14.2 Saldanha (Refer Plan 33 and Plan 34)

The town of Saldanha is located along the north western shoreline of Saldanha Bay. This town, which originated from a small fishing harbour, is easily accessible from the R45 which links it to Vredenburg. It is also well connected to Langebaan, which is located on the south eastern shore of the Saldahna Bay.

**Figure 62: Locality - Saldanha**

**Figure 63: Saldanha: Locality within Municipal Area**
From its historical origins as a small fishing harbour, the town of Saldanha grew significantly as the scale of commercial pelagic fishing and associated processing industries increased. The role of the town of Saldanha is multi-functional, comprising fishing and related industrial activities, tourism, the port, the military base and the steel industry. The new deep water harbour is integral to the Sishen-Saldanha iron-ore project and related industries. The industrial activity associated with the harbour has created a range of linkages to local service related economic activities for the town of Saldanha. Recent collapses in the pelagic fishing resource have resulted in significant job losses in this sector. However, the sheltered bay and its strategic significance as a natural deep water port, in close proximity to the Cape Town Metropolitan area, are the fundamental economic potentials which are expected to drive the growth of this town in the future.

Although tourism is currently secondary to the role of Saldanha as a growing industrial port, it should not be overlooked, considering that the town of Saldanha has a unique waterfront as well as, working harbour area which has the potential, if correctly developed, to drive the growth of the town’s tourism industry.

From a national and regional economic growth perspective, the growth potential of Saldanha town is rated as high. According to the Growth Potential of Towns study, Saldanha ranks as number nine (9) in the Western Cape Province and number one (1) in the Saldanha Bay municipal area (PGWC, 2005).

14.2.1 Local Growth Management Strategy

Within the municipal context, the Saldanha – Vredenburg development axis, deep water port facility and associated “back of port” industrial uses, form the future primary integrated urban complex that is foreseen in the medium to long term. In terms of this overarching growth model, the future of Vredenburg town, must be directed towards Vredenburg, along the R45 axis and towards the new harbour area (refer Figure 64).

![Figure 64: Economic Hierarchy of Towns within Saldanha Bay](image-url)
While providing strategically important export facilities, the port also provides the opportunity for the location of other down stream industrial activities. The back of port area offers significant opportunities at both the local and regional level for industrial growth and job creation. For this reason, the largely vacant land between Saldanha and Vredenburg is identified for the extension of industrial uses in the form of an “industrial corridor” (refer Figure 64).

At the local level, Saldanha was historically divided into distinct spatial sections on the basis of racial segregation. In this regard Diazville and Middelpos, which are both low-income residential areas for Coloured and Black people, are separated from the commercial node and harbour area (refer Figure 65). In order to redress this situation, it is important to reintegrate Middelpos / Diazville with the historical town centre and harbour.

To achieve this, Diaz Road must fulfil the role of an activity street that links Diazville and Middelpos to the Central Business District of Saldanha (refer Figures 66 and 67). This implies that critical interventions must be undertaken, such as the promotion of mixed uses along the length of Diaz Road, comprising residential densification and a mix of business uses. Saldanha Road, which is the southern end of the envisaged Saldanha / Vredenburg activity corridor, must also be promoted as an activity street, up to its intersection with Diaz Road, where it will provide an important integrative and complementary function to the Diaz Road Activity Street.
In order to achieve this objective and ensure that development is takes place along the identified activity corridors, focus points or nodes have been identified where the location of economic opportunities and community facilities should be initially encouraged. The focus points of this strategy being:

- the existing CBD along Saldanha Road, together with the business uses located along Main Road create a strong commercial node. This area has the potential to become the tourism hub of the town, given its proximity to the water’s edge. It is also identified as the only area within the municipal area where medium-rise buildings that house offices and residential uses, could be located. It is recommended that appropriate planning undertaken to unlock this area’s potential. Further to this, it is recommended that detailed planning be undertaken for the area located between Saldanha Road and the water’s edge as indicated on the conceptual diagram below (refer Figures 66 and 67).

