



**Western Cape
Government**

BETTER TOGETHER.

**Western Cape Provincial Spatial
Development Framework
Executive Summary
March 2014**



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PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK EXECUTIVE SUMMARY

1. INTRODUCTION

1.1 Background

The Western Cape's Provincial Spatial Development Framework (PSDF) was approved by Minister Anton Bredell, Minister of Local Government, Environmental Affairs and Development Planning on 31 March 2014. The 2014 PSDF updates and replaces the 2009 PSDF, and builds on its spatial policies.

1.2 Legislative Context

Premiers are required to compile and publish a spatial development framework (SDF) for their Province (in terms of Section 15 of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA) and Section 4 of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)). This PSDF must coordinate, integrate and align:

- Provincial plans and development strategies with policies of National Government;
- the plans, policies and development strategies of provincial departments; and
- the plans, policies and development strategies of municipalities.

1.3 Objectives of PSDF

The Western Cape 2014 PSDF puts in place a coherent framework for the Province's urban and rural areas that:

- i. gives spatial expression to the national and Provincial development agendas;
- ii. serves as basis for coordinating, integrating and aligning 'on the ground' delivery of national and Provincial departmental programmes;
- iii. supports municipalities to fulfil their municipal planning mandate in line with the national and Provincial agendas; and
- iv. communicates government's spatial development intentions to the private sector and civil society.

1.4 Role and Users of PSDF

The 2014 PSDF has been framed as the spatial agenda of all provincial departments (i.e. it functions as a transversal spatial planning instrument) within the Western Cape Government (WCG). It is a long term (i.e. > 5 year) spatial framework from which various plans will be implemented. It is informed by the National Development Plan (NDP) and related spatial policies, and takes its strategic direction from the Provincial Strategic Objectives (PSOs) as being pursued through the OneCape 2040 initiative.

The PSDF conveys the Western Cape's spatial agenda to national and provincial departments, as well as state owned enterprises (SOEs) so that their sector plans and programmes are grounded in a sound and common spatial logic. It also conveys the Western Cape's spatial agenda to municipalities; so that their Integrated Development Plans (IDPs), SDFs and land use management systems (LUMS) are consistent with and take forward the Provincial spatial agenda.

The private sector is also a user of the PSDF. Whilst the PSDF has limited influence on private sector investment patterns, it has an important contribution to make in reducing business risk (by providing clarity and certainty on where public infrastructure investment will be targeted) thereby opening-up new economic opportunities in these areas.

1.5 Planning Domain

The PSDF covers the Western Cape Province, inclusive of a Metropolitan Municipality, 5 District Municipalities, and 14 Local Municipalities. The PSDF also gives consideration to the Western Cape's linkages with neighbouring Provinces of the Northern Cape and Eastern Cape and the national space-economy.

1.6 Policy Context

1.6.1 National Development Plan

The NDP's spatial priorities for building the required national capabilities are:

- i. Urban and rural transformation, given the enormous costs imposed by the existing spatial divides;
- ii. Improving infrastructure, with priority to: upgrading informal settlements on suitably located land; rolling-out public transport systems; improving freight logistics; augmenting water supplies; diversifying the energy mix towards gas and renewables; and rolling-out broadband access; and
- iii. Building environmental sustainability and resilience.

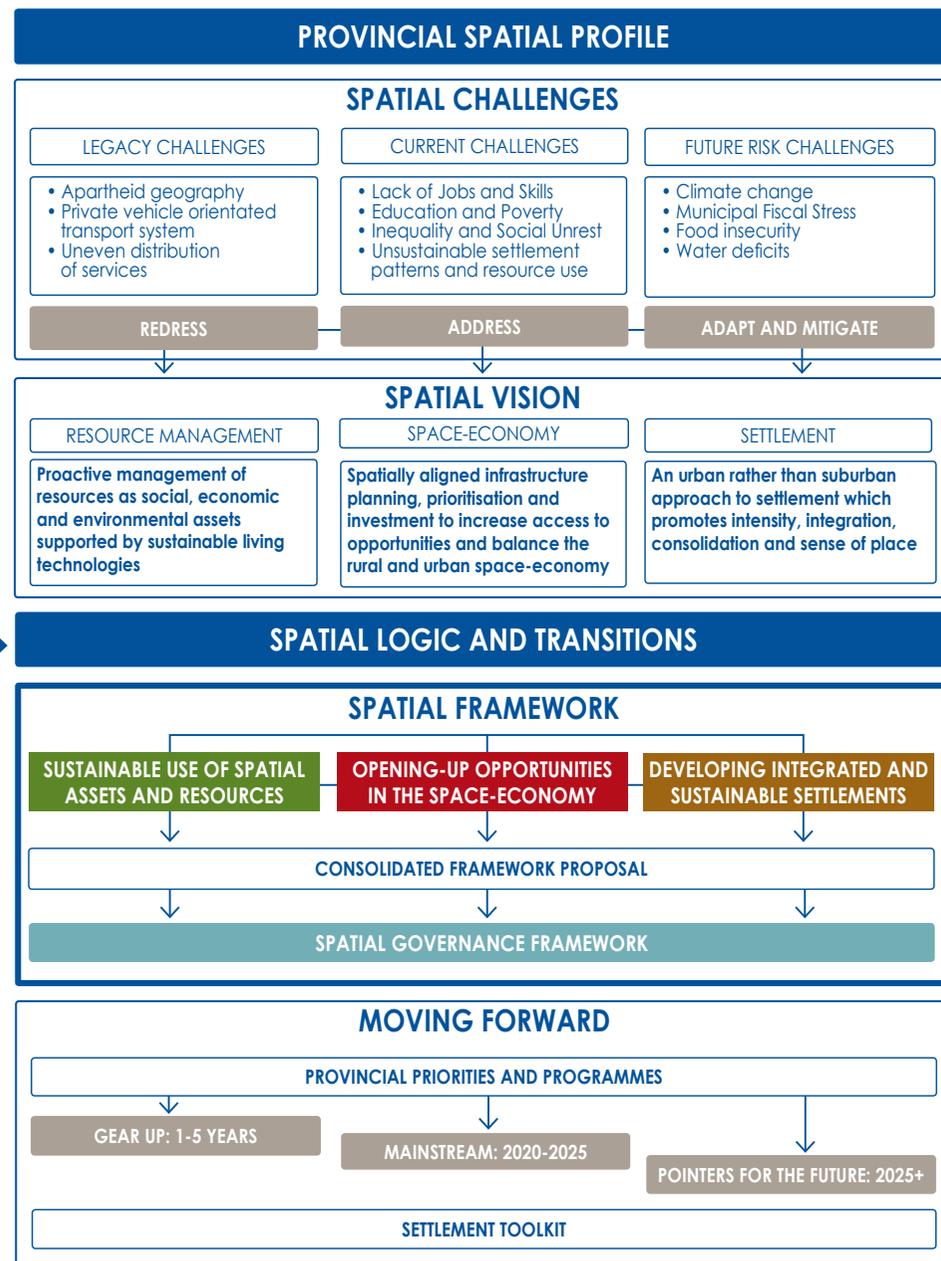
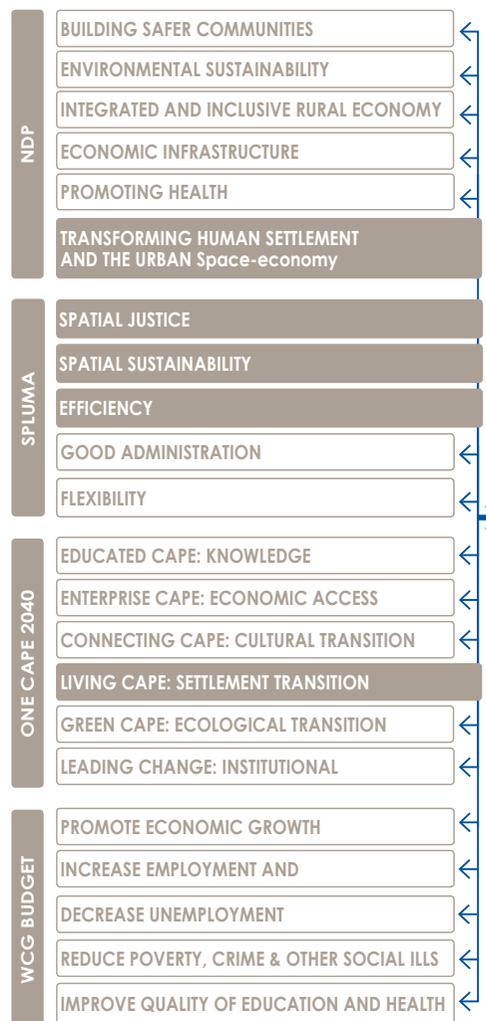


DIAGRAM.1 A CONCEPTUAL DIAGRAM OF THE PSDF PROCESS WHICH HAS INFORMED THE STRUCTURE OF THE REPORT

1.6.2 OneCape 2040

OneCape 2040 complements the NDP, and builds on the WCG's PSOs. Its vision is of "a highly-skilled, innovation driven, resource efficient, connected, high opportunity and collaborative society". OneCape 2040 positions the Western Cape to transition towards a more inclusive, productive and resilient economic future. For each of these societal attributes aspired to, OneCape 2040 identifies 'big step' changes (i.e. transitions) that need to take place. For the required transitions to take place the following needs to be put in place:

- i. a supportive regulatory environment (e.g. streamlined environmental and land use approval processes);
- ii. appropriate infrastructure;
- iii. financing arrangements; and
- iv. an enabling PSDF (i.e. concentration of economic activity in key nodes, supported by logistical, digital and transport connectivity).

1.7 Guiding Principles

In taking the national and provincial development agendas forward, the 2014 PSDF applies the following spatial principles:

- i. Spatial justice
- ii. Sustainability and resilience
- iii. Spatial efficiency
- iv. Accessibility
- v. Quality and Liveability

2. THE WESTERN CAPE'S SPATIAL AGENDA

2.1 Spatial Challenges

2.1.1 Legacy Challenges

A primary strategy of apartheid was to manipulate urban and rural space-economies so that those enfranchised had preferential access to economic assets, particularly well located and resource endowed land, and the disenfranchised were restricted in accessing these opportunities. The NDP recognises that it will take decades to undo colonial and apartheid spatial legacies, highlights that limited progress is currently being made, and calls for renewed and focused action by government, civil society and business to redress past injustices.

To implement apartheid's urban master plan, many communities were forcibly removed and relocated to areas designated for their 'group'. Not only were the working and living patterns of the time inequitable, they were also highly inefficient (i.e. they used up vast tracts of land and consumed large quantities of energy). Regrettably this spatial legacy endures almost two decades into the democratic era.

2.1.2 Current Challenges

Growing the economy is the WCG's number one development priority. The PSDF's role is to open-up opportunities for inclusive economic growth in urban and rural areas. Mindful of the complexity of undoing an entrenched spatial legacy, the PSDF takes on the challenge of restructuring the Western Cape's urban and rural landscapes so that they offer socio-economic opportunities for all – especially those previously restricted in accessing these benefits.

a) The Urban Agenda:

The formal urban land market remains unaffordable to over 80% of Western Cape households. This places an enormous pressure on state-assisted housing programmes, and has given rise to the development of vibrant informal urban land markets (i.e. shacks to rent in the backyards of formal townships and in informal settlements) and overcrowded conditions in the formal housing stock. Housing backlogs are not being reduced, given in-migration into the Province and the State's emphasis on delivering complete and relatively expensive single family houses with subsidies available. Faced with limited accommodation choices (especially rental options), overcrowding is widespread and informality is a permanent feature in most Western Cape settlements.

The evidence from the PSDF specialist study (see paragraph 6) into the impact of spatial growth patterns on municipal finances is compelling, current urban growth patterns is unaffordable and unsustainable. The settlement challenge facing the Province revolves around:

- i. transforming apartheid era dormitory townships into integrated and sustainable human settlements;
- ii. recognising and proactively managing urban informality; and
- iii. managing urban growth patterns.

b) The Rural Agenda:

Land reform and rural development, the responsibilities of National Government, is also on the PSDF's spatial agenda as they have an important contribution to make to rural transformation. The pace of land reform in the Province has been slow, and there has been limited employment of underutilised State, Provincial, Municipal and commonage land to date. Strategies to develop small scale farmers are yet to produce results at scale.

The sustainability of many of the Province's small towns is at risk, given their fragile local economies and that some are remotely located off the Province's infrastructure networks. Delivering services over vast distances to small isolated communities (e.g. residents of 'bosdorpies') and the high proportion of people living on farms presents serious logistical and financial challenges to most municipalities. The absence of public transport systems servicing rural communities and settlements fundamentally constrains socio-economic development.

2.1.3 Future Challenges

The Province is subject to global environmental risks (i.e. climate change, depletion in material resources, anticipated changes to the global carbon regulatory environment, and food and water insecurity). The challenge moving forward is to open-up opportunities for inclusive economic growth, and decouple economic growth from resource consumptive activities (i.e. the development of a 'greener' economy).

2.2 Spatial Goals

To address the spatial challenges identified, the PSDF takes the Western Cape on a path towards:

- i. more inclusivity, productivity, competitiveness and opportunities in urban and rural space-economies;
- ii. better protection of spatial assets (e.g. cultural and scenic landscapes) and strengthened resilience of natural and built environments; and
- iii. improved effectiveness in the governance of urban and rural areas.

2.3 The Spatial Vision

The PSDF envisages the spatial expression of OneCape 2040's themes as follows:

- i. Educating Cape: Everyone has access to a good education, and the cities, towns and rural villages are places of innovation and learning.
- ii. Working Cape: There are livelihood prospects available to urban and rural residents, and opportunities for them to find employment and develop enterprises in these markets.
- iii. Green Cape: All households can access basic services that are delivered resource efficiently, residents use land and finite resources prudently, and safeguard their ecosystems.
- iv. Connecting Cape: Urban and rural communities are inclusive, integrated, connected and collaborate.
- v. Living Cape: Living and working environments are healthy, safe, enabling and accessible, and all have access to the region's unique lifestyle offering.
- vi. Leading Cape: Urban and rural areas are effectively managed.

2.4 Taking a New Approach

Lessons learnt from the UN-Habitat's experience in supporting governments pursue spatial transformation reveals that:

- i. Without proactive planning and effective governance systems, business as usual prevails and vulnerability to risks increases.
- ii. Spatial planning needs to be linked with transport and infrastructure investment programmes.
- iii. Mixed-use and compact settlements are correlated with: competitiveness (through agglomeration economies); social inclusion; quality of life (i.e. liveability and access to amenities); efficient delivery of affordable services; and resilience to environmental hazards and human safety.

Despite the obstacles and risks faced, spatial transformation remains an economic, social and environmental imperative. To address it a bold collaborative effort is proposed – a transversal (i.e. cross-cutting) and integrated approach at national, provincial and municipal government levels.

