development up the slope of a prominent hill or mountain should not degrade its aesthetic/ visual value.

k) Do realise tangible economic benefits for the municipality

C. VIABILITY CONSIDERATIONS.

Assessing the viability of proposed extensions to the urban footprint of the settlements of Oudtshoorn and remote settlements of an essentially urban or suburban nature such as agri-villages; eco-estates and other forms of lifestyle residential estates is important to adequately inform decision-makers in order that their decisions:

a) Safeguard the fiscal sustainability of the municipality – in the short term in terms of capital costs and in the long term in terms of operating costs – by ensuring that the development is self-funded in terms of bulk and link servicing requirements

b) Ensure that there is no undue subsidisation of services to and in these areas on the part of the existing ratepayers of the Municipality and or the state where this is not of equitable benefit to those most in need of public resources

c) Safeguard the long term sustainability of servicing these settlements to the extent that the public sector is responsible or might reasonably be found to be the default responsible party

d) Demonstrate tangible social and economic benefits for the municipality and existing settlement residents, balancing the provision of live – work - play opportunities, and securing the financial sustainability of the existing settlement being extended.

D. EVIDENCE REQUIRED

Such development proposals must provide the Oudtshoorn Municipality with the following:

a) Evidence as to why the proposed target market of the proposed development cannot be accommodated within the existing urban edge on existing vacant and under-utilised land;

b) Evidence that the development fulfil the needs and priorities identified in the IDP and does not draw attention and resources away from other priorities

c) A clear assessment of the impact on bulk services, what bulk services would be required and when these would practically come into operation

d) Evidence that there is no impact on existing capacity and future capacity being brought on stream by existing infrastructure investment programmes, given service delivery backlogs in the existing built footprint of the city and the need to maintain and upgrade existing infrastructure.

e) Evidence that landowners and developers within the urban edge, who have acted in alignment with Council policy, with legitimate expectations of obtaining services from the Municipality will not be negatively affected.

f) Assurance that the development funds the Public Transport Network infrastructure requirements to ensure that access to public transport modes is integrated with the planning and implementation of the development and offered from the outset of occupation of the development

g) Adequate provision to ensure permanent employment generating activities are part of the development to minimise commuting costs, and that this is not limited to retail which has little local generative impact;

h) Assurance that such economic land uses are operational from the outset of residential occupation of the development

i) A signed written agreement committing the applicant (and its successors in title) to the planning, design, construction and full upfront financing of the following all bulk utility and public transport infrastructure external to the site, in addition to development contribution requirements

j) Any changes to the terms and conditions of this agreement (including the a. signatories) would need Council approval given the possibility that this would impact financially on the Oudtshoorn Municipality and as a result impact on its IDP;

k) An assessment of the operational costs and any other 'hidden costs' of the proposed development to the Municipality and whether these will be retrieved in full by rates and tariff charges based on an understanding of the proportion of landowners within the development that will be liable for such charges and the proportion that will require subsidisation;

l) Developer commitment to the construction and operation of the full extent of social facilities required by the development, including confirmation on the timing of construction and the period that the social facilities will be operated at the expense of the developer;

m) Should the development be residential in nature, an inclusive approach must be followed that enables well planned on-site integration. Where state funding is required for housing, an agreement must be in place that specifies:

    a. subsidies obtained for the development of housing will not be used to fund link infrastructure to market housing;
    b. the number of houses that will qualify for the housing subsidy, and the number of houses to be built for the GAP market, the provisions made for the proposed subsidised units on the Municipality's Housing Plan, pipeline and three year capital budget; and the requisite infrastructure. The GAP market is defined as households earning more than R3,500 and less than R22,000.
    c. assumptions on subsidies (infrastructure, land and top structure) to be received from the Municipality and discounted development contributions should also be documented;
    d. the agreed standard of services to be installed
    e. the maintenance agreement with respect to state-subsidised housing units which guarantees the infrastructure and associated services for a minimum of five years at the cost of the developer with performance indicators to ensure prompt service delivery.

n) Should any green or 'off the grid' infrastructure be proposed – evidence that there is no permanent risk of negative impact on environmental systems and services should there be a break in the functioning of these services

o) Legal provision that the Municipality will not become obliged by default to service the development in the future should such off the grid systems fail to perform without due provision being made by the land owners to pay the full capital and operating costs of such services

p) An assessment of fire risk along the wild land – urban interface must be done and satisfactory mitigation actions identified. Provisions for ongoing maintenance of such actions must be documented and it must be clear how these will be complied with in perpetuity.

