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# KLAPMUTS SPATIAL DEVELOPMENT FRAMEWORK

## PHASE 1 : CONTEXTUAL ANALYSIS, KEY CHALLENGES & OPPORTUNITIES and PHASE 2 : POLICIES AND PROPOSALS FINAL DRAFT

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## SECTION A: CONTEXTUAL ANALYSIS, KEY CHALLENGES AND OPPORTUNITIES

### 1.0 INTRODUCTION AND BACKGROUND

#### 1.1 Introduction

Klapmuts is located within the Stellenbosch Local Municipality. It is a hamlet that is home to approximately 4000 people<sup>1</sup>. It is approximately 50km from Cape Town and is in close proximity (approx 15km) to the towns of Paarl, Stellenbosch and Franschoek and surrounded by the rural areas commonly referred to as the Cape Winelands. It is located adjacent to the N1 (between Cape Town and Paarl) and the R44 (between Stellenbosch and Paarl).

The Stellenbosch municipal boundary (in relation to Klapmuts) is now the N1. Therefore, the land north of the N1 (previously part of the Klapmuts area) falls within the jurisdiction of the Drakenstein Municipality. Hence, the responsibility for Stellenbosch Municipality is

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<sup>1</sup> Republic of South Africa, Census 2001-population number is based on enumerator areas, rather than wards as the applicable ward includes communities outside of the town and hinterlands of Klapmuts.

to ensure that the proposals made by Drakenstein Municipality for this area are taken into account.

Stellenbosch Municipality has identified a need for more detailed planning to guide development in Klapmuts. The existing Klapmuts Structure Plan (2001) is outdated and no longer offers sufficient guidance to development of the area.

MCA was appointed to revise the existing Klapmuts Structure Plan. SDFs are a legislated requirement for inclusion as part of Municipal Integrated Development Plans in terms of the Municipal Systems Act (Act 52 of 2000).

Although the study area (see plan 1) is the broader Klapmuts area, the focus area for intervention was the area within approximately 2.5km of the geographical centre of Klapmuts (Klapmuts station). This includes all the land north of Klapmutskop and Skurweberg, both distinctive boundaries in the natural landscape.





Plan 1: Klapmuts SDF focus area for intervention and previous jurisdictional areas



## 1.2 Background and Process

This report is the culmination of two phases of the Klapmuts Spatial Development Framework, namely, the “*Contextual Analysis, Key Challenges & Opportunities*”, which was completed in February 2007, and the “*Policies and Proposals*” which was completed and submitted to the Stellenbosch Municipality in June 2007.

The process included undertaking workshops and meetings with a wide range of stakeholders from the public, private and community sectors, research as well as desktop activities, including policy analysis, spatial analysis and mapping and report writing. The compilation of this report reflects the outcomes of this process.

Internal departments of the Stellenbosch Municipality, the Klapmuts Community, Landowners, Developers and interested and affected parties involved in development in Klapmuts were engaged at numerous meetings and workshops.

## 1.3 Brief and Motivation for SDF

MCA was appointed to revise the existing Klapmuts Structure Plan. Structure plans have in most instances been ‘replaced’ by Spatial Development Frameworks (SDFs) as a result of the legislative and policy changes that have taken place over the last number of years (DFA, MSA, SDFs as part of IDPS etc). SDFs are a legislated

requirement for inclusion as part of Municipal Integrated Development Plans in terms of the Municipal Systems Act (Act 52 of 2000).

In November 2005 the Provincial Government: Western Cape has completed and adopted a Provincial Spatial Development Framework, which is aligned with the National Spatial Development Perspective (NSDP), and to which all SDFs in the province are to be aligned. During the same period, the Cape Winelands District Municipality and Stellenbosch Municipality completed SDFs for their respective areas of jurisdiction.

Stellenbosch Municipality has also identified a need for more detailed planning to guide development in Klapmuts in particular. However, the existing Klapmuts Structure Plan (2001) is outdated and no longer offers sufficient guidance to development of the area.

Therefore, MCA has been appointed to complete a Spatial Development Framework for Klapmuts and define a new spatial direction for the area that is aligned with and reinforces recent national, provincial and local policies.

## 1.4 Approach to SDF

SDFs can, inter alia, add significant value to strategic planning for a municipality and areas within its jurisdiction; guide public investment; unleash private investment; become a strong developmental tool;



guide land use management decisions; and contribute to the objectives of achieving greater sustainability.

In striving toward achieving this for Klapmuts, the approach is driven by formulating an SDF that:

- Is underpinned by Normatively Driven Principles

An SDF requires an argument grounded in principles which reflect a position regarding the form, nature, scale and location of development. The argument is based firstly on a humanist ethic that is 'pro poor.' This ethic is the basis for spatial principles of:

- 'Generative development' that unleashes local economic opportunity
- 'Equitable development' where people across space have access to social and economic opportunities

Furthermore it is based on an environmental ethic recognising the need respond to, enhance and protect natural assets which are the basis for life and many people's livelihoods.

- Responds to Unique Context

MCA regards the need to understand local context including key development trends and pressures, opportunities and constraints as critical in ensuring that the SDF and associated strategies have a strong position with regard to realities on the ground.

- Strategic Approach

Idea formulation should be informed by a strong strategic spatial direction. In this light, our approach is informed by the concept of minimalism. This entails identifying strategic interventions that will benefit the most people with the least amount of public resources.

- Develops Strategies at the Appropriate Scale

The issue of scale in terms of the formulation of SDFs is critical. It is imperative that the appropriate spatial concepts and plans are developed and utilised in a manner that fits the nature of the problem or requirement.

- Is Implementation and Outcomes Oriented

Emphasis is placed on formulating an SDF that is strongly focussed on ensuring outcomes that will alter undesirable patterns of development and focus public resources towards desirable patterns of development. Critical in this regard is the need to formulate tools to guide capital investment (linked to IDP and budgeting mechanisms) and land use management decisions.



## 1.5 Structure of Report

The report has two main sections, *Section A: Contextual analysis, key challenges and opportunities* and *Section B Policies and Proposals*.

Section A is structured in the following manner.

- Chapter 1 provides an introduction and background to the Klapmuts SDF
- Chapter 2 is the contextual analysis, which discusses the policy context, demographic profile, natural environment, settlement and infrastructure and economic activity.
- Chapter 3 interprets the implications of the previous chapter discusses them as the key challenges and opportunities in Klapmuts.
- Chapter 4 concludes Section A.

Section B is structured in the following manner.

- Chapter 5 outlines the vision, mission and principles of the Klapmuts Spatial Development Framework.
- Chapter 6 discusses the role of Klapmuts at a regional scale within the Cape Winelands region, as well as at the scale of Klapmuts and its environs.
- Chapter 7 presents a conceptual framework for the Klapmuts Spatial Development Framework at the regional, sub-regional and town scale.

- Chapter 8 is the Spatial Development Framework, which details the spatial policies and proposals relating to the open space framework, urban edge, urban restructuring and social integration and economic development.
- Chapter 9 sets out an implementation framework that should guide capital investment and land use management in specific action areas. It also discusses catalytic lead projects. The eighth section concludes the report, briefly plotting the next steps in the process.
- Chapter 10 concludes the Klapmuts SDF, discussing the way forward in term of advertising and final adoption of the SDF.



## 2.0 CONTEXTUAL ANALYSIS

### 2.1 Introduction

This section unpacks the sectoral components of Klapmuts and its surrounds, as well as its role within the region. It gives consideration to the policy context that should inform proposals for future development. The policy context, demographic profile, natural environment, settlement and infrastructure and economic activity are analysed (at various scales). This section will form the basis for identifying the key challenges and opportunities, which will in turn inform the proposals for future development.

### 2.2 Policy Context

#### 2.2.1 Provincial Spatial Development Framework

The Western Cape: Provincial Spatial Development Framework (PSDF), 2005 makes numerous proposals that impact on Klapmuts.

It proposes the encouragement of growth of specific settlements with high potential and high need, arguing that these should receive significant fixed infrastructure investment. Klapmuts has been identified by the *Growth Potential of Towns in the Western Cape Study*<sup>2</sup> as an area with high development potential and high need.

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<sup>2</sup> Provincial Government: Western Cape; Growth Potential of Towns in the Western Cape Study, 2005



Strategies from the WC: PSDF that are specific to Cape Winelands District Municipality include:

- Protection of intensive agricultural and scenic areas from low density estates through delineating urban edges.
- Urban restructuring.
- Optimise strong transport linkages.
- Support agriculture, agri-industry and tourism as economic drivers.

#### 2.2.2 Cape Winelands Spatial Development Framework

The Cape Winelands SDF (CWSDF) identifies Klapmuts as a 'rural town'. Rural towns are focused towards serving the daily needs of the local population. These towns are key agricultural and social support centres.

Rural towns play a number of significant roles:

- Service provision to the rural hinterlands.
- Capture income that would otherwise be channelled out of the region.
- Innovation diffusion – sites of social interaction and knowledge transfer.
- Agricultural industry, processing and related activities.

It is proposed in the CWSDF that the focus in rural towns and hamlets should be on providing the resources to improve services through



appropriate support programmes (education, economic and agriculture) aimed at improving social and human capital.

Rural towns are also the focus of 'social capital' investment (i.e. education programmes, skills development programmes, local economic development programmes etc) and limited capital investment to the facilities and services needed to support these projects and programmes.

Services and facilities provided in rural towns and hamlets should include local community facilities such as schools, clinics, local multifunctional open spaces, public transport infrastructure and local public space. Klapmuts is not identified as a public sector housing focus area, in other words the CWSDF discourages the location of extensive government subsidised housing in the town.

In addition the CWSDF:

- Promotes access to agricultural land for emerging farmers, especially in and adjacent to rural towns and hamlets.
- Discourages urban sprawl and promotes densification and intensification of urban activities within an urban edge.
- Promotes linking local open space systems with the larger/rural open space.
- Discourages the provision of 'stand alone' facilities.

## **2.2.5 Stellenbosch Municipality Spatial Development Framework**

The Stellenbosch Municipality Spatial Development Framework proposes a number of guiding principles that should inform the spatial future of Klapmuts. They include:

- Embracing principles of sustainable development.
- Align development policies with District, Provincial, and National development policies.
- Promote Smart Growth and place emphasis on quality rather than quantity.
- Support the principles for land development as set out in the Development Facilitation Act (Act No 67 of 1995).
- Create sustainable and viable urban settlements (reinforce economic nodes, urban edges, urban restructuring, equitable distribution of facilities and services, integrated and multimodal transport.
- Protect special natural features.
- Protect water resources.
- Conserve natural and built heritage and scenic beauty.
- Show bias towards meeting the needs of the poor.
- Build upon existing economic advantages.

Specific proposals for Klapmuts include:

- Identified as development node in which urban growth should be focussed.
- More detailed studies necessary at scale of town and surrounds.



- Investigate growth and carrying capacity.
- Define urban edge.
- Delineate key agricultural areas and conservation areas.
- Protect scenic routes.

### **2.2.4 Future Cape Town**

The spatial planning policies of the City of Cape Town (albeit a different jurisdictional area), are important to consider when considering the future of Klapmuts. In particular, the desired patterns of regional growth outlined in 'Future Cape Town' should be considered as Klapmuts is part of the 'Cape Town functional region'.

Future Cape Town encourages the growth of regional service centres as a means to avoid rampant sprawling of the metropolitan area, as well as to alleviate growth pressure on larger urban settlements such as Cape Town, Stellenbosch and Paarl.

### **2.2.5 Existing Klapmuts Structure Plan**

Stellenbosch Municipality has recognised that the existing Klapmuts Structure Plan (2001) no longer provides sufficient guidance to development in the area. This is a result of a number of factors, most notably, a changing policy environment, changing jurisdictional boundaries and increasing development pressure.

### **2.2.6 Klapmuts Urban Design Manual**

The Klapmuts Urban Design Manual intends to put in place numerous guidelines that attempt to ensure that future urban development enhances, rather than detracts from the character of the area.

It identifies a number of precincts and applies specific planning concepts (paths, nodes, landmarks, edges, districts and gateways) that should be promoted within each precinct. Proposals are also made in terms of land-uses and activity zones, build to lines and internal spaces, character of streets, squares and parks, the pattern of public buildings and focal points, landscaping and views, as well as an urban design plan. The guidelines only consider the more established parts of the settlement, north of Merchant Street and South of Heaford Street.

The Klapmuts SDF should build on those proposals that are still applicable in the context of changing trends.

### **2.2.7 Klapmuts Growth Management Strategy**

The Klapmuts Growth Management Strategy was conceived largely as a result of the need for low-income housing provision. The document puts forward land-use proposals in terms of numerous categories of residential development, economic related land uses, densification open space, and institutional land uses.



The growth management strategy and related proposals are based on population projections of 1 585 people in 2010 and 1 778 in 2015. The fact that the current population has already reached approximately 4000 people is indicative that this strategy is outdated and does not consider the scale of change and challenges faced in contemporary Klapmuts.



## 2.3 Demographic Profile: The People

### 2.3.1 Population size & growth

Population size and projected growth are critical factors in determining the future role of the settlement. At a regional scale, the City of Cape Town and larger towns such as Paarl and Stellenbosch have experienced unprecedented growth over the last number of years.

Yr 1991	Yr 1996	Yr 2001
1 353	1 515	3 949

According to the population census (2001), Klapmuts had a population of close to 4 000 people. The population has grown substantially since 1996, when the census recorded 1 515 people in the settlement, indicating a growth rate of 32% per annum during that period. The area had the fastest growth rate in the Stellenbosch Municipality over this period.

Increasing demand for development in Klapmuts suggests that population size could continue growing rapidly and planning for the area should consider growth possibilities beyond those resulting from natural population growth.

<sup>3</sup> Population statistics have been extracted from Stellenbosch Municipality SDF, 2005

Population statistics should be considered in conjunction with regional economic and growth issues and the availability of land for future growth. Together these inform the possible future growth trends for the settlement.

To a large extent, the growth of Klapmuts' population (and its population carrying capacity) will be dependant on the need to protect valuable and productive agricultural land, as well as adequate provision of services and infrastructure in the area.



### 2.3.2 Employment

In 2001, half of the economically active residents of Klapmuts were employed in the formal economy<sup>5</sup>. This is slightly less than that for Stellenbosch Municipality as a whole, which is 52%. Approximately 55% of the total population of Klapmuts are younger than 15 or older than 65, hence are not economically active. This is a significant proportion of the population compared with the total for Stellenbosch Municipality as a whole (41.8%).

At the same time, 20% of residents were unemployed. This figure is likely to have increased over the last five years. An estimated 8.2% of the Klapmuts population are scholars/students, 6.6% are home-makers, 5.3% are unable to work due to disability, 2.9% are unable to find work 2.0% are seasonal workers, 2.6% chose not to work.

A significant proportion of the population is very young. Approximately 32.7% of the population is younger than 14 years, compared with Stellenbosch Municipality, for which the figure is 25.4%.

The number of people that are unemployed, cannot find work, or are seasonal workers totals 25% of the economically active population. This, combined with the fact that a large proportion of the population

<sup>4</sup> \*Totals exclude people not applicable in terms of the labour force (younger than 15 and older than 65)

<sup>5</sup> Republic of South Africa, Census 2001

will become economically active in the near future, implies that increased employment opportunities is a significant challenge in Klapmuts.

Labour force (Number of persons)	Klapmuts	Stellenbosch Municipality	Klapmuts as %	Stellenbosch as %
Employed	1,280	<b>43,494</b>	50.2	52.4
Unemployed	515	<b>8,961</b>	20.2	10.8
Scholar or student	210	<b>16,175</b>	8.2	19.5
Home-maker or housewife	169	<b>5,342</b>	6.6	6.4
Pensioner or retired person/to old to work	47	<b>3,003</b>	1.8	3.6
Unable to work due to illness or disability	135	<b>2,104</b>	5.3	2.5
Seasonal worker not working presently	51	<b>959</b>	2.0	1.2
Does not choose to work	66	<b>1,106</b>	2.6	1.3
Could not find work	75	<b>1,878</b>	2.9	2.3
Not applicable (younger than 15 and older than 65)	1,402	<b>34,716</b>	55.0	41.8
Total* <sup>4</sup>	2,548	83,022	100.0	100.0

Source: Census, 2001



### 2.3.3 Income

#### o Individual income

Approximately 60% of Klapmuts residents earn no income in the formal economy. This is higher than that of Stellenbosch Municipality as a whole, for which the comparative figure is 50%. Only 0.7% of people (27) earn more than R 6401 per month. Approximately 20% of people earn between R1 and R800 per month, 12.7% of people earn between R801 and R1600, 4.9% earn between R1601 and R3200 and 1.4% earn between R3201 and R6400, and 0.7% of residents earn more than this.

This means that some 93% of the population earn no formal income or earn less than R1600 per month.

#### o Household income

In terms of household income per annum, Klapmuts seems better positioned than Stellenbosch Municipality as a whole, with 12.5% of households not earning any formal income, compared with Stellenbosch Municipality's 19.8%. In Klapmuts, 52.5% of households earn between R9601 and R38400 per annum. Only 3% of households earn R76801 or more. Stellenbosch Municipality as a whole has a more balanced spread of household income than Klapmuts. Total household income, by comparison to Stellenbosch Municipality is low.

It is clear that improving people's economic well-being in Klapmuts is dependent on whether or not increases in income can be achieved.

Individual monthly income (R)	Klapmuts	TOTAL
(Number of persons)		
None	2,390	60,327
1 - 400	191	5,767
401 - 800	595	15,866
801 - 1 600	502	14,371
1 601 - 3 200	192	9,173
3 201 - 6 400	54	6,084
6 401 - 12 800	24	3,457
12 801 - 25 600	0	1,620
25 601 - 51 200	3	589
51 201 - 102 400	0	210
102 401 - 204 800	0	152
204 801 +	0	126

source: SA Census, 2001

Annual household income (R)	Klapmuts	Stellenbosch Municipality	Klapmuts as %	Stell Mun as %
None	116	6875	12.5	19.8
1 - 4 800	28	1113	3.0	3.2
4 801 - 9 600	133	2724	14.3	7.8
9 601 - 19 200	234	4730	25.2	13.6
19 201 - 38 400	253	6587	27.3	18.9
38 401 - 76 800	136	5565	14.7	16.0
76 801 - 153 600	28	3715	3.0	10.7
153 601 - 307 200	0	2054	0.0	5.9
307 201 - 614 400	0	845	0.0	2.4
614 401 - 1 228 800	0	281	0.0	0.8
1 228 801 - 2 457 600	0	139	0.0	0.4
2 457 600 +	0	145	0.0	0.4

source: SA Census, 2001



### 2.3.4 Education

Education levels in Klapmuts are fairly low when compared with that in Stellenbosch Municipality as a whole. Approximately 10% of the population of Klapmuts have no schooling. The comparative figure for Stellenbosch Municipality is 6.7%. The number of people in Klapmuts that have some education, but have not completed matric includes 59%. The comparative figure for Stellenbosch Municipality is 46%.

Some 7.2% of the Klapmuts population have a matric certificate, while the same figure for Stellenbosch Municipality is 16.5%. Only 1.4% of Klapmuts residents have tertiary education, while the comparative figure for Stellenbosch Municipality is 11.2%<sup>6</sup>.

### 2.3.5 Occupation

Occupations are directly related to education levels. Generally, there are very few professionals in Klapmuts (0.5%) compared with Stellenbosch Municipality (3.2%). 16.2% of people are employed in elementary jobs in Klapmuts. 4.5% of people are employed in craft/trade, 3.4% are plant/machine operators, 2.1% are service workers, shop and market sales workers. Some 67.5% of residents are not economically active<sup>7</sup>.

<sup>6</sup> Republic of South Africa, Census 2001

<sup>7</sup> Republic of South Africa, Census 2001



It is clear that in Klapmuts, a positive correlation exists between low education levels, elementary occupations and relatively low incomes.

### 2.3.6 Housing

In 2001, some 662 or 71.4% of households in Klapmuts occupied formal housing structures, whilst in Stellenbosch Municipality, the comparative figures were 20 397 and 70.9%.

Informal households in Klapmuts included 256 (27.6%), whilst in Stellenbosch Municipality, the comparative figure was 5332 and 18.5%.

This equates to a significant housing shortage in both Klapmuts and Stellenbosch Municipality. Whilst a significant number of formal dwellings have been built between 2001 and the present, housing remains a significant challenge.

	formal housing		informal housing	
	Klapmuts	Stellenbosch Municipality	Klapmuts	Stellenbosch Municipality
households	662	20,397	256	5332
% of households	71.4	70.9	27.6	18.5

Source: Census, 2001



## 2.4 The Natural Environment: The Place

### 2.4.1 Regional context

The major features of the natural environment of the region include:

- mountains and winelands in surrounding area
- fertile soils in valleys
- agricultural/wine farming heart of the western Cape
- scenic beauty of mountains and agricultural patterning
- major tourist destination, largely attributed to natural environment

The regional natural environmental assets should inform the future development of Klapmuts. Development should not undermine these assets, but rather capitalise on and enhance them.

### 2.4.2 Klapmuts and Environs

#### • Geomorphology (plan 2)

The *Geology and soils* within the greater Klapmuts do not present significant geotechnical challenges to urban development. Areas west of the R44 are not ideal for urban development.<sup>8</sup> There are a limited number of isolated land parcels (eg portion of erf 342) that have been subject to dumping or other human activity and are unsuitable for urban development.

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<sup>8</sup> Stellenbosch Municipality, 2001a



The soils in close proximity of the settlement and its rural hinterland are suitable for agriculture and support significant intensive farming.



**Figure 1: Topography**

The *topography* and *slope* of the area is defined by various distinct features including areas with very gentle slope where urban development and agriculture occur, steep slopes in some areas and major topographic features in the form of koppies.

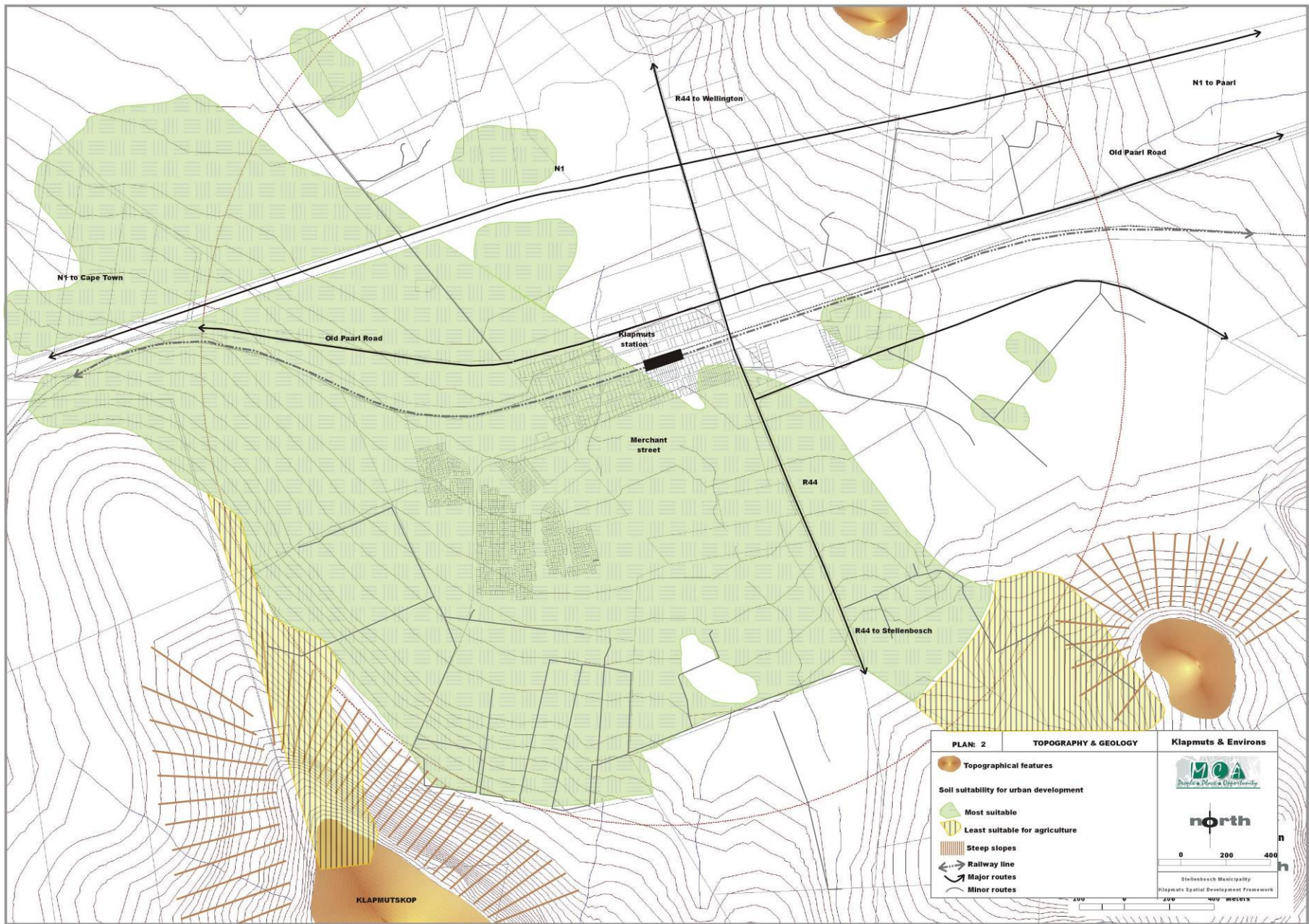


Areas in which settlement has occurred and areas immediately surrounding the existing settlement have very gentle slope and are suitable for urban development as well as agricultural development from a topographic perspective.