LIVING THE VISION: A DAY IN THE LIFE OF WESTERN CAPE RESIDENTS IN 2040

It's 7am and Abongile's alarm goes off. It still surprises him to see that it is light outside when he wakes up now - remembering what it was like a few years ago when he had to wake up at 4:30am to get to work on time. Now he walks out his front door to the bus stop 2 minutes away where the bus arrives on time to be dropped off at work in less than 20 minutes.



Nomhle rushes the children to finish their breakfast. They still have to brush their teeth and then walk to school. Luckily things have changed since 2013 - where they would have to walk for an hour along a dangerous unpaved road to reach their closest school. But today, from their new home on the 3rd floor of a 4 storey walk-up, they walk together in under 10 minutes to school where she gives them each a kiss on the cheek and continues walking a few blocks on to her new work.

Gadija runs to catch the train, which is just about to leave the station. 7:34am on the dot every day! Today she is a bit late because she stopped to chat her neighbour who was sitting on his stoep overlooking their street. For a moment she reminds herself how - just a few years ago - you never knew when the train was going to come, or if it would. When she boards the train she breathes a sigh of relief and smiles at the passenger next to her. When Gadija reaches her destination she



walks 15 minutes along her favourite street on her way to work - shaded by big oak trees and lined by small but bustling shops where the bicycle lane next to the pavement shelters her from the cars driving along the road.

Nomhle walks from her children's school where she thinks how nice it is that the children now have somewhere to play before school starts. The new forecourt in front of the school is lined with trees to protect the children from the street. She must remember to go to the community market that is happening there on the weekend.



The walk from Bukela's house to his work on the farm is along the river pathway. In 2015 the path was built and landscaped, starting from the urban river park and running all along the river throughout the region, connecting the surrounding farms through providing safe pedestrian routes, transport stops, cycle lanes and street lighting. Bukela remembers how dirty the river used to be when it was used as a dumping ground and how dangerous it was to walk along the riverbank. Now the beautiful park is used by many people either commuting to work by bicycle or on foot, jogging or just relaxing on the bank enjoying nature. The route has also meant that travelling between town and the farm has become so much more convenient and safe.



BOX 1: A DAY IN THE LIFE OF WESTERN CAPE RESIDENTS IN 2040

During lunchtime, Gadija and her colleague decide to go out for lunch at the central town square. They walk 5 minutes to the high street, popping into the chemist and bank along the way. Once at the square they chose their favourite food from one of the many cafes and enjoy lunch while sitting on the landscaped seating area. The central square is a new addition to their town and is always busy, serving as a safe and vibey space that is becoming the heart of the town.

After work Gadija walks to the local FET College. She has decided to do a business course after hours. Her neighbour recently opened a small shop on the ground floor of her apartment. She now lives above where she works which is so convenient and the shop is doing well. Gadija thinks there is an opportunity for her to do the same, although she hasn't decided what kind of business to open yet. First she wants to study further to make sure she has explored all her options. The FET College has a lab full of new computers and fast broadband connection, where she loves to spend time on the Internet researching different business



ideas and opportunities. Luckily the FET College is close to the train station so she can get home quickly after class. Her son is doing his homework when she gets home, even though it is dark. She remembers a time when they did not have electricity and he would struggle to do his homework by candlelight. Now he is able to study longer and harder and is hoping to become a doctor when he is older.

Nomhle gets home after a long day and realises she has forgotten to buy chicken for dinner. Luckily she can send her husband to down the road to the corner shop to get some. While he is buying the chicken, she goes into the community garden to check on the plants. Her and a few of her neighbours have been growing fruit and vegetables in the garden for a few years now and they are saving so much money. She cannot remember the last time that she bought tomatoes and she is happy that her children are learning about growing their own food.



James stares out his office window to the street below. It still amazes him that in only a few years this street has changed so much. It used to be such a congested and loud street with many cars, taxi's hooting and fumes rising up to his office window. Now he looks down on a very busy but more efficient and compact street lined with coffee shops up to the edge of the street.

The once 4-lane street now has only 2 lanes for cars with much wider sidewalks for bicycle and lanes dedicated to busses and public transport. The reliable bus service has reduced the amount of cars in town

and he can now chose if he wants to take the bus, cycle or drive to work.

Koos looks out of the window of the mobile clinic shuttle that is taking him back to the farm. His operation at the new district hospital was a success. While he was at the hospital his son came to visit and told him about his job at the new agri-processing factory in town. He is so happy that the factory has been built as it is providing many new work opportunities for the youth in his community. Day dreaming, Koos admires the beautiful rural landscape - he can't wait to be back working in his flourishing orchards, breathing in the rural serenity and fresh clean air.

He hopes his farming partner was able to arrange with the contractors to repair the irrigation infrastructure for their newly planted apple trees. Since initiating the small-scale farming arrangement with the land owner of the farm that he works on, him and his partner have been growing their own apple trees in a sustainable manner and have even been hosting workshops for local community members and students on sustainable small-scale farming practices. The new farmer's market at the rural services centre square is the ideal location to sell his produce because of all the tourists often visiting the market. Conveniently he can also take care of his post, banking and other administrative duties there at the mobile service facility, with a bus service circulating between all the surrounding farms in the region.



2.5 The Provincial Spatial Agenda

- i. Growing the Western Cape economy in partnership with the private sector, non-governmental and community based organisations.
- ii. Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions.
- iii. Improving oversight of the sustainable use of the Western Cape's spatial assets.

2.6 The Spatial Logic

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

- i. 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.
- ii. **Consolidate** existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation.
- iii. **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)
- iv. **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.

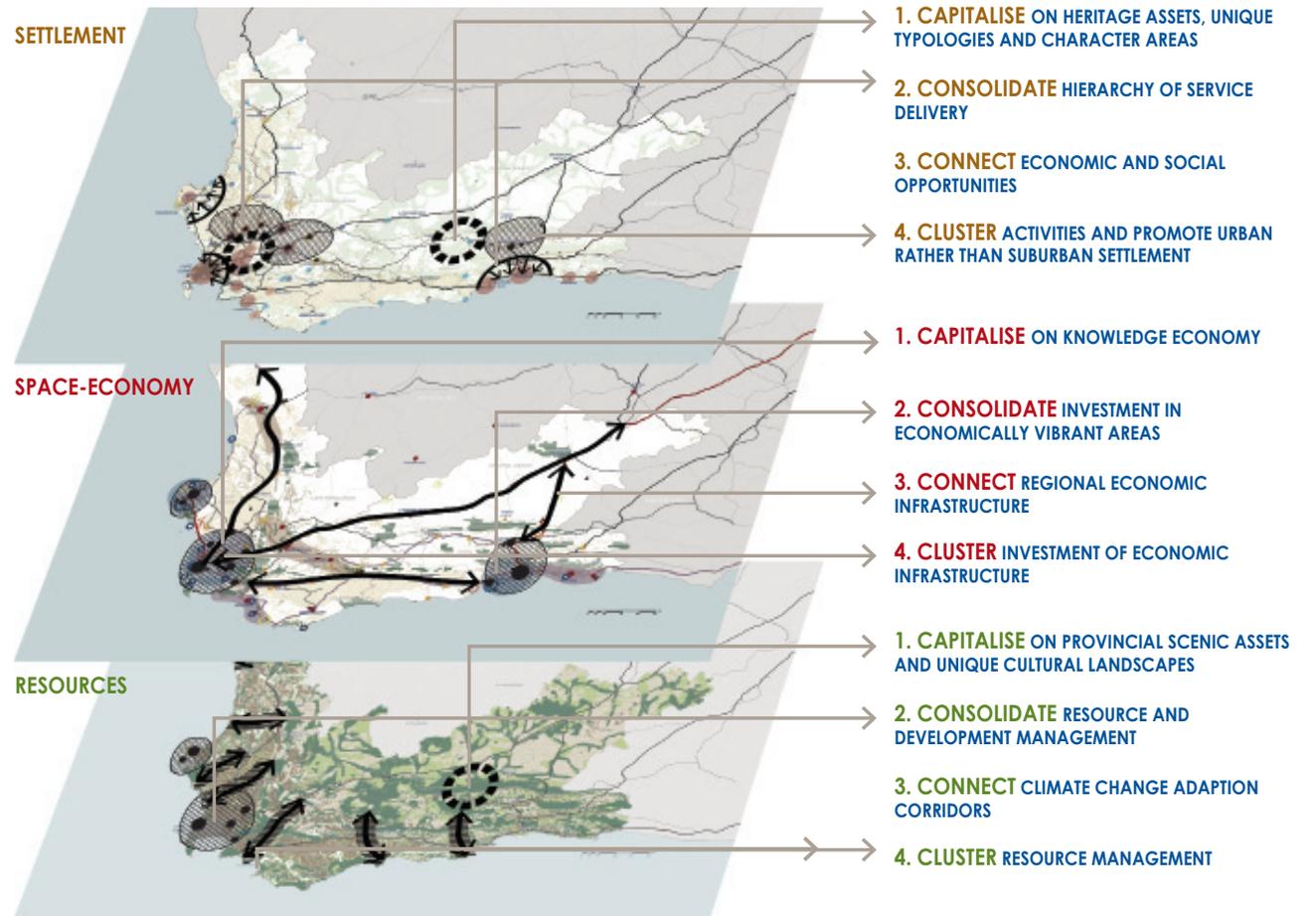


DIAGRAM.2 A CONCEPTUAL ILLUSTRATION OF THE SPATIAL DEVELOPMENT STRATEGY

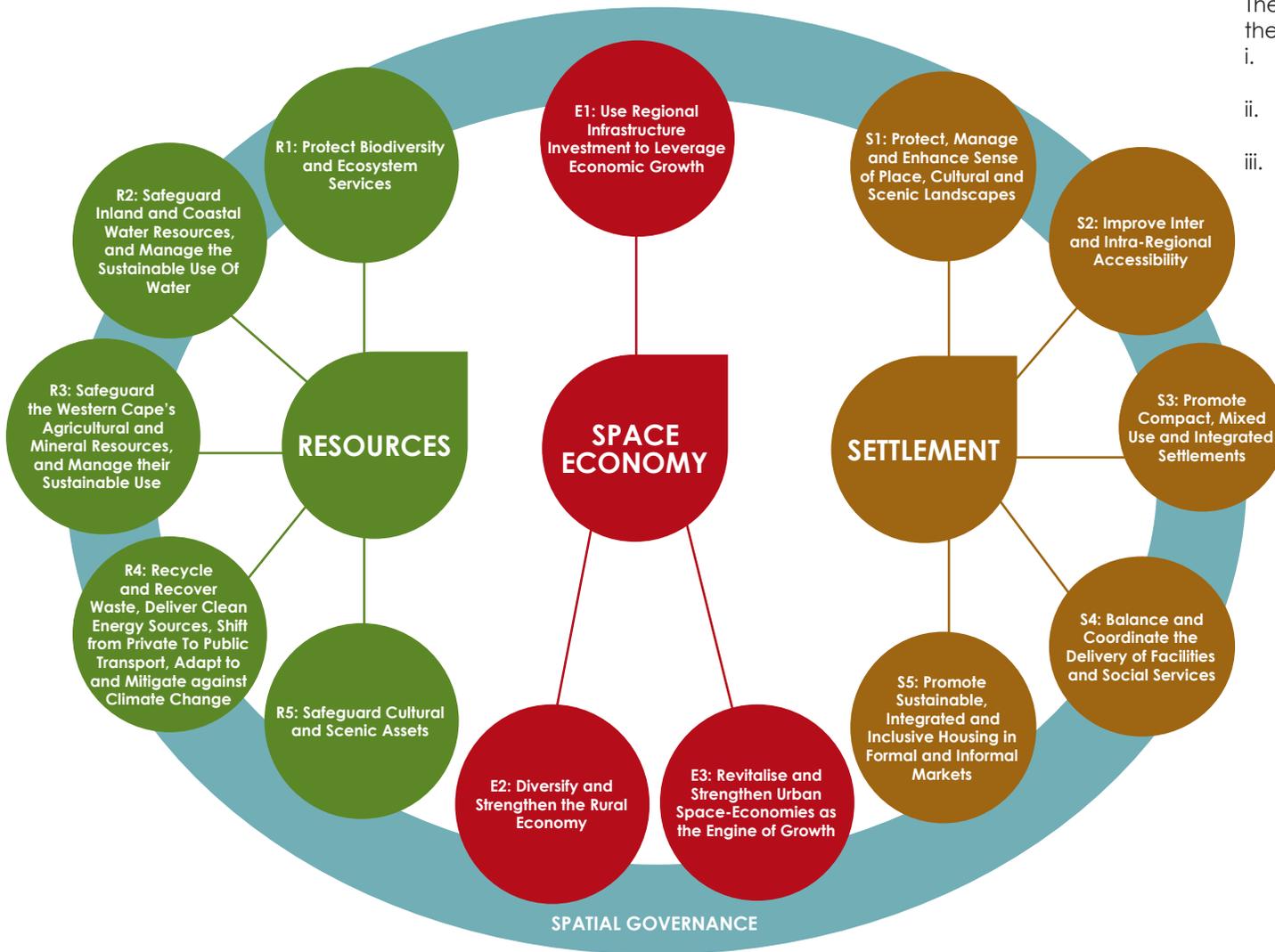


DIAGRAM 3 A SUMMARY DIAGRAM OF THE POLICIES RELATING TO EACH OF THE THREE THEMES

3. PROVINCIAL SPATIAL POLICIES

The PSDF's spatial policies cover three interrelated themes:

- i. sustainable use of the Western Cape's spatial assets and **resources**;
- ii. opening-up opportunities in the Provincial **space-economy**; and
- iii. developing integrated and sustainable **settlements**.

3.1 Sustainable Use of Provincial Assets

The Western Cape economy is founded on the Province's unique asset base. These include farming resources that make the Western Cape the country's leading exporter of agricultural commodities and whose value chains (e.g. agri-processing) underpin the Province's industrial sector and its natural capital (i.e. biological diversity) and varied scenic and cultural resources which are the attraction that makes the Western Cape the country's premier tourism destination.

In fulfilment of its Provincial Planning mandate the PSDF frames policies to ensure that these assets are used sustainably, and safeguarded against risks. If managed responsibly, the Province's spatial assets hold immense socio-economic development potential. Conversely, mismanagement of these resources can severely hinder development, particularly in the rural areas.

The PSDF's policy framework for the sustainable use of the Western Cape's spatial assets covers the following themes: biodiversity and ecosystem services; inland water, oceans and coasts; soils, agricultural and mineral resources; resource consumption and disposal; and landscape and scenic assets.