E. TOOLS TO ASSIST WITH THE ASSESSMENT

Tools are available to assist the Municipality in these decision-making processes:

a) The Cities Support Programme's Fiscal Impacts Tool:

This tool aims to assess the long term operating and capital costs of development to multiple actors. The tool provides a template that can be adapted to cost parameters specific to the Municipality. Importantly, it not only assesses the fiscal impact – the total life-cycle cost incurred by government – but also the financial impact on household budgets and environmental cost

The CSIR have a geospatial assessment procedure for the calculation and mapping of fire risk along the wild land – fire interface.

ANNEXURE B: UNDERSTANDING THE FINANCIAL HEALTH OF THE MUNICIPALITY TO DETERMINE AVAILABLE BUDGET & AFFORDABILITY FOR CAPITAL EXPENDITURE FRAMEWORK

1. SECTION 1: OUDTSHOORN'S FINANCIAL PERFORMANCE, INCOME & SPENDING

Note: the information that follows is derived from both https://municipalmoney.gov.za/profiles/municipality-WC045-oudtshoorn/ as well as the Oudtshoorn Long Term Financial Plan (INCA, 2017).

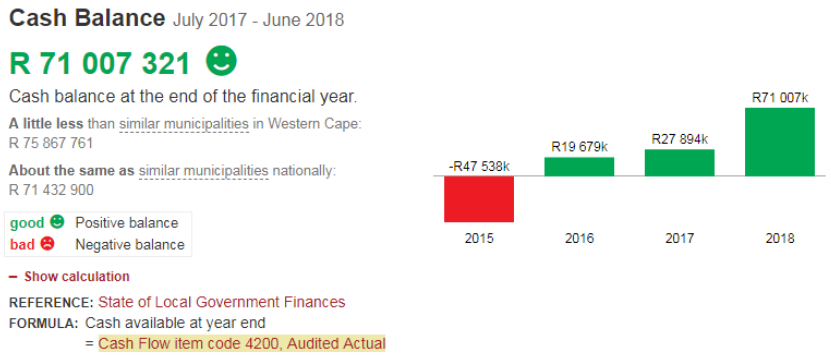
1.1 FINANCIAL HEALTH INDICATORS

	2015	2016	2017	2018
Cash Balance	- R47 538 000	R19 679 000	R27 894 000	R71 007 321
Cash Coverage	0	0.5	0.7	1.5
Spending of Operating Budget		-8.6%	-14.8%	-5.1%
Spending of Capital Budget		-46.8%	17.3%	-14.3%
Fruitless & Wasteful Expenditure	26.1%	21%	3%	

1.1.1. Cash Balance

Between 2015 and 2018, Oudtshoorn has seen an improvement in the cash balance that was available at the end of each financial year. At the end of 2018, the municipality had just over R71 million left over.

A municipality's cash balance refers to the money it has in the bank that it can access easily. If a municipality's bank account is in overdraft it has a negative cash balance. Negative cash balances are a sign of serious financial management problems. A municipality should have enough cash on hand from month to month so that it can pay salaries, suppliers and so on.



1.1.2 Cash Coverage

Cash coverage measures the length of time, in months, that a municipality could manage to pay for its day-to-day expenses using just its cash reserves. If a municipality had to rely on its cash reserves to pay all short-term bills, how long could it last? Ideally, a municipality should have at least three months of cash cover.

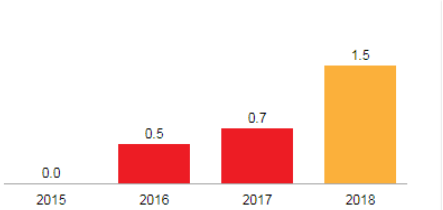
Cash Coverage July 2017 - June 2018

1.5 months

Months of operating expenses can be paid for with the cash available.

About 20 percent higher than similar municipalities in Western Cape: 1.2 months

About 1.4 times the coverage for similar municipalities nationally: 1.1 months



good	More than 3 months
average	Between 1 and 3 months
bad	Less than 1 month

– Show calculation

REFERENCE: State of Local Government Finances

FORMULA: = Cash available at year end / Operating Expenditure per month
= Cash Flow item code 4200, Audited Actual / (Income & Expenditure item code 4600, Annual Audited Actual / 12)
If Cash available at year end is negative, we say Cash Coverage is zero months.

