

CHAPTER SIX:

SECTOR PLANNING

The municipality has a number of medium- and longer term sector plans that direct work related to different functional areas of the organisation. These plans form an integral part of the IDP. Although the time-periods for sector plans and the IDP differ (e.g. the SDF has a 20 year horizon), the IDP and sector plans inform each other. Like the IDP, sector plans are subject to periodic review (often annually). Alignment between sector plans and the IDP allows for more effective budgeting processes.

Other sector planning processes include revision of the Integrated Zoning Scheme (IZS), a Stellenbosch Integrated Human Settlements Plan (Housing Pipeline), Infrastructure Sector Plans as well as specific Infrastructure Master Plans. Infrastructure Sector Plans include the Comprehensive Integrated Transport Plan (CITP), an Integrated Waste Management Plan (IWMP), a Roads Master Plan, an Electrical Master Plan and a Water Services Development Plan (WSDP) which are revised annually. Currently, particular focus is being given to sanitation and solid waste management

The overarching financial planning process culminated in the finalisation of the municipal budget which prioritises development and recognises the importance of addressing critical infrastructure backlogs impinging on the objectives for economic development. Well maintained infrastructure is of considerable strategic importance for the municipality to realise the vision for a greater Stellenbosch area to be a place of living, working and learning. The Local Economic Development Strategy also needs to be closely related to the financial planning process.

The sections below expand on key sector plans of the Stellenbosch Municipality.

6.1 SPATIAL DEVELOPMENT FRAMEWORK

The Spatial Development Framework (SDF) forms a key component of the IDP as it indicates the spatial location and opportunities to achieve the various objectives and meet the demands of the local communities. It is a responsive document that reflects where the various prioritised needs of Council as set out in the IDP could be located in a spatially ordered manner. The SDF is further translated into the Integrated Zoning Scheme Bylaw (IZS), through which the municipality intends to proactively create development opportunities in keeping with the spatial development policies approved by Council when approving of the spatial development framework or its amendment from time to time.

Stellenbosch Municipality is transforming rapidly, primarily due to the influx of job seekers, residents and investors from other centres and major changes in the means of production and wealth creation. Key sectors of the economy have grown, new property developments have transformed the landscape in response to new market demands, homeless households have occupied strategically located parcels of land, the University has expanded its footprint, student accommodation has encroached into the suburbs, traffic congestion is a sign of growth that also brings into play new challenges, more malls have emerged, tourism has increased and the services sector has boomed (in particular IT).

Growth, expansion and innovation have to date taken place within the spatial layout of Stellenbosch's unique ecological and built environment. This spatial layout is partly the result of historical patterns of race- and class-based development; partly the result of specific planning frameworks that have been implemented over the decades; and partly the result of ad hoc decisions driven by property developers or desperate homeless households that have invaded land.

Future growth, expansion and innovation cannot be allowed to unfold in haphazard ways as this is likely to result in expensive outward low density sprawl and the related destruction of valuable eco-system and agricultural resources. Ad hoc development removes the certainty that everyone needs to make long-term investment decisions, including key players like the property developers, financial investors, development planners, municipal officials and ordinary households. The purpose of a Spatial Development Framework (SDF) is to provide maximum certainty to everyone. The SDF must provide everyone with a strategic vision of the future development of a given urban area. In the case of Stellenbosch, the SDF must answer the following questions: "How is Stellenbosch going to develop over the next ten to thirty years? What kind of development will take place and where will it take place?" Moreover, once the relevant

policy decisions have been taken, there should be no need for further red tape and reconsideration of matters at a technical level in consideration of land use planning applications.

In view of the above, the Municipality is considering certain amendments to the SDF approved in 2013. The following are some of the specific issues being considered for amendment, as are highlighted in more detail in the SDF Annexure to this document. Note that intensive public participation processes will be followed before implementation.

Specific issues for amendment of the current SDF (Approved February 2013):

- Correction / amendment of the urban edges
 - Logical adjustments to include existing approved development / exclude land
 - Adjustments for growth and development, e.g Northern Extension
 - Possible nodes of development
- Infill and development areas
 - Uses aligned to urban edge amendments (type and character)
 - Availability of bulk and external infrastructure
 - New housing development (subsidised housing, e.g. pipeline linked) needs
 - Prioritisation of development
- Major transport infrastructure
 - New transport interchanges
 - STOD (Sustainable Transit-Oriented Development) including identified areas for densification
 - The Provincial Department of Transport and Public Works agreed to do additional studies on the feasibility of the Western by-pass, which are currently in progress.
- Institutional development and facilities
 - Accommodation of the educational facilities linked to population growth
 - University planning – area south of Eerste River
 - Community facilities, e.g. catchment areas for indoor and other capital heavy sports facilities
 - Spatial distribution of municipal offices, community facilities, etc
- As far as the upgrading of the R44, the Provincial Department of Transport and Public Works will provide 3D models of three possible scenarios and an intensive public participation process to follow on the issues.