The settlement is surrounded by series of hills or koppies which have slopes that are steeper than 1:4 and are key topographic landmarks. (Klapmutskop, Kanonkop, Skurweberg). These contribute significantly to the scenic beauty and character of the area.

The steeper slopes and koppies also create distinct natural boundaries, which suggest limited urban expansion onto and beyond them.





**Plan 2: Klapmuts and environs-Geomorphology**

Klapmuts Spatial Development Framework

Stellenbosch Municipality

September 2007



- **Climate & Hydrology (plan 3)**

Klapmuts has a moderate climate which is influenced by temperature, prevailing winds and the landscape.

Temperatures in the area during summer are on average 29 °C, whilst in winter the average temperature is approximately 19 °C.<sup>9</sup>

These temperatures are influenced by the topography of the area and cooling breezes. Cool south-easterly breezes averaging 50-60 km/h are prevalent in summer, blowing over the undulating hills. During winter the prevalent winds are north westerly and average approximately 20km/h.

The annual rainfall is between 600 mm and 800 mm. The greatest number of rainy days occurs between the winter months of May and September, with between 10 and 15 rainy days per month. The rest of the year there are only an average of 2-5 rainy days per month.<sup>10</sup>

There are a number of rivers and dams within the area. These are critical resources to the area. They are an important source of water to the town and agricultural production, and contribute to the environmental (ecological and aesthetic) quality of the area.

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<sup>9</sup> www.capefarms.co.za

<sup>10</sup> www.capefarms.co.za

- **Land-use, Natural Vegetation and Agriculture (plan 4)**

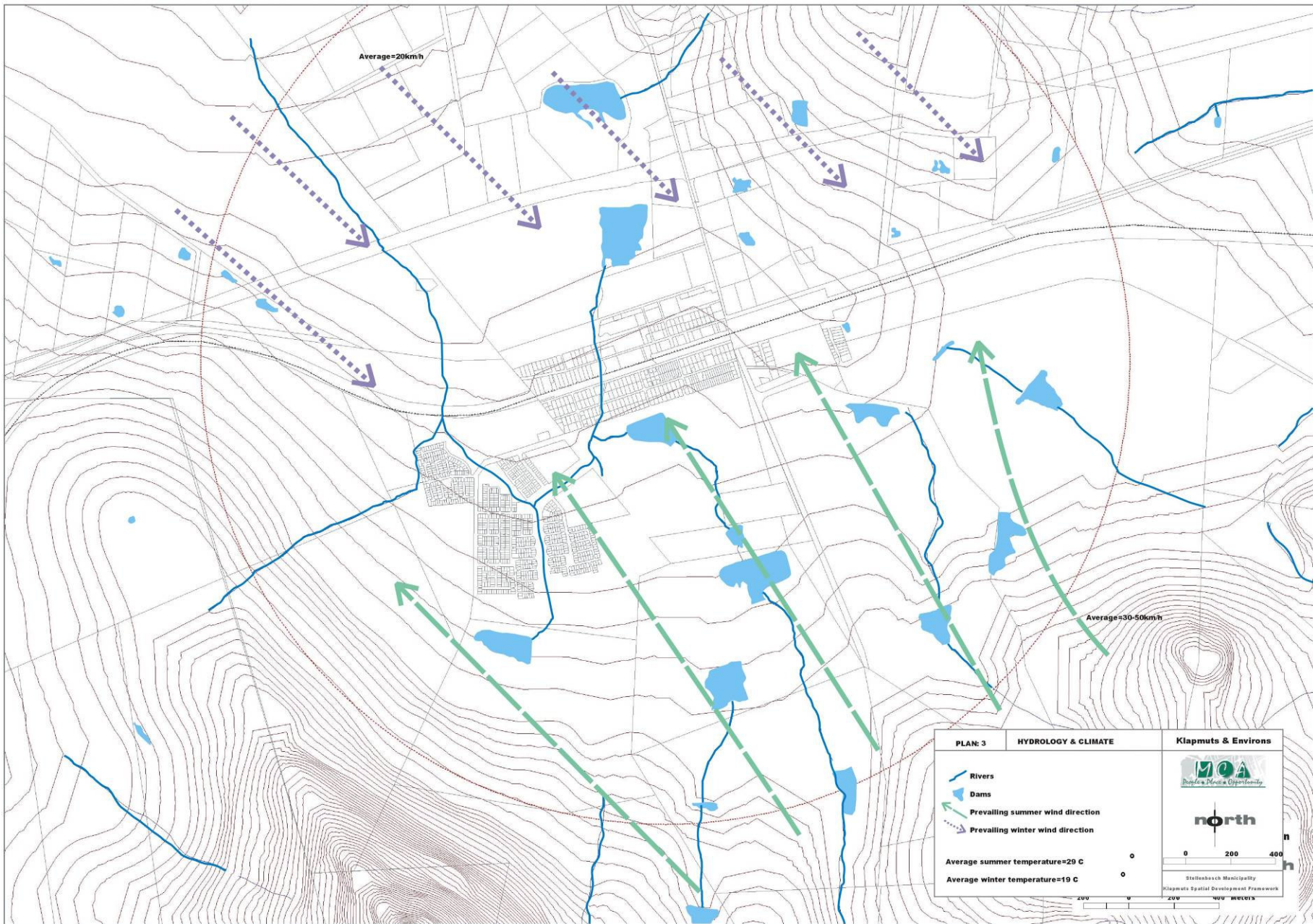
Klapmuts urban settlement is surrounded by intensive agriculture, smallholdings and vacant land parcels.

Intensive agriculture is one of the largest contributors to the economy. Areas where intensive agriculture is being practiced indicate areas with good agricultural potential. The department of agriculture is intent on ensuring that these areas are protected from changing to other uses due to their contribution to the Western Cape economy and importance in terms of employment.

The rural area north of the settlement is dominated by smaller farms with large warehouses and other agricultural/agricultural processing buildings. Many of these are chicken farms. There are a number of large tracts of vacant/uncultivated and undeveloped land. These land parcels, particularly those abutting the existing settlement area could present development opportunities. Development of these land parcels will however have to be carefully considered, taking into account the individual characteristics of land parcels and the impact this may have on the town and its rural hinterland. These need to be explored in terms of the most desirable use for this valuable resource in the context of the development of the Klapmuts.

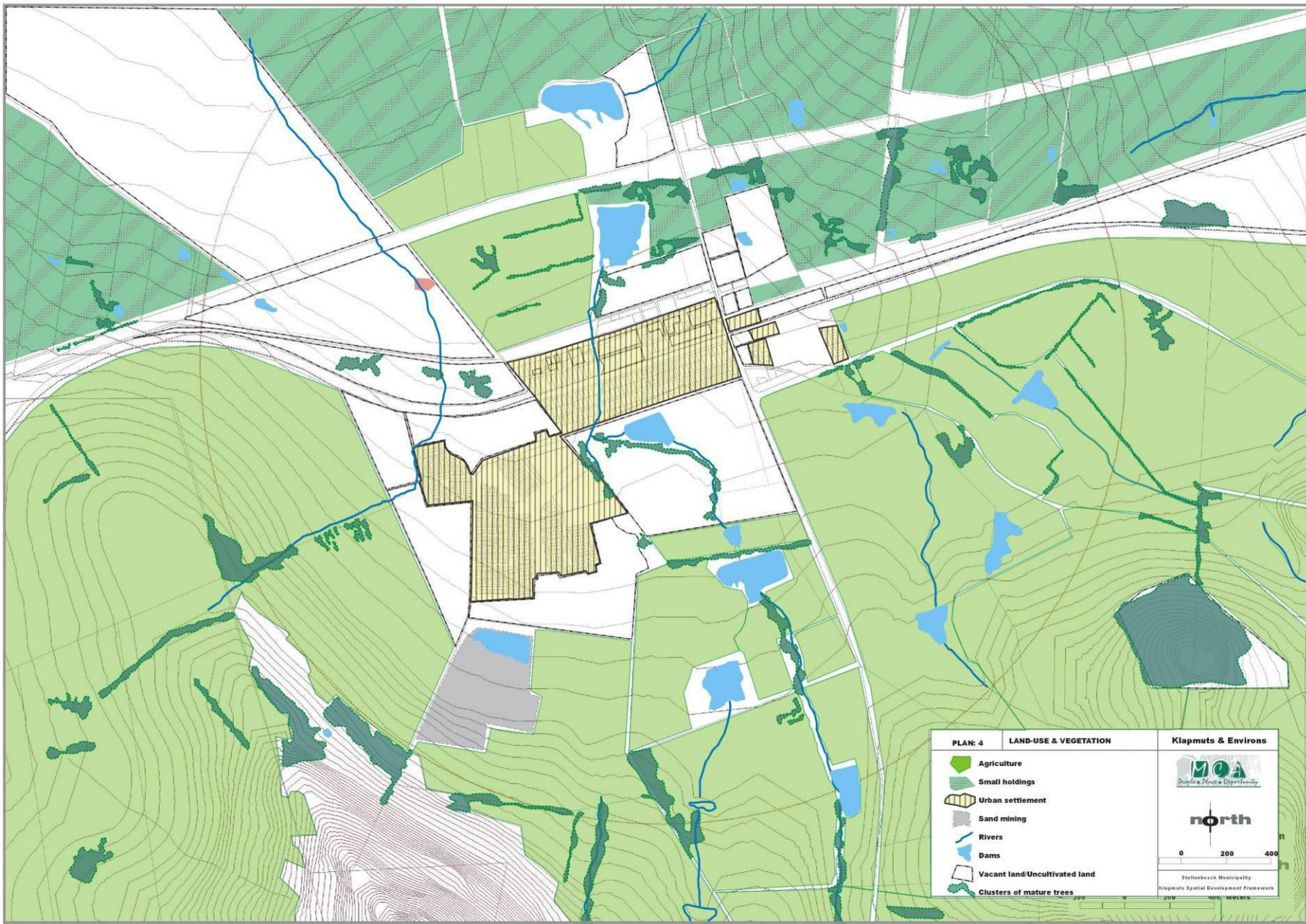
Clusters of mature trees are an important resource in terms of green continuity and biological functioning and play an important role in terms of screening development to mitigate its impact on the rural landscape.





### Plan 3: Klapmuts and environs-Climate and Hydrology





**Plan 4: Klapmuts and environs-Land use and vegetation**



### **2.4.3 Klapmuts Local area**

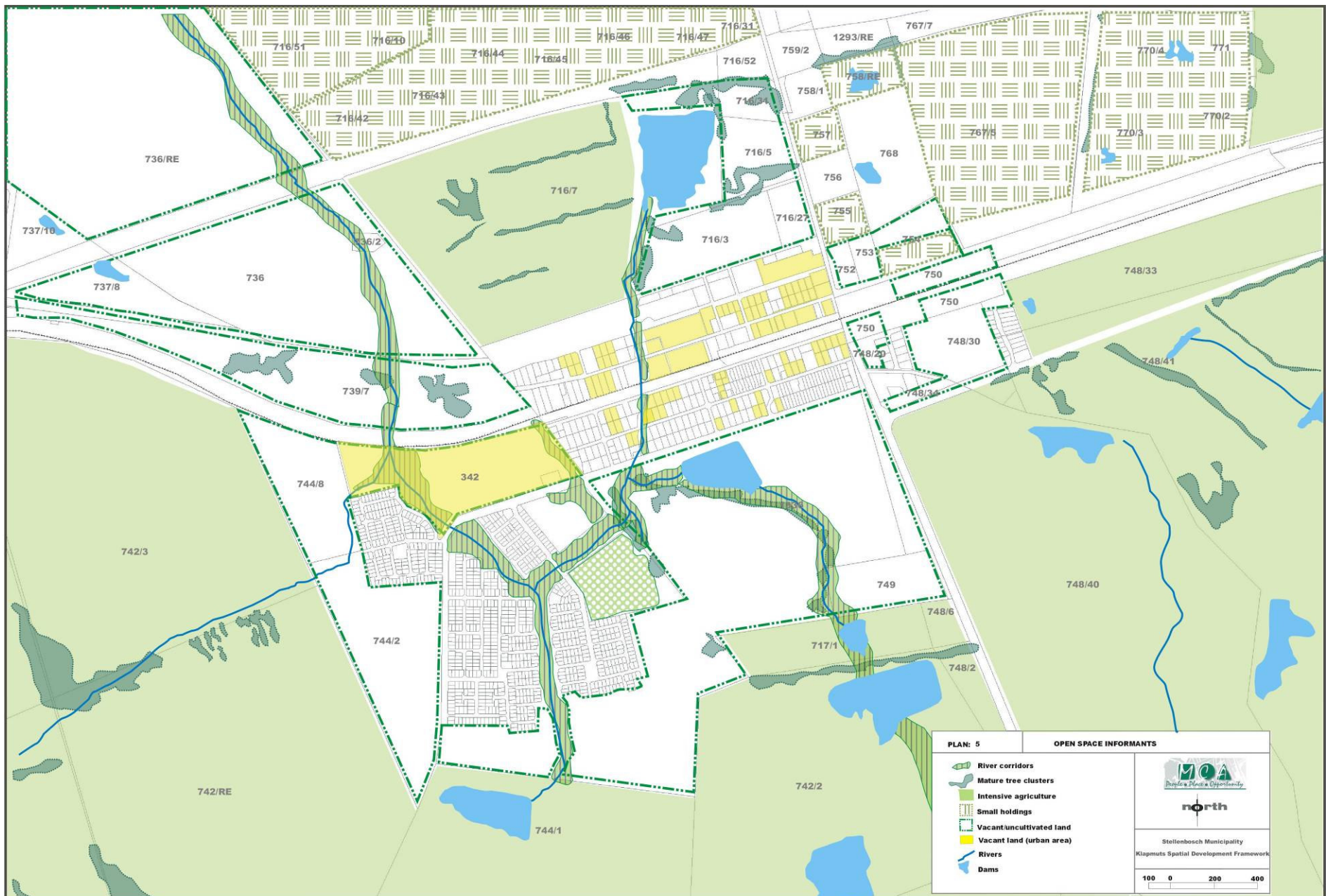
- **Urban Open Space Informants (plan 5)**

The existing urban open space system is an important informant to the structuring of the settlement. The open space component of the development framework should be informed by an understanding of the existing features, principles of green continuity and linkage, quality recreational space and an important sink for stormwater.

The key open space features include:

- Rivers corridors
- Dams
- Clusters of mature trees
- Intensive agriculture
- Sports fields
- Vacant/uncultivated land
- Vacant erven within the existing urban area
- Vacant and underutilised open space





**Plan 5: Klapmuts open space informants**



## 2.5 Settlement and Infrastructure

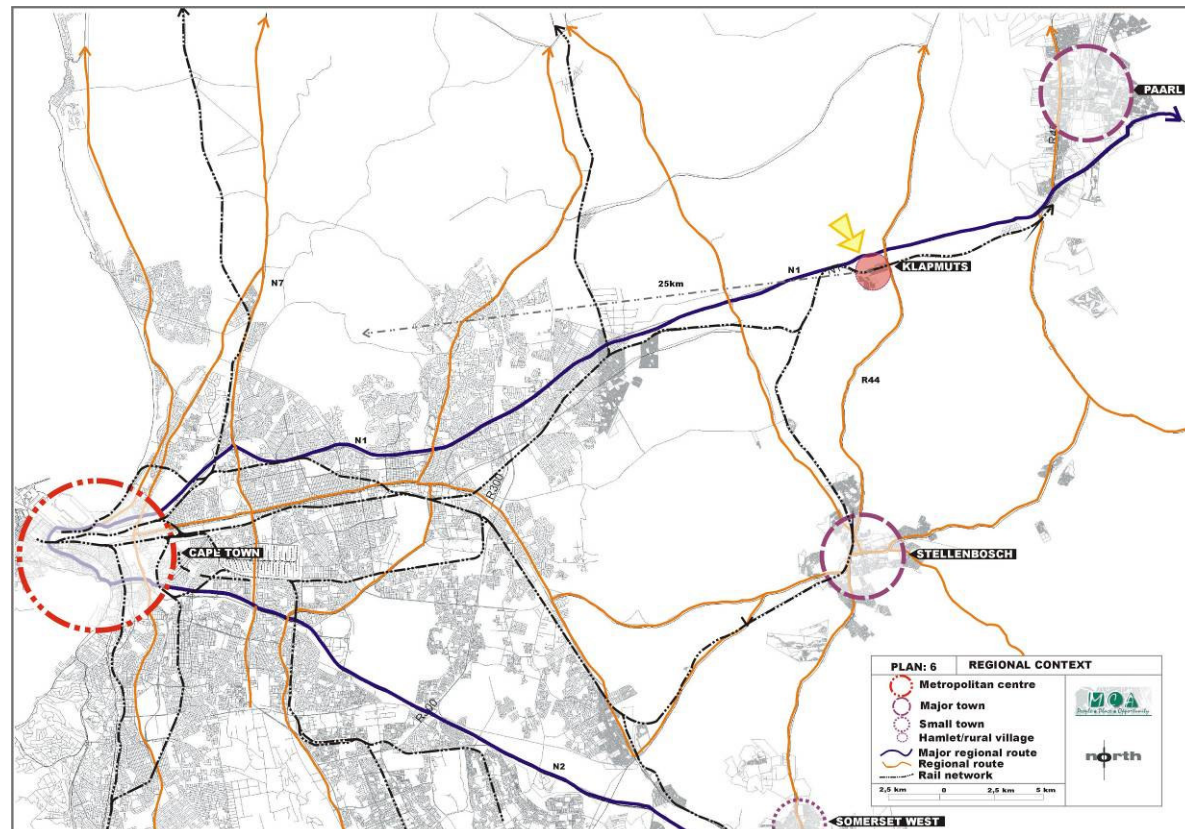
### 2.5.1 Regional context (plan 6)

Klapmuts should not be considered in isolation from the major settlements that exist within close proximity to it, including Stellenbosch, Paarl, Somerset West and Franschoek. It should also be considered as part of the Cape Town functional region.

The settlement is linked to these major settlements via significant transport routes such as the N1 linking Cape Town and Klapmuts, as well as Klapmuts and Paarl, the Old Paarl Road (a historically a significant route) which connects Klapmuts with Voortrekker Road, the R44 to Stellenbosch and also towards Somerset West, as well as the road to Franschoek.

There are two key issues which should be considered from a regional perspective in terms of the potential role

of Klapmuts. Firstly, its proximity and linkage to significant economic activities and markets, and secondly, the challenges being faced in Cape Town functional region. These should influence the nature of Klapmuts' future development and its role as a settlement in the regional context.



Plan 6: Regional context





## 2.5.2 Klapmuts and Environs

- **Movement & Transportation System (plan 8)**

Klapmuts has strong regional transport linkages. It is linked to Cape Town (50 km) and Paarl (15km) via the N1, a major regional route. Good quality sub-regional routes (R44, Old Paarl Road/R101, R45) also link Klapmuts to Stellenbosch (15km), Wellington, Somerset West and Franschhoek.

This positions Klapmuts very strongly in the regional economy as it has good transport access to regional markets. It is also linked to the settlements within the Cape Metropolitan and Cape Winelands region via the existing rail network. Klapmuts rail station is centrally located within the settlement.

The most commonly used form of transport for the majority of the population is rail transport. Most residents of Klapmuts do not have access to private vehicles and rely significantly on trains. A key implication of this is that the station precinct is an important area of intervention for the municipality. Despite being an area of significant pedestrian traffic, at present, it is a somewhat hostile environment, characterised by numerous vacant land parcels, poor infrastructure and unfriendly public environment. Very few of the opportunities presented in these areas have been capitalised upon.

The main streets in Klapmuts include Merchant Street (south of the railway line) and Old Paarl Road (north of the railway line). In terms of local level transport and access, the railway line is a significant barrier for intra-settlement movement.

There are a number of intersections that are points of high accessibility which present significant opportunities in terms of equitable access to facilities and services and economic opportunities. The highest order intersection/point of high accessibility is the intersection of the N1 and the R44.

The intersections of the R44 and Old Paarl Road and the R44 and Merchant Street also present significant points of high accessibility. A network of good quality gravel roads link Klapmuts with its rural hinterland.

- **Settlement and Rural Developments (plan 9)**

The pattern of settlement in Klapmuts and environs includes urban settlement and rural settlement.

Although Klapmuts can be described as a relatively small rural settlement with a distinctly rural character, a significant amount of public sector housing has been constructed over the last decade or so in the area.



The older more established part of Klapmuts has developed on both the northern and southern sides of the railway line. Growth of the settlement over the last number of years has largely been due to the provision of low income housing in the southwest. A small informal settlement exists in the southern-most part of the town. There has been very little middle income housing growth during that period. This has been identified by the Stellenbosch Municipality as an issue that needs to be addressed urgently. Processes are currently underway to provide middle income housing opportunities.

The rural area includes intensive farming as well as numerous small-holding areas. Many of the dwellings in the intensive agricultural areas are well located and screened from passing traffic by clusters of trees. Development in the small holding areas has had a significant impact on the environment, with very large buildings/sheds. Chicken farming is the predominant activity in this area. There are also a number of smallholdings to the north of the N2 (within Drakenstein Municipal area) that have historically form part of Klapmuts.

- **Engineering services**

Engineering services capacity is a key determinant of the future of Klapmuts. Development of the settlement is dependant on whether service capacities exist for such development to take place. The last five years has seen significant investment by the Stellenbosch Municipality in an underinvested services network. However, a dramatic increase in urban development is likely to once again place

the existing network under substantial pressure. A thorough understanding of the current engineering services capacities, as well as the extent of upgrading that may be necessary for additional development is required.

- **Water**

Almost all households in Klapmuts have on-site access to potable water.

There is an extensive network of water pipes through which reticulation of water to households occurs. A City of Cape Town bulk water pipe runs in an east west direction and is parallel to Old Paarl Road from the N1 and east of Klapmuts in a south-easterly direction.

- **Sanitation**

The vast majority of households in Klapmuts are connected to the waste water reticulation system.

The waste water treatment works (wwtw) in Klapmuts was upgraded in 2004 to accommodate additional capacities required for new developments (largely low income housing). The wwtw currently has a process capacity of 800kl per day and hydraulic capacity of 40 l/s.