DIAGRAM 4: MIND MAP OF ASSETS, RESOURCES AND RISKS THEME

POLICY R1: PROTECT BIODIVERSITY AND ECOSYSTEM SERVICES

1. The Western Cape's CBA mapping (see Figure 10), which CapeNature are currently updating and refining, together with the draft priority climate change adaptation corridors delineates the Western Cape's biodiversity network. Continue to use CBA mapping to inform spatial planning and land use management decisions in the Province.
2. Using the latest available CBA mapping as a primary informant, regional, district and municipal SDFs need to delineate Spatial Planning Categories (SPCs) that reflect suitable land use activities in the different CBA classifications. To inform the delineation of SPCs and the interpretation of the nature, scale and form of land uses that are suitable in each SPC, the 2009 PSDF's draft Western Cape Rural Land Use Planning and Management Guidelines to be updated to incorporate new CBA and climate change corridor information.
3. To complement Cape Natures protected area expansion strategy and Stewardship programme, SDFs should highlight priority areas outside the protected area network that are critical for the achievement of the Province's conservation targets. SDFs need to develop strategies and policies for securing these areas, inclusive of incentivising private landowners to contribute to the Western Cape's biodiversity network. Similarly municipal zoning schemes should incorporate measures to secure the priority biodiversity network (e.g. delineation of CBA overlay zones, development bonuses). The updated Provincial Rural Land Use Planning and Management Guidelines need to provide options for implementing this policy.
4. Delineate urban edges in municipal SDFs to divert urban growth pressures away from critical biodiversity areas.

POLICY R2: SAFEGUARD INLAND AND COASTAL WATER RESOURCES, AND MANAGE THE SUSTAINABLE USE OF WATER

INLAND WATER

1. Given current water deficits, which will be accentuated by climate change, 'water wise' planning and design approach in the Western Cape's built environment.
2. Rehabilitation of degraded aquatic systems is a complex inter-disciplinary intervention requiring, inter alia, built environment upgrading, improved farming practises, as well as the involvement of diverse stakeholders. Towards rolling-out a Province-wide water systems rehabilitation programme, share lessons learnt from the Berg River Improvement Plan and Working for Water.
3. Introduce and retrofit appropriate levels of water and sanitation systems technologies, targeting informal settlements and backyard shacks in formal neighbourhoods.
4. Adopt an overarching approach to water demand management – maximise efficiencies, optimise storage capacity and ground water extraction, explore desalination in the absence of alternatives.
5. Protect and rehabilitate river systems and high yielding groundwater recharge areas, particularly in areas of intensive land use.
6. Develop Regional Plans for Water Management Areas to reconcile interdependencies between the natural resource base and the region's socio-economic development.
7. Develop agricultural water demand management programmes, focusing on the Breede Valley and Oliphants/Doorn agricultural areas.
8. Develop water demand management programmes for the Province's main industrial/settlement nodes (i.e. Cape Metro, Saldanha Bay, and Southern Cape functional regions).
9. Implement water demand management programmes in Government facilities (e.g. education, health and public works).

10. Continue with programmes (such as Working for Water) which reduce the presence of alien vegetation along river systems.

OCEANS AND COASTS

11. Delineate and promulgate coastal development set-back lines that mitigate against impacts and reduce risks, and incorporate these into Municipal SDFs.
12. For the Western Cape's vulnerable and degraded estuaries, compile and implement estuary management plans as a basis for reconciling ecological, social and economic interests. Whilst there has been progress on this front, currently only 30% of estuaries are being addressed.
13. As most productive offshore habitats that support marine biodiversity are not formally protected, extend the current MPA network on the basis of the strategic geographic priority areas that have been identified (see Figure 14).
14. Development along the coast, lakes, rivers and dams must not compromise ecological integrity, tourism potential and landscape character. Development should be contained within a limited footprint, preferably within or adjacent to existing settlements, and the required ecological buffers and setbacks must be adhered to. Ensure public access to aquatic assets, and acknowledge the importance of coastlines in contributing to the sense of place.

POLICY R3: SAFEGUARD THE WESTERN CAPE'S AGRICULTURAL AND MINERAL RESOURCES, AND MANAGE THEIR SUSTAINABLE USE

1. Record unique and high potential agricultural land (as currently being mapped by the Provincial Department of Agriculture) in municipal SDFs, demarcate urban edges to protect these assets, and adopt and apply policies to protect this resource (especially in areas where raw water is available).

2. Record the location of mineral deposits and known reserves of construction materials in municipal SDFs, and introduce and apply land use policies that reserve these assets for possible use (subject to environmental authorization).
3. Reconcile ecosystem requirements with conflicting land development pressures through proactive spatial planning, and application of a land use management system that safeguards biodiversity, protects resources and opens up opportunities for improved livelihoods and jobs.
4. Use transformed areas first for new farming and mining ventures.

POLICY R4: RECYCLE AND RECOVER WASTE, DELIVER CLEAN SOURCES OF ENERGY TO URBAN CONSUMERS, SHIFT FROM PRIVATE TO PUBLIC TRANSPORT, AND ADAPT TO AND MITIGATE AGAINST CLIMATE CHANGE

WASTE

1. Learning lessons from the City of Cape Town's recycling programme, mainstream recycling and recovery of waste in the high waste generation areas of the Province to unlock economic opportunities and increase the lifecycle of current waste disposal sites. Apply the principles of 'reduce, reuse, recycle'.
2. Close down illegal sites and locate new regional waste sites adjacent to rail facilities to decrease operational costs and energy requirements associated with the need for road freight

AIR QUALITY

3. Provide low income areas with access to electricity and/or off grid renewable energy sources, and systematically upgrade informal settlements.

4. Promote a shift from private to public transport modes, as well as from road to rail freight.
5. Avoid developing new residential areas in proximity to agricultural areas that utilise crop spraying.

ENERGY

6. Pursue energy diversification and energy efficiency in order for the Western Cape to transition to a low carbon, sustainable energy future, and delink economic growth from energy use.
7. Support emergent Independent Power Producers (IPPs) and sustainable energy producers (wind, solar, biomass and waste conversion initiatives) in suitable rural locations (as per recommendations of the Strategic Environmental Assessments for wind energy (DEADP) and renewable energy).
8. Support initiatives that promote a shift from private to public transport and from road freight to rail, and reduce the need to travel (i.e. locate households closer to their place of work.)
9. Introduce non-motorised transport infrastructure (informed by urban design principles) in all settlements to complement other transport modes.
10. Investigate and develop the West Coast gas opportunity with a focus on imported Liquid natural Gas (LNG).

CLIMATE CHANGE ADAPTATION

11. Mainstream water conservation and demand management in settlement making and upgrading.
12. Retrofit infrastructure to accommodate extreme weather events (e.g. flooding) in settlements where vulnerable communities cannot be relocated.

13. Apply ecosystems based adaptation measures.

14. Protect agricultural land that holds long term food security value from urban encroachment.

CLIMATE CHANGE MITIGATION

15. Address climate change mitigation measures in Municipal SDF's and mainstream energy efficiency and demand- side management in settlement making and upgrading.

16. Encourage and support renewable energy generation at scale.

17. Drive the development of innovative and sustainable (energy resilient) public transport systems.

POLICY R5: SAFEGUARD CULTURAL AND SCENIC ASSETS

1. Input townscape and landscape making considerations into municipal SDFs, land use management systems and infrastructure development programmes.

2. Protect heritage and scenic assets from inappropriate development and land use change.

3. The delineation of urban edges have significant implications from a scenic perspective, especially with respect to the protection of natural and cultural landscapes from urban encroachment, defining an appropriate interface between urban development and significant landscapes, and protecting the visual and agricultural setting of historical settlements. However, it should be noted that the urban edges on their own do not provide effective long term protection of landscapes of heritage and scenic value.

4. Strategies towards achieving adequate legislation to protect scenic resources, as well as towards establishing more detailed classification of landscape and scenic typologies are required. Conservation strategies and guidelines are also particularly important in the effective management

of scenic landscape quality and form. They must describe the qualities of an area and the nature of development that is likely to be permitted, thus preventing wasteful expenditure, misunderstanding and conflict on the part of owners, developers, architects and the local authority. They can also ensure that the local authority is consistent in its management of the area in terms of the maintenance and enhancement of the public realm and in terms of development control.

5. Priority focus areas proposed for conservation or protection include:

- i. Rural landscapes of scenic and cultural significance situated on major urban edges and under increasing development pressure, e.g. Cape Winelands.

- ii. Undeveloped coastal landscapes under major development pressure.

- iii. Landscapes under pressure for large scale infrastructural developments such as wind farms, solar energy facilities, transmission lines and fracking, e.g. Central Karoo.

- iv. Vulnerable historic mountain passes and 'poorts'

3.2 Opening-up Opportunities in the Space-economy

The Western Cape space-economy comprises diverse economic activities in the Province's urban centres and its rural areas (e.g. farming, eco- and agri-tourism, etc.), and the relationship of these places and spaces to the infrastructure that connects and supports them.

The WCG has influence over the space-economy by having a say in the nature and location of regional infrastructure and facilities, where economic activities should occur and where not, and how these spaces should be configured. Government can also facilitate private investment and individual enterprise by making it easier to do business (e.g. by removing red-tape), by incentivising investment in a particular place or economic sector, and by using partnerships as a delivery model.

The PSDF provides certainty over where public investment in the built environment will be channelled, and where not. The PSDF also provides certainty over what economic activities are appropriate in different places and landscapes. The PSDF's point of departure is that the private sector is the primary driver of economic growth; but that government must take the lead in determining where this growth takes place (i.e. it is a key driver of the space- economy).

The PSDF targets the following economic sectors and specific areas for support:

- i. Agriculture – commercial agriculture focused primarily in the existing intensively farmed areas, small farmer development in proximity to settlements (especially where raw water is available) and subsistence urban farming.
- ii. Agri-processing and agri-tourism – on farms and in settlements
- iii. Niche manufacturing – primarily settlement based
- iv. Renewable energy (low job creation potential) – on farms subject to consistency with biodiversity, heritage, scenic, and agricultural requirements
- v. Gas - new LNG terminal facilities in Mossel Bay and between Saldanha Bay and Cape Town, associated gas power stations, and conversion of nearby industrial areas
- vi. Financial services – based in larger urban centres
- vii. Knowledge and creative industries – based in larger urban centres
- viii. ICT, broadband – coverage extends across urban and rural areas
- ix. Tourism - in both urban and rural areas, based on regional tour routes, themed and focused on outdoor activities

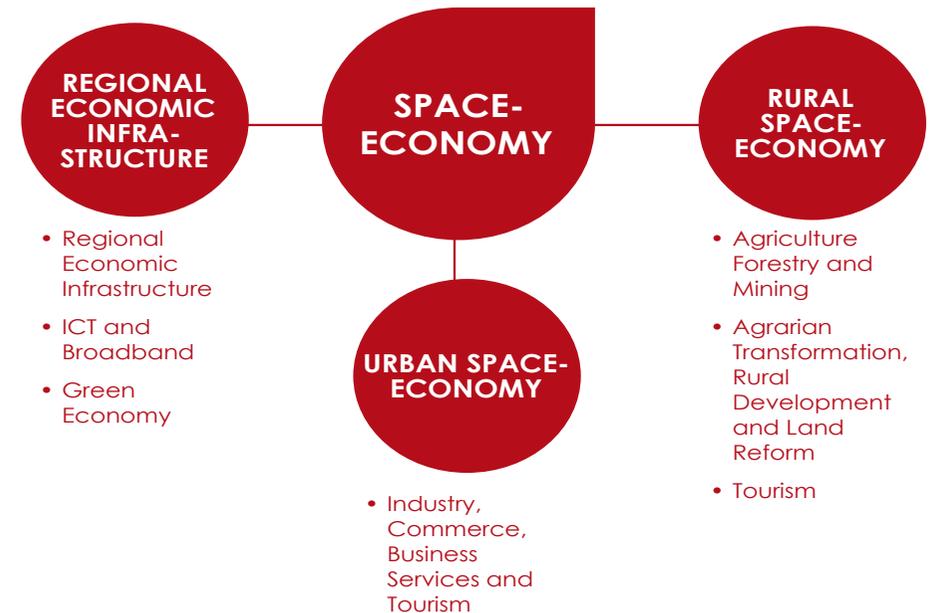


DIAGRAM 5: MIND MAP OF SPACE ECONOMY THEME

The PSDF's strategy for opening-up economic opportunities revolves around:

- i. Reinforcing the Cape Metro functional region as the Province's economic engine;
- ii. Using new regional and bulk economic infrastructure investment in the Cape Metro region and the emerging regional centres of Saldanha Bay/Vredenburg and; George/Mossel Bay to leverage private sector and community investments (i.e. energy, water, transport and freight logistics, ICT)
- iii. Building 'land assembly' capacity in the urban space-economies and apply new land policy instruments (e.g. land banking, land value capture, etc);
- iv. Incentivising mixed land use and economic diversification in urban and rural land markets;
- v. Regenerating and revitalise existing economic nodes in the urban space-economy (i.e. central business districts, township business centres, modal interchanges, fishing harbours, etc);
- vi. Prioritising public transport investment and higher order facilities in district centres;
- vii. Rolling-out of the 'greener' economy
- viii. Promoting rural economic diversification using off-grid infrastructure technologies and support land reform and integrated rural development; stabilising small towns, invest in off-grid infrastructure technologies, and use the roll-out of ICT infrastructure to connect and economically empower across space

POLICY E1: USE REGIONAL INFRASTRUCTURE INVESTMENT TO LEVERAGE ECONOMIC GROWTH

1. Consolidate and align the various regional economic infrastructure investment proposals (i.e. SIPs, SOEs, National or Provincial Departments) in integrated regional SDFs for the Cape Metro, greater Saldanha Bay/Vredenburg, and Mossel Bay/ George regions.
2. Use Regional or District SDFs as basis for addressing and reconciling competing and overlapping demands for regional economic infrastructure (e.g. regional airport).
3. Evaluate investment alternatives on the basis of holistic cost/benefit models that factor in capital and operating costs over the lifecycle of the investment. Use the WCIF prioritisation model to prioritise and programme alternative regional infrastructure investment proposals. Align and synchronise bulk infrastructure, transport and housing investment programmes.
4. Integrate the spatial component of bulk infrastructure master plans, public transport plans and housing/human settlement plans into one SDF prepared at the appropriate scale (i.e. regional, district or local municipal).
5. Provide spatial planning input and support to the sector plans of Provincial departments.
6. Prioritise developing the required bulk infrastructure capacity to serve the connection and compaction of existing human settlements, over developing bulk infrastructure to serve the outward growth of settlements.
7. Limit new urban transport investment to spatial developments that reduce average travel times, as opposed to extending them.
8. After the City of Cape Town and George, target the leading towns within the Cape Metro functional region (e.g. Paarl and Stellenbosch) and the emerging regional economic growth centres (i.e. Saldanha Bay/Vredenburg and Mossel Bay) for the next phase of the roll-out of urban public transport systems. Synchronise public transport investment with complementary investment in non-motorised transport.
9. Employ off-grid infrastructure technologies to serve new development outside the urban edge. Align public transport planning with spatial planning (i.e. complementary plans for settlement intensification along designated public transport corridors). Use off-grid technologies when the upgrading of infrastructure is required in small towns with no apparent growth potential.
10. Prioritise remote rural areas, small towns and low income urban areas for the roll-out of broadband.
11. Assess biodiversity, heritage, scenic landscape and agricultural considerations in evaluating the suitability of sites for bulk infrastructure projects.