1.1.3 Spending of Operating Budget

This indicator is about how much more a municipality spent on its operating expenses, than was planned and budgeted for. It is important that a municipality controls its day-to-day expenses in order to avoid cash shortages. If a municipality significantly overspends its operating budget this is a sign of poor operating controls or something more sinister.

Overspending by up to 5 percent is usually condoned; overspending in excess of 15 percent is a sign of high risk

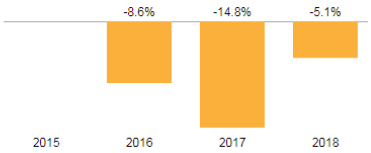
Spending of Operating Budget July 2017 - June 2018

5.1% underspent

Difference between budgeted operating expenditure and what was actually spent.

About 80 percent of the underspending or overspending for similar municipalities in Western Cape: -6.05%

Nearly double the underspending or overspending for similar municipalities nationally: -2.8%



good	Up to 5%
average	Between 5% and 15%
bad	More than 15%

+ Show calculation

1.1.4 Spending of Capital Budget

Capital spending includes spending on infrastructure projects like new water pipes or building a library. Underspending on a capital budget can lead to an under-delivery of basic services. This indicator looks at the percentage by which actual spending falls short of the budget for capital expenses. Persistent underspending may be due to under resourced municipalities which cannot manage large projects on time.

Municipalities should aim to spend at least 95 percent of their capital budgets. Failure to spend even 85 percent is a clear warning sign.

Spending of Capital Budget July 2017 - June 2018

14.26% underspent

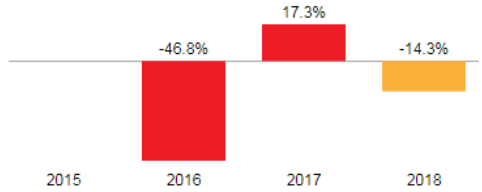
Difference between budgeted capital expenditure and what was actually spent.

About 20 percent higher than similar municipalities in Western Cape: -12.085%

About three-quarters of the underspending or overspending for similar municipalities nationally: -19.605%

good	Up to 5%
average	Between 5% and 15%
bad	More than 15%

– Show calculation



1.1.5 Fruitless & Wasteful Expenditure

Fruitless and wasteful expenditure concerns spending which was made in vain and would have been avoided had reasonable care been exercised. An example of such expenditure would include paying a deposit for a venue and not using it and losing the deposit.

Fruitless and Wasteful Expenditure July 2015 - June 2016

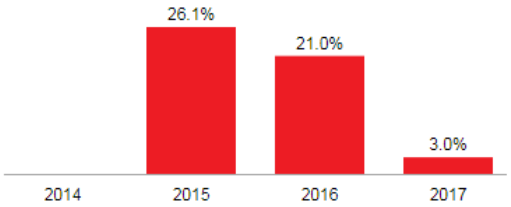
21.01%

Unauthorised, Irregular, Fruitless and Wasteful Expenditure as a percentage of operating expenditure.

More than double the expenditure for similar municipalities in Western Cape: 0.575%

About one-fifth of the expenditure for similar municipalities nationally: 15.315000000000001%

good	0%
bad	More than 0%



1.1.6 Current Ratio

The current ratio compares the value of a municipality's short-term assets (cash, bank deposits, etc) compared with its short-term liabilities (creditors, loans due and so on). The higher the ratio, the better. The normal range of the current ratio is 1.5 to 2 (the municipality has assets more than 1.5 to 2 times its current debts). Anything less than that and the municipality may struggle to keep up with its payments.

Current Ratio July 2018 - June 2019 Quarter 3

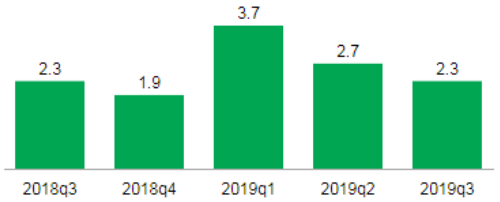
2.26

The value of a municipality's short-term assets as a multiple of its short-term liabilities.