The current flows include 567kl per day and peak inflow of 27ls per day. There are however a number of currently planned developments in the Klapmuts area. One of these is a middle income development



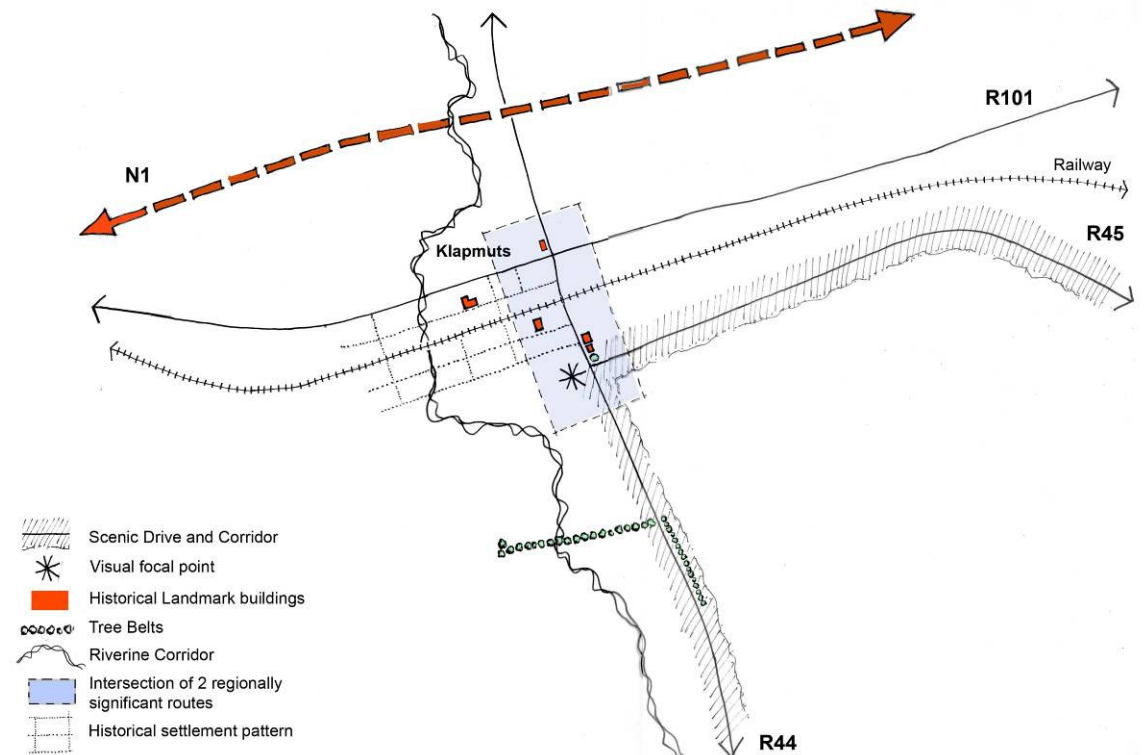
including approximately 160 erven. This development alone would increase flows to 587kl per day (of 800kl/day) and 34l/s. The implication is that the existing wwtw will have to be upgraded if significant development is to occur.<sup>11</sup>

Albeit that information has been made available in regard to engineering services reticulation systems, information regarding holistic engineering services capacities in Klapmuts is still required. The Stellenbosch Municipal Engineering Department has been requested to assist in this regard.

• **Cultural and Heritage Resources (plan 7)**

There are numerous heritage resources in Klapmuts, which should be protected.<sup>12</sup> These include:

- Scenic drive and corridors (R44 & R45)
- Visual focal point at intersection of R44 and R45
- Historical landmark buildings
- Tree belts
- The riverine corridor
- The intersection of 2 historically significant routes
- The historical settlement pattern

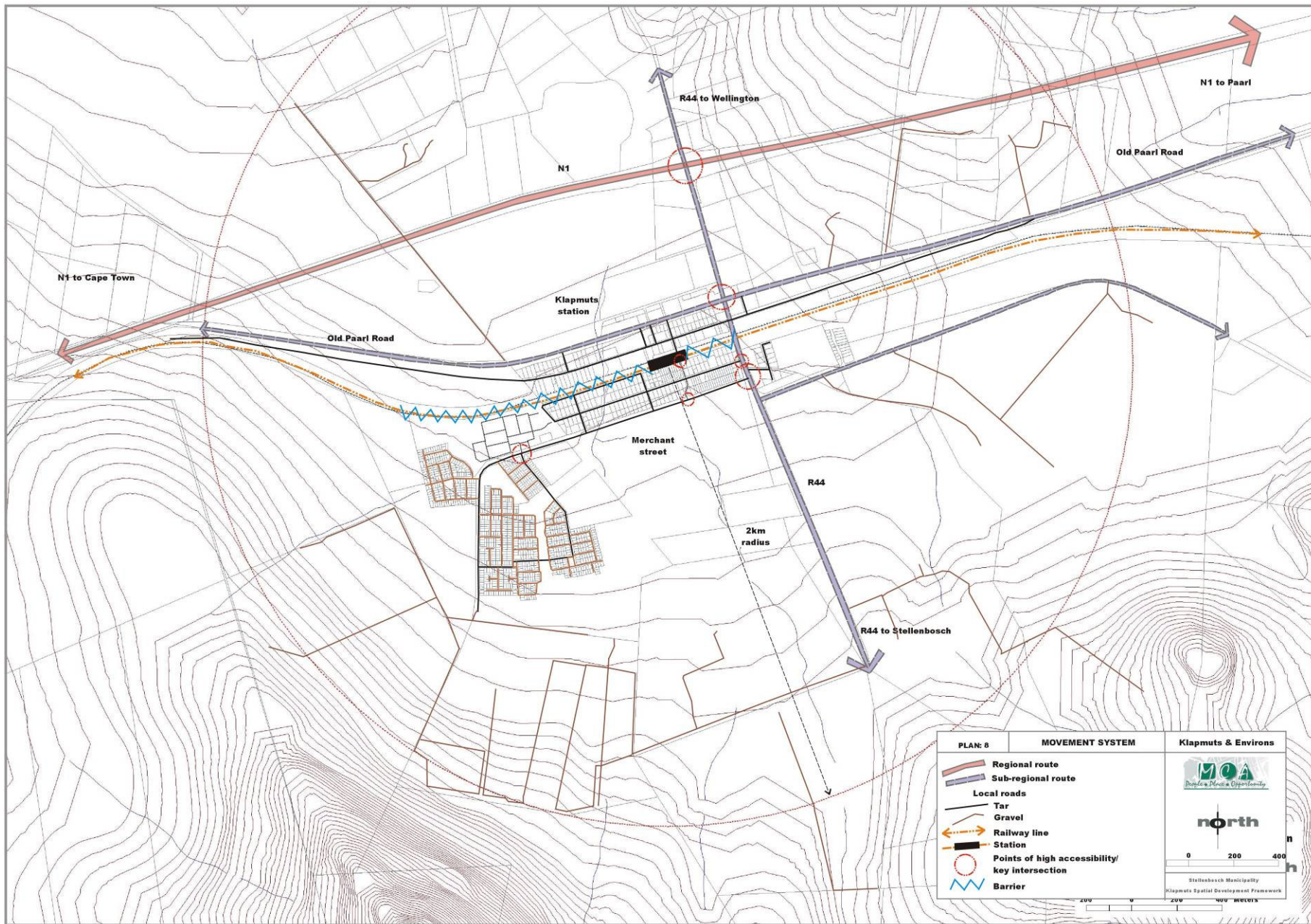


**Plan 7: Klapmuts Heritage resources**

<sup>11</sup> Stellenbosch Municipality, Application for rezoning and subdivision of erf 342, Klapmuts, 2006

<sup>12</sup> Baumann & Winter Heritage Consultants, Klapmuts Regional Heritage Study, 2006





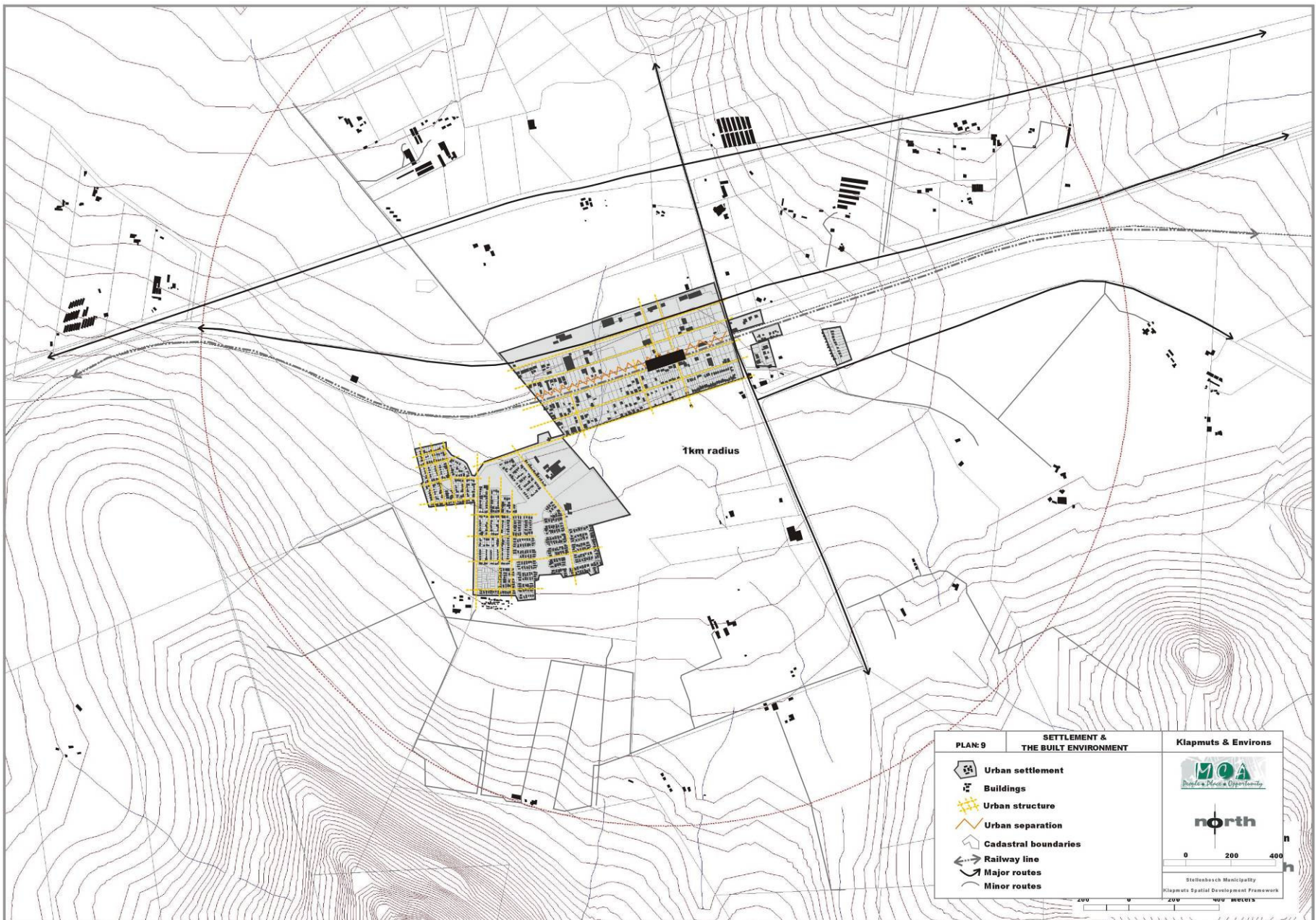
### Plan 8: Klapmuts and environs- Movement system

Klapmuts Spatial Development Framework

Stellenbosch Municipality

September 2007





**Plan 9: Klapmuts and environs-Settlement and built environment**



### 2.5.3 Klapmuts local area

- **Movement and Access (plan 10)**

Local area movement and access, in contrast with the very good regional accessibility, is significantly constrained by the railway line as a barrier to north south vehicular and pedestrian movement. There is only one point at which the railway line can be crossed. It also results in the lives of pedestrians being endangered when crossing at other points along the railway line.

The route structure has a reasonable level of legibility and local level amenities are within walking distance. There is however room for improvement in terms of improving specific local level linkages and improving the quality of streets as an integral part of the public realm.

The road network also provides a number of points of high accessibility, which present opportunities in terms of economic activity, locating public facilities and services and public meeting places. Each presents a varying degree of opportunity, depending on the order of the roads which intersect and consequently, the number and type (in terms of local vs regional) of people which pass through.

- **Settlement and built form (plan 11)**

At a local level, good logic and structure exists in the more established part of town, as well as in the newly developed low income housing area. The basis for this structure is a grid with relatively good

permeability and access to public facilities. Notwithstanding this, there are opportunities for better linkage and improvement of the quality of the built environment.

There are a number of factors that contribute to the settlement not having a strong spatial logic as a single entity. These include the fact that the newer areas of the settlement are somewhat separated from the more established part of town, that there are a number of vacant land parcels that give the impression that the town is made up of small fragmented developments, the railway line further separates different parts of the settlement and there are a few small isolated parcels of urban development east of the R44 that do not fit into a broader spatial logic for the settlement as a whole.

Urban form differs in different parts of the settlement. The older parts of the settlement have two distinctly different kinds of areas (see plans 11a & 11b).

Firstly, some areas exhibit characteristics of well performing urban environments. An example is the older area on both sides of Main Street. This area contains many older houses and the original layout was developed in such a way, that it creates a good interface between the street and the buildings, in spite of many plots being vacant. Virtually all of the vacant plots are privately owned, limiting the scope of public sector intervention to land use management.



In contrast, the more recently developed (predominantly low income areas) in the south-west area exhibits characteristics of many other low income settlements such as small units, limited variation in typologies, single houses on single plots. Of concern is the location of this area spatially removed from the older part of the settlement.

- **Public Facilities and Institutions (plan 12)**

The public facilities that serve the everyday needs of the local population Klapmuts include the clinic, the primary school, church, post office and the sports complex and community hall. Higher order facilities are accessed in Stellenbosch and Paarl. There are also a number of public buildings (shops, hotel), which also form part of the public realm and should be considered in terms of their role as public structuring elements.

A key consideration regarding the future spatial direction of Klapmuts should be the existing public facilities, services, and institutions, as well as the additional facilities that may be required for an increasing population size or changing demographic profile. It may be necessary to consider the location of higher order facilities in the area.

- **Vacant land (plan 13)**

Unlike the larger towns in the region, where land has become an increasingly rare commodity, there are numerous vacant land parcels within the existing urban area and abutting the urban area.

The vacant residential plots are largely to the north of the railway line. There are also a number of large vacant land parcels/farm portions that abut the existing settlement. The total area of vacant land is 139.22 ha.

vacant land	Area (ha)
vacant plots (83)	6.36
farm portions (11)	132.86
total	139.22

It is important that the constraints to development on each of these land parcels are carefully considered as this will impact on the potential yields of the land.

- **Property ownership (plan 14)**

Publicly owned land is a key resource to the Stellenbosch Municipality. It presents significant opportunities for the municipality to direct growth and development through public investment, as well as to elicit appropriate private sector responses.

The publicly owned land parcels in Klapmuts include erf 342 and farms 744/3 and 738.

The majority of land in and around the settlement is privately owned. The privately owned portions that abut the town and are noteworthy in terms of the future growth of the town.



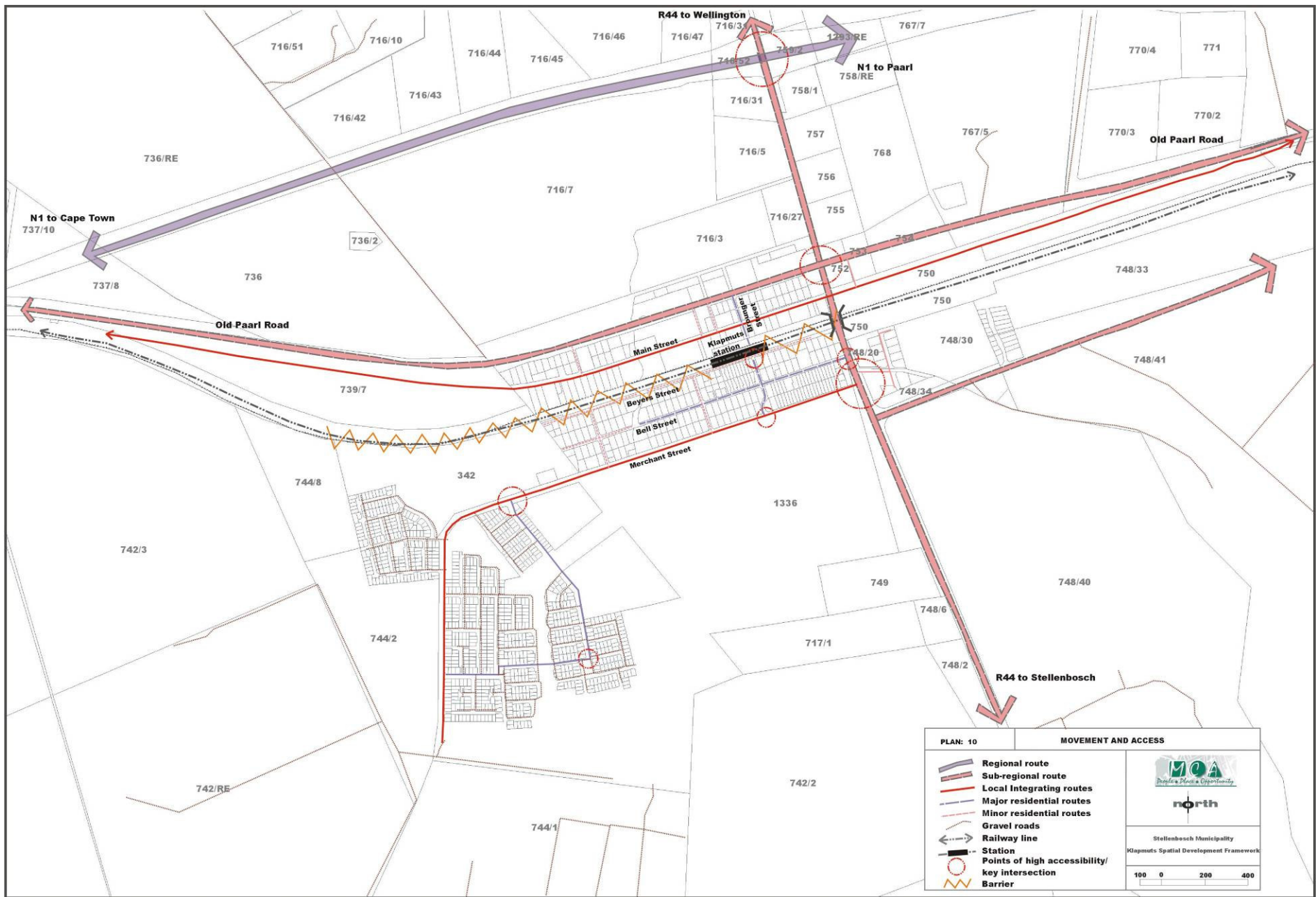
It is critical that the opportunities for developing such land in a manner that most benefits the residents Klapmuts are maximised.

- **Existing zoning**

The existing zoning of properties has as yet been unavailable. The Stellenbosch Municipality is currently in the process of recording and verifying these. It is critical that the existing zoning of properties be considered when considering possible spatial proposals. Thus, a zoning map and the implications of zoning should be incorporated as and when they become available.







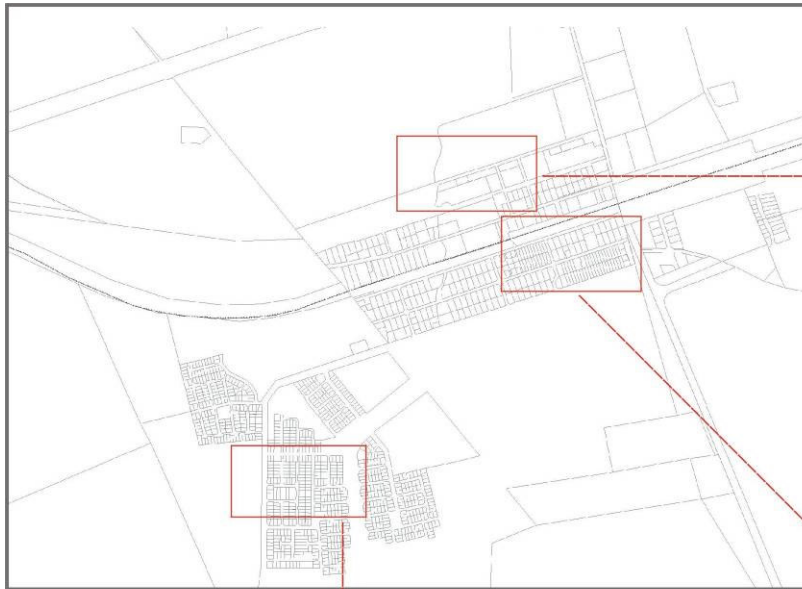
**Plan 10: Klapmuts-Movement and access**