POLICY E2: DIVERSIFY AND STRENGTHEN THE RURAL ECONOMY

RURAL PLANNING

1. Rural considerations to be factored into all municipal IDPs and SDFs, with priority given to getting rural coverage in all district SDFs and then refining the detail of the planning at local municipality level. SDFs should be able to assist in the identification of strategically located land for land reform purposes in terms of the Pro-active Land Acquisition Strategy (PLAS). Provincial Government should strengthen its partnership with DRDLR in giving support to municipalities in their undertaking rural planning.
2. The Provincial Department of Agriculture's area based plans (1:10 000 scale) and associated spatial data are useful tools to use for detailed planning or assessing farm level land use applications.
3. Where regional SDFs are compiled by Provincial Government, rural considerations are to be dealt with on the same basis as municipal SDFs.

DEVELOPMENT OUTSIDE THE URBAN EDGE

4. Compatible and sustainable rural activities (i.e. activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate) and of an appropriate scale and form can be accommodated outside the urban edge (except in bona fide wilderness areas).
5. The 2009 PSDF draft Rural Land Use Planning and Management Guidelines to be reviewed and updated to serve as basis for clarifying the interpretation of this policy. The following criteria should be applied in assessing consistency with this policy:
 - i. Environmental authorisation
 - ii. Compatibility with land use activities suitable in the CBA it is situated in, and subject to an EIA

- iii. Does not alienate unique or high value agricultural land, or compromise existing farming activities.
- iv. Does not compromise the current or future possible use of mineral resources
- v. Is consistent with the cultural and scenic landscapes within which it is situated.
- vi. Does not involve extensions to the municipality's reticulation networks (i.e. served by off-grid technologies)
- vii. Does not impose real costs or risks to the municipality delivering on their mandate.
- viii. Does not infringe on the authenticity of rural landscapes.

6. Land use incentives should be used to facilitate rural land use transitions that the State cannot afford to fund on its own (e.g. securing priority biodiversity areas or climate adaptation corridors; rural development; agrarian transformation).
7. The current Provincial Resort Policy to be reviewed to make it consistent with PSDF 2014, and its recommendations incorporated in the updated 2009 PSDF Rural Land Use Planning and Management Guidelines
8. The new Provincial guidelines for renewal energy facilities to be incorporated in the update of the 2009 PSDF Rural Land Use Planning and Management Guidelines.

FARM WORKER SETTLEMENT

9. The principles contained in the gazetted Provincial Farm Worker Settlement Policy are endorsed (see Box 8), but amendments may be warranted following decisions taken in terms of FARE's recommendations. It remains Provincial policy to accommodate those seeking off-farm settlement in the nearest town or village as part of the state-assisted housing programme.

RURAL DEVELOPMENT - STRENGTHENING RURAL LIVELIHOODS

10. Extend current rural livelihood support programme (i.e. CRDP) to cover a wider range of activities and build a broader rural skills base (e.g. environmental resource management, rural public works, land care, Working with Water, Working on Fire, Working with Wetlands, etc). Target future support to settlements that are stagnating or situated in a remote rural area. Use broadband technology to extend the programme's coverage and align with Thusong Centres.

LAND REFORM

11. The principles contained in the Provincial Policy for Small Scale Farming in the Urban Fringe are endorsed (see Box 7) but amendments may be warranted following decisions taken on FARE's recommendations. In line with national policy, State land will be leased for this purpose – it should not be subdivided and alienated.
12. Where there is a combination of land suitable for agriculture and raw water available in proximity to settlements, this strategic Provincial asset should be safeguarded for agricultural purposes.
13. Commonages should be safeguarded for their original purpose, and municipal SDFs should give consideration to the establishment of new commonages. Municipalities should forge partnerships with non-governmental or public benefit organisations to assume management responsibilities for commonages, and investigate the practicality of providing basic agricultural infrastructure (e.g. treated effluent) with the support of Provincial and National Government.
14. Land targeted for new commercial ventures (e.g. farming, fishing, eco-tourism, etc) should have the same resource attributes as existing commercial ventures, and be in proximity to markets, facilities and transport.
15. Pilot projects should be motivated that fulfil the criteria of the NDP's Resource Critical Areas.

3.3 Developing Integrated and Sustainable Settlements

The PSDF builds on OneCape 2040's strategy to "sustainably upgrade the built environment to directly respond to community needs through shifting from a focus on housing to one on accessible and integrated service delivery". The PSDF's settlement policies cover five interrelated themes:

- i. Protecting and enhancing sense of place and settlement patterns;
- i. Improving accessibility at all scales, particularly public transport;
- ii. Promoting an appropriate land use mix and density in settlements;
- iii. Ensuring effective and equitable delivery of services, facilities and amenities;
- iv. Supporting inclusive and sustainable housing

The PSDF's settlement strategy is to:

- i. Develop regional planning frameworks to manage the tension between the protection of high value resources and landscapes and urban growth in the growth nodes (i.e. Cape Metro, George/Mossel Bay and Saldanha Bay/Vredenburg functional regions)
- ii. Promote densification, infill and brownfield regeneration in the Province's urban growth nodes
- iii. Invest in regional service centre towns to support and integrate with the rural hinterlands, prioritising investment in housing, health and education in these towns rather than dispersing investment to villages and hamlets
- iv. Develop regional rural development frameworks to align settlement planning with large scale infrastructure investments (oil and gas, dams, regional movement routes etc)
- v. Use ICT and periodic social services to reduce the need for rural dwellers to travel to services
- vi. Support investment of Provincial resources and finance in existing settlements, in line with a clear understanding of their regional role and potential and limit unproductive or potentially abortive investment in poorly located, isolated new developments

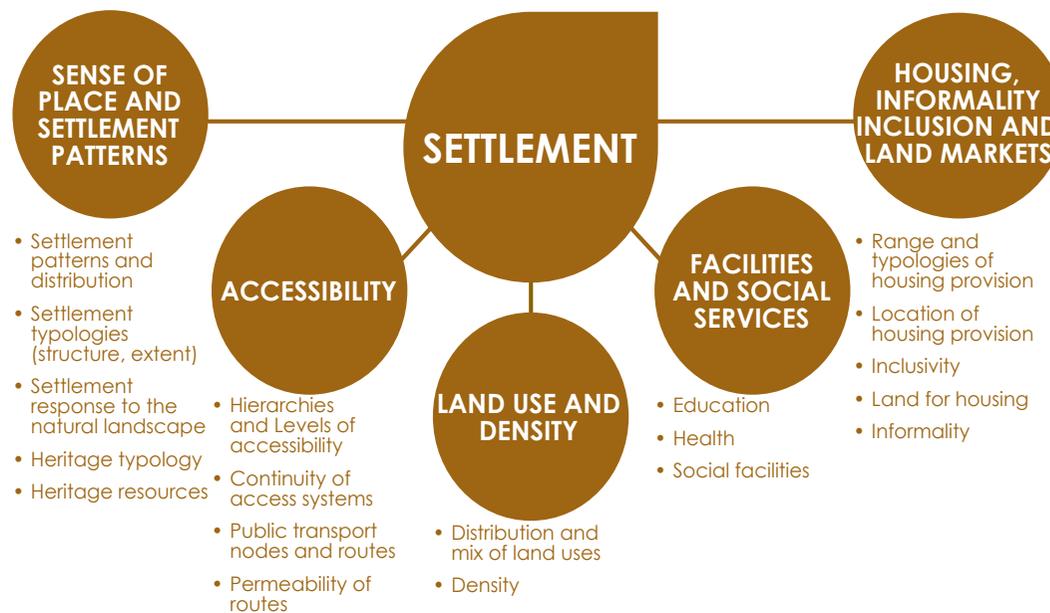


DIAGRAM 6: MIND MAP OF INTEGRATED AND SUSTAINABLE SETTLEMENTS THEME

POLICY S1: PROTECT, MANAGE AND ENHANCE SENSE OF PLACE, CULTURAL AND SCENIC LANDSCAPES

1. Prevent settlement encroachment into agricultural areas, scenic landscapes and biodiversity priority areas, especially between settlements, and along coastal edges and river corridors.
2. Promote smart growth ensuring the efficient use of land and infrastructure by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements.
3. Respond to and enhance an economically, socially and spatially meaningful settlement hierarchy that takes into account the role, character and location of settlements in relation to one another while preserving the structural hierarchy of towns, villages, hamlets and farmsteads in relation to historical settlement patterns.
4. Use heritage resources, such as the adaptive use of historic buildings, to enhance the character of an area, stimulate urban regeneration, encourage investment and create tourism opportunities, while ensuring that interventions in these heritage contexts are consistent with local building and landscape typologies, scale, massing, form and architectural idiom.
5. Conservation strategies, detailed place-specific guidelines and explicit development parameters must supplement urban edges to ensure the effective management of settlement and landscape quality and form.

POLICY S2: IMPROVE INTER AND INTRA-REGIONAL ACCESSIBILITY

1. Built environment investment programmes to focus on compacting and connecting urban development (especially along public transport routes), and clustering public facilities along these connections.
2. Curtail new settlement formation that increases average travel times.
3. Improve intermodal integration and regional linkages of all public transport based services through linking localised public transport between villages and towns with regional multi-modal transport hubs.
4. Strengthen functional linkages between settlements and larger towns, with specific attention given to introducing rural transport systems. Promote the upgrading of existing rail infrastructure to offer higher levels of service while developing combined road and rail transport corridors to provide a real alternative to road transport for passengers and freight.
5. Rank, prioritise and develop fully Integrated Rapid Public Transport Networks (IRPTN) in the regional urban centres of the Province such as the Cape Town Metro (including Paarl and Stellenbosch), Knysna/George/Mossel Bay and Saldanha Bay/Vredenburg.
6. Develop Integrated Public Transport Networks (IPTN) in the rural regions of the Province that are connected to regional centres.
7. Direct public funding to unlocking well-located land within cities and towns to reduce the operating costs of public transport (as per PLTF).
8. Develop a safe public transport system, while emphasising densification and opportunities for the poor to achieve adequate thresholds along all public transport routes and corridors.

9. Roll-out The Western Cape Government's Green Economy and broadband programmes, particularly related to building and services applications. New technologies offer the prospects of making living in and working out of rural towns and villages more attractive.

POLICY S3: PROMOTE COMPACT, MIXED USE AND INTEGRATED SETTLEMENTS

1. Target existing economic nodes (e.g. CBDs, township centres, modal interchanges, vacant and under-utilised strategically located public land parcels, fishing harbours, public squares and markets, etc) as levers for the regeneration and revitalisation of settlements.
2. Promote functional integration and mixed use as a key component of achieving improved levels of settlement liveability and counter apartheid spatial patterns and decentralization through densification and infill development.
3. Locate and package integrated land development packages, infrastructure and services as critical inputs to business establishment and expansion in places that capture efficiencies associated with agglomeration.
4. Prioritise rural development investment based on the economic role and function of settlements in rural areas, acknowledging that agriculture, fishing, mining and tourism remain important economic underpinnings of rural settlements.
5. Respond to the logic of formal and informal markets in such a way as to retain the flexibility required by the poor and enable settlement and land use patterns that support informal livelihood opportunities rather than undermine them.

6. Delineate Integration Zones within settlements within which there are opportunities for spatially targeting public intervention to promote more inclusive, efficient and sustainable forms of urban development (see Box 11).
7. Continue to deliver public investment to meet basic needs in all settlements, with ward level priorities informed by the Department of Social Development's human development indices.
8. Municipal SDFs to include growth management tools to achieve SPLUMA's spatial principles. These could include: a densification strategy and targets appropriate to the settlement context; an urban edge to protect agricultural land of high potential and contain settlement footprints; and a set of development incentives to promote integration, higher densities and appropriate development typologies.

POLICY S4: BALANCE AND COORDINATE THE DELIVERY OF FACILITIES AND SOCIAL SERVICES

1. Balance sustainable service delivery and equitable access to education and health services
2. Apply the principles of space utilization efficiency, multi-functionality and clustering to all facility provision projects
3. Coordinate and cluster public facilities, services and government offices to increase convenience, accessibility and efficiency regarding operations, maintenance and security as well as optimal use of land.
4. Rationalise and balance the regional distribution of health and education service centres around a coherent hierarchy of services and only invest in places where people can easily access these services.
5. Develop a set of facility provision guidelines and indicators that encourage municipalities to plan their activities with a view to increasing the impact and effectiveness of social services and facilities.
6. Articulate short- and long-term goals for facility

performance, which builds links between budgets, activities and expected consequences.

7. Promote flexibility through the prioritisation of mobile services in areas of need and limited access.
8. Focus fixed investment in schools and school upgrading on settlements with a population of over 12 500.
9. Mobile, internet based and period education systems and services should be delivered to settlements smaller than the required threshold to support a primary school (1 000 households)

POLICY S5: PROMOTE SUSTAINABLE, INTEGRATED AND INCLUSIVE HOUSING IN FORMAL AND INFORMAL MARKETS

The following policies must guide planning, project prioritisation, budgeting and performance management at a Provincial scale. These relate to housing delivery, planning and design, urban land markets and informality.

STATE-ASSISTED HOUSING DELIVERY

1. Provide a wide choice of housing typologies and tenure options, based on economic, fiscal, and social affordability. Incremental housing development to be pursued, with phased service provision to accelerate housing provision.
2. Target housing delivery projects within Integration Zones and Social Housing Restructuring Zones.
3. Ensure that all housing delivery projects are founded on principles of sustainability and based on integrated development planning.
4. Promote private-sector participation in the gap market to diversify and expand housing delivery options.

HOUSING PLANNING AND DESIGN

5. Provide households with the residential environments, mobility and access to opportunities that support productive activities

and reduce levels of exclusion from opportunity.

6. Increase densities of settlements and dwelling units in new housing projects.
7. Prioritise investment in community facilities, public infrastructure and public space, rather than an exclusive focus on housing or top structures.
8. Promote more mixed-income, mixed-use, inclusionary forms of development through incorporating various scales of economic opportunities within housing projects.