About three-quarters of the ratio for similar municipalities in Western Cape: 3.0

About 1.5 times the ratio for similar municipalities nationally: 1.48

good	More than 1.5
average	Between 1 and 1.5
bad	Less than 1



1.1.7 Liquidity Ratio

Liquidity ratios show the ability of a municipality to pay its current liabilities (monies it owes immediately such as rent and salaries) as they become due, and their long-term liabilities (such as loans) as they become current.

These ratios also show the level of cash the municipality has and / or the ability it has to turn other assets into cash to pay off liabilities and other current obligations.

Liquidity Ratio July 2018 - June 2019 Quarter 3

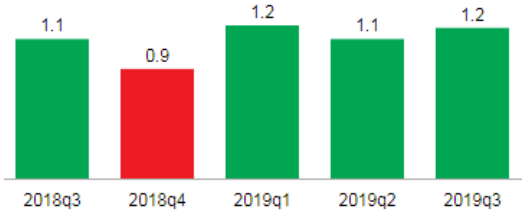
1.21

The municipality's immediate ability to pay its current liabilities

About three-fifths of the ratio for similar municipalities in Western Cape: 2.035

Nearly double the ratio for similar municipalities nationally: 0.65

good More than 1
bad Less than 1



1.1.8 Current Debtors Collection Rate

Municipalities don't manage to collect all of the money they earn through rates and service charges. This measure looks at the percentage of new revenue that a municipality collects. It is also referred to as the Current Debtors Collection Ratio.

Current Debtors Collection Rate July 2018 - June 2019 Quarter 3

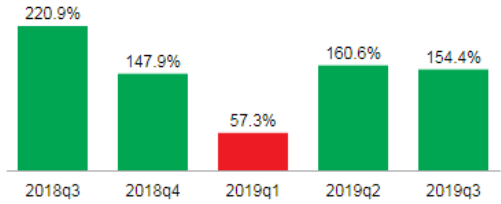
154.45%

The percentage of new revenue (generated within the financial year) that a municipality actually collects

About 1.5 times the rate for similar municipalities in Western Cape: 99.84%

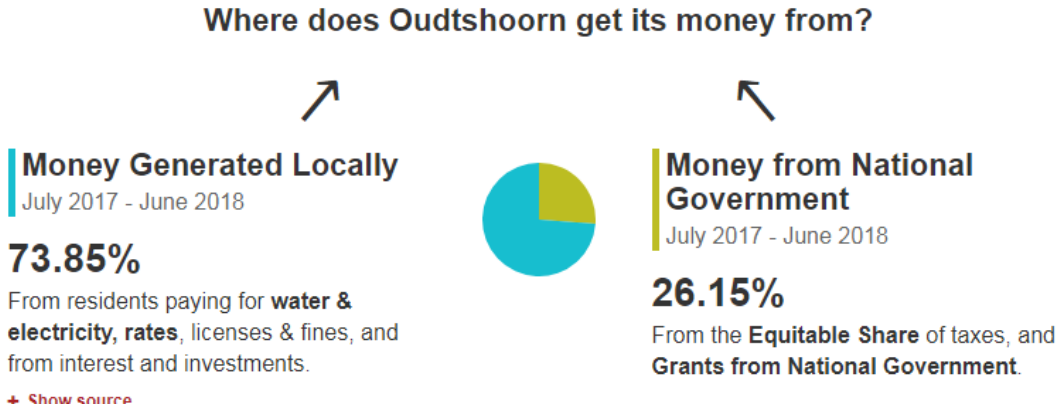
More than 1.5 times the rate for similar municipalities nationally: 93.27%