Klapmuts Spatial Development Framework

Stellenbosch Municipality

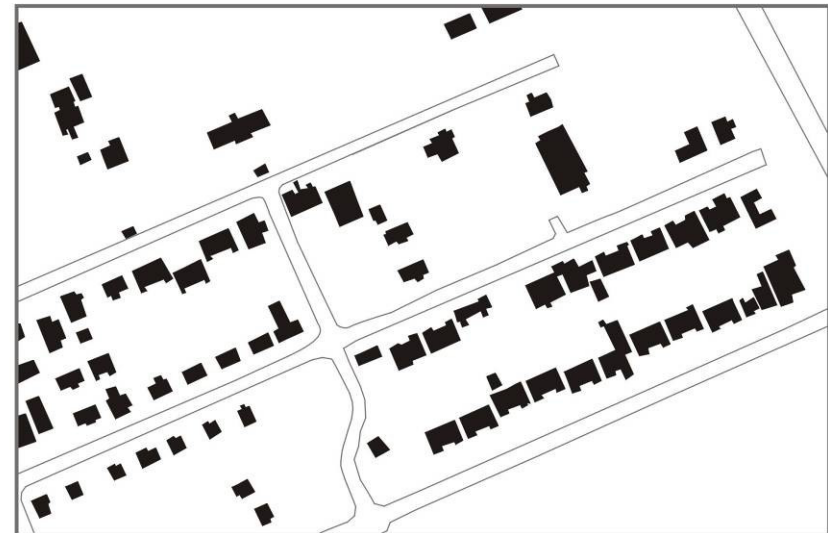
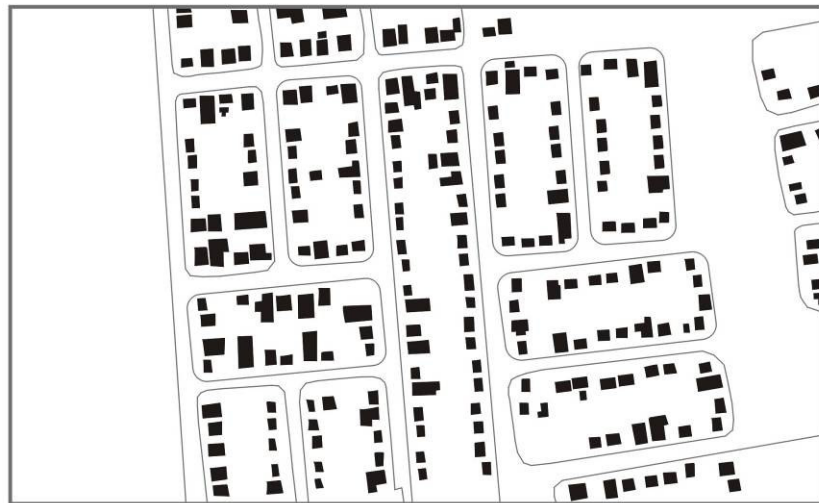
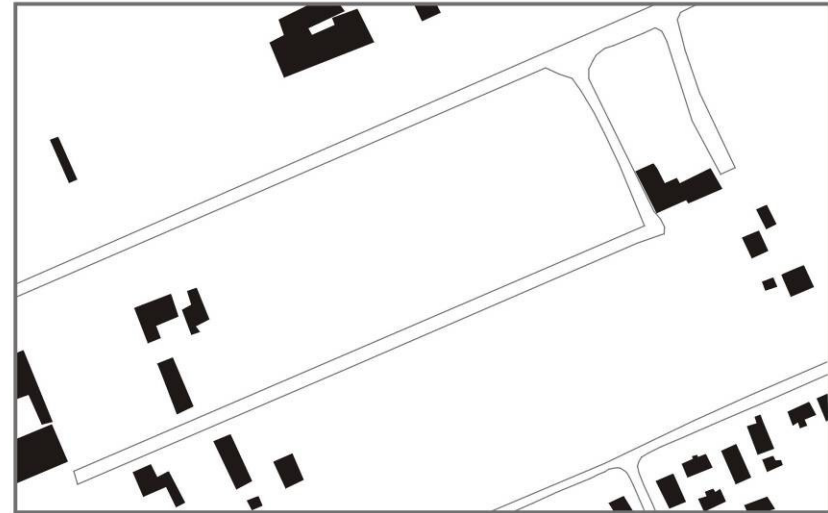
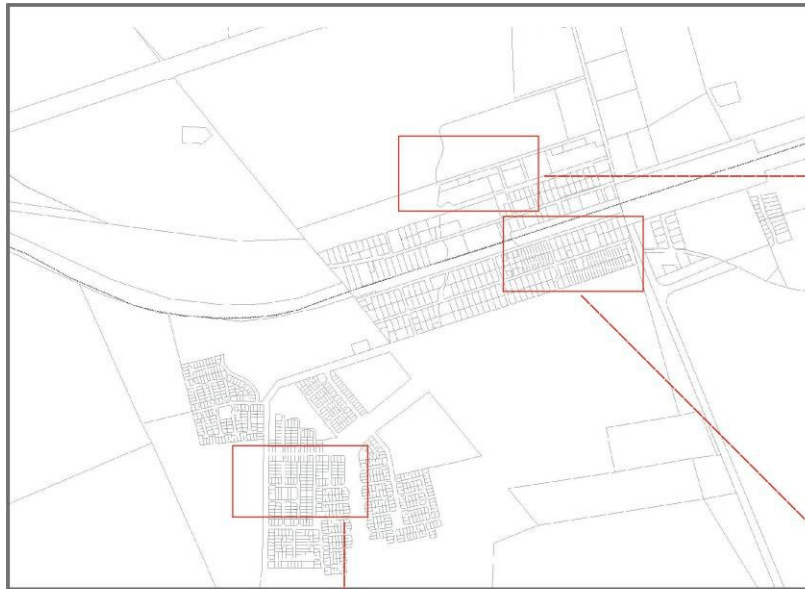
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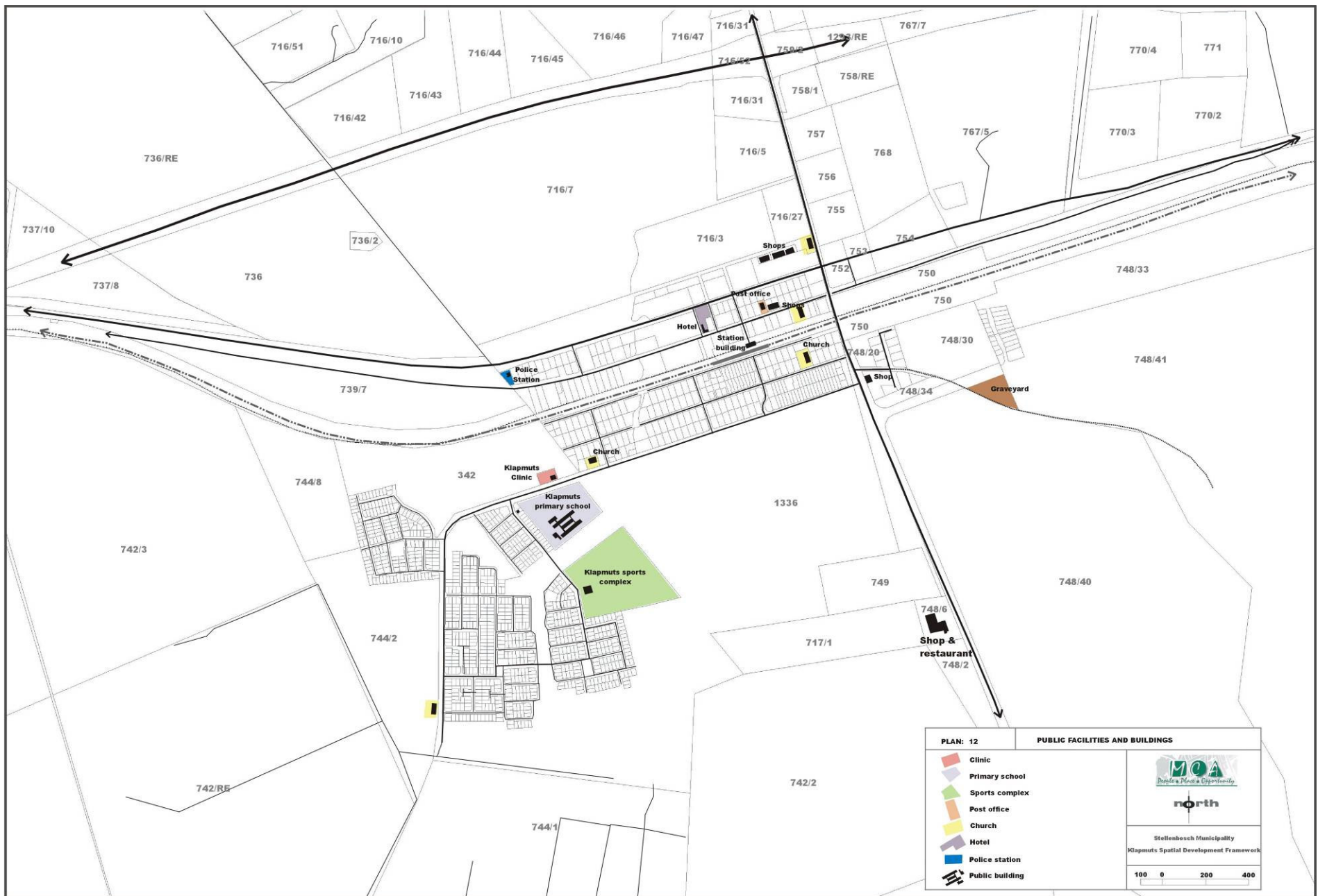
Plan 11a: comparison between built form of areas in Klapmuts





**Plan 11b: comparison between building footprints of areas in Klapmuts**





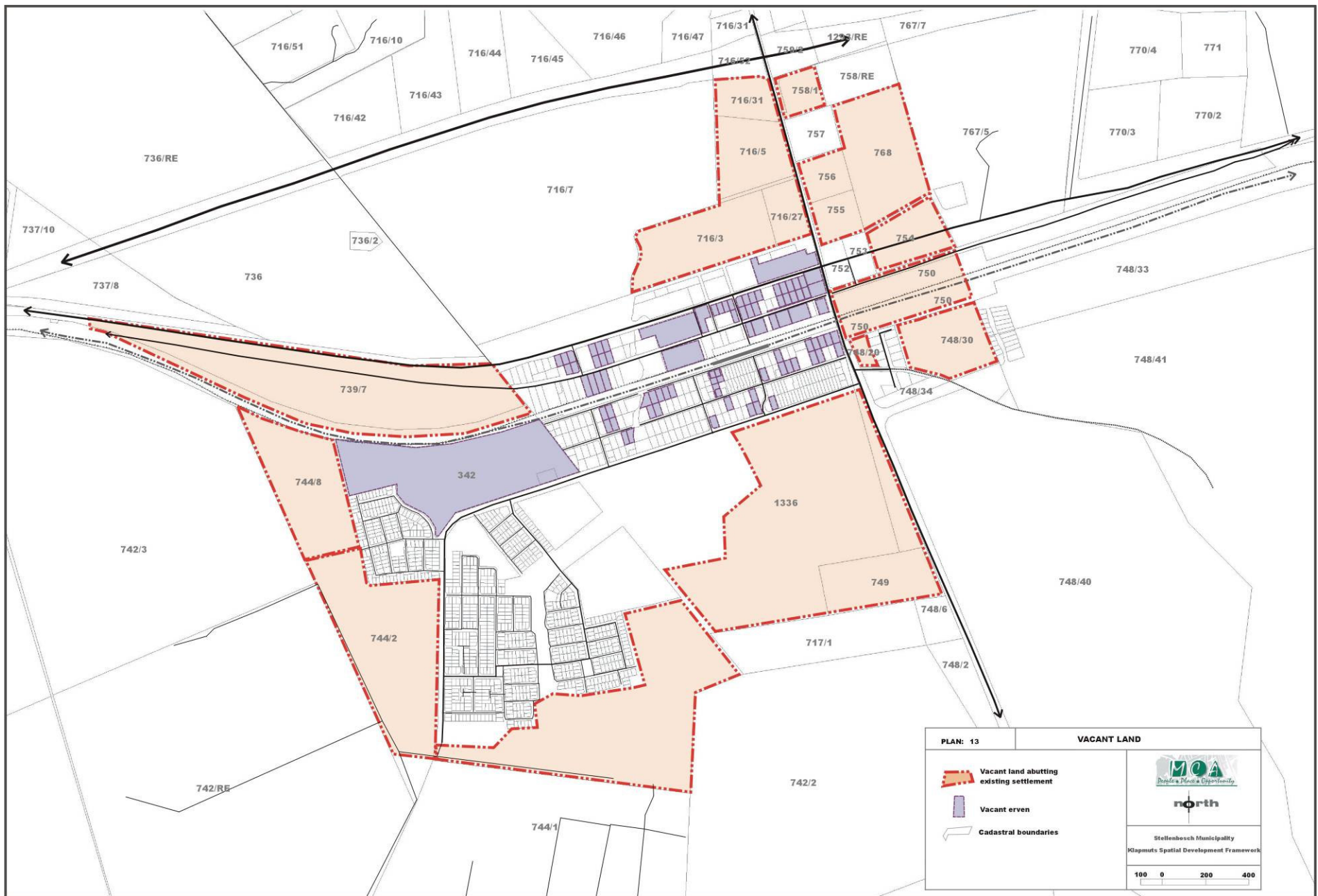
**Plan 12: Klapmuts- Public facilities and buildings**

Klapmuts Spatial Development Framework

Stellenbosch Municipality

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**Plan 13: Klapmuts-Vacant land**

Klapmuts Spatial Development Framework

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### Plan 14: Property ownership



ZONING

**Plan 15: Klapmuts- Zoning**



## 2.6 Economic Activity (plan 16)

### o Regional economy

The location of Klapmuts at the intersection of the N1 (between Cape Town and Paarl) and the R 44 (between Stellenbosch and Wellington) underscores its potential role as a regional service hub. The City of Cape Town is the economic hub of the Western Cape and has maintained a strong growth rate of approximately 4% over the last number of years. Whilst not having a growth rate of 4%, the Cape Winelands regional economy has also grown significantly over the last number of years, driven largely by production and exporting of wine and fruit.

### o Stellenbosch economy

The Stellenbosch Municipality has experienced strong growth rates over the last number of years, but employment creation remains a challenge. The major economic activities of the Stellenbosch economy include agriculture, manufacturing, tourism, property development and financial services. The tourism sector is the fastest growing sector in the municipality.

The Stellenbosch economy has three economic drivers in terms of number of people employed in the sector; they include agriculture (11.9%), community social and personal services (9%), wholesale and retail (8%) and manufacturing (7.1%). The agricultural sector is dominated by wine and fruit production.

### o Klapmuts economy

The major economic activities in the Klapmuts include Manufacturing, Wholesale & Retail, Agriculture, Agri-processing, Building materials & Construction.

Table 8: Employment per sector in Stellenbosch Municipality and Klapmuts, 2001

Industry (Number of persons)	Klapmuts	Stellenbosch Municipality	Klapmuts as %	Stellenbosch as %
Agriculture, hunting; forestry and fishing	211	<b>9,850</b>	8.3	11.9
Mining and quarrying	3	<b>90</b>	0.1	0.1
Manufacturing	334	<b>5,866</b>	13.1	7.1
Electricity; gas and water supply	0	<b>111</b>	0.0	0.1
Construction	145	<b>2,367</b>	5.7	2.8
Wholesale and retail trade	216	<b>6,687</b>	8.5	8.0
Transport; storage and communication	33	<b>787</b>	1.3	0.9
Financial, insurance, real estate and business services	57	<b>3,468</b>	2.2	4.2
Community, social and personal services	84	<b>7,445</b>	3.3	9.0
Other and not adequately defined	0	<b>3</b>	0.0	0.0
Private Households	61	<b>2,641</b>	2.4	3.2
Undetermined	105	<b>4,094</b>	4.1	4.9
Not applicable	1,301	<b>39,661</b>	51.0	47.7
	2550	83,070	100.0	100.0

Source: SA Census, 2001





The sectors in which the greatest number of Klapmuts residents are employed include manufacturing (13.1%), wholesale and retail trade (8.5%), agriculture (8.3%), and construction (5.7%). However, this is not necessarily a reflection on the economy of Klapmuts itself, in that many of these people may be employed in larger centres such as Cape Town, Stellenbosch and Paarl.

A site survey of the existing economic activity indicates that the major economic activities in the area include agriculture, industry/manufacturing and wholesale, with some lower order tourist activities.

The economic activities within the built part of the town include small scale commercial and tourist related activities (general dealers, butterfly world, potbelly & nursery/farm stall etc), industrial activities (strip north of industries abutting Old Paarl road to the north). Some of the industrial activities are embedded within the fabric of the old CBD and their impact on the residential and related activities can be regarded as negative. The possible relocation of activities that generate noise and heavy traffic through this area, to a suitable industrial area, should be considered. Land between Old Paarl Road and the railway line, to the west of the old part of the town, has been identified in this regard.

There is limited retail activity despite Klapmuts location along major movement to routes such as the N1 and R44 and geographic centrality between the eastern parts of Cape Town, Paarl and Stellenbosch.





### Plan 16: Klapmuts-Economic activity

Klapmuts Spatial Development Framework  
Stellenbosch Municipality  
September 2007



## 3.0 KEY DEVELOPMENT CHALLENGES & OPPORTUNITIES FOR KLAPMUTS

This section discusses the key issues emanating from the contextual analysis. It reflects the development challenges and opportunities identified in Klapmuts (see plan 17).

### 3.1 Development Challenges

- **Poverty and Unemployment**

High unemployment rates, low incomes and low levels of education are among the most critical contributors to high levels of poverty in Klapmuts<sup>13</sup>. Alleviating poverty and unemployment are major national priorities and demand attention in Klapmuts, if developmental intervention is to significantly impact on the lives of residents. Specific areas in which need is greatest should be targeted for intervention.

Among the key challenges is the improvement of education and training levels, as this will increase the ability of residents to secure better employment. Related to this is creating an enabling environment for the private sector to invest in the area, in particular in retail, commercial and related activities and in so doing increase the number of available employment opportunities.

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<sup>13</sup> See section 2.3



The kinds of economic activities that are promoted also have bearing on the future success of the town. Economic activity that builds on the competitive advantages of the town merits further investigation. This includes activities such as those presented by agriculture and related processing activities, as well as sectors in which largely untapped potential exists, such as the tourism and hospitality activities.

- **Limited economic base**

The limited economic base of Klapmuts as a settlement, coupled with a steady population growth rate suggests that the settlement presents inherently unsustainable characteristics. The town cannot provide necessary employment opportunities to its current population, nor can it continue to grow in the absence of a solid economic base.

It is important that economic activities that are encouraged in the settlement contribute to long term sustainability of the town, as well as improving the social well-being of Klapmuts' current residents. This is in contrast to relying solely on short term job creation activities (e.g. residential construction) with little potential for long-term employment sustainability.

- **Socio-economic imbalance**

The socio-economic imbalance that is evident in Klapmuts is the result of a combination of apartheid planning and its limited economic base. The vast majority of Klapmuts residents are very poor. Creating a more balanced and integrated socio-economy is a key element of the long term sustainability of the settlement. This implies encouragement of significant

middle and high income residential development in the Klapmuts and limited additional low income developments. This should however form part of integrated settlement development and separated, gated developments should be guarded against.

- **Limited physical integration**

The railway line is a physical barrier that separates the town. There is poor linkage between areas north and south of the railway line, along with large pockets of vacant land which separate areas of the town, contribute to a settlement which is physically poorly integrated. Emphasis should be placed on restructuring the settlement in terms of creating better physical integration of the built fabric. This could be achieved through mechanisms such as creating better connections and linkage between such areas along well integrated movement routes.

- **Development pressure**

Significant development pressure exists in Klapmuts. This is illustrated by the number of development applications which have been submitted to the Stellenbosch Municipality. In the absence of clear development direction and guidelines, such development pressure could potentially have drastically negative ramifications for the area.

The number or types of development applications should not be the key determinant of the growth direction of the town. Rather, the highest and best uses in terms of inherent development opportunities and resources should determine this. Therefore, careful consideration should be given to

providing adequate guidance and direction to future development to ensure that it occurs in a beneficial, yet sustainable manner.

- **Bulk infrastructure capacity**

Whilst there is at this stage not a clear overall picture of what the bulk services requirements would be should the settlement grow significantly in the next number of years, it is clear that engineering services will require substantial capital investment should this occur.

- **Public facilities provision**

Growth of the town will also result in increasing public facilities and services requirements. The challenge is to ensure that the needs of the population are met, which requires careful consideration of the additional public facilities that will need to be developed. In addition, if these facilities are being developed by National or Provincial departments, it is critical that these departments are engaged around the additional need so that residential developments and public facilities are developed concurrently. Of critical importance is ensuring that private developers make adequate provision for and contribution to community facilities where appropriate.



## 3.2 Development Opportunities

- **Transportation linkages and regional accessibility**

The regional accessibility of Klapmuts is a significant opportunity and should be capitalised on. The key opportunities in this regard relate to, economic potentials resulting from linkage with major markets, as well as good access for residents to major towns, jobs and amenities.

- **Broadening the Economy Activity**

Agriculture is undoubtedly a significant driver of the economy in Klapmuts and environs. The challenge is now to broaden the economic base and include appropriately scaled retail, commercial and possible office activity to strengthen the role of Klapmuts as a regional service centre.

- **Points of high access and potential generators**

Points of high accessibility and potential generators should be capitalised on by:

- reinforcing areas of existing economic activity.
- recognising the opportunity of vacant land parcels that are strategically located in terms of economic opportunity (different levels/order of importance in terms of connectivity).
- concentrating of economic activities in these strategic locations.
- creating points of concentrated social interaction.

- **Strategically located vacant and underutilised land parcels**

Strategically located vacant land provides a unique opportunity for development which integrates the urban fabric, as well as opportunity to create urban structure and logic and improve functionality and efficiency of the area.

When considering phasing of development, those parcels that contribute most to integration and efficient development should be developed first.

- **Natural Resources**

The combination of moderate climate and scenic rural landscape positions Klapmuts well in terms of its natural resources. There are opportunities to enhance the natural assets that contribute to this.

The natural assets that present the greatest opportunity include:

- Rivers and dams as an important ecosystem and potentially important part of open space and recreational areas.
- Agricultural land-economic opportunity to preserve intensive agricultural land.
- Unique topographic features present significant opportunities to strengthen the sense of place and character of the area.

- **Development potential and market demand**

Numerous factors (transportation linkages, safety, scenic beauty, moderate climate) contribute to Klapmuts being an attractive prospect to potential investors.



The significant demand for private sector development should be regarded an opportunity to direct and guide the growth of Klapmuts. Provided that clear development direction is given to development based on the inherent potentials and most desirable use in terms of how the growth would benefit all the local residents.

Potentials exist in particular for middle and lower income residential development and industrial development. The further provision of residential development requires careful management of existing agricultural resources, as well as ensuring that community facilities and recreational needs are provided concurrently with such development.





### Plan 17: Klapmuts spatial development challenges and opportunities

Klapmuts Spatial Development Framework

Stellenbosch Municipality

September 2007



## SECTION B: POLICIES AND PROPOSALS

### 5.0 VISION, MISSION AND PRINCIPLES

#### 5.1 Vision

The vision has been extracted from the vision for the Stellenbosch Municipality, as stated in the IDP, and is “fostering social and economic development in viable local economies and creating opportunities for all in Greater Stellenbosch to improve their quality of life in safe, sustainable human settlements”<sup>14</sup>.

Issues relevant to the vision include that the Stellenbosch Integrated Development Plan commits the Stellenbosch Municipality to the principles of Sustainable Development, Smart Growth and the principles embodied in the Development Facilitation Act no 67 of 1995.

The Stellenbosch Municipality IDP also states the importance of the investigating development opportunities in areas such as Klapmuts.

#### 5.2 Mission

The Stellenbosch Municipality Spatial Development Framework’s Mission

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<sup>14</sup> Stellenbosch Municipality Integrated Development Plan, March 2007.



statement is as follows, “The spatial development framework of the Stellenbosch Municipality should be measured by the “triple bottom line” of economic efficiency, environmental sustainability and social justice with an emphasis on the issues facing the rural and urban poor”<sup>15</sup>.

#### 5.3 Principles

The spatial development of Klapmuts has direct impact on the quality of life of the residents. For the quality of life of the residents to be improved, good performance of the town is necessary.

Achieving good performance is a measure of the degree to which the immediate and future needs (economic and social) of the population are met. It is also a measure of the interaction between settlements and the environment in meeting these needs presently, as well as in the future. The aim is to ensure that current needs are met, without exploiting the natural resource base to the extent that its ability to meet future needs is undermined.

- **Growth and Equity**

Growth and equity are related to the economic well being of the population and the town. The overarching aim is to ensure greater economic equity among the population, as well as broader economic growth and development.

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<sup>15</sup> Stellenbosch Municipality Spatial Development Framework (extract from the IDP, March 2007).



Economic growth and development (strengthening and growing economy) should be promoted and the spatial requirements in terms of appropriately located land should be identified to ensure this. Equitable access is critical, in particular for those with the least access to opportunities. Access is informed by the availability and proximity of community facilities and retail, commercial and related opportunities. One of the most important aspects of the growth and equity is a specific focus on the creating and distributing opportunities such as employment, facilities and services for the poorest sectors of society.

Another key aspect of ensuring economic growth and equitable economic development is ensuring that 'human capital' is developed. Human growth and development in terms of investment directed at improved levels of education, literacy, skills development and training are paramount.

- **Integration**

Integration as a principle has many facets. It has spatial, functional, and social manifestations, each of which has significance.

Spatial Integration has importance for numerous reasons, the most critical of which, is counteracting the separatist legacy of apartheid that almost every South African city and town carries. As opposed to spatial separation and segregation, a key challenge in spatial planning in

contemporary times is integrating urban space and activities in these separated entities that are our towns and cities.

The benefits of spatial integration relate to increased access to opportunities, more efficient service and facility provision, more efficient transport networks and the economic benefits of agglomeration. For example, the challenge is to locate affordable housing in close proximity to existing social facilities and opportunities (close to the centre of towns) and not merely for the sake of infill and social engineering.

Functional integration relates to the way in which elements of the settlement system and natural environment interact. The overarching objective of functional integration is functioning of the parts or elements in pursuit of the optimal functioning of the whole. The efficient functioning of the settlement should not undermine, or occur at the expense of the natural environment, and vice versa. Similarly, various elements of the urban system, such as the natural open space system, transport systems, economic systems and the system of utility services should each contribute towards the optimal functioning of the urban system.

Social integration is of great importance and particularly difficult to achieve in the context of contemporary South Africa, as a result of forced social separation under the Apartheid regime. The aim should



be, through spatial organization as a starting point, to move towards greater inclusivity in settlements rather than reinforcing exclusivity.

- **Sustainability**

Underpinning the notion of sustainability as a spatial principle is a balanced and reciprocating positive relationship between the environment, society and the economy. The need for such a relationship stems from the fact that society and the economy are dependant upon the environmental resources for prosperity.

Because human life is dependant on environmental resources, it is important that natural resource carrying capacities are not exceeded. This implies more efficient use of limited resources such as water, agricultural land and so on. However, the economy should, without exploiting the natural environment, capitalize on those specific potentials imbedded in the natural resource base for sustainable growth and development.



## 6.0 THE ROLE OF KLAPMUTS

This section describes the role that Klappmuts should play at a number of scales in terms of the resources that the town has, the opportunities it presents, the challenges it faces, as well as the vision and mission set out in the Stellenbosch Municipality IDP and SDF respectively.

- **Regional**

The proposed regional role of the site is:

- A Regional service node
- A settlement that maintains and enhances the character and scenic beauty of the Cape Winelands region
- An area that builds on its existing regional economic competitive advantages such as agricultural production and tourism
- An area which offers people the lifestyle benefits of tranquillity and scenic beauty along with good access to economic hubs such as Cape Town, Stellenbosch and Paarl.

- **Klappmuts and environs**

The proposed role at the scale of Klappmuts and its environs is:

- A balanced and well functioning settlement that has a sound and sustainable economic base, diversity in the demographic and socio-economic profile and sufficient public facilities and services to meet the needs of the population.

- To promote improvement of economic and social well-being of the population of Klappmuts by becoming an economically viable and sustainable settlement
- To be a focus area of urban growth and development within the Stellenbosch Municipality
- To demonstrate appropriate balance between urban development needs and maintaining agriculturally productive areas.
- To be a place synonymous with sensible and sensitive growth, which respects the integrity of valuable agricultural land, maintains ecological functioning and integrity of open space systems.
- To be a well structured and integrated settlement which caters to the needs of all its residents through providing an appropriate mix of urban uses necessary for well functioning urban settlement whilst affording equitable access to all residents.
- To be an integrated urban settlement which affords residents easy and equitable access to the opportunities and amenities
- To be a model of integrated community with a balanced demographic and socio-economic profile.