- A secondary node located in Diazville, along the Diaz Road should be encouraged as a mechanism to stimulate the establishment of this activity street.
In order to facilitate the spatial integration objectives for Saldanha, the urban edge has been compiled in a manner which encourages the consolidation of the north eastern section of the urban area in a northerly and north-westerly direction along the R45 and toward the industrial port area. In defining the urban edge, careful consideration was given to the constraints to future extension presented by the location of the Military Academy to the south of the town, the coastline to the east, the natural vegetation and Tabakbaai to the west. The logical direction of extension is therefore northwards. It should be noted that the northern urban edge boundary has a level of flexibility which is to be guided by growth pressure and the perceived need for extension areas by the relevant authorities.

**Figure 67: Restructuring and Integration Proposal for Saldanha**

**Figure 68: Proposed Development of the Waterfront Area**
14.2.2 Local Spatial Development Principles

i. Promote:
   – the development of Saldanha as a support centre for industrial uses located in the Port area;
   – the appropriate redevelopment and utilisation of the land asset along the coastline;
   – the location of medium-rise buildings along the waterfront;
   – conservation of cultural heritage resources, including the character of the historical fishing/holiday areas, and the number of buildings of historical value;
   – the equitable distribution of community facilities throughout the town of Saldanha;
   – the provision of a range of residential housing typologies and densification strategies in order to ensure appropriate growth which addresses the growing population’s housing needs;
   – Saldanha as a tourism destination.

ii. Restrict:
   – the location of noxious industries within the “waterfront” area.

iii. Maintain:
   – the open space corridors created by the Bok River and other drainage channels.

iv. Contain:
   – the urban footprint of Saldanha within a well-defined urban edge.

14.2.3 Spatial Development Strategies (SDS)

The following spatial development strategies (SDS) are proposed to address the future spatial development pattern of Saldanha.

<table>
<thead>
<tr>
<th>SDS 1:</th>
<th>Equity of land use distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Equitable distribution of community facilities</td>
</tr>
<tr>
<td></td>
<td>An equitable distribution of community facilities within Saldanha is required. The need within Middelpos, Diazville and White City relates specifically to creches, multi-purpose facilities, and a frail care centre. The provision of a multi-purpose community facility within Diazville and White City is regarded as a priority and should include adult education facilities, a crèche and small business hives.</td>
</tr>
</tbody>
</table>
### (ii) Spatial integration

**SDS 2:** Redress the Fragmented Spatial Structure

- Saldanha is divided into a number of distinct areas which include the main town, the Military Academy, White City, Diazville, Middelpos, and the residential areas along the coastline. These areas are easily identifiable as the spatial structure is fragmented by vacant portions of land which isolate particular areas. In order to foster integration of these areas it is essential that the vacant pockets of land are identified and urban development is encouraged.

- The following precincts within the Waterfront area lack proper spatial and functional integration between each other: Residential, Business, Waterfront, Industrial, Civic / Transportation, and Nature / Cultural Conservation precincts. It is envisaged that the location of appropriate pedestrian routes and parking areas would increase accessibility and facilitate the integration of these precincts.

- Access to the water's edge through appropriate pedestrianisation measures must be encouraged.

- Multi-functional nodes serving commercial and civil functions should be located at accessible locations, preferably within walking distance of every household.

- Spatial integration as proposed in *Figure 66* includes redevelopment and densification along the proposed activity street, as well as within the station and waterfront precincts.

- Promoting the development of “Integrated Human Settlements” as proposed in *Figure 65* will ensure that the future socio-economic and spatial structure of Saldanha is integrated.

### (iii) Encouragement/restriction of land use development

**SDS 3:** Restrict further subdivision of the existing town plan

- Restrict subdivisions of erven in existing areas that are not identified for densification.