INFORMALITY, INCLUSION AND URBAN LAND MARKETS

9. Manage urban informality proactively through the Upgrading Informal Settlements Programme (UISP) and ABS programs, and managed land settlement.
10. Enable and support incremental housing, with phased service provision to accelerate housing provision that alleviates suffering and improves livelihoods to as many people as possible within the shortest possible time frames.
11. Achieve a wider range of housing opportunities with regards to diversity of tenure, size, density, height and quality in order to promote a ladder of upward mobility for households to progress as economic circumstances change over time
12. Identify, allocate, release and package strategic land parcels for all forms of state-funded rental projects, prioritising the rental market for households with monthly incomes of between R1 500 and R7 500.
13. Strengthen the role of municipalities to manage public intervention in urban land development processes.
14. Acknowledge the social value of land and develop investment and land management tools that evaluate development so that the societal value of land is prioritized in relation to other claims or benefits.
15. Proactively plan, align and coordinate the strategic use and disposal of public land to ensure that opportunities for its use for public housing are not lost

4. THE COMPOSITE PSDF MAP

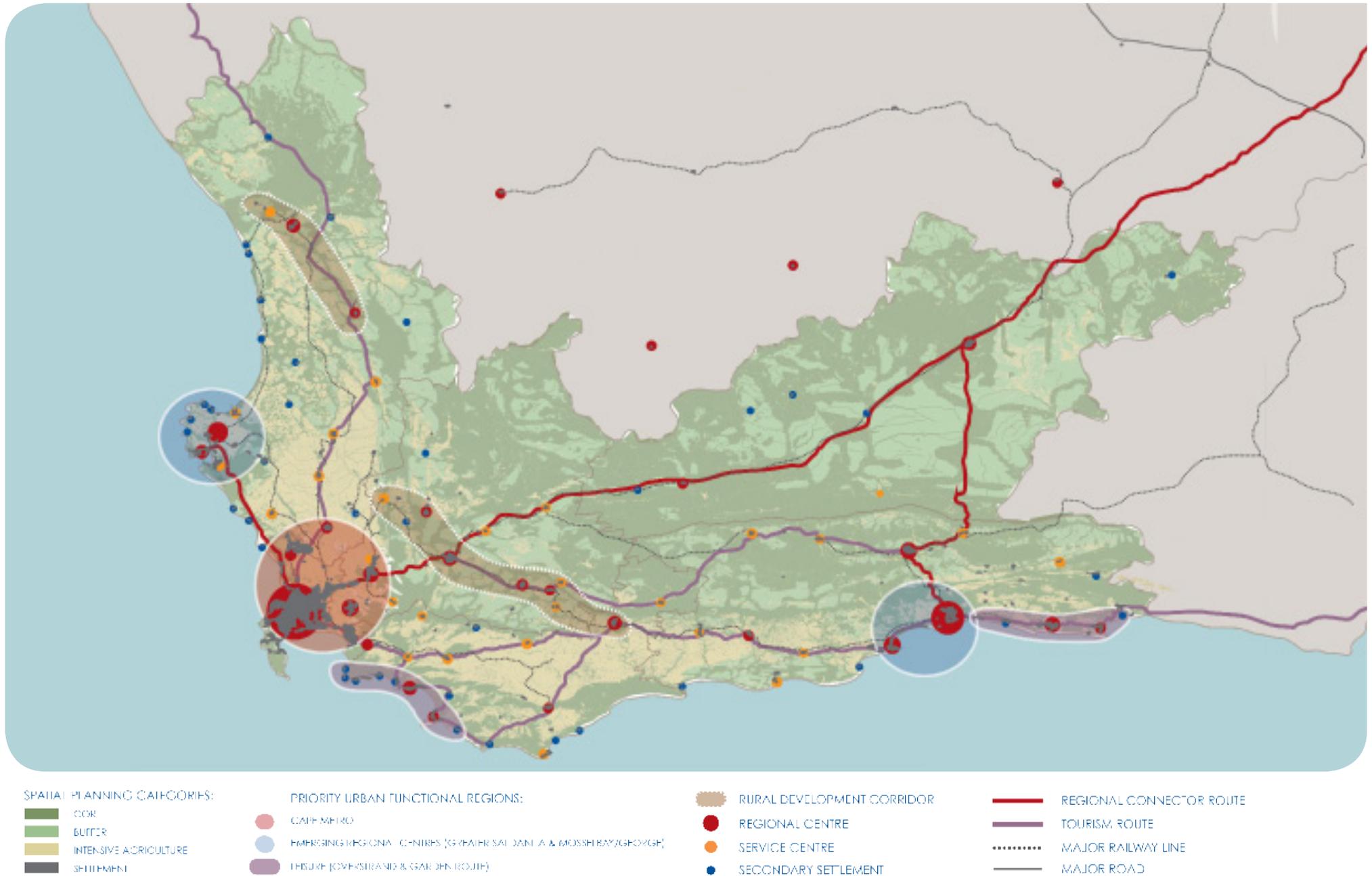


FIGURE 1 CONSOLIDATED FRAMEWORK PROPOSALS

The PSDF map shows what land use activities are suitable in different landscapes, and where efforts should be focused to grow the Provincial economy. The PSDF map is made up of the following layers:

- i. Desired land use patterns are reflected in the delineation of landscape-wide Spatial Planning Categories (SPCs), namely Core, Buffer, Intensive Agriculture and Settlement SPCs.
- ii. Priority regions to target for growing the Provincial economy are also reflected in the PSDF Map, as is the regional economic infrastructure required to unlock this potential.

The Cape Metro functional region is the Province's economic development focus area. Saldanha/Vredenburg and George/Mossel Bay are targeted as emerging regional industrial complexes, and the Overstrand and Garden Route coastal belts as leading leisure/tourism regions. Opportunities to intensify agriculture are also identified in the lower Olifants and Breede River valleys.

- iii. The role and function of the Western Cape's settlements is also reflected in the PSDF map.

5. IMPLEMENTING THE PSDF

The PSDF sets out the basis for addressing the Western Cape's spatial agenda. It is not a blue print that can be implemented in the short term, but rather a framework within which:

- i. coherent and consistent sector and area based plans (e.g. for functional regions or municipalities) can be formulated and rolled-out by the spheres of government and SOEs operating in the Western Cape; and
- ii. communities and the private sector have greater certainty over where development is heading, and so can respond to opportunities arising.

The PSDF sets out recommendations to institutionalise and implement the Provincial spatial agenda.

5.1 Strengthening Cooperative Spatial Governance

The PSDF applies the National Planning Commission's recommendations to strengthen cooperative spatial governance through:

- i. Reform of legislation and institutions, to provide platforms for integration between spatial planning, transport and infrastructure planning, environmental management, and finance regimes;
- ii. improved spatial planning coordination (i.e. transversal approach);
- iii. spatial data assembly, analysis and dissemination;
- iv. strengthening planning capabilities within local government
- v. developing a capability framework for spatial governance with professional bodies, educational institutions and government; introducing spatial compacts, from neighbourhood to city level, to build consensus over spatial futures and mediate spatial conflicts; and
- vii. supporting and incentivising active citizenry in spatial development.

The PSDF strengthens planning-led budgeting so that the necessary infrastructure is timeously provided. As such the PSDF paves the way for “planning-led, infrastructure-enabled” development. The PSDF recommends the following spatial governance reforms:

- i. Institutional arrangements to facilitate transversal planning, budgeting and implementation between the three spheres of government, and within Provincial Government;
- ii. A system for collecting, analysing and disseminating spatial information
- iii. Measures to strengthen provincial 'land assembly' capacity
- iv. Pro-active regional planning approach and municipal planning support
- v. Monitoring and evaluating provincial and municipal progress in making the required spatial transitions

5.1.1 Within Provincial Government

The PSDF proposes use of the following mechanisms to spatially align each department's activities with the Province's spatial objectives:

- i. Rolling out a common spatial logic and alignment through the Provincial Transversal Management System (PTMS);
- ii. Establishing a Development Planning Work Group, on which all municipalities, departments and state owned entities involved in infrastructure and land development will be represented
- iii. Building on existing initiatives such as: District Infrastructure Plans (DIPs); Infrastructure Delivery Management System (IDMS); Housing “Pipelines”; Infrastructure Funding; and the Medium Term Expenditure Committee (MTEC)
- iv. Providing planning support to provincial departments

5.1.2 Between Government Spheres

The PSDF proposes use of inter-governmental relations (IGR) structures (e.g. IDP indabas, IDP assessments, and LGMTEC and MinMayTech forums) to facilitate implementation of a common spatial agenda.

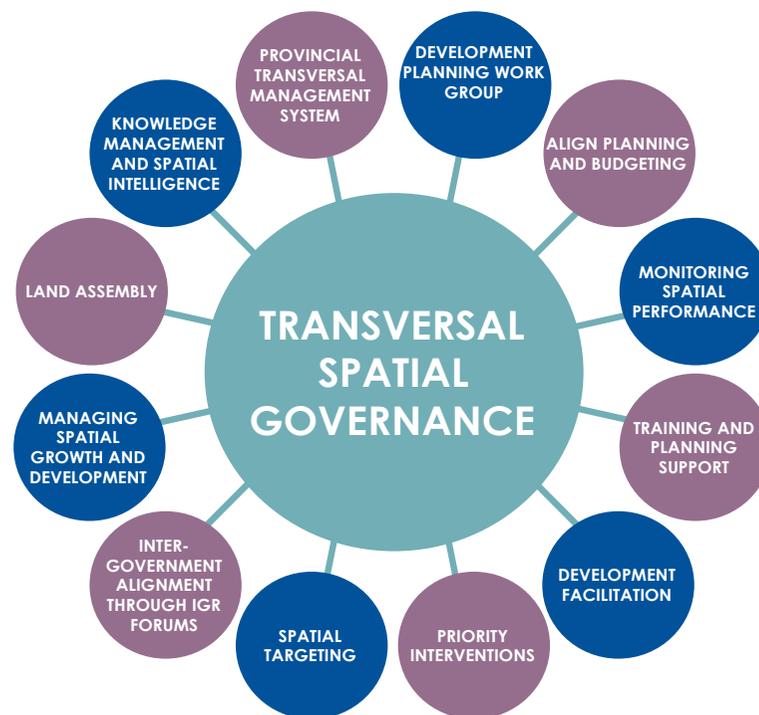


DIAGRAM 7: THE ELEMENTS REQUIRED FOR ACHIEVING A TRANSVERSAL SPATIAL GOVERNANCE SYSTEM

5.2 Facilitating Partnership Based Development

To deliver partnership based development, the PSDF recommends active involvement of the private sector and communities in planning processes, and streamlining administrative processes for securing land use rights and environmental authorisations. DEADP's Development Facilitation Unit is well placed to assist with introducing effective channels of communication and relations with the private sector and community based organizations.

5.3 Managing Spatial Growth

The PSDF proposes two levels at which the WCG can play a role in spatial growth management. Firstly at the Provincial scale in relation to the planning, budgeting and evaluation of departmental investment programmes that directly impact settlement form and integration. Secondly, support municipalities to manage spatial growth pressures. Growth management instruments that can assist in this regard include: Municipal Services Financial Model (MSFM); Eco-system Services Model; spatial indicators; baseline spatial growth datasets; delineation and management of urban edges; and Western Cape heritage and scenic landscape audit and database.

5.4 Supporting Municipal Planning

The PSDF proposes the following support to municipal planning:

- i. Built environment support programme (BESP);
- ii. Training municipal officials and councillors;
- iii. Support under-resourced municipalities with spatial planning, land use management, integrated development planning, and infrastructure and housing plans;
- iv. Aligned targets and indicators and monitoring performance against these;

5.5 Catalytic & Priority Interventions

The PSDF's proposed catalytic interventions are knowledge management and spatial intelligence, and building land assembly capacity. The PSDF prioritises implementation of urban and rural development demonstration projects that showcase a new approach to spatial development. In addition, it prioritises implementation of the Strategic Infrastructure Projects (SIP) and NDP pilot projects in accordance with the PSDF's proposed transversal spatial governance arrangements.

The PSDF's urban priorities for the preparation of regional SDFs are the Cape Metro region, and the Mossel Bay/George and the Saldanha Bay/Vredenburg sub-regions. The rural priorities identified are the Breede and lower Olifants River Valleys, where proposed additional allocations of irrigation water should be implemented as an integrated rural development programme. In the event that licenses are issued for shale gas prospecting in the Karoo, it is recommended that a regional SDF is prepared for the Karoo Basin (i.e. an inter-provincial initiative).

The PSDF recommends that the RSEP/VPUU programme is used as a transversal and inter-governmental initiative to drive social inclusion and socio-economic development in targeted areas.

5.6 Spatial Targeting

The PSDF guides the location and form of public investment in the natural and built environments, so that the returns on these investments are consistent with the Province's development objectives. The data derived from the Growth Potential of Towns Study (GPS) will be used as an investment decision support tool, and for detailed spatial targeting. The GPS municipal and town level indicators cover the institutional, human capital, socio-economic needs, economic, infrastructure, and resource availability fields.

5.7 Monitoring Spatial Performance

The PSDF recommends application of a set of SMART (Specific, Measurable, Achievable, Relevant, Timebound) indicators to measure progress on delivering on the Provincial spatial agenda - both its spatial transformation and transversal governance components.

5.8 Implementation Action Plan

The PSDF sets out an Implementation Action Plan for the roll out and institutionalisation of the PSDF.

6. PSDF Specialist Studies

To fill gaps identified in the 2009 PSDF, three specialist studies were commissioned on the following topics:

- i. the significance of the Western Cape's cultural and scenic landscapes;
- ii. the impact of decentralised office and commercial development; and
- iii. the financial sustainability of current spatial growth patterns.

The findings of which are separately documented, but summarised in the next section.

6.1 HERITAGE AND SCENIC RESOURCES SPECIALIST STUDY

HERITAGE AND SCENIC RESOURCES: INVENTORY AND POLICY FRAMEWORK - SPECIALIST STUDY FINDINGS AND RECOMMENDATIONS

This desktop study was prepared for the review of the PSDF, with specific focus on the identification and grading of scenic and cultural resource assets of the Province. The study focuses on the broader regional scale rather than the local landscape or individual site scales, and is therefore an overview rather than a detailed inventory of all cultural and scenic resources. The framework for the study is largely based on NHRA.

The study focused on scenic as well as heritage resources. These two themes were directly interrelated and interdependent. Thus, the study involved the preparation of an extensive preliminary inventory of most of the significant scenic and cultural resources of the Western Cape.

The study included the following aspects:

- A desktop inventory of cultural and scenic resources at the regional and sub-regional scales;
- Mapping of resources at 1:250 000 scale for exporting to GIS maps;
- Determining the sensitivity, significance and possible grading of the resources;
- Identifying issues, development trends and threats to vulnerable resources;
- Preparing principles, policies and guidelines for the conservation and management of the resources;
- Reviewing the legal framework for the conservation and management of heritage/scenic resources; and
- Making recommendations on the way forward.

With regards to scenic resources, the study provides valuable insight into the distinctive regional landscape and settlement patterns evident across the Province, which have evolved in response to natural resources (i.e. water, geology, land form, agricultural soils, marine resources) and movement routes in tandem with social, political, and economic influences. A geomorphological approach, in combination with the existing district boundaries of the Western Cape, was used

as the first level of landscape classification (see Table 10). The study emphasised that, together with the coastline, the mountain ranges belonging to the Cape Fold Belt are the most significant landscapes in scenic terms, and consequently the Western Cape's tourism economy.

The study also provides a description, inventory and analysis of each district with regards to palaeontology, archaeology, scenic and cultural landscapes. The scenic resource survey revealed that there is an unconsolidated pattern of protected areas and that infrastructure and urban development often occur in visually sensitive wilderness or rural landscapes, which have the effect of reducing not only the scenic value, but also the tourism value and therefore the economic base of the Province. A further issue is the absence of a consolidated database and GIS mapping of scenic resources for the Province that could help to inform future growth and development.