## 7.0 CONCEPTUAL FRAMEWORK

The conceptual framework that informs the Klapmuts Spatial Development Framework identifies Klapmuts as a regional service node within the Cape Winelands. It also discusses the concepts that underpin the Spatial Development Framework at the sub regional (Klapmuts and environs) and local (town) scale.

### 7.1 A Regional Service Node within a Hierarchy of Settlements

The conceptual framework proposes that a hierarchy of settlements should exist in the Cape Winelands<sup>16</sup>. The Cape Winelands District Municipality SDF defines such a hierarchy as being “A network of regional compact settlements consisting of dispersed, defined and functionally discrete settlements connected by a supportive regional movement network is proposed. The settlements should vary in roles and sizes of towns”. The CWDM SDF identifies core settlements (highest concentration of population, major retail, office and industrial activities and are the sites of administrative functions), regional settlements (sites of economic opportunity; services and facilities; local administrative functions; industrial, office and residential concentrations), rural towns (key agricultural and social support

centres), and hamlets (clusters of homesteads which are service points).

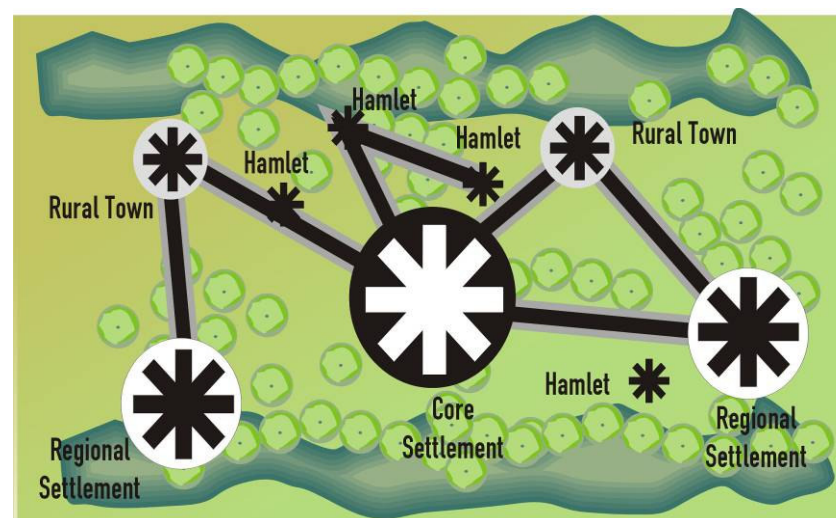


Figure 2: Regional settlement hierarchy (Cape Winelands District Municipality SDF, 2004)

Recent growth and demand for growth in the Klapmuts area requires that its role within the Cape Winelands may need to be revisited and potentially revised.

Klapmuts is identified as a regional service node (secondary settlement). It is proposed that the town should be an accessible, vibrant and charming service node which services its rural hinterland, presents economic opportunities, has well managed concentrations of residential development and balances urban growth with agricultural

<sup>16</sup> Cape Winelands District Municipality Spatial Development Framework, 2004. The CWDM SDF identifies Klapmuts as a rural town within the settlement hierarchy.



development.

## 7.2 Klapmuts and Environs concept

The concept at a sub-regional scale reinforces the principles and objectives identified at a regional scale.

It is underpinned by:

- Maintaining and enhancing strong transport linkages between Klapmuts and surrounding settlements.
- Creating an economically viable rural service settlement that capitalises on and maximises the economic opportunities created by its accessibility and charm.
- Promoting an integrated and continuous network of open space elements that integrates the sub-regional open space system with a town scale open space system.
- Creating a compact settlement that respects natural environmental resources, avoids urban sprawl into agricultural land through the adoption of a defensible urban edge.

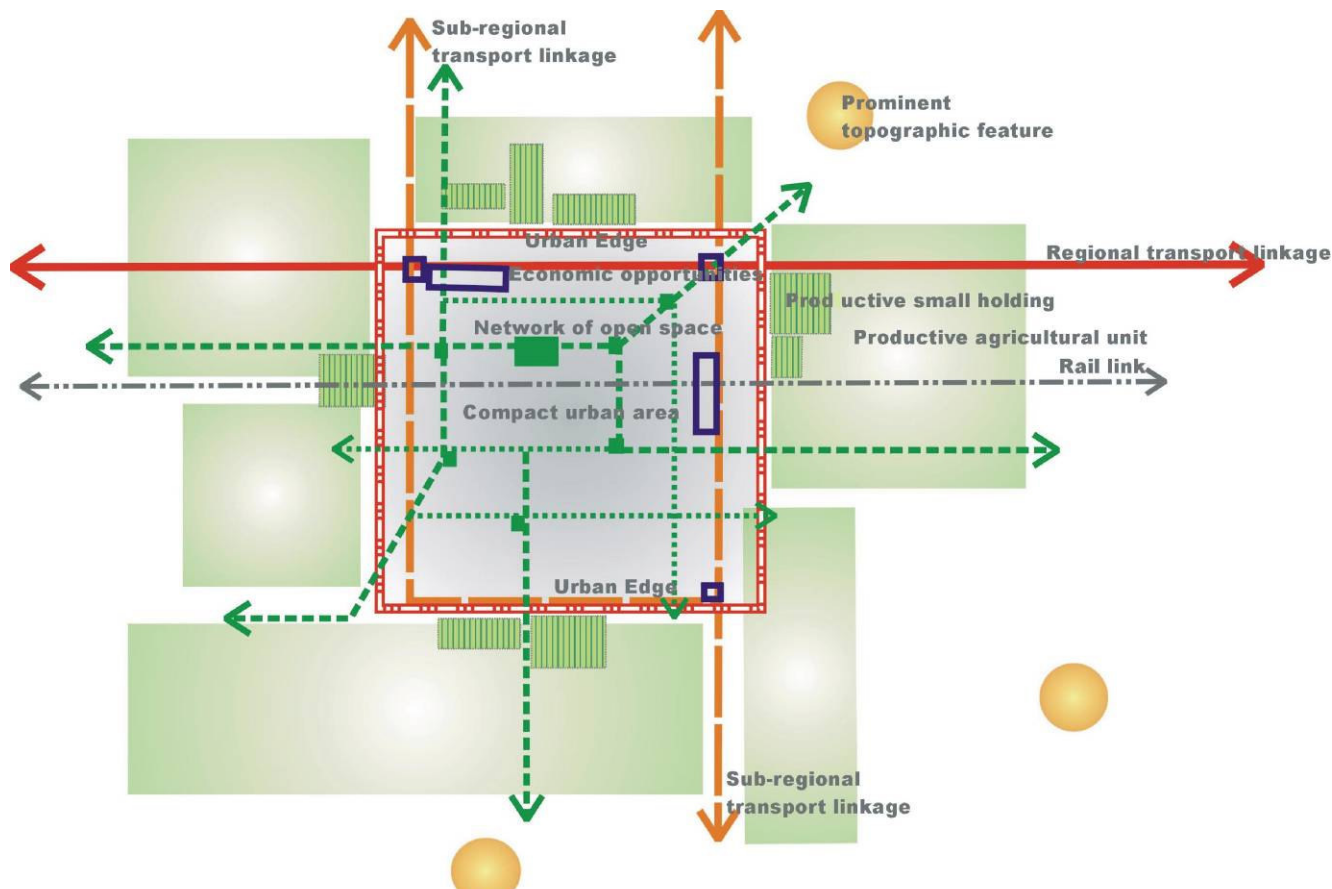


Figure 3: Klapmuts and environs sub-regional concept.



## 7.3 Klapmuts Town Concept

Key concepts include an open space system; urban edge; urban restructuring and social integration; and infill and densification. This section incorporates the key concepts set out in Provincial policy, with specific attention given to those contained in the Western Cape Provincial Spatial Development Framework.<sup>17</sup>

### 7.3.1 Open Space System

The open space system should be a web of integrated open space elements, organised into a hierarchy of spaces of varying types and order. The key principles for this system are green continuity and balance, as well as public access to spaces within the system. The elements of the system include core conservation areas, agricultural areas, recreation areas and landscaped areas.

- **Core conservation areas**

These are the ecological areas or 'rooms' (at the town scale). They are areas where the conservation of biodiversity and maintaining scenic character is of primary importance. Their importance stems from their visual amenity and 'sense of place' value. They should be subject to controlled public access.

- **Agricultural areas**

These include productive agricultural units of varying size and types. They could include intensive agriculture and small holdings. Form and physical design of buildings in such areas should be carefully managed in keeping with the rural character of the landscape.

- **Recreation areas (passive and active)**

Passive recreation areas are the highest order of recreational space. They include major parks that are closely proximate to/within urban areas. They could be used for nature walks and cycle trails, environmental education and so on. They should be high quality spaces and offer amenity to be enjoyed by residents and visitors alike.

Active recreation areas include sports fields, parks and local play areas. It is argued that these spaces must be reinforced as local meeting places. Efforts must focus on enhancing the quality of existing recreational spaces and promoting an ethos that encourages sharing (between organizations and institutions) and public access to them.

- **Landscaped areas (created green precincts).**

Landscaping specific precincts and streets should be pursued as a means to improve the quality of the public environment in areas of high activity. This includes beautification of areas through tree planting, hard landscaping such as street furniture and so on. It is also important in terms of space definition. Tree planted streets are often a major structuring element in towns and should be implemented in Klapmuts.

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<sup>17</sup> PGWC: Western Cape Spatial Development Framework, 2005



### ▪ Stormwater detention

Whilst these have are important in terms of their functionality as sinks for excess flows of water in the area, they should not be seen only as areas which perform this function. When functionality alone is the focus of design of such areas, they are often unsafe and unattractive. These areas should be important elements in the system of green public spaces which contribute to the town aesthetically as well as being safe.

### 7.3.2 Urban Edge

National legislation (Development Facilitation Act, No 67 of 1995), as well as the Western Cape PSDF require that compaction as opposed to urban sprawl is encouraged. The most comprehensive means for achieving this is by demarcating an urban edge. This would include a demarcated line defining the outer limits of urban expansion for a specific period, as well as management guidelines associated with management zones on either side of the edge.

The aims of an urban edge are to; protect the agricultural hinterland; contribute to more compact and efficient urban areas; critical mechanism in support of other key objectives such as urban restructuring and densification and infill.

The urban edge is not a mechanism to stop development, rather it provides guidance as to which areas should be protected from development, as well as allow for areas where growth is to occur in the

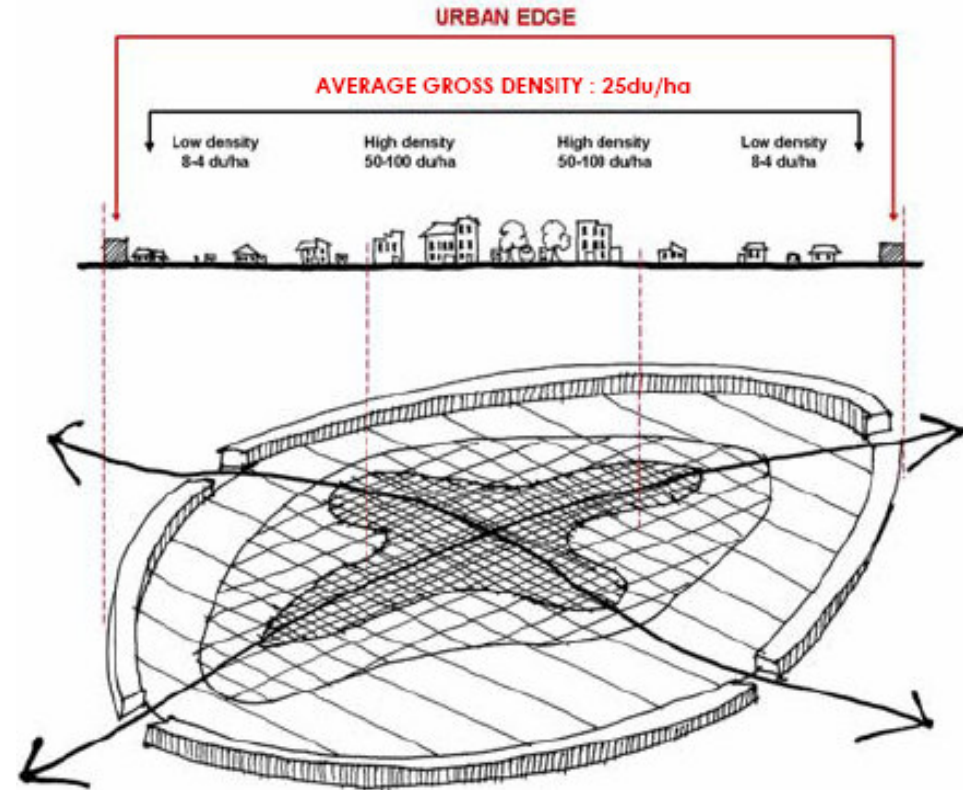


Figure 4: The urban edge as a mechanism for effective growth management (PSDF,

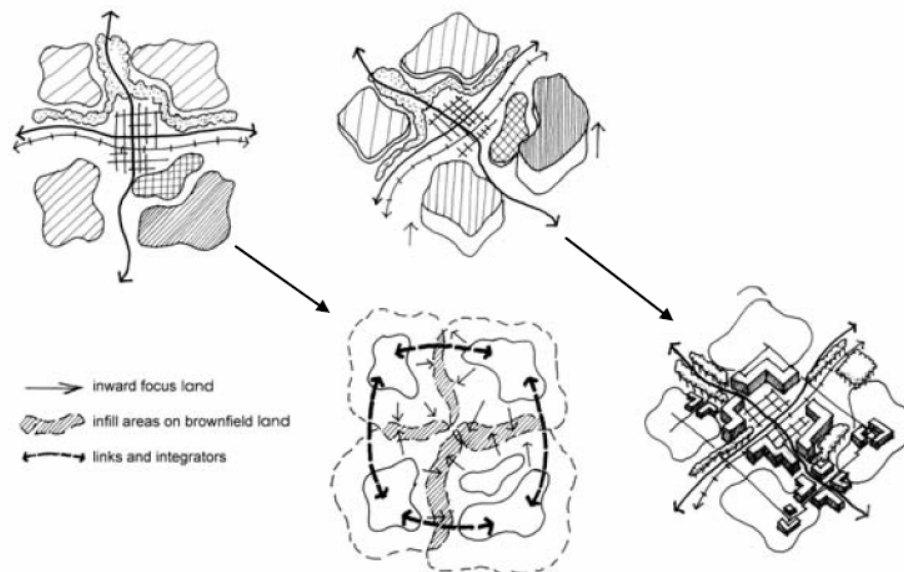
future within the urban edge. It is also something which should be updated, every five to ten years, depending on the rate of take-up of land within the urban edge.

### 7.3.3 Urban Restructuring and Social Integration

The purpose of urban restructuring and social integration is to create integrated human settlement. Urban restructuring is necessary to



create equitable access to facilities and services, utilise demand for growth to improve social and physical integration within Klapmuts.



**Figure 5: Urban restructuring concept (PSDF, 2005)**

The structuring elements which are used to promote urban restructuring include, a hierarchy and typology of nodes, a hierarchy and typology of streets, urban infill and densification and urban conservation.

- **A Hierarchy and typology of nodes**

The concept of a hierarchy and typology of nodes is related to accessibility created by the movement structure. The position of the node in the hierarchy is determined by the order of facilities and services at the nodes. It comprises clustering of facilities and services along/at intersection of significant routes. Nodes often have unique character and role (civic, sport and recreation, economic activity, tourism) which relates to contextual specificities and inherent need. Figure 6 illustrates generic elements of nodes.

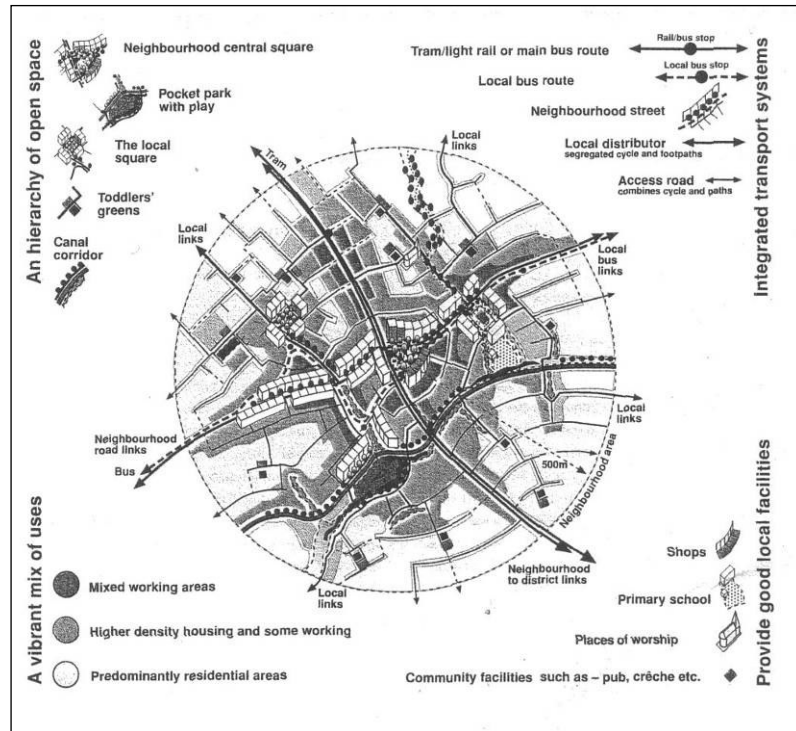
*Primary nodes* should be located at the most accessible places in the town, along major movement and activity routes. They should incorporate medium to high density housing, mixed land uses, highest order public facilities, amenities and services, such as public transport interchanges, health facilities, high order public spaces and landscaping.

*Secondary nodes* should be situated at accessible locations within the town. They should incorporate medium density housing, lower order public facilities such as bus stops, post offices, lower order retail/commercial activities and public spaces.

*Neighbourhood nodes* should be located at the intersections of significant neighbourhood streets. They should have lower order neighbourhood focussed functions. They could include small parks, play spaces, kickabouts. These spaces should be multifunctional and



double as parking spaces. They should be sites for concepts such as woonerven and should accommodate low order commercial uses such as house shops.



**Figure 6: Generic elements of nodes (Urban Task force, 1999)**

*Gateways* are significant places of entry into the town and should be signified as such through design interventions and landscaping which signify entry and welcome people to Klapmuts.

- **Hierarchy and typology of streets/routes:**

The proposed hierarchy of streets/routes is related to the levels of accessibility and activity generated by particular streets and movement routes. The hierarchy includes regional and sub-regional distributors, activity streets, scenic routes, pedestrian and cycle priority routes and neighbourhood streets.

*Regional and sub-regional distributors* have a primarily mobility function, facilitate free flowing movement of large volumes of traffic at high speed. Their role is to bridge space efficiently between and past towns in the region.

*Boulevards and Activity streets* are integrators of urban space and activity. Their role is primarily that of integrating transport and land-use, facilitating access to a range of urban uses and activities (economic and social). Boulevards are the highest order streets and permit free flowing vehicular traffic, while providing generous and intensively landscaped pedestrian space.

*Scenic routes* are routes that offer views and experience of the beauty of the natural landscape while also being bridges transporting visitors and residents between tourist attractions.

*Pedestrian and Cycle linkages* are important in terms of facilitating access to a variety of facilities, services and activities via modes of transport that the majority of the population in Klapmuts utilise, non-



motorised transport. They should take the form of landscaped pathways or sidewalks.

*Neighbourhood streets* are the lowest order streets, which allow movement and circulation within residential areas.

- **Urban infill and densification**

The role of densification and infill is to compliment and reinforce the sustainable restructuring of the town. Its purpose is to: increase thresholds; increase equitable access to facilities and services; and reduce bulk infrastructure costs; as well as to improve social integration through spatial restructuring.

The components include:

- Infill Development: development of strategic vacant land within the existing built areas
- Various forms of Densification (additions, second dwellings, subdivision, site redevelopment etc)

Densification and infill should be encouraged in areas; where it will serve to integrate the built fabric and increase efficient resource; along significant streets; and areas where high thresholds are desirable, such as in close proximity to clusters of non-residential land uses such as community facilities, transport interchanges, areas of concentrated economic activity etc.

- **Urban Conservation:**

These are areas/buildings of heritage significance within the town. They should be subjected to stringent urban design and architectural guidelines.



## **8.0 SPATIAL DEVELOPMENT FRAMEWORK**

The Spatial Development Framework (SDF) is the application of the conceptual framework to the Klapmuts context. It applies the driving principles and planning mechanisms to the spatial realities of the area.

The SDF comprises four major components, the open space framework, urban edge, urban restructuring and social integration, as well as an economic development framework. Each of these has sub-sections that relate to specific policies and spatial proposals that identify interventions which will contribute towards achieving the spatial vision discussed as the role of the site.

### **8.1 Open Space Framework**

#### **8.1.1 Policies**

The policies that underpin the open space framework (see plan 18) include:

- Protection of river corridors and dams as major conservation worthy elements.
- Protection of major topographic features that constitute place-making elements. This includes avoiding development on steep slopes, due consideration for visual impact development may have on these slopes and enhancing views of these features.

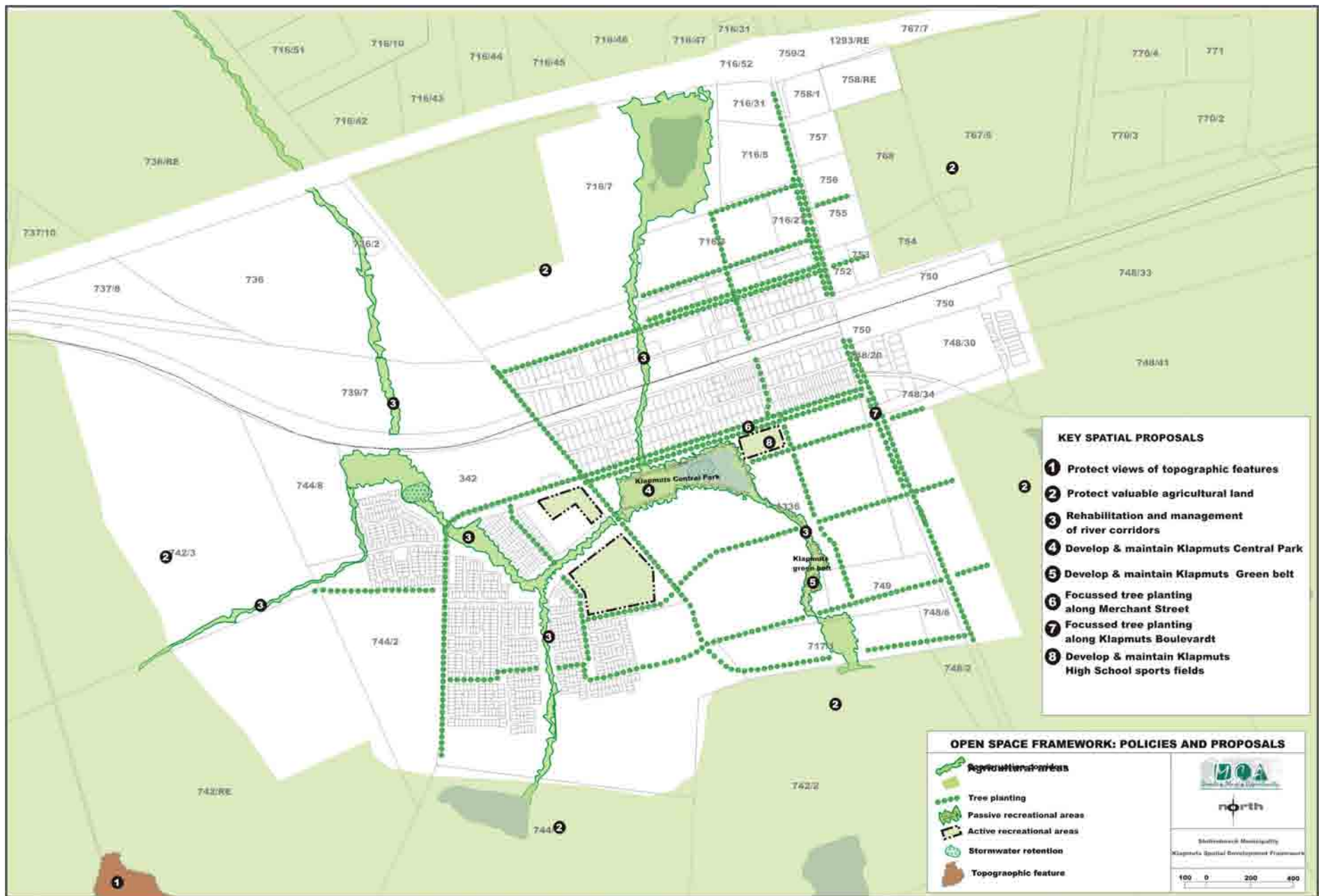
- Protection of agricultural land, particularly areas currently intensively farmed.
- Protecting character of rural area (Screening, Minimum subdivision size).