A number of strategies are being proposed to address some of the issues, namely:

- significant densification of existing neighbourhoods located in proximity of major transport infrastructure and the Stellenbosch University;
- establishment of an urban restructuring zone along the Helshoogte/Banhoek Road corridor for the development of high-density residential accommodation together with relevant non-residential facilities;
- identification of the Dennesig area bounded by Adam Tas Road/R44, Merriman Avenue, Bird Street and Molteno Road as a primary densification and development intensification area for the establishment of blocks of flats according to a predetermined pattern on clustered erven with heights of up to 6 storeys subject to certain performance criteria mixed with non-residential facilities;
- reconsidering urban edges in general to include existing/approved urban developments within urban edges and to exclude those areas/future nodes where urban development has not yet occurred;
- relaxing the urban edges for identified land parcels where major municipal services and transport infrastructure is required and the land already has urban development on two or more sides thereof;
- relaxing the urban edges for identified development in order to create employment opportunities, such as the proposed Klapmuts industrial area;
- the identification of Jonkershoek as a potential development node for the establishment of economic opportunities and limited residential accommodation with only the basic provision of non-residential

- facilities to prevent future expansion of the residential area;
- prioritising the development of the Koelenhof, Vlotenburg and Klapmuts nodes to ensure effective integrated human settlement development linked to major transport infrastructure;
- creating new development areas to accommodate appropriate development for the northwards extension of Stellenbosch and around the Faure train station, along Baden Powell Drive;
- promoting the development of retail activities related to, and agricultural industries for the beneficiation of natural produce on farms, e.g. meat curing, beer breweries, wineries, packing sheds, bottling plants, jam factories, cheese making, milling, honey beneficiation, et cetera;
- permitting the use of open spaces for the establishment of markets in response to the LED Strategy;
- designation of heritage conservation areas and places; and
- accommodating the growth and development planning of the University of Stellenbosch.

It is important to note that after the SDF is approved by Stellenbosch Municipality, it will be used as a basis for making all development decisions in future within the framework of the Stellenbosch Planning Bylaw, 2015.

The Stellenbosch Municipal Area occupies a significant proportion of the Cape Floral Kingdom, which is the smallest of the world's six floral kingdoms. It covers only 0,06% of the earth's surface, yet contains over 9 000 plant species, making it a treasure trove of biodiversity. The conservation of this area is important from both a South African and an international perspective, as 69% of the species found in the Cape Floral Kingdom are found nowhere else in the world and many are under threat.

The main areas of concern are reflected in the Stellenbosch Environmental Management Framework (SEMF). These areas are threatened by agricultural activities, urban development and habitat disturbance through misuse, e.g. fires, waste disposal, vehicle movement, fencing, invasive vegetation, etc. Stellenbosch's river ecosystems play a crucial role in supplying the area with clean water for agriculture, food processing and direct human consumption. They also help to manage storm water at a lower cost than engineered solutions, and provide appealing natural spaces for recreation. A number of strategies have been approved to address some of the issues threatening the river systems. Those of relevance include:

- implementing river conservation zones of between 10 m and 30 m in width (depending on the width and maturity of the river) on each bank to protect riverside ecosystems from all human activities except for passive recreational pursuits;
- upgrading waste water treatment works to achieve minimum prescribed water quality standards;
- focusing development in low-density areas, infill, and brownfield land before considering greenfield sites;
- encouraging forms of tourism that reinforce Stellenbosch's unique sense of place;
- encouraging landowners outside formal conservation areas to conserve Endangered and Critically Endangered vegetation types, and to link with existing conservancies;
- supporting projects to eradicate alien vegetation in non-agricultural areas; and
- protecting conservation areas as a means of ensuring water quality and quantity.

Traffic congestion is one of the main concerns in the municipal area, together with the indicated lack of economic growth to counter the effects of the significant population growth in the predominantly lower income categories. The Municipality approved a Roads Master Plan (RMP) for the period 2012-17, which plan is being reconsidered for the next period and will be incorporated into the SDF. The RMP is integrated with various other strategic plans, such as the Comprehensive Integrated Transport Plan (CITP), Non-Motorised Transport Plan (NMT) and Integrated Public Transport Networks (IPTN). It is essential to plan, manage and implement transportation infrastructure to ensure sustainable, economic and socially acceptable transport services to those living in the Stellenbosch Municipal area. It is clear that the present road network fails to cope with the existing traffic, let alone the longer-term growth needs of the Stellenbosch area. This was particularly evident in the case of the higher order Provincial roads. It is therefore acknowledged that some roads, particularly in the historic town area, will in future still operate at capacity during peak periods (unless modal shift changes). It should however be noted that the peak period traffic congestion could spread over a longer time interval as a result of unresolved capacity problems. The following road/system improvements are essential:

- Polkadraai Road as arterial link to Cape Town;
- R44 South between Jamestown and Dorp Street;
- R44 North as a result of the proposed future employment concentration at Klapmuts;
- Adam Tas Road as major internal connector;
- R304 (Koelenhof Road) as a link to the N1;
- Merriman and Cluver Streets to cater for densification;
- Van Reede / Vrede Streets between the R44 and Piet Retief Street;

- Van Reede Street westbound extension to Techno Park linking into Electron Road;
- Jamestown alternative access;
- Rustenburg Road into Idas Valley;
- Eastern Link Road as an alternative access into Stellenbosch from the south through Paradyskloof and Brandwacht;
- Alternative access to Dorp Street (across the Eerste River) as an alternative to the congested Piet Retief Street;
- A non-motorised transport/public transport route along each of the major arterials (R304, Polkadraai, R44 North and South) from designated park and ride areas on the outer edges of the town; and
- Western Bypass for traffic having a need to bypass to Stellenbosch linking the R44 to the R304.

The SDF for Stellenbosch Municipality was adopted in 2013 and is proposed for amendment in alignment with this IDP as detailed in the Annexure hereto, while retaining the seven spatial development principles. Proposed amendments to the SDF is attached as Appendix 4.