The study recommends that strategies for protection and sustainable management be prioritized. Based on the findings of the inventory, numerous landscapes and routes have been identified as worthy of formal protection - as indicated by their existing status or recommended Grade I, II and III significance. It is simultaneously proposed that a number of practical issues need to be considered regarding the appropriate protection and management of landscapes and scenic routes of heritage and scenic value, especially in cases where these cut across municipal boundaries, cover an expansive area and/or involve different components and levels of significance. Specific policies and guidelines for the protection and management of heritage and scenic resources have therefore been formulated and incorporated into the PSDF policy document. The guidelines are accompanied by diagrams to illustrate good practice when considering new development.

The implementation of this study should be seen as a way of not only protecting valuable resources for generations to come, but also as having social and economic benefits, particularly in the area of tourism on which the Province depends in great measure. There is a need for clear identification and mapping of scenic and heritage resources, along with ecologically sensitive areas, to inform and facilitate planning within the Province. This information is seen as an essential filter to ease the processing of development proposals, minimising inappropriate applications and improving predictability in the development application process.

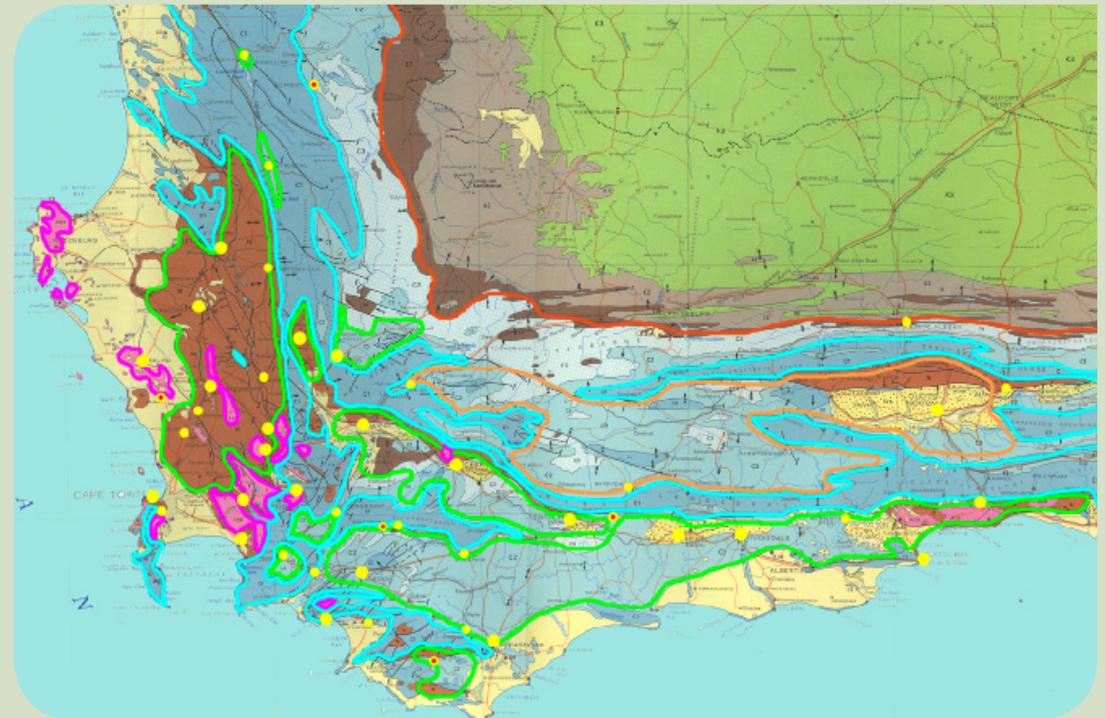


FIGURE 2: MAIN GEOLOGICAL GROUPS OF THE WESTERN CAPE: IN THIS MAP THE YELLOW DOTS INDICATE HISTORIC SETTLEMENTS, OFTEN LOCATED NEAR THE BASE OF MOUNTAINS WITH ACCESS TO WATER AND PRODUCTIVE SOILS OF THE FOOTSLOPES. THE WINE GROWING AREAS HAVE TRADITIONALLY LOCATED ON THE GRANITES, AND THE WHEATLANDS ON THE MALMESBURY AND BOKKEVELD SHALES.

Landscape Type	Landscape Character / Scenic features	Examples
A. Alluvial Valleys Recent alluvium and colluvium	Fertile valleys along river courses. Mainly agricultural.	Olifants, Berg, Breede River Valleys
B. Coastal Plains Quaternary sand, calcrete	Flat plains or coastal platforms. Dunes, sandy plains, calcrete, limestone. Numerous coastal settlements.	Cape Flats, Sandveld, Agulhas Plain
C. Escarpment / plateau Beaufort shales	Flat upland plateau with dolerite koppies. Mainly sheep. Irrigated agriculture along rivers.	Die Vlakte, Roggeveld, Nuweveld
D. Foothills / undulating plains Bokkeveld / Malmesbury shales, granites	Foothills and gently undulating plains incised by rivers. Vineyards, orchards, wheatlands. Farming settlements.	Ruens, Swartland, Darling Hills
E. Mountain Ranges Table Mt. quartzitic sandstones	High peaks, ridges, cliffs of the Cape Fold Belt. Wilderness character. Mountain Fynbos, and montane forest in the kloofs.	Table Mountain Cederberg, Langeberg



FIG.1 SECTION THROUGH LANDSCAPE TYPES

TABLE.1 LANDSCAPE TYPOLOGY OF THE WESTERN CAPE: A GEOMORPHOLOGICAL APPROACH WAS USED BECAUSE IT WAS FOUND THAT GEOLOGY AND LANDFORM WAS AN OVERRIDING TRAIT IN DETERMINING LANDSCAPE TYPES AT THE BROAD REGIONAL SCALE.

HERITAGE AND SCENIC RESOURCES: INVENTORY AND POLICY FRAMEWORK - SPECIALIST STUDY FINDINGS AND RECOMMENDATIONS

With regards to heritage and cultural resources, this study found that the Western Cape is unique for various reasons and includes a number of key representative and distinctive heritage themes. The study provides a brief description of the cultural context of the Province, ranging from its ancient fossil and pre-colonial archaeological record, to its early and later colonial, apartheid and democratic periods. It was found that the region possesses numerous cultural landscapes worthy of formal protection, landscapes of high archaeological and paleontological significance and sensitivity, as well as conservation-worthy historical settlements, routes and passes.

With reference to historical settlement, their heritage value is based on a combination of landscape setting (e.g. coastal setting, mountain backdrop and agricultural edges), historical associations, concentration of historical fabric and layering, as well as distinctive townscape and/or streetscape qualities. Based on a combination of settlement layout in response to environmental conditions (water and topography), patterns of subdivision and built form, a number of distinctive settlement qualities are also evident, often with distinctive rural and agrarian qualities.

Based on the findings of the inventory, numerous cultural landscapes, historical settlements and historical routes and passes have been identified as worthy of formal protection - as indicated by their existing status or recommended Grade I, II and III significance. A small percentage of the heritage resources identified in the study enjoy any formal protection status, where only 12 sites have been declared within the Western Cape since NHRA (1999). It is thus recommended that strategies for their protection and sustainable management be prioritized. Recognising that a standard management approach cannot be applied to all heritage resources, the study provides examples of the "crown jewels" of the Western Cape, where a more precautionary heritage management approach is recommended.

A key recommendation calls for municipal support and direction in carrying out local heritage management responsibilities as specified in the NHRA. To be effective, it is recommended that this be a collaborative effort between Provincial and heritage authorities and that such support include:

- The phasing and preparation of municipal heritage inventories. These inventories are essential to ensuring more efficient processing of development applications.
- Ensuring adequate heritage input as municipal SDF level as essential to effective integration of heritage management and planning.
- The implementation of local heritage protection measures through zoning schemes.



FIG.3 THE STUDY COMPILED A DETAILED INVENTORY OF KEY REPRESENTATIVE HERITAGE THEMES, WITH ACCOMPANIED EXAMPLES AND IMAGES, SUCH AS THE AMALIENSTEIN CHURCH IN ZOAR (FAR LEFT) RANGING TO THE CORBELLED DWELLINGS OF THE KAROO (LEFT)

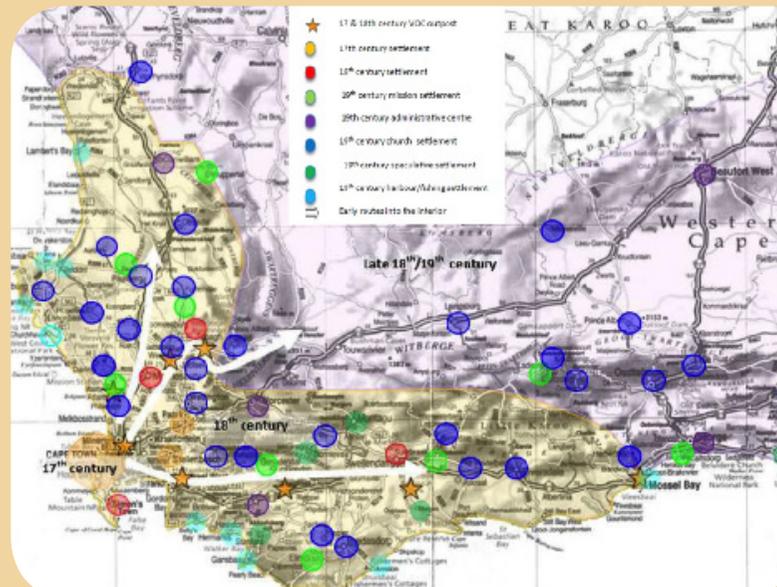


FIG.4 THE CULTURAL CONTEXT OF THE PROVINCE IS CHARACTERISED BY A RICH AND DIVERSE LAYERING OF HISTORY SPANNING THE MID-17TH, 18TH, 19TH AND 20TH CENTURIES - ILLUSTRATED THROUGH THE MAPPING OF SETTLEMENT CHRONOLOGY AND SPATIAL DISTRIBUTION AND ORIGINS OF NUMEROUS HISTORICAL SETTLEMENTS.

6.2 Impact of Commercial and Office Decentralisation Specialist Study (ICOD)

IMPACT OF COMMERCIAL AND OFFICE DECENTRALISATION - SPECIALIST STUDY FINDINGS AND EVIDENCE

An integrated assessment of the impacts of decentralised commercial and office centres on town centres was undertaken based on the evaluation of 3 case studies, being Vredenburg, Paarl and Hermanus. The assessment was supported by an international literature review and best practise study, while considerations in relation to urban design, spatial planning, transport planning, economic and property markets as well as heritage factors were included. Trends identified in the literature review found;

- a strong move away from developing decentralised malls in the USA and Australia with 19% of malls having closed in the USA, with more dying as a consequence of the global economic recession. This has led to the main streaming of the 'Malls to Mainstreet' and 'Retrofitting Suburbia' as an alternative;
- strong evidence of the economic and urban regeneration benefits of 'edge of centre' locations for commercial developments as an alternative to decentralised locations;
- a strong emphasis on 'Transit Oriented Development' (TOD) as being a more resilient model to decentralised and monofunctional development options; and
- That it pays to invest in town centres and the 'high street with 2-5 more non-retail jobs being created. (Cullen:2012)

The study found that decentralised commercial centres do have a negative impact on the performance of the town centre and that these impacts primarily relate to lack of integration, increases to vehicular travel demand; mono-functional, stand-alone, introverted and sterile development; intrusion into sensitive natural and agricultural environments and retail cannibalism. The town centre of small town's are resilient by nature but struggle to recover from the negative impacts created by an additional competing economic centre- especially in

resource scarce environments. Evidence suggests that town centres usually stagnate and slowly decline as result of loss of or a split of revenues and resources as found in Paarl and Vredenburg. The creation of new and long term jobs was only found with the development of new retail and when existing retail outlets remained in the town centre. (eg: Paarl and Hermanus) Urbanmark estimates that one job is created for every 30m² of new retail space.. Critically the focus of new commercial developments should be to provide new services to the town, not duplicate them as has occurred to some extent in Vredenburg.

The evidence from the study found that when designed, planned and located appropriately, commercial and office developments will assist in improving the economic performance, usability, attractiveness and experiential quality of the town centre. 'In centre' and 'edge of centre' developments are the recommended location for new large scale commercial/ retail developments having the least negative and most positive impacts to the town centre and town as a whole. They are the most likely development model to lead to significant economic returns as well as being the best suited to positively relate to its context and provide support to the sustainable functioning of the town centre (eg: Hermanus) This development model however is not the norm, with most of the new large scale commercial and retail centres in the Western Cape being proposed in decentralised locations.

Retail is one of the few significant forms of investment occurring in the emerging market' (Urban Landmarket 2013) with 4 million m² of new retail space being expected to be added over the next 10-12 years in SA. Critically there is a need to be adequately equipped to guide this new investment so its positive benefits are not lost. Thus recommendations have been made in relation to improved monitoring and evaluation as well as the identification new policy and guidelines. Specific recommendations in relation to the PSDF include the need to develop a policy framework for a regional (intra-municipality) perspective for the planning and approval processes of super-regional malls.



FIG.5 THE LOCATION OF EXISTING AND PROPOSED SUPER REGIONAL MALLS IN THE WESTERN CAPE OUTSIDE OF THE CCT, SHOWING A CLUSTERING IN THE CAPE TOWN METRO AND OVERSTRAND DISTRICTS WHICH COULD LEAD TO RETAIL SATURATION AND CANNIBALISM IS NOT MANAGED APPROPRIATELY



FIG.6 TRANSFORMATION OF A MALL INTO A MIXED USED NEIGHBOURHOOD (GREYFIELDS TO GOLD-FIELDS, 2002, S BOZDIN AND L SOBIL)



Implementation Process Flowchart

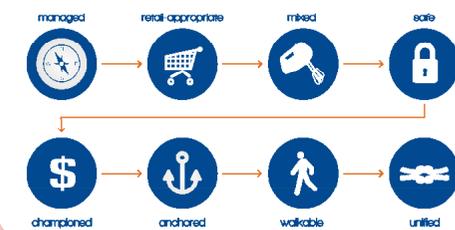


FIG.7 GUIDELINE RECOMMENDATIONS INCLUDE GREATER EMPHASIS ON PROMOTING VIBRANT RETAIL STREETS (DC VIBRANT RETAIL STREETS TOOLKIT, 2012, PG58 STREETSENSE)

6.3 Municipal Financial Sustainability Specialist Study (MFS)

THE ECONOMIC AND FISCAL COSTS OF INEFFICIENT LAND USE PATTERNS IN SOUTH AFRICA - STUDY FINDINGS

This 2011 study aimed to cost city efficiency, identify the specific drivers of current spatial patterns, and identify who incurs the costs of these patterns over time. The City Efficiency Costing Model (CECM) was developed to calculate the capital and recurrent costs of a given city, with a given spatial form, over a period of 10 years. Two hypothetical city growth scenarios were modelled: an 'urban sprawl scenario' using existing development principles; and an alternative 'compact city' development model.