The Cape Winelands rural guidelines provide detailed guidelines on land use decision making in relation these policies and should be considered when development applications are assessed regarding their impact on rural/agricultural areas elements of the open space framework.

#### **8.1.2 Spatial Proposals**

The framework identifies spatial proposals and land use management guidelines for core conservation areas, agricultural areas, recreational areas, areas for focussed tree planting and major stormwater retention facilities. These are illustrated on plan 18.





**Plan 18: Klapmuts Spatial Development Framework: Open Space Framework**



- **Core conservation**

The framework identifies a set of core conservation areas where urban development should not occur. These have been identified on plan 18 and reflect:

- Protect major topographic features and steep slopes from development (Klapmutskop, Skurweberg)
- Rehabilitation and management of the river corridors, most importantly, the Klapmuts river corridors.

*Land use management guidelines* for river corridors include:

- A 30m buffer or the area corresponding with the 1:50 year floodline should remain free of urban and agricultural development.
- Passive recreation, tourism, research, environmental education are appropriate uses in such areas and should be encouraged.
- To promote and ensure that the linkages and corridors are maintained and increased through awareness-raising, avoiding any land uses which would interfere with the sound ecological functioning of these corridors.

- **Agriculture**

The framework identifies a number of farms/agricultural areas which should be promoted for bona-fide agricultural activities and where urban development should not occur. They include:

- intensive agricultural areas south of Klapmuts.

- Farm 716/7. Numerous small settlements in the Western Cape have farms in the middle of the settlement, which provide numerous positive spin-offs, including the visible protection of valuable agricultural land, unique character, scenic beauty and related attractiveness to tourists.
- poultry and pig farm to the north and north east of Klapmuts.
- Small holdings north of the N1.<sup>18</sup>

*Land use Management Guidelines* for agricultural areas include:

- Their agricultural character must be maintained in terms of aesthetics, number of buildings, and minimum erf sizes.
- The primary right is a dwelling house, essential outbuildings, and such agricultural buildings as are necessarily required for bona fide agricultural activity on the property.
- Options for rural recreational and economic opportunities could be considered, as long as it is in keeping with the rural character.

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<sup>18</sup> These farms are outside the Stellenbosch Municipality's jurisdictional area. Notwithstanding this, proposals have been made that are in keeping with the proposals made for the rest of Klapmuts. Joint planning and negotiation should be undertaken through engagement with the Drakenstein Municipality.



- **Recreational areas**

These areas should permit public access at all times and the community, organisations and institutions within Klapmuts should be encouraged to utilise the amenities regularly.

The proposed *passive recreational areas* include:

- Develop Klapmuts Central Park along Merchant Street as a key recreational area. The Klapmuts Central Park should maximise the inherent amenity value of the existing dam located along Merchant Street and the potential value of the portion of the Klapmuts River in this area if it is rehabilitated. The park should make provision for walkways, public picnic areas, gardens that are planted with indigenous vegetation and an environmental education facility. Maintenance and management of the park should also be undertaken by the Municipality.
- Develop and maintain the Klapmuts Green Belt, which is proposed between Klapmuts Central Park and the dam east of Potbelly pantry. This area should be rehabilitated and appropriately landscaped to restore the optimal ecological functioning of the Klapmuts River. Walkways and seating areas should be created along its course.

The proposed *active recreation* areas include:

- Maintain existing sports fields at the Klapmuts primary School and the Klapmuts Sports Complex.

- Develop multi-functional, shared sports fields adjacent to the proposed High School along Merchant Street.
- Incrementally develop parks and neighbourhood play spaces/woonerven at intersections of neighbourhood streets. All new developments should investigate innovative ways in which to accomplish this when making provision for sufficient public open space. Edge definition, safety and hard and soft landscaping are important elements to consider.

*Street tree planting* is proposed along numerous streets (see plan 18). The purpose of this is to create green continuity and linkage, as well as to improve the quality of the public environment. The streets that should be given priority in terms of phasing include;

- Merchant Street;
- The proposed Klapmuts Boulevard;
- Along the entire length of Brounger Street (including extended portion);
- Along the proposed east-west street link between Klapmuts Sports fields and the R44, parallel to Merchant Street;
- Along Groenfontein Road between Farm 716/7 and the proposed Central Park/Klapmuts primary school fields.

*Stormwater retention facilities* should be appropriately designed to function optimally as sinks for overflows, as well as to be safe passive recreational areas. Areas identified include:



- The treatment wetland within the proposed Klapmuts Central Park,
- The degraded retention pond in the north-western corner of erf 342;



## 8.2 Urban Edge

### 8.2.1 Policies

The urban edge (see plan 19) is a growth management tool. Rather than trying to curtail urban development in Klapmuts, it is one of numerous mechanisms to effectively manage short to medium term growth to ensure long term resource efficiency, as well as economic and environmental sustainability. The urban edge is influenced by the rate of growth of the town and the anticipated demand for further development. It makes sufficient provision for development within it, yet ensures that this development contributes to improving the efficiency of the urban system and protecting valuable agricultural land by setting medium term limits to development.

Determination and delineation of the urban edge is driven by economic, social and conservation imperatives that include:

- No urban development in areas under intensive agriculture.
- No urban development in other productive agricultural areas such as poultry and pig farms.
- No urban development on visually prominent topographic features and steep slopes.
- Efficient use of resources (bulk services in particular), including the encouragement of other growth management policies such as infill development, increasing densities and sequential settlement growth.

The criteria and principles that should inform more detailed delineation of the urban edge, and that have been used to determine the edge include<sup>19</sup>:

*Agricultural land and agri-processing surrounding urban areas:* Such land and uses should be kept outside of urban areas as far as possible. This is to be done in consultation with the Department of Agriculture who can advise on valuable agricultural land to be protected. Note in this regard that the definition of valuable agricultural land is more complex than just identifying high potential soils.

*Rural land, small farms & smallholdings:* Rural land and actively farmed smallholdings or small farms should be kept outside of urban areas.

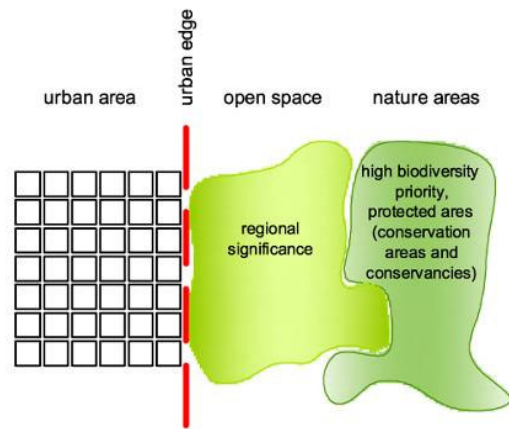


<sup>19</sup> Western Cape PSDF Draft guideline

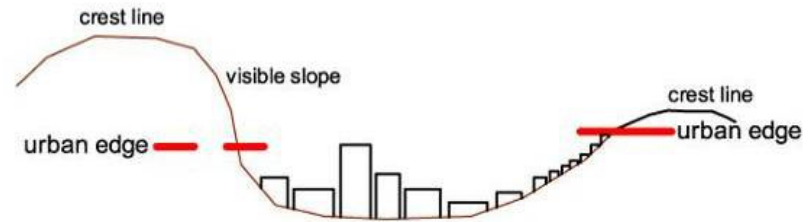




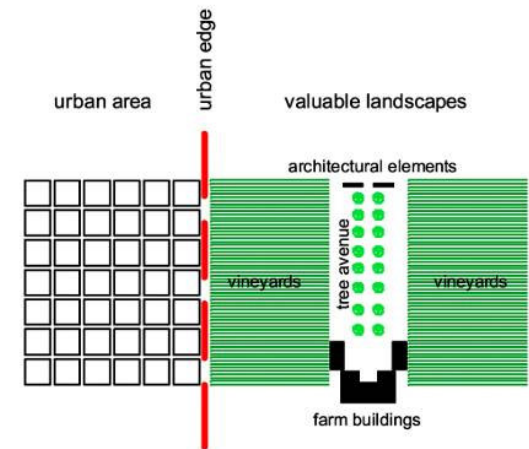
*Open space (urban and regional) and natural areas:* Open spaces of regional significance and nature areas including areas of high biodiversity priority, protected areas (i.e. conservation areas and conservancies) should be located outside of the urban edge. In this regard bioregional plans as prepared in terms of Chapter 3 of the National Environmental Management: Biodiversity Act (Act 10 of 2004) (NEMBA) will prove a valuable tool.



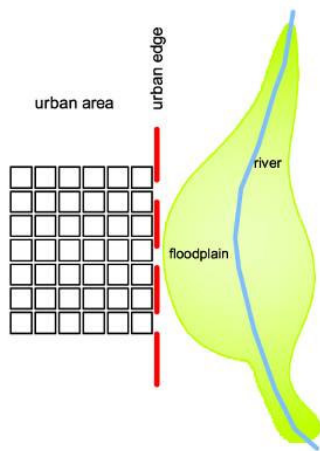
*Topography and slopes:* The visual impact of development on crest lines and hill sides should inform the delineation of the urban edge. Visible slopes and view sheds should be placed outside the edge.



*Valuable landscapes:* Valuable landscapes consist of elements such as tree avenues of stature; farm buildings and architectural elements; places of historical interest; and vineyards which define the character and uniqueness of the area and contribute to the vistas and cultural landscapes of the Western Cape. Note that these could be protected in terms of the National Heritage Resources Act (Act 25 of 1999) (NHRA.)



*Rivers and floodplains:* Where possible rivers and floodplains should be placed outside of urban areas.



*Heritage resources:* These are defined in the NHRA and include the following: places, buildings, structures and equipment of cultural significance; places to which oral traditions are attached or are associated with living heritage; historical settlements or townscapes; valuable landscapes and natural features of cultural significance; geological sites of scientific or cultural importance; archaeological and palaeontological sites; graves and burial grounds; and sites related to the history of slavery. The urban edge should ensure that such resources are protected, preserved, and even enhanced.

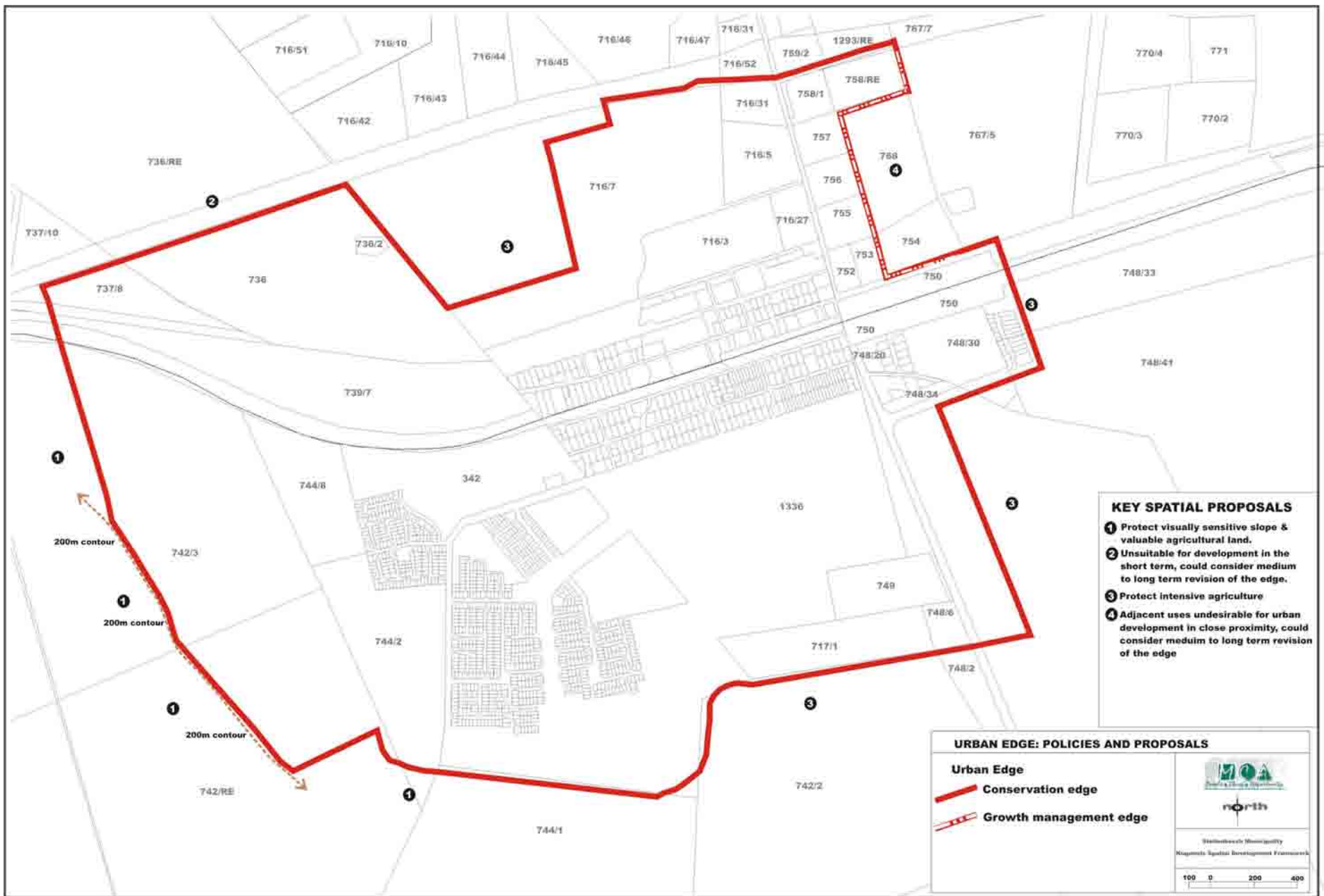
### **8.2.2 Spatial Proposals**

Two different types of urban edge (indicated on plan 19) are proposed. Firstly, specific portions of the urban edge are identified as growth management portion. These portions of the edge may be reviewed if the land identified for urban development within the urban edge has been developed at desirable densities.

Secondly, conservation edge portions are also identified. These pertain to conservation of natural features, as well as conservation of agricultural land. These portions of the urban edge are delineated to protect conservation worthy areas and should under no circumstances be adapted.

The urban edge has been split into portions which have similar characteristics (see plan 19), for which the motivation for the spatial proposals are similar. The edge delineation is described and the rationale for this is discussed.





**Plan 19: Klipmuts Spatial Development Framework: Urban Edge**

Klipmuts Spatial Development Framework

Stellenbosch Municipality

September 2007



- Edge portion 1

Edge portion 1 is the western most portion of the edge and runs in a north south direction for the majority of its length. It begins at the railway line in the north and ends at the boundary of farm 744/1. Key determinants of the urban edge alignment in this portion of the edge are agricultural potential of soils, topography, slope and visual sensitivity. The northern most portion of this edge portion reflects the need to protect valuable agricultural soils as identified in an agricultural potential study undertaken for the property. The edge is also defined by a prominent tree line in this area. Immediately south of this, the edge follows the 200m contour, which is the height at which the visual impact of the development will not impact significantly on Klapmuts Hill as a visual, topographic and place making feature of the town. This has been determined through a detailed visual impact study. Development applications on this land should reflect that visual, agricultural and rural urban edge conditions are given particular attention. Development applications on the site should reflect that development remains below the 200m contour, the open space system maintains the 'green fingers' that connect open spaces within the town with Klapmuts Hill, there is physical integration (particularly road linkages) with other parts of the town (east of the proposed development), there is a clearly defined and sensitive edge between the development and the rural areas west of the development, as well as that the urban edge hugs the cadastral boundaries of the proposed development.

- Edge portion 2

Edge portion 2 begins where the eastern portion of the edge intersects with the railway line, it then runs along the northern boundary of farm 739/7 up to the intersection of Groenfontein Road and Old Paarl Road.

The delineation of this portion of the edge has been influenced by the opportunities presented by the location of this land, immediately south of the N1, close to the centre of town and at the intersection of two regionally significant routes, namely the N1 and Groenfontein Road. Development of this land should be subject to an agricultural potential study, as well as a study relating to the demand for commercial and industrial land.

- Edge portion 3

The first portion of edge portion 3 begins at the intersection of Groenfontein Road and Old Paarl Road, it runs along the eastern boundary of farm 716/7 in order to protect the portions of this farm on which intensive agriculture exists. The land outside this portion of the edge, to the north is intensively farmed and hence should not be developed on account of it being valuable agricultural land. It then goes eastward before reaching the southern boundary of farm 716/7. This delineation allows for the proposed development of village housing that abuts the northern edge of existing development. It then heads in a northerly direction prior to reaching the eastern boundary of the farm to allow for proposed waterside housing that abuts the existing farm dam. The northern most extent of this portion of the edge is the N1.



The portions north of the N1 should remain rural land uses. The small holdings north of the N1, which constitute bona fide agricultural activity, should be subject to the Cape Winelands Rural Guidelines. Rural economic activities other than agriculture could be permitted in these areas. The area falls under the jurisdiction of the Drakenstein Municipality and should be the subject of a joint planning initiative.

The second portion of edge portion 3 begins at the railway line and runs in a north south direction. It includes within the edge the existing farmworker housing that has been rezoned to urban use and subdivided. It then goes in a westerly direction along the Simondium Road and then heads southwards before reaching the R44/proposed Klapmuts Boulevard. It includes within the edge a portion of Farm 748/40 to allow for development that abuts the R44/proposed Klapmuts Boulevard. It is important that farm 748/40, which is a productive agricultural entity, is protected from urban development beyond the land which has been set aside adjacent to the R44/proposed Klapmuts Boulevard. Sufficient land has been provided within this portion of the urban edge to capitalise on the inherent economic potentials that are afforded this land by the R44/proposed Klapmuts Boulevard.

It then heads in an easterly direction (along the southern boundary of farms 717/1 and 748/6) directly to the south of the Potbelly Pantry. It runs along the northern boundaries of farms 742/2 and 744/1.

- o Edge portion 4

This portion of the urban edge runs parallel to the R44/proposed Klapmuts Boulevard (north of the railway line), along the eastern boundary of farms 768 and 754. The land outside this portion of the edge is subject to land uses such poultry farming, which are unsuitable adjacent land uses for urban development as a result of the impact of air pollution from these farms.

The farms outside this edge constitute bona fide agricultural activity and should as such be protected from urban development.



## 8.3 Urban Restructuring and Social Integration

### 8.3.1 Movement and Transportation System

A critical part of urban restructuring is restructuring and rationalising the movement system, particularly in terms of creating new road linkages, upgrading specific routes and prioritising the maintenance and upkeep of specific routes.

- **Policies**

The policies for the movement system are that interventions should:

- Create a more structured, legible and permeable movement system;
- Integrate land-uses and the urban fabric;
- Create better linkages between the north and southern parts of the settlement;
- Improve the efficiency of intersections in particular.

- **Spatial Proposals:**

The framework proposes a movement and transport hierarchy that includes regional distributors, sub-regional distributors, Activity Streets, local distributors, pedestrian and cycle priority routes, scenic routes and rail transport. These are indicated on plan 20.

- Regional distributors

The N1 is the key distributor of regional traffic, as such, intersections onto it should be improved to ensure easy passage into Klapmuts.

- Sub-regional distributors

The current sub-regional movement system is inefficient and constrained by 'bottlenecks' in the system, particularly when travelling through Klapmuts between neighbouring towns and rural areas. The framework identifies proposals that seek to create more effective linkages and reduce travel times and traffic congestion, particularly at intersections in Klapmuts. This system will allow more efficient movement within Klapmuts, as well as when travelling through the town.

The framework proposes the following sub-regional distributors.

- The R44
- Groenfontein Road
- Old Paarl Road
- Simondium/Franschoek Road

To achieve this, the following interventions need to be undertaken and are recommended:

- Commission a transport engineering study to rationalise the intersection of Merchant Street and the R44.
- Extension of Groenfontein road south wards and east towards R44;
- Develop a boomed at grade railway crossing to bridge the extension of Groenfontein Road;
- Road access from south east onto R44 and Potbelly Pantry.



- Rationalise/redesign the intersections to improve functional efficiency: Merchant Street and the R44; Southern access route and R44; Groenfontein and Old Paarl Roads

- Activity Streets

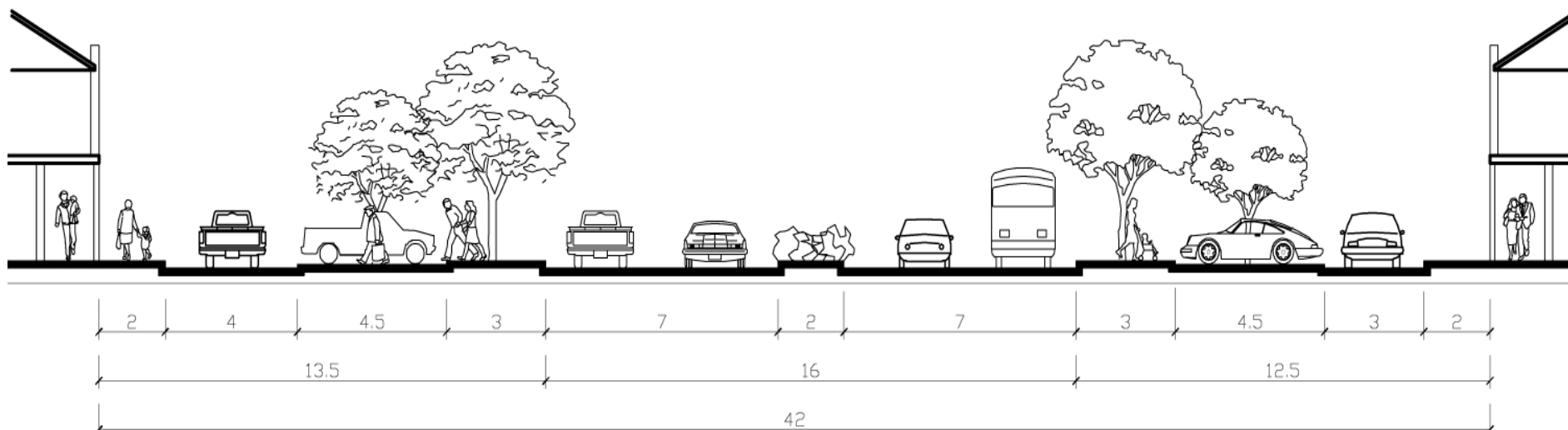
The following streets are identified as activity streets as they are the most significant conduits of people in Klapmuts, as well as being the locations for the appropriate mix of land uses and public facilities.

They include:

- The proposed Klapmuts Boulevard (see figure 7). It is proposed that the character of the R44 is changed. From a

land use perspective, it is envisaged that mixed use retail and commercial activity will occur along this road that will have a positive interface with a service road. Well articulated facades, colonnades, pedestrian friendly design elements, landscaping and limited setbacks from the service road are envisaged. This would create vibrant pedestrian precincts. In addition, the double lane roads in each direction, split by a central median would not compromise efficiency of through traffic.

- Merchant Street from erf 342 up to its intersection with the R44/proposed Klapmuts Boulevard.
- Bronger Street, the proposed Street between the proposed Klapmuts Central Park and the R44,



**Figure 7: Section through the proposed Klapmuts Boulevard**



Emphasis should be placed on creating movement routes that permit and promote ease of movement and permeability through residential areas of the town. Gated developments and isolated neighbourhoods which compromise efficient through movement should be avoided.

For this to be achieved, the following interventions are necessary and recommended:

- Development of Klapmuts Boulevard (R44 between the Potbelly Pantry and the N1). This requires downgrading the R44 between N1 and Potbelly Pantry, with service roads on either side. The R44 and service roads should to be separated by a tree planted median, as well as median in the middle of R44. This will ensure that traffic can move efficiently through Klapmuts, but also that a public environment conducive to commercial and retail development is created, which capitalises on through traffic.
- Design and development of the proposed taxi rank on erf 342
  - Local distributors

The system of local distributors has been planned to allow ease of movement within Klapmuts. It creates spatial integration between the neighbourhoods that make up the town and provides a permeable system of local routes.