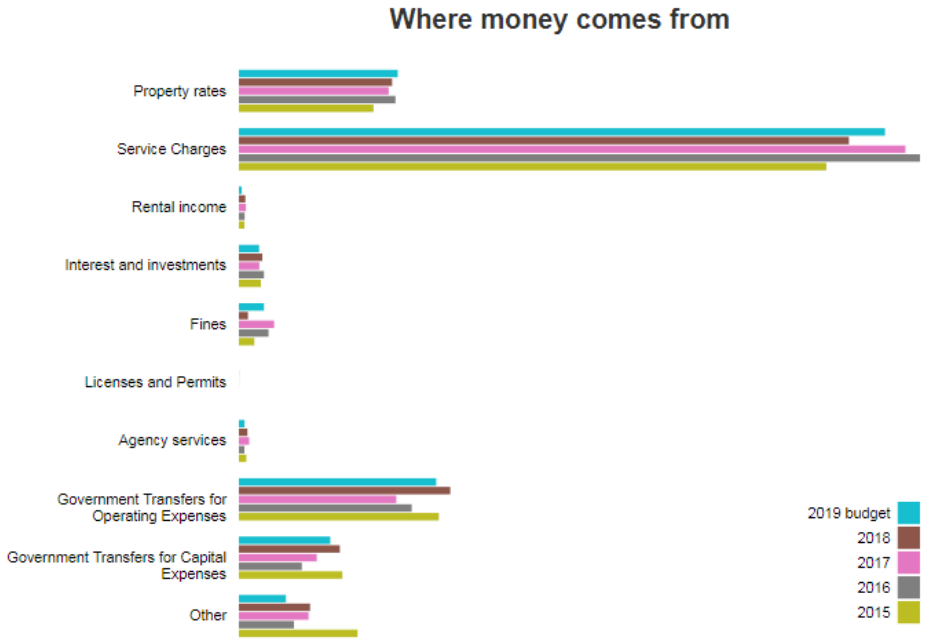
good 95% or more
bad Less than 95%



1.2 MUNICIPAL INCOME

The more a municipality is able to generate its own income, the more self-sufficient it is. Municipalities should not be too reliant on transfers and grants from other spheres of government. Oudtshoorn generates 73.85% of its own money whilst receives 26.15% from the equitable share of taxes and grants from National Government.





The bar chart below shows how much of a municipality's income it is able to generate itself (through property rates, service charges, etc.), compared with how much it receives as transfers and grants from national government. The more a municipality is able to generate its own income, the more self-sufficient it is.

In 2018, Oudtshoorn generated (see bar chart below):

- R81 million from property rates;
- R326 million from service charges;
- R3.4million from rental income;
- R12million from interest and investments;
- R4.8million from fines;
- R4.5million from agency services;
- R113million from government transfers for operating expenses;
- R53million from government transfers for capital expenses;
- R38million from 'other' sources

1.3 MUNICIPAL SPENDING

1.3.1 Staff Wages and Salaries

Employee-related costs are typically the largest portion of operating expenditure, but they should not grow so large that they threaten the sustainability of the operating budget.

The normal range for this indicator is between 25% - 40% of total operating expenditure. Municipalities must guard against spending too much on staff while also making sure they have the people they need to deliver services effectively.

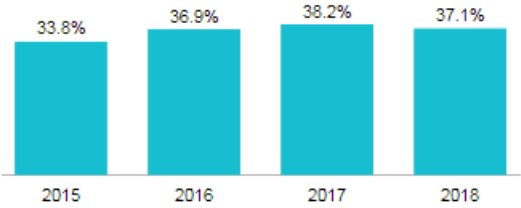
Staff Wages and Salaries July 2017 - June 2018

37.14%

Staff salaries and wages as a percentage of operating expenditure.

within norms	25% to 40%
outside norms	less than 25% or more than 40%

+ Show calculation



In 2018, Oudtshoorn spent R215million on staff wages and salaries.

1.3.2 Contractor Services

Private contractors are sometimes needed for certain work, but they are usually more expensive than municipal staff. This should be kept to a minimum and efforts should be made to provide services in-house, where possible.

This measure is normally between 2 percent and 5 percent of total operating expenditure.

In 2018, Oudtshoorn spent R21million on contractor services.

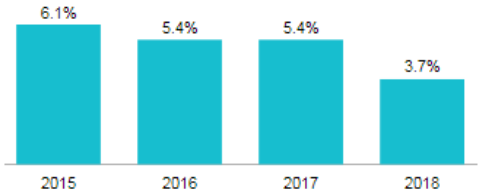
Contractor Services July 2017 - June 2018

3.69%

Costs of contractor services as a percentage of operating expenditure.

within norms	up to 5%
outside norms	more than 5%

+ Show calculation



1.3.3 What services is money spent on?

In 2018, Oudtshoorn spent the following amounts on different municipal services (see bar chart below):

- R17 million on community and social services;
- R172 million on electricity
- R167 million on governance, administration, planning and development
- R41million on housing
- R8.3 million on public safety;
- R61million on road transport
- R18 million on sport and recreation
- R24 million on waste management
- R20 million on waste water management
- R45 million on water

1.4 A synthesis: financial health, municipal income and municipal spending

Overall, Oudtshoorn's financial position is showing an improving trend between 2015 and 2018 with improved cash balances, improved cash coverage, decreases in underspending of operational budget. Capital budget underspending remains a challenge, as well as fruitless and wasteful expenditure.