In analysing the recurrent expenditure by income group, significant results on household expenditure emerged. While all income groups are better off financially in the compact city scenario, it is **low-income households** that are most adversely affected by the urban sprawl scenario, having to pay significantly more for **transport** with a **24% difference** between the two scenarios after 10 years.

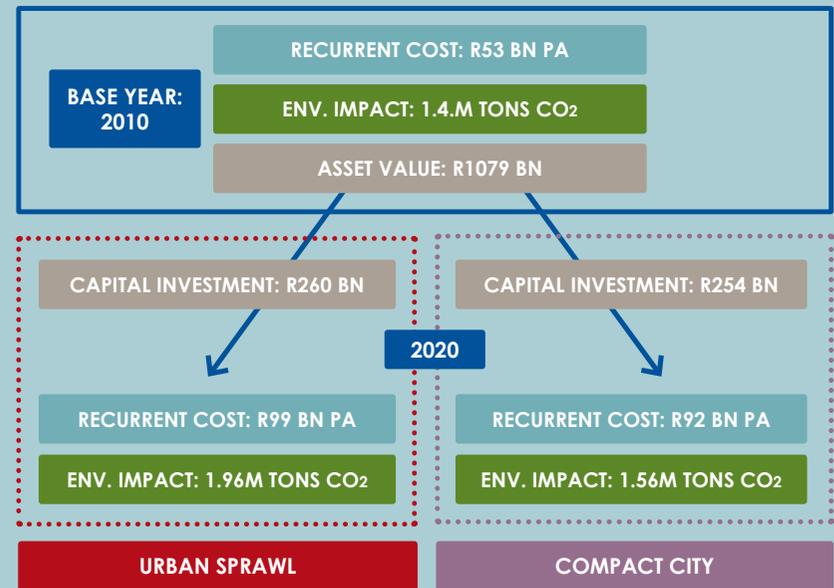
The study also found that the most significant difference and undeniable implication is the increase in **carbon emissions** in the urban sprawl scenario due to increased travel distance and private car use, with a **22% difference** in tons per CO₂ per annum.

Regarding public transport subsidies, a significant reduction of 33% is possible in the compact city scenario, amounting to some R9 billion over the 10 year period.

THE TOTAL COST DIFFERENCE (CAPITAL AND RECURRENT) FOR 6 METROPOLITAN MUNICIPALITIES IN YEAR 10 IS CALCULATED TO BE R57 BILLION

THE CUMULATIVE DIFFERENCE OVER 10 YEARS AMOUNTS TO R219 BILLION

DIAGRAM.3 SPATIAL AND FINANCIAL MODEL RESULTS



**↑ TRANSPORT COSTS
CARBON EMISSIONS
HOUSING SUBSIDY FUNDING**

14% INCREASE IN MONTHLY EXPENDITURE ON **TRANSPORT AND SERVICES** FOR **LOW INCOME HOUSEHOLD** PER MONTH

55% INCREASE IN **CARBON EMISSIONS** FROM TRANSPORT

R1 BILLION ADDITIONAL FUNDING FOR HOUSING TO COVER 6 RSA METROS

7% INCREASE IN RECURRENT COSTS - A DIFFERENCE OF **R6.4 BILLION** PER ANNUM

2% INCREASE IN TOTAL CAPITAL INVESTMENT - A DIFFERENCE OF **R5.4 BILLION** OVER 10 YEARS

IMPACT OF CURRENT SPATIAL GROWTH PATTERNS ON MUNICIPAL SUSTAINABILITY - SPECIALIST STUDY FINDINGS AND EVIDENCE

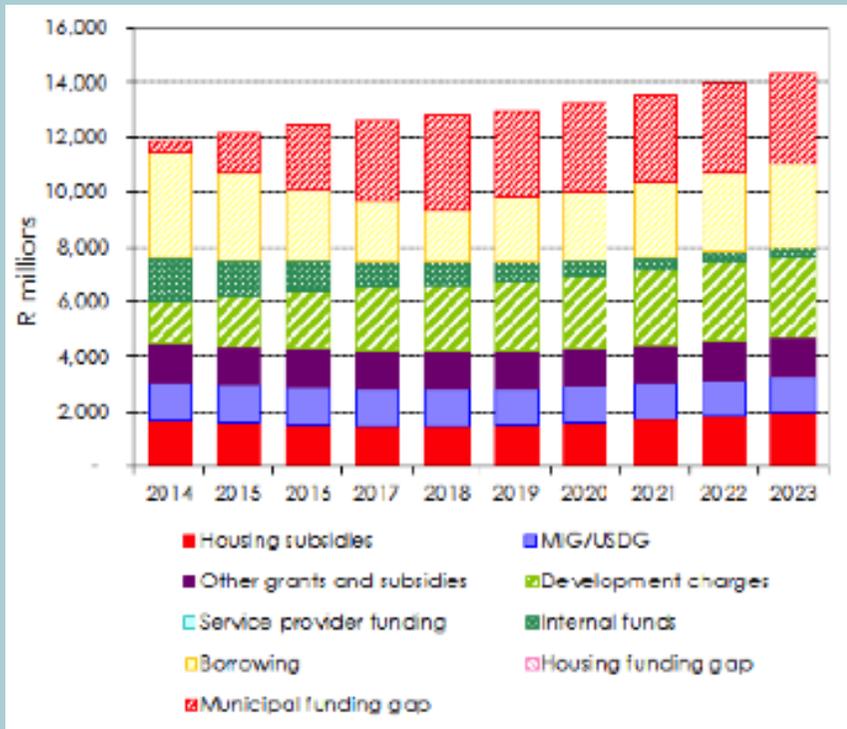
The study aimed to assess municipal sustainability with regard to the financial impacts of spatial growth patterns through running the Municipal Services Financial Model (MSFM) for 7 case study municipalities.

The impact of spatial growth patterns was assessed in terms of how it impacts on the net operating account of the municipality (and hence its ability to build up capital reserves or borrow), as well as the overall capital expenditure required over 10 years.

A significant finding is that the operating accounts of all the case study municipalities are extremely vulnerable. Increasing operating costs associated with sprawling spatial growth worsens the negative trend of municipal operating losses. For all municipalities, the theoretical **capital expenditure** that is required to reduce infrastructure backlogs, satisfy demand for new infrastructure and provide for renewal of existing infrastructure is **far higher than the available funding**.

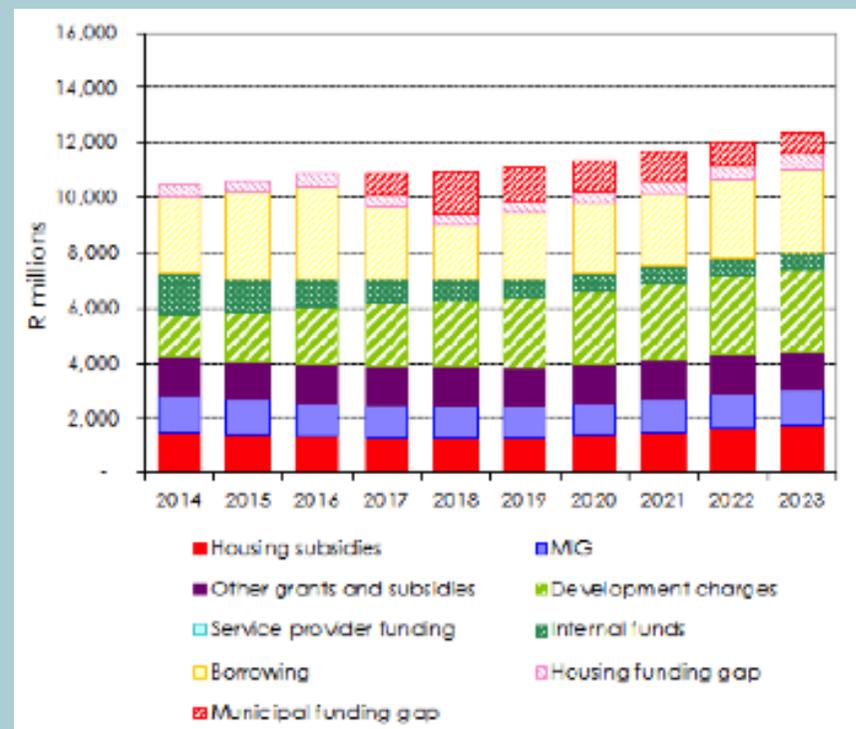
Existing spatial patterns were calculated to cost approximately **22% more** than a more compact form, which amounts to **R24 billion in additional capital** required over 10 years for the Western Cape. In addition, current spatial patterns will require low income households to pay significantly more for transport than they already do – up to 18% in the case of the City of Cape Town. The increase in transport also results in **33% more carbon emissions** for the Province as a whole than for a more compact growth scenario.

TABLE.2 CAPITAL FUNDING TO SATISFY DEMAND UNDER CURRENT SPATIAL GROWTH PATTERNS



CURRENT SOURCES OF CAPITAL FINANCE - CURRENT GROWTH PATTERNS:

TABLE.3 CAPITAL FUNDING TO SATISFY DEMAND UNDER DENSER SPATIAL GROWTH



CURRENT SOURCES OF CAPITAL FINANCE - DENSER GROWTH PATTERNS:

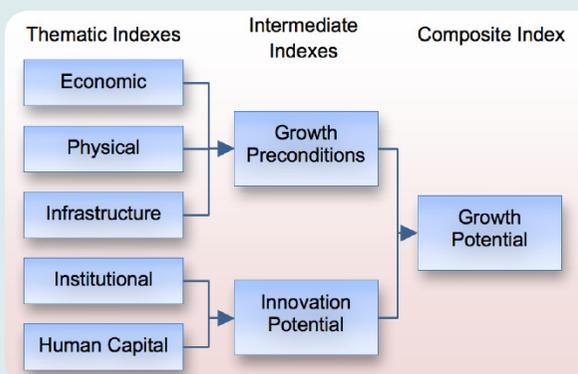
7. Growth Potential Study of Towns

The 2010 Growth Potential Study (GPS) was updated, based on the 2011 Census results .

GROWTH POTENTIAL STUDY - QUANTITATIVE ANALYSIS, RESULTS AND IMPLICATIONS

The primary objective of the Growth Potential of towns Study (GPS 2013) was to determine the growth potential of settlements outside the City of Cape Town in terms of potential future economic, population and physical growth. The analysis of growth potential is based on two fundamental and related concepts: inherent preconditions and innovation potential. Five thematic indexes formed the basis for modelling the growth preconditions and innovation potential within each settlement and municipality. For this purpose more than a hundred spatial indicators (e.g. availability and quality of infrastructure, level of education, crime statistics) were collected for 131 settlements and 24 local municipalities.

TABLE.4 THEMATIC, INTERMEDIATE AND COMPOSITE INDEXES



The analysis of growth potential must, however, also be framed within the context of the socio-economic needs within settlements and municipalities. A socio-economic needs index based on four thematic indices were developed for this purpose and based on both real values (number of households in need) and proportional values (proportion of households in need). A geographical information system (GIS) was used to aggregate the indicators and indices to produce composite maps depicting the overall growth

potential (Figure 64) and socio-economic needs of settlements and municipalities (Figures 66 and 67).

The thematic and composite indices provide an overall perspective of growth potential and socio-economic needs in the Western Cape, with its primary application to inform and guide strategic and cross-cutting decisions at a provincial level (see Table 17). These composite indices are, however, not the only decision support tool available for more detailed applications such as informing specific programmes within individual departments.

TABLE.6 INDEX AND INDICATOR LEVEL OF APPLICATION

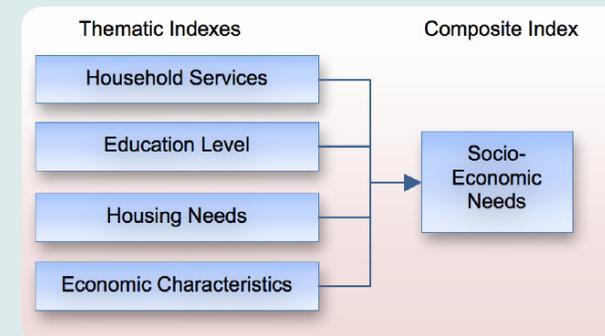
	Provincial Strategic Level Guidance	Cross-cutting Strategic Objectives	Individual Departmental Programmes & Objectives	Programme or Project-Specific
Composite Indexes	●	○	○	○
Thematic Indexes	○	●	○	○
Indicator Bundles	○	○	●	○
Individual Indicators	○	○	○	●

● Primary application ○ Secondary application

As a further tool, the GPS thus also includes examples of "indicator bundles" that can more effectively inform decisions relating to specific departmental programmes and objectives. For example, by applying four GPS indicators that directly relate to housing (% Households living in informal housing, Level of overcrowding, Population growth rate and In-migrants) a geographical perspective was created of the spatial distribution of housing need.

At a fourth level of application, individual indicators may in some cases also be appropriate for guiding specific interventions, programmes and projects.

TABLE.5 THEMATIC AND COMPOSITE INDEXES RELATING TO SOCIO-ECONOMIC NEEDS



For instance, the % matric pass rate indicator may be invaluable in supporting decisions concerned with educational programmes, while Crime (all) occurrences (09 - 12) per 100 000 population indicator can be used to identify areas in the province where safety and security interventions are needed.

Not all aspects contributing to growth potential or socio-economic needs can however be quantified (e.g. attitude and work ethic of human resources). Some factors may also have both a positive and negative impact on development potential, depending on the context of its application. For example, biodiversity as an indicator for growth potential is challenging as high biodiversity values can have a positive impact on tourism, which can stimulate growth, but at the same time also place a physical and environmental limitation on the growth of a settlement. The quantitative GPS 2013 results should thus be interpreted in combination with existing biodiversity data. This is illustrated in Figure 65 where the Growth Potential Index results are superimposed onto the NBA 2011 Ecosystem Threat Status data. It is clear from this map that some settlements with a high growth potential are located in sensitive areas and will require careful management of future growth and expansion. Similarly, the GPS results should be used in conjunction with other existing data to better support decisions.