For this to be achieved, the following interventions are necessary and recommended:

- Design and develop an underpass under the railway line at existing pedestrian crossing alongside Klapmuts River.
- Extend Brounger street in a northerly direction and then east to link with the R44;
- Create road linkages between existing south western residential areas, proposed development on farm 1336 and back to Merchant Street, as well as onto R44. It is critical that the proposed structure ensures legibility and permeability into adjacent areas.
- Create road linkages between the proposed development area on the west of Klapmuts and the rest of the town (existing and proposed development areas).
- Create road linkage between proposed development on erf 342 and the existing adjacent developed area immediately east
  - Pedestrian and cycle priority routes

The majority of the Klapmuts population use non-motorised transport as their main means of travel. As such, it is necessary to make adequate provision for pedestrian and cycle routes. It is proposed that numerous pedestrian and cycle routes are designed and developed incrementally across the town. Klapmuts Boulevard (and its service roads) and Merchant Street should be prioritised in this regard.

- Scenic routes

The aesthetic quality of views along scenic corridors should be protected. Development that could undermine these qualities should be





avoided and due consideration should be given in this regard to building placement and screening. The Cape Winelands District Municipality Rural Guidelines (2006) should be utilised when assessing development applications along scenic routes.

The framework identifies the following scenic routes:

- Old Paarl Road
- The R44 between Klapmuts and Stellenbosch
- The Simondium/Franschoek Road

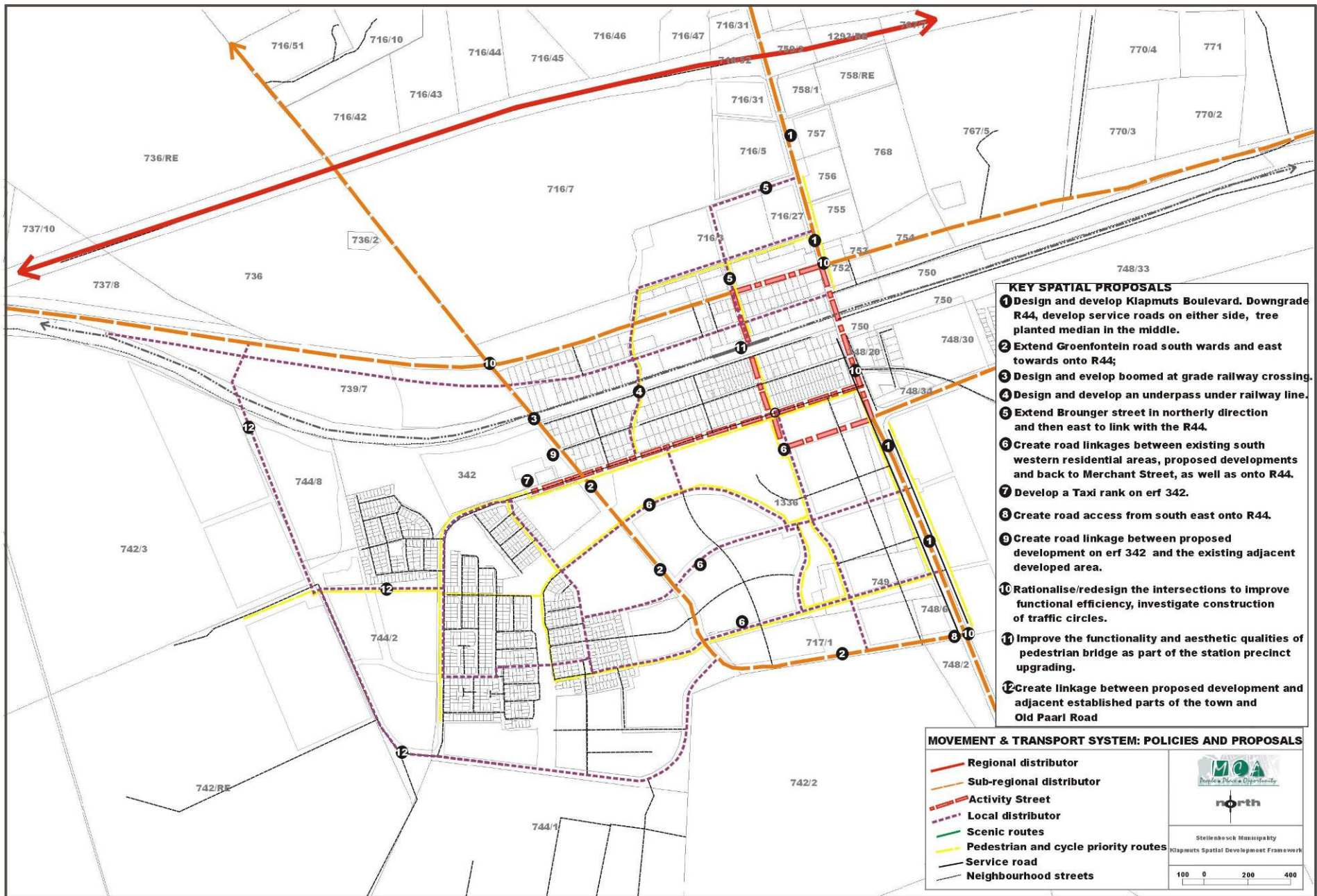
- Rail

Rail is perhaps the most important mode of travel in Klapmuts. Significant numbers of people travel to work, places of entertainment and commercial/retail areas by train. Thus, significant numbers of people pass through Klapmuts station every day, creating thresholds for lower order commercial activity and necessitating improvement of the public environment in the station precinct.

It is proposed that the following interventions are pursued in the Klapmuts station precinct:

- Commission an Urban Design Framework for the station precinct, which investigates opportunities for public space and landscaping improvements, trading space, location of lower order public facilities and services.
- Improve the functionality and aesthetic qualities of pedestrian bridge as part of the station precinct upgrading.





## Plan 20: Klapmuts Spatial Development Framework: Movement and Transport System

Klapmuts Spatial Development Framework

Stellenbosch Municipality

September 2007



### 8.3.2 The Public Realm

The framework proposes a 'hierarchy of nodes' for Klapmuts. This is indicated on plan 21. The proposed focus of each node is determined by contextual realities and need. Primary nodes, secondary nodes, neighbourhood nodes and gateways make up the hierarchy. The necessary actions for the realisation/development of these nodes are discussed. It is proposed that nodes are developed incrementally. A public space(s) and landscaping component should be included in each of these nodes/precincts.

- **Primary nodes**

Two primary nodes are proposed. These are the highest order nodes proposed in the area. As such, they should be sites for the highest order facilities and services in Klapmuts. In addition, increased medium to high density residential development (25 du/ha or higher). They include:

- A Civic node along Merchant Street at the intersection of the proposed extension of Groenfontein Road.
- A Commercial node at the intersection of Merchant Street and the proposed Klapmuts Boulevard.

It is proposed that the following interventions are undertaken in pursuit of achieving the development of the Civic node nodes:

- Reinforce the emerging civic code (existing clinic, primary school and church) along Merchant Street by facilitating

development of the proposed taxi rank and multi-purpose community centre on erf 342.

- Facilitate design and development of Klapmuts Central Park.
- Encourage higher density residential development in close proximity to the node.

It is proposed that the following interventions are undertaken in pursuit of achieving the development of the Civic node nodes:

- Create an enabling environment for the development of the commercial node by permitting and promoting commercial and retail development in this area.
- Encourage the development of public facilities such as a high school, public library, private hospital/clinic within this node/precinct.
- Encourage higher density residential development in close proximity to the node.

Public spaces landscaping and pedestrian friendly areas should be prioritised in these nodes.

- **Secondary nodes**

The framework proposes secondary nodes at the following locations:

- The intersection of the proposed Klapmuts Boulevard and the proposed extension of Groenfontein Road. Low key tourism related commercial and retail activity such as the existing



Potbelly Pantry should be reinforced and encouraged as the focus of this node.

- West of the existing Klapmuts built area. Low key commercial and retail development that caters to local convenience requirements of the proposed development in the surrounding area should be the focus of this node. Medium residential densities (15 du/ or higher) should be encouraged around this node.
- The intersection of Old Paarl Road and Klapmuts Boulevard. This node should have a distinct focus on commercial and retail activity that commands high levels of exposure and access. Medium to high density residential development should be encouraged above the ground floor of the areas in this node/precinct.

- **Neighbourhood nodes**

Neighbourhood nodes are proposed at numerous locations within the Klapmuts urban area (indicated on plan 21). Convenience and small scale trading activity should be permitted in these nodes. They should localised neighbourhood meeting spaces. All new development should make provision for such spaces and related components such as public space, landscaping and so on.

Of particular importance in regard to neighbourhood nodes is the Klapmuts station precinct. Public resources should be channelled into

interventions that make it a safer and more aesthetically pleasing environment.

Required interventions for the achievement of this include commissioning an urban design framework that investigates opportunities for functional and qualitative improvement of station precinct (landscaping, street furniture, walkways, fencing etc, public spaces, medium density housing, and improvements to the existing pedestrian bridge).

It is critical to ensure that private developments that occur in Klapmuts contribute to the community by making provision for and developing public facilities within them. Such community facilities must be accessible by the public and should not be contained within 'gated' developments. Management and maintenance, as well as ownership of the land could be handed over to the Municipality.

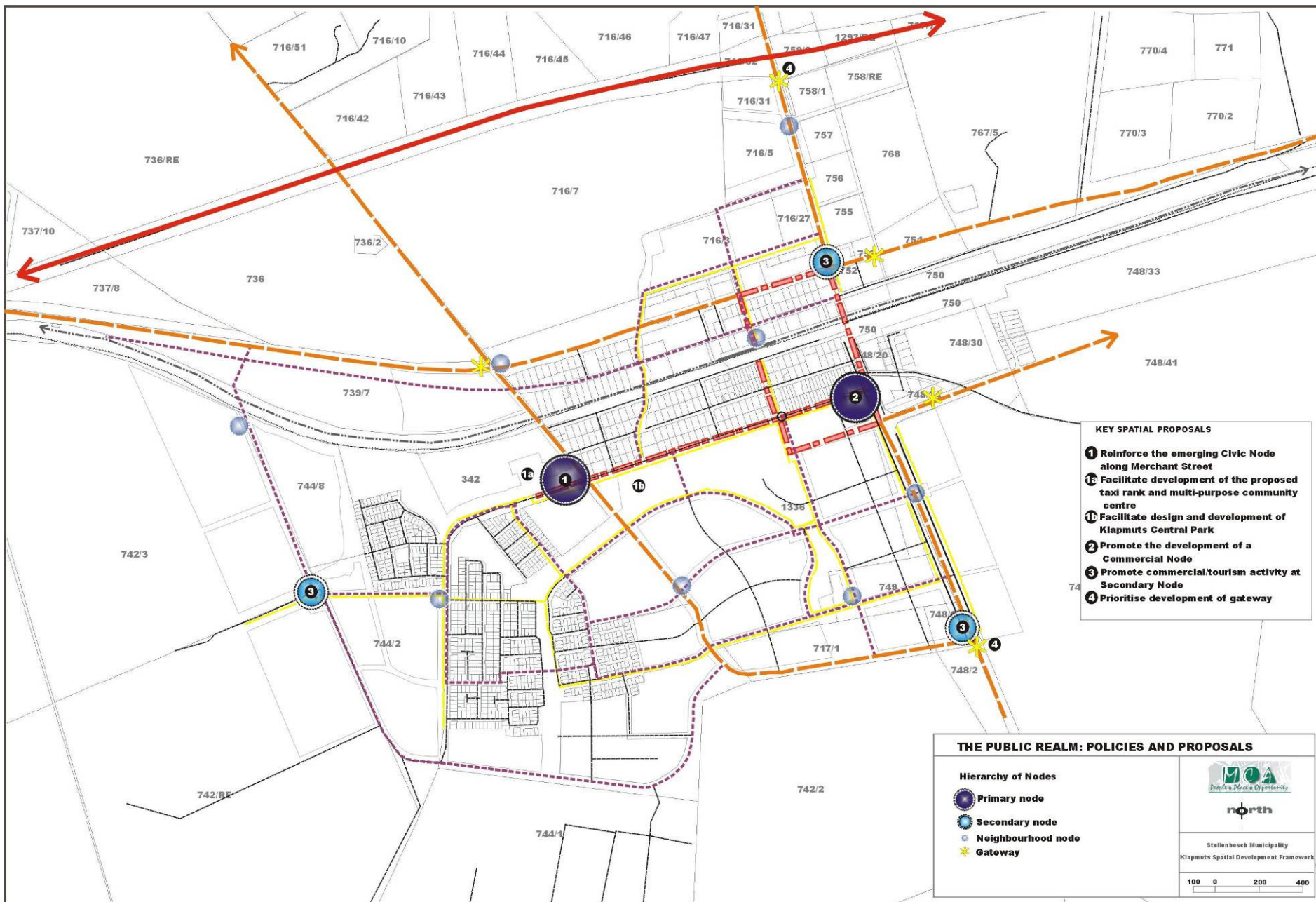
- **Gateways**

The proposed gateways include a southern gateway (south of Potbelly pantry and northern gateway (north of butterfly world) along the proposed Klapmuts Boulevard, a western gateway (intersection of Groenfontein Road and Old Paarl Road), and two eastern gateways (intersections of proposed Klapmuts Boulevard and Old Paarl Road, as well as the Franschoek/Simondium Road). It is proposed that the design and construction of the northern and southern gateways are



prioritised in the short term as they are located along routes that generate the greatest number of trips and are therefore most exposed.





Plan 21: Klapmuts Spatial Development Framework-The Public Realm



### 8.3.3 Infill Development

The Western Cape Provincial Spatial Development Framework (PSDF), 2006 states that average gross densities of towns should be 25du/ha. This figure may not be entirely appropriate in all contexts, but provides a benchmark for future development and related densities. Klapmuts in particular, being a small town in the Cape Winelands would suffer undesirable character change should a target of 25du/ha be slavishly pursued.

The extent to which infill development can be undertaken is dependant on investment in bulk services.

With regard to infill areas:

- Public land should be considered for the development of a range of types of higher density housing, including varied forms of tenure.
- The rezoning of private land, which would support intensification of land use in line with the SDF should be encouraged.
- Mixed use development should be encouraged in areas where there is a potential for commercial development.

#### • Proposed Infill areas

Public and privately owned land parcels have been identified for infill development. The proposed infill sites, as well as proposed phasing of their development are indicated on plan 22.

These include:

- Phase 1: erf 342; the northern half of Farm 1336; Farm 716/3, Farm 716/5, Farm 748/30.
- Phase 2: southern half of Farm 1336; the eastern portion of Farm 717/1 716/31 744/8; Farm 744/2.
- Phase 3: The eastern portions of Farm 742/3 and 742/RE, the remainder of Farm 744/2 and Farm 744/3.

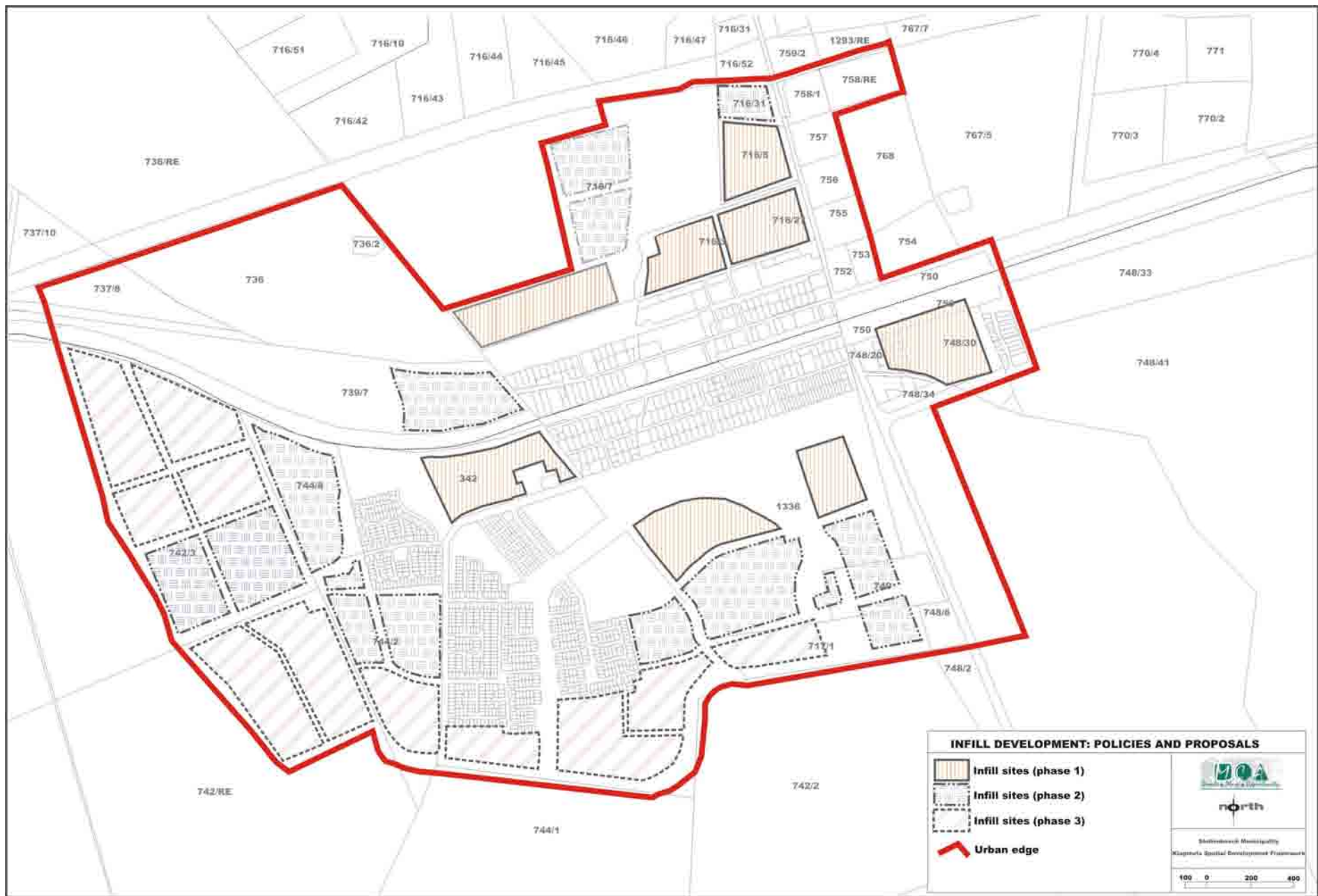
It is proposed that realistic timeframes for development of these infill sites are; short term (1-3 years) for phase 1, medium term (3-6 years) for phase 2; and medium to long term (6-10) for phase 3.

#### • Potential Yields

The total area of developable land identified land within the urban edge amounts to 160 ha. The following yields could be achieved if well located vacant land is developed at average gross densities of:

- At average of 15 du/ha = 2400 units (9600 people)
- At average of 20 du/ha = 3200 units (12800 people)
- At average of 25 du/ha = 4000 units (16000 people)





**Plan 22: Klapmuts Spatial Development Framework: Infill Development**





- **Proposed Densities**

The framework proposes that higher densities are promoted in some areas than others, particularly as a means to create thresholds, as well as to use land and other resources more efficiently. The PSDF, 2006 proposes that an average density of 25 du/ha is used as a target average density in towns in the Western Cape. The framework proposes that this figure is not slavishly followed, but rather that urban form and architecture become a much more important determinant of the appropriateness or inappropriateness of developments in Klapmuts.

Notwithstanding this, the framework proposes a range of densities across the town that are attainable, need not undermine the aesthetic qualities that characterise Klapmuts as a 'place' and will contribute significantly to improved efficiency of resource use in the urban system.

The proposed densities across the town are indicatively illustrated on plan 23. The following is proposed:

- Medium-high density (30 and higher) development is proposed in close proximity to primary nodes and along the highest order streets.
- Medium density (10-25 du/ha) development is proposed adjacent to higher density areas as well as local level distributors.

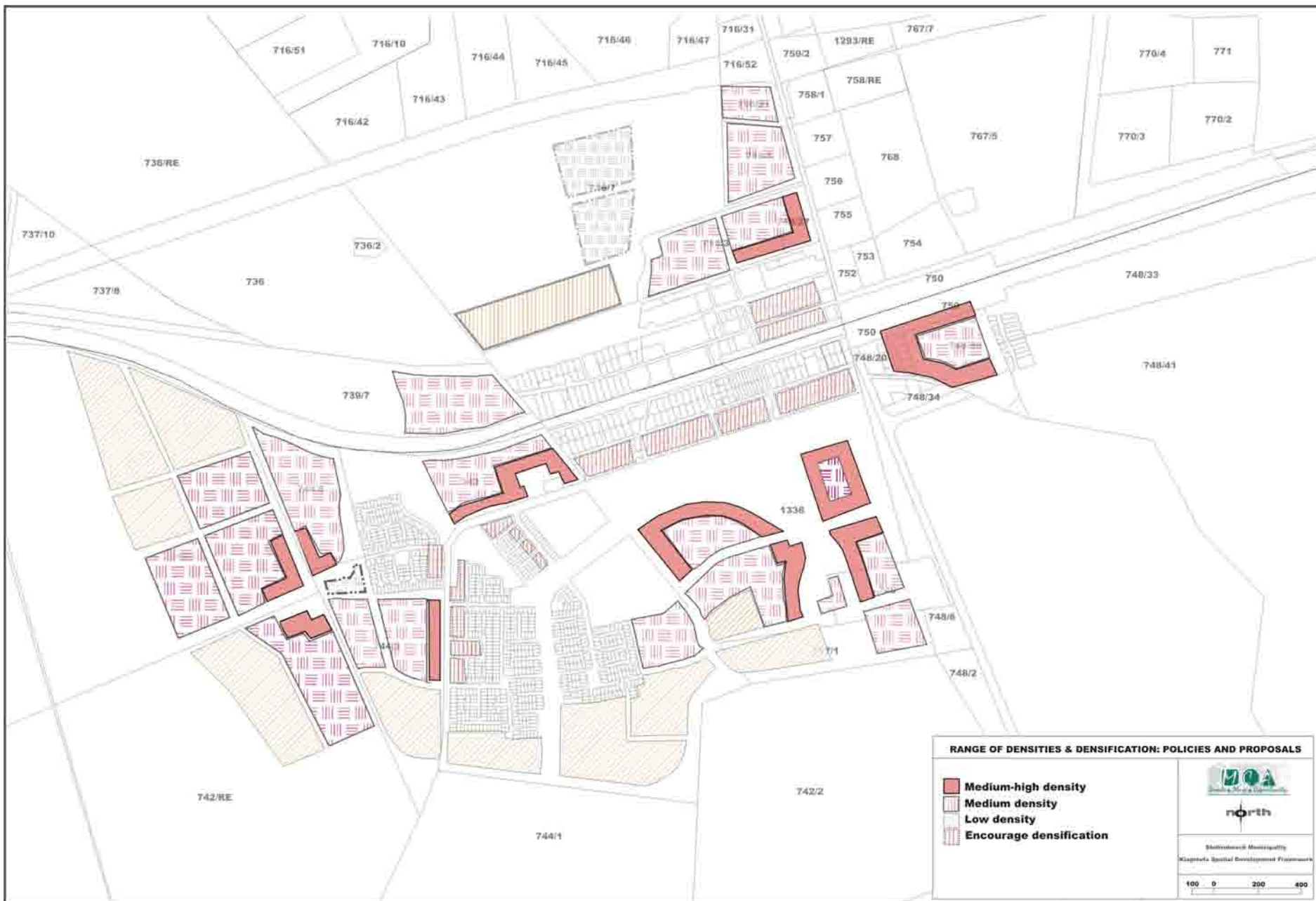
- Low density (less than 10 du/ha) development is proposed further away from the centre of town and are located areas where they create an appropriate transition between medium density housing development and agricultural areas.

In addition to encouraging the densities proposed above in regard to infill development, it is proposed that densification (consolidation and redevelopment, second dwellings etc) is encouraged in specific developed areas. This is a means to reinforce the structure and good performance of the urban systems. These areas are indicated on plan 23 and include:

- Along Merchant Street
- West of Klapmuts Primary School
- Klapmuts historic CBD
- Klapmuts Station precinct.