The current ratio is satisfactory, as is the liquidity ratio and current debtor's collection rate.

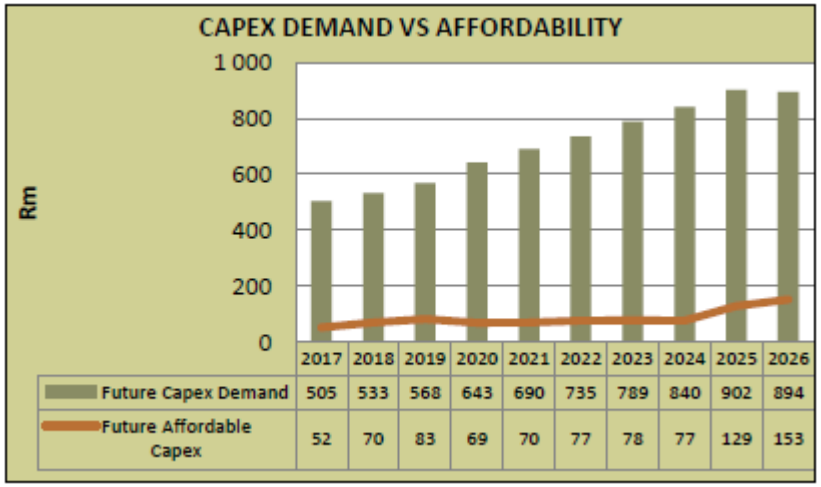
From an income generation perspective, just under 75% of income is generated from own revenue and just over 25% is from government grants, which is indicative of a municipality largely in control of generating its own income.

Close to 40% of income is spent on wages and salaries which is a risk for the municipality that it should seek to drive downwards to between 25% to 30% of total revenue.

Most service spending goes towards electricity, governance, administration and planning and development as well as roads, housing and water.

2. SECTION 2: LONG TERM FINANCIAL PLAN 2016/17 KEY FINDINGS AND INFORMANTS

The Long Term Financial Plan (LTFP) indicates that the total 10-year Capex demand for Oudtshoorn sits at R7 billion whilst the 10-year Capex affordability is R859million, some 12% of the demand. **This highlights the critical importance of spending capex extremely wisely and strategically in addressing Oudtshoorn's developmental challenge's.**



The 10-year funding mix for the affordable capital demand is set out below – 11.3% coming from new loans, 7.6% from own cash, 62% coming from grants and 19.2% from 'other' sources such as development contributions.

10-YEAR ESTIMATED FUNDING SOURCES

Source	Base Case	%
New Loans	R 97	11.3%
Own Cash	R 65	7.6%
Grants	R 532	62.0%
Other	R 165	19.2%
Total	**R 859**	**100.0%**

In terms of future scenarios and modelling, the table below sets out various scenario assumptions and their outcome.

SCENARIOS

Realistic Upside and Downside Scenarios were compared to the Base Case Scenario.

ASSUMPTIONS	BASE CASE	UPSIDE	DOWN-SIDE
Projected GVA Growth Rate p.a.	2.1%	3.8%	1.2%
Projected Population Growth Rate	1.0%	1.0%	1.2%
Year when structural change in salaries & wages is implemented	2020	2020	2020
Structural change in salaries and wages in 2020	0.0%	-5.0%	5.0%
Cost Factor of Salaries & Wages	1.0	1.00	1.05
Cost Factor on Electricity Services	1.0	1.00	1.05
Cost Factor on Water Services	1.0	0.95	1.00
Cost Factor on Repairs & Maintenance	1.0	1.00	1.00
Cost Factor on General Expenses	1.0	0.95	1.00
Collection Rate	93.0%	95.0%	91.0%

OUTCOME	BASE CASE	UPSIDE	DOWN-SIDE
Average annual % increase in Revenue	10.5%	11.3%	10.3%
Surplus accumulated during 10 years	481	1 080	-435
10-year cash from operations after debt service	184	580	-414
10-year LT Debt Raised	97	427	0
10-year capital investment programme	859	1 232	731
Cash investments after 10 years	166	660	-708