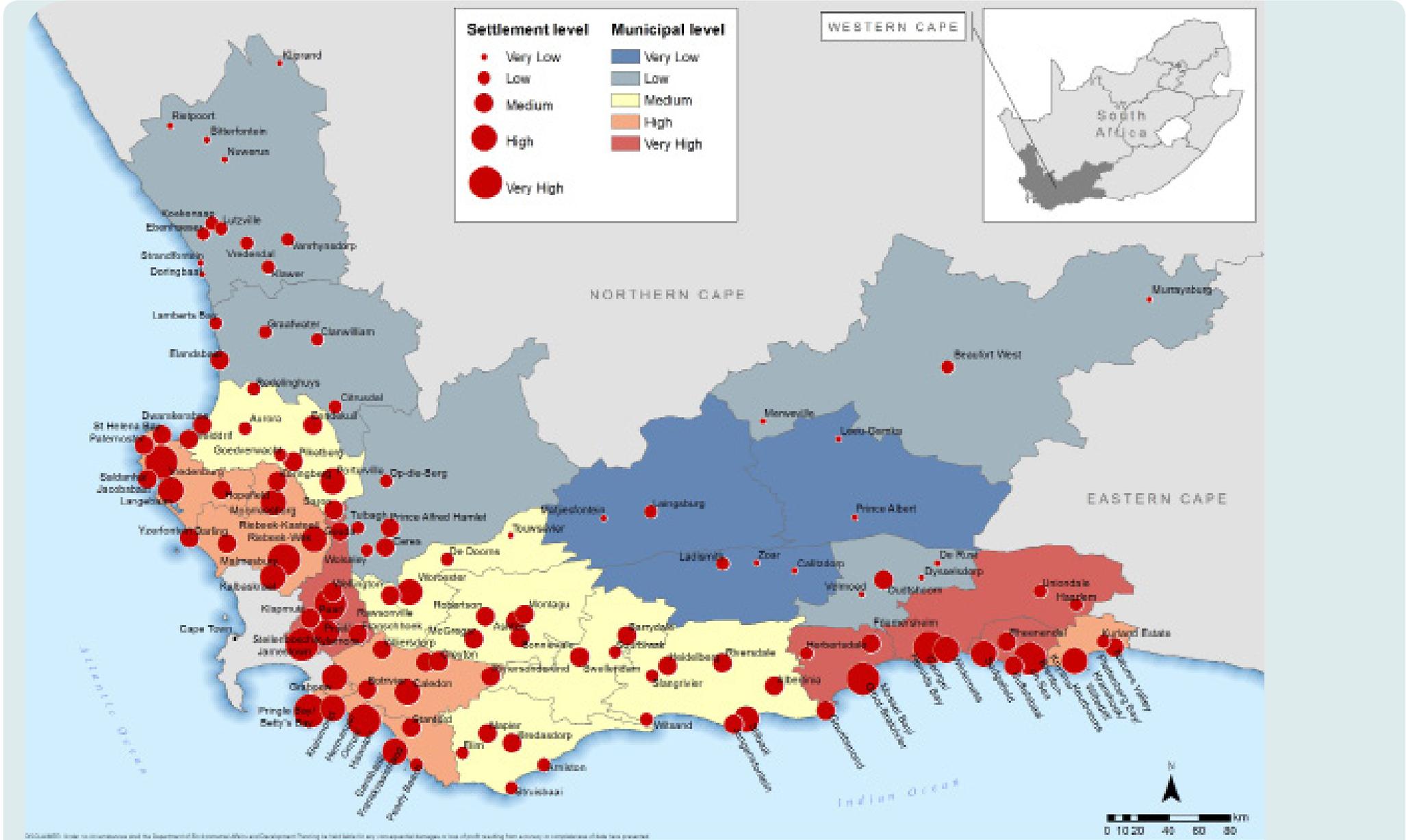


FIG.8 GROWTH POTENTIAL OF SETTLEMENTS AND MUNICIPALITIES IN THE WESTERN CAPE

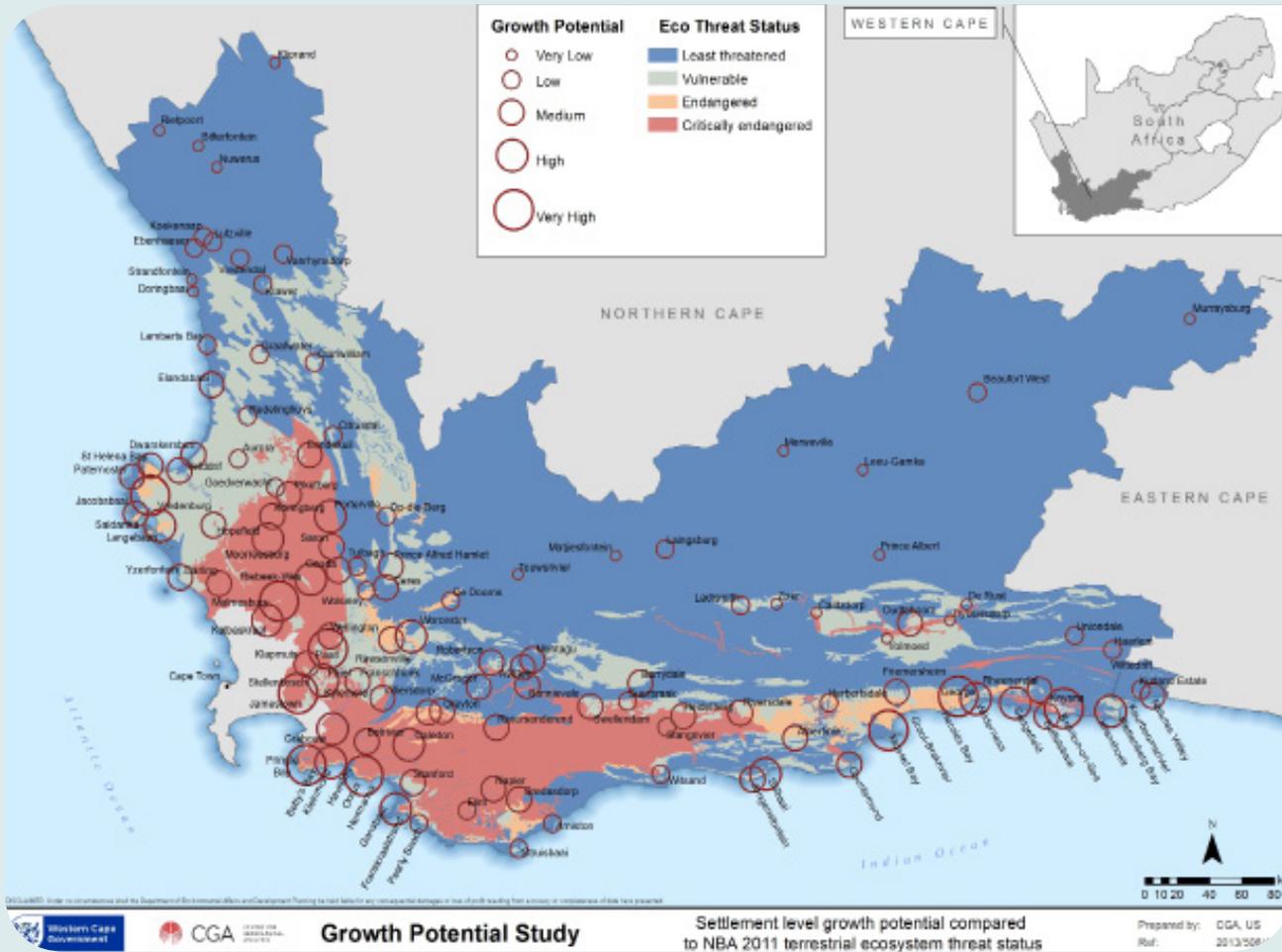


FIG.9 GROWTH POTENTIAL OF SETTLEMENTS AND MUNICIPALITIES IN THE WESTERN CAPE

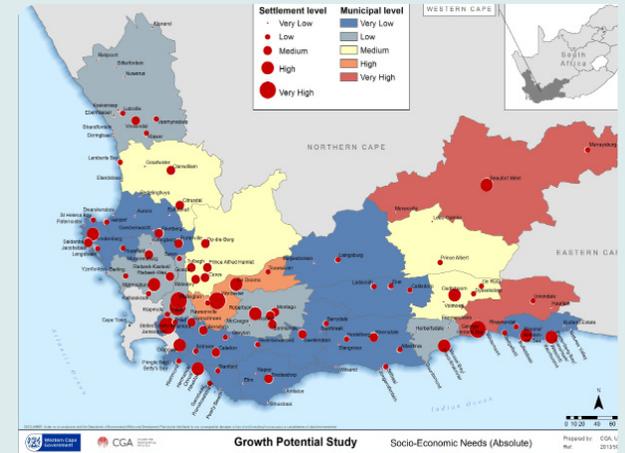


FIG.10 SOCIO-ECONOMIC NEEDS (REAL)

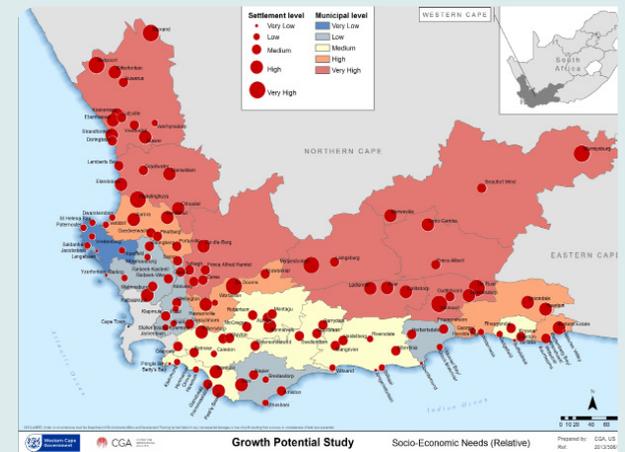


FIG.11 SOCIO-ECONOMIC NEEDS (PROPORTIONAL)

GROWTH POTENTIAL STUDY - APPLICATION AT MUNICIPAL LEVEL

Although the growth potential study was primarily developed as a decision support tool at Provincial level, it can also be applied at municipal level. The composite growth potential and socio-economic needs indices provide municipalities with an overview of the individual settlements located within each municipality contextualised relative to the rest of the Province. In conjunction with the five thematic indices it provides local and district municipalities with a clear picture of the growth potential and socio-economic needs of individual towns and settlements. This

can improve understanding of municipal development priorities and needs within the broader Provincial context, and the formulation of strategies and programmes consistent with broader regional and Provincial initiatives. It can potentially also support the identification of strategies extending beyond the boundaries of local or district municipalities to address broader regional opportunities and concerns.

The GPS also provides a comprehensive profile for each settlement based on 85 individual indicators. As an example, the profile shown in Table 18 includes a selection of these indicators for a specific settlement. Each indicator in the profile is expressed in both absolute and relative terms. The latter is provided as a score out of 100, which

is a quantification of the relative performance of a particular settlement compared to all the settlements in the Western Cape. In this example the settlement was classified as having a very high overall growth potential (score of 91). However, it scored relatively low (54) in the Physical-Natural Index.

Similarly, the GPS settlement profiles can be used by municipalities to identify specific strengths and weaknesses of a particular settlement. This information can inform strategies and projects aimed at addressing the weaknesses of individual settlements and optimising the strengths in order to unlock opportunities for growth and development.

In the example provided the town performs very well in terms of its ability to generate income from property tax, has a good infrastructure network, the experience and capacity of the municipality management is of a high standard, and excellent support is provided for small business development. On the other hand it faces significant challenges in addressing the housing needs of the population, the capacity and state of its wastewater treatment works, and the limited potential of its physical environment.

ID	Indicator	Absolute value	Score out of 100
2	Average per capita income 2011 (Rands) (+)	75 922.51	49
3	% of population receiving social grants (-)(a)	9.27	94
4	% of households living in informal housing 2011 (-)(a)	20.94	15
5	% change in economic empowerment 2001 - 2011 (+)	16.45	25
6	Overcrowding 2011 (-) (b)	0.81	70
7	% Unemployment 2011 (-)	14.23	65
10	Metric pass rate 2012 (%) (+)	62.45	54
12	% 20 - 65 year olds with at least grade 12 and higher (+)	44.19	54
13	Ratio non-economically active population age 2011 (-)	0.49	74
14	% Population growth rate 2001 - 2011 (+) (b)	3.09	42
15	% in-migrants past 10 years 2011 (+) (b)	11.70	50
1	Human Capacity Index (High)		96
16	Number of formal retail outlets 2010 (+)(a)	939.00	80
17	Number of all service sector businesses 2010 (+)(a)	1324.00	74
18	Tourism potential 2008 (+)	4.55	88
21	% Growth of economically active population 2001 - 2011 (+)	2.20	17
29	Growth in town extent 05 - 11 (ha)(+)(b)	17.38	95
26	Distance to PE, CF and 6 leader towns (-)	778.99	77
27	Total personal income 2011 (Rands million)(+)	65 113 549 000.00	95
28	% Growth in highly skilled labour 2001 - 2011 (+)	32.70	27
30	Value of property transactions 2010 (+)	74 074 348 400.00	59
31	Property tax revenue 2010 (+)	1 083 084 73.00	100
36	Number of formal retail outlets and service sector businesses 2010 (+)	22 63.00	89
2	Economic Index (Very High)		89
36	Mean annual precipitation (+)	802.80	85
90	Protected short term (2020) sand us/shorfalls of peak summer GAAOD consider in internal reticulation storage 2011 (mm)(a) (b)	-1.51	24
92	Groundwater availability 2011 (mcm)(a) (+)	6.71	37
93	Groundwater quality 2011 (-)	2.50	38
94	Potential evaporation (mm)(-)	18 04.11	70
41	Grazing capacity (+)	22.56	9
85	% Area cultivated 2012 (+)	38.74	44
86	Growth in % area cultivated (2007 - 2012) (+)	-0.82	4
42	Size and status of unexploited minerals 2010 (+)	7.00	20
101	Biodiversity (-)(a)	3.43	13
3	Physical-Natural Index (Medium)		54

TABLE.7 EXAMPLE OF MUNICIPAL PROFILE - STELLENBOSCH

43	% households with access to the internet 2011 (+)	36.97	65
87	Access to main and national roads(+)	32.37	99
76	Access to railways (+)	62.03	96
49	% households with access to cell phone 2011 (+)	91.65	90
50	% households with access to sanitation (flush) 2011 (+)	94.17	94
51	% households with access to water (in house) 2011 (+)	87.67	87
52	% households with access to electricity (lighting) 2011 (+)	93.06	83
53	% households with access to waste removal 2011 (+)	87.64	89
88	WWTW spare capacity per person 2011 (kdy/cap) (+)	501.85	3
89	State of WWTW infrastructure 2011 (+)	1.00	20
4	Infrastructure Index (Very High)		89
56	Management experience and capacity 2010 (+)	35.00	100
59	Qualified audits 2012 (+)	2.00	87
60	Infrastructure backlog reduction 2010 (+)	8.58	54
63	Staff per cap ratio 2010 (-)	146.50	63
64	% Posts filled 2010 (+)	63.88	67
65	% Crime (all) occurrences change 2009 - 2012 (-)	7.31	59
68	Crime (all) occurrences (09 - 12) per 100,000 population (-)	0.09	91
72	Small business support 2010 (+)	1.00	100
73	Water demand 2010 (+) (b)	50.00	28
74	Amenities 2010 (+)	63.00	47
75	Social service organisations 2010 (+)	6.00	50
5	Institutional Index (Very High)		89
9	Growth Potential Index (Very High)		91

(+) and (-) indicator then it described a positive or negative influence on the index. (a) implies that the indicator was excluded from the final growth potential index.

NOTES

A series of horizontal dotted lines for taking notes.

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