:





**Plan 23: Klapmuts Spatial Development Framework-Proposed Densities and Densification**



### **8.3.4 Heritage and Cultural Conservation**

Heritage and urban conservation is necessary in Klapmuts. There are numerous buildings that have heritage value and qualify as buildings that should be protected in terms of the South African Heritage Resources Act (Act no 25 of 1999). At the time of preparation of the SDF, a comprehensive register of heritage resources in Klapmuts did not exist.

The elements proposed to be subject to heritage and cultural conservation include:

- The R44, R45 and Old Paarl Road as scenic and historically significant routes
- Visual focal point at intersection of R44 and R45
- Historical landmark buildings (for which a detailed register should be compiled).
- Tree belts
- The historical settlement pattern of Klapmuts

It is proposed that a detailed heritage resources study of the Klapmuts area, including the preparation of a register of buildings that have heritage significance should be prepared by the Stellenbosch Municipality. This which should be used as an urban conservation management tool. These resources will be subject to the South African Heritage Resources Act.



## 8.4 Economic development and Land use Framework

The economic development and land use framework makes provision for economic land uses to be accommodated within Klapmuts. It proposes locations for numerous economic land uses in the light of existing economic activity, untapped economic opportunities and land availability for economic land uses.

Economic development cannot be undertaken by the Stellenbosch Municipality without the participation of the private sector. Therefore, the framework proposes areas that would be most suitable for specific economic land uses and areas that would be desirable to the private sector for economic development.

Locations and desirable conditions for the development of such land are proposed. Provision is made for retail/commercial, industrial, business/office, and tourism sector development (see plan 24). Proposals regarding agricultural development are dealt with in the open space framework.

- Retail/commercial development

Retail/commercial development is proposed along the R44/proposed Klapmuts Boulevard, at the intersections with Old Paarl Road, Merchant Street and the Simondium/Franschoek Road. Whilst this land should have a retail/commercial focus which capitalises on strategic location, residential development should be permitted above the

ground floor in some areas. The majority of the land should however be used for commercial purposes as an injection of much needed economic opportunities to the area.

- Mixed use retail, commercial and residential development

Mixed use retail commercial and residential development is proposed at the north and south of the proposed retail/commercial focus area along the R44/proposed Klapmuts Boulevard, as well as in the Klapmuts CBD. These areas should accommodate a mix of medium to high density residential development, lower key commercial activity such as restaurants, small line shops, coffee shops and so on.

- Tourism focussed commercial development

Tourism focussed commercial development is proposed along the R44/proposed Klapmuts Boulevard at southern and northern most ends. The land allocated to the east of the proposed Klapmuts Boulevard requires sensitive urban design guidelines to manage the interface between the proposed tourism related commercial development and the existing agriculture/vineyards. There should be a gradual transition from the built portions, to the vineyards, by creating carefully landscaped gardens (attached to the tourism/commercial uses), which soften the transition from built to agriculture. This aesthetic quality and amenity of the vineyards should be maximised by offering views and experience of the vineyards from such gardens/landscaped spaces.



- Industrial development

A new industrial area is proposed west of Groenfontein Road and south of Old Paarl Road on either side of the existing solid waste transfer station.

This location is desirable for industrial land use owing to its strategic location close to major regional transport routes, as well as being away from predominantly residential areas. Industrial land uses that currently occur within the residential fabric north of the railway line in the area stretching from the R44 to Groenfontein Road should be encouraged to relocate the proposed industrial area. This relocation should be incentivised by the Stellenbosch Municipality if necessary.

- Potential industrial and commercial development

It is proposed that the potential of Farms 736 and 737/8 are considered for industrial and/or commercial development. A starting point in that assessment should be the agricultural potential of the land. Whilst the land is not farmed, there is the possibility that it may have agricultural potential. This potential should be evaluated prior to consideration of the land for industrial or commercial development.

The land has very good regional location for industrial and commercial development. The location along the N1, as well as its favourable location in Klapmuts in relation to other land uses (away from the residential and civic concentrations) makes this land parcel ideal for

consideration for industrial or commercial development. Access to the site will be significantly improved by the proposals made in terms of extension of Groenfontein Road. The linkage of Groenfontein to the R44 as well as the link across the railway line will also contribute to improving access.

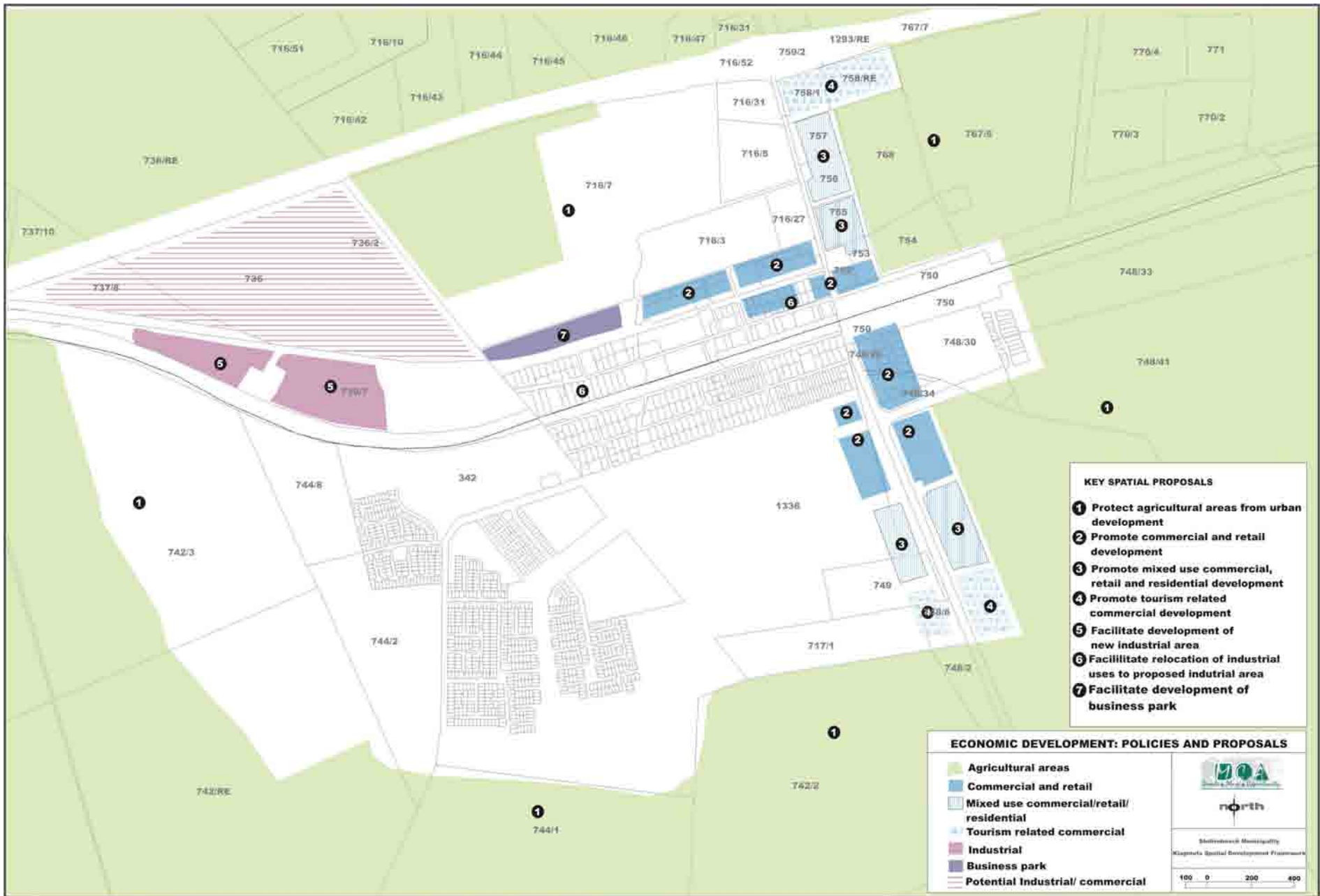
Stellenbosch Municipality has also indicated that there is a need to identify land for industrial development within the municipality, particularly as the opportunities within the town of Stellenbosch are limited in this regard.

Further studies should determine what the best uses for these land parcels are. Agricultural potential, industrial demand and commercial demand should be assessed in determining the best use of the land.

- Office Park development:

An office park development is proposed along Old Paarl Road (to the north), east of Groenfontein Road and west of the proposed Klapmuts River corridor. The location is desirable for such land use as it would capitalise on good access to regional transport routes and would benefit from views of the agricultural area to the north of the proposed site. The feasibility of such a development should be further investigated by the Stellenbosch Municipality.

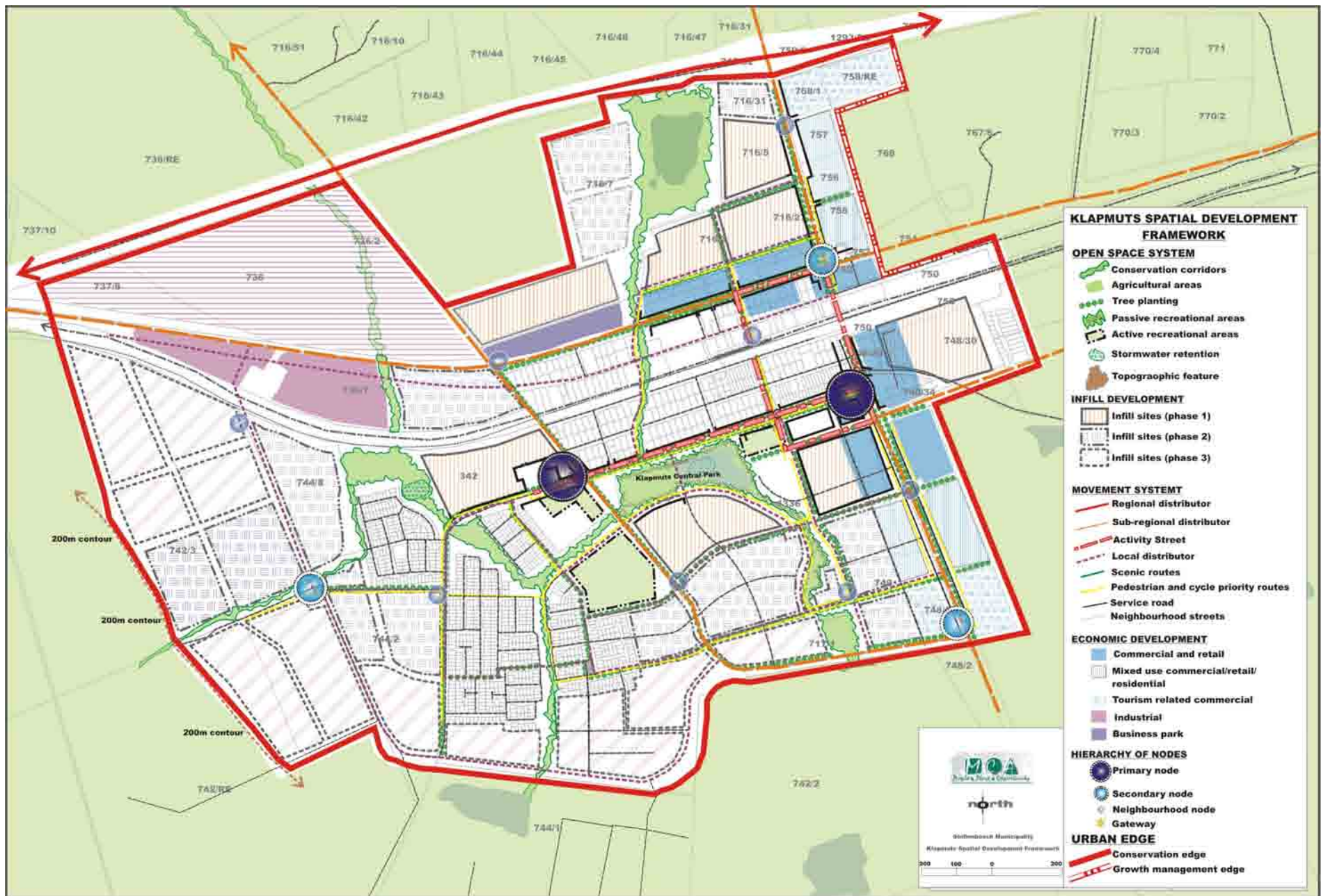




**Plan 24: Klapmuts Spatial Development Framework: Economic Development**

Klapmuts Spatial Development Framework  
 Stellenbosch Municipality  
 September 2007





Plan 25: Klapmuts Spatial Development Framework- Composite Framework



## 9.0 IMPLEMENTATION FRAMEWORK

The Klapmuts SDF Implementation Framework identifies tools and mechanisms that will ensure the realisation of the proposals emerging from the SDF.

The framework consists of:

- Action areas for which proposals and further land use guidelines are discussed. These are focussed on the most critical land use issues relating to the specific action area.
- A Capital investment framework for catalytic projects (Lead Projects) within each action area.

### 9.1 Action areas

The purpose of identifying action areas is to further unpack the proposals in the SDF and to bring them closer to a spatial scale at which implementation is more tangible, as well as creating management areas in which specific themes relating to the nature and specific objectives of localised areas may be addressed. The ownership, existing land use and proposed land use of key land parcels within the action areas are listed in annexure 1. This is mechanism to assist in identifying the processes required and the necessary stakeholders for pursuing the implementation of key proposals.

The unique character of these action areas is addressed by formulating:

- specific policy guidelines;
- necessary planning and design projects;

The proposed action areas include:

- Merchant Street Community Node
- R44 and Merchant Street Commercial Development Node
- The Klapmuts CBD
- The Klapmuts Station Precinct
- Central Park and Klapmuts Green Belt.

These areas should be prioritised for capital investment by the Stellenbosch Municipality. They should also be areas that the Stellenbosch Municipality targets for leveraging private sector investment and partnership opportunities.

- Merchant Street Community Node

The specific *policy guidelines* for the node include that it should be promoted as the community facilities hub of Klapmuts; a mix of land-uses should be promoted in the area; development of the node should contribute to enhancing Merchant Street as a structuring axis within Klapmuts; business uses should be promoted on erven in close proximity to the node; clustering of facilities should be promoted by ensuring that there is a relationship between proposed facilities such as the community centre and taxi rank and existing facilities such as





the clinic by creating shared public spaces that abut more than one facility.

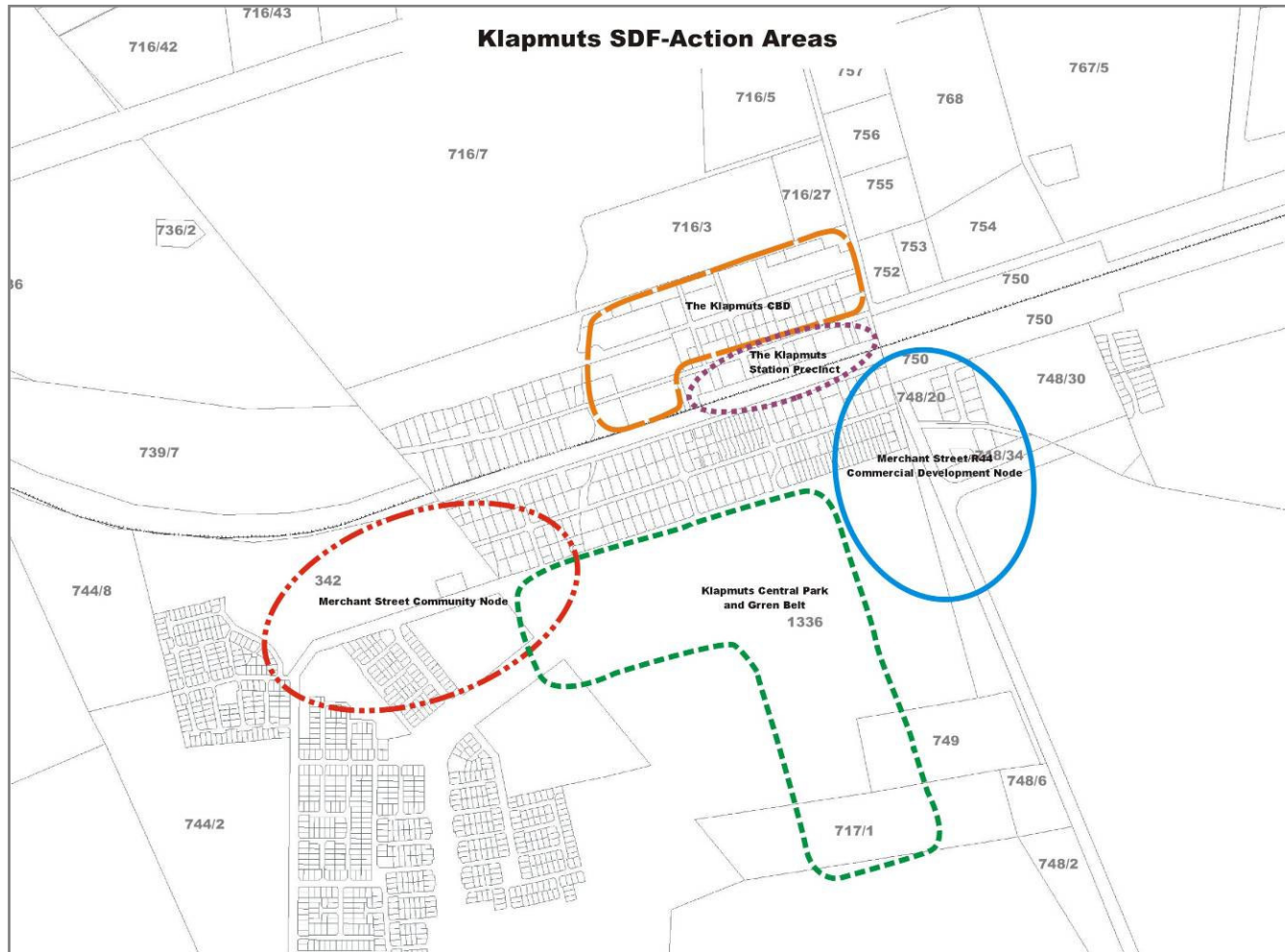


Figure 8: Klapmuts SDF-Action Areas (not to scale)



The necessary *planning and design projects* include, finalising the rezoning and subdivision of erf 342; detailed public space and landscaping and design for areas surrounding existing and proposed public facilities; implementing specific components of the public space and landscaping proposals that emanate from the detailed public space and landscaping and design, such as paved hard public space with shade-rendering trees and street furniture; development of the community centre proposed on erf 342; design and implementation of the proposed local taxi rank.

- R44 and Merchant Street Commercial Development Node

The specific *policy guidelines* for this node include; capitalising on the opportunities presented by the exposure of this area; concentration of commercial and retail uses, ensuring appropriately scaled buildings and appropriate architectural style; permitting a mix of land uses without compromising the commercial focus of the area, encouraging positive interfaces between buildings and streets they front onto; avoiding blank facades and expansive building setbacks.

The necessary *planning and design projects* include urban design guidelines/manual that includes design guidelines for the proposed Klapmuts Boulevard; an investor analysis for development of the node; and, intersection rationalization and design for restructuring of the intersections of the Merchant Street, proposed Klapmuts Boulevard and Simondium Road intersections.

The design guidelines should, inter alia provide guidelines in relation to;

- architectural, urban design and landscape principles that shall be adhered to for any new development in the area concerned;
- particular types of fencing, lighting, paving, signage and other items that
- the relationship between the development and the public street;
- build-to lines or building lines
- provide special measures to ensure a sensitive interface with adjacent residential areas;

The *investor analysis* should identify specific private investors that could be approached and/or who have indicated an interest in such development, including local entrepreneurs, as well as corporations/institutions that would have an interest in investing in the desired type of development in this location.

- The Klapmuts CBD

The specific *policy guidelines* include encouraging mixed use development; supporting existing businesses and attracting new business; improving the quality of the built environment; and maintaining and encouraging further development of the residential component of the CBD. The residential component is particularly important; as there are numerous vacant land parcels that, if developed would contribute significantly to the vibrancy of the CBD. A mix of housing types and income ranges should be encouraged. To



this end, consolidation and subdivision to permit medium density housing should be permitted; encouraging the relocation of industrial uses from the CBD to the proposed new industrial area.

The necessary *planning and design projects* include an urban design framework and detailed design guidelines (public space framework, landscaping, building design guidelines, paving and lighting etc) for the CBD; undertaking a pilot housing project within the CBD that demonstrates the qualities of integrated human settlements and focuses on increased residential densities and housing that caters for a range of income categories; engaging the municipality's economic development department to investigate mechanisms for supporting existing businesses and attracting new business to the CBD;

- The Klapmuts Station Precinct

The specific *policy guidelines* include, prioritising the creation of a good quality and safe public environment; encourage medium to high density housing in the station precinct; permitting and providing demarcated areas (small scale market) for informal trade/business in close proximity to the station; promote pedestrianisation of the station precinct.

The necessary *planning and design projects* include an urban design framework and landscaping plan for the station precinct; design and implementation of a station forecourt public space; improvements to aesthetic quality of the pedestrian bridge; improving the quality and

functionality of the southern access point to the station (existing pedestrian bridge).

- Central Park and Klapmuts Green Belt.

The specific *policy guidelines* include creating positive interfaces with the proposed green space; ensuring that buildings face/front onto the proposed green spaces, prohibiting the privatisation of edges of the green spaces; encouraging numerous points of public access into the park area to create easy public access to the amenities, encouraging medium to high density (2-3 storey) development in areas directly abutting the park to improve surveillance; encouraging the location of environmental education activities within the park/green belt.

The necessary *planning and design projects* include commissioning a detailed Landscaping Plan for the Klapmuts Central Park and Klapmuts Green Belt; incremental implementation of the recommendations of the landscaping plan, including elements such as river upgrading projects, cycle and walkways, picnic areas, etc; commissioning a Management Framework for the Klapmuts Central Park and Green Belt that details possible resourcing options for capital investment and operations, potential role-players, as well as roles and responsibilities of the role-players (which could include private sector organisations, NGOs and CBOs, relevant provincial departments).



## 9.2 Lead projects

Lead projects comprise a number of projects identified in specific action areas that are critical to unlock the desired spatial relationships proposed in the SDF. The purpose of these projects is to give immediate effect to some of the proposals emerging from the SDF.

The aim of these projects is immediate strategic investment that will make significant contributions to the spatial and social development of the town. These projects are the leading actions and represent 'quick wins' that begin the process of realisation of the long-term spatial vision emerging from the Klapmuts SDF.

The proposed lead projects include:

- finalising the rezoning and subdivision of erf 342 (Merchant Street Community Node);
- paved hard public space abutting community facilities with shade-rendering trees and street furniture (Merchant Street Community Node);
- intersection rationalization and design for restructuring of the intersections of the Merchant Street, proposed Klapmuts Boulevard and Simondium Road intersections (R44 and Merchant Street Commercial Development Node);
- undertaking a pilot housing project within the station precinct that demonstrates the qualities of integrated human settlements (Klapmuts CBD);

- station forecourt public space; improvements to aesthetic quality of the pedestrian bridge (Klapmuts station)
- commissioning a detailed Landscaping Plan for the Klapmuts Central Park and Klapmuts Green Belt (Klapmuts Central Park and Green Belt);
- initiating the incremental implementation of the recommendations of the landscaping plan by implementing one of the recommended elements (river upgrading projects, cycle and walkways, picnic areas) (Klapmuts Central Park and Green Belt).



## 10.0 CONCLUSION

This report provides a framework that guides spatial development in Klipmuts. It reflects and applies national, provincial and local policies and objectives to the unique context of Klipmuts, proposing a new spatial direction that will guide the town along a sustainable development path. For this to be achieved, the proposals and policies contained in the SDF, whether relating to land use management issues or capital investment, require the commitment of the Stellenbosch Municipality. This will include taking hard decisions around resource allocation, laying the foundation through strategic capital investment and keeping sight of the medium and long term objectives and ultimately the benefits that will accrue to the Klipmuts community and the Stellenbosch Municipality.

The necessary steps towards final adoption of the Klipmuts SDF include undertaking public advertising of the report. The comments received should be taken into account and could result in the revision of the SDF. Once the comments have been incorporated, the SDF should be put to the Stellenbosch Municipality Council for final adoption.



## 11.0 REFERENCES

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## ANNEXURE 1: PROPERTY OWNERSHIP