**SDS 4:** Encourage Appropriate Densification

- Residential land use is the primary use of most urban land. The strategic need to reduce urban sprawl by increasing residential densities is an established urban growth management principle, the importance of which has been confirmed in the PSDF. In this regard, it is recommended that an area specific densification policy is compiled for Saldanha to ensure that appropriate area specific densification is promoted in a sustainable manner.
14.2.4 Land Use Proposals : Local Planning Level (LPL)

The following Spatial Development Proposals are made for the town of Saldanha to address the land use needs identified for the area:

(a) Housing

<table>
<thead>
<tr>
<th>LPL 1:</th>
<th>Housing Needs: Densification and Spatial Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The current average residential density in Saldanha town is 14 units per hectare.</td>
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<tr>
<td></td>
<td>It is anticipated that the density could be increased through appropriate densification measures to 15 units per hectare, resulting in approximately 712 additional residential units within the existing town / urban edge (refer Plan 34).</td>
</tr>
<tr>
<td></td>
<td>High residential densities and mixed uses are proposed in the following areas:</td>
</tr>
<tr>
<td></td>
<td>- Properties adjacent to the Main Road in the Waterfront area (infill developments with appropriate heights), the portions of the areas earmarked for Residential Development along Saldanha Road (the beginning of the Vredenburg-Saldanha corridor), the business area along Saldanha Road (an identified activity spine).</td>
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<tr>
<td></td>
<td>- Medium residential densities should be encouraged in the area located to the west of the main town, between White City and Diazville.</td>
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<td>- Low residential densities are proposed along Camp Road, to the east of Saldanha.</td>
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</tbody>
</table>

In order to achieve the provincial density target of 25 units per hectare, development in proposed extension areas should have high densities wherever appropriate.

<table>
<thead>
<tr>
<th>LPL 2:</th>
<th>Balanced Housing Provision</th>
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<tbody>
<tr>
<td></td>
<td>The subsidised housing backlog in Saldanha is currently approximately 1841 units.</td>
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<tr>
<td></td>
<td>An investigation of vacant land within the area was conducted which identified land for urban extension. It is proposed that the urban edge be extended northwards to allow for the establishment of an integrated development area, providing a full range of housing typologies and a comprehensive land use mix.</td>
</tr>
<tr>
<td></td>
<td>The ongoing provision of land and / or redevelopment opportunities for residential use within the urban edge must be viewed as a priority. This, together with the need to provide for integration and a balanced mix of housing types for the full range of income groups, must inform future decision-making.</td>
</tr>
<tr>
<td></td>
<td>- The projected population growth figures indicate a future residential demand of approximately 9132 units.</td>
</tr>
<tr>
<td></td>
<td>- It is within this context that the urban extension areas to Saldanha Bay are proposed as illustrated on Plan 34.</td>
</tr>
</tbody>
</table>
(b) **Community Facilities**

**LPL 3:** **Provision of Community Facilities**
- A more equitable distribution of community facilities within Saldanha is required. The need within Middelpos, Diazville and White City relates specifically to creches, multi-purpose facilities, and frail care. The provision of a multi-purpose community facility within Diazville and White City is a priority. The multi purpose community centre should also include adult education facilities, a crèche and small business hives.
- Community facilities and schools should be provided in residential extension areas in accordance with the most recent Provincial standards for the provision of community facilities.

**LPL 4:** **Joint Management of Community Facilities**
- It is proposed that a joint management structure be established between the responsible representatives of the communities within the neighbourhood areas to co-ordinate the optimal and efficient use of community facilities (particularly sports facilities). Community management will help to address the poor historical distribution and supply of facilities in the short to medium term.

(c) **Central Business District**

**LPL 5:** **CBD Node**
- Business, commercial, retail and office uses should be concentrated within the central business district along and to the east of Saldanha Road to promote the development of the southern end of the Saldanha-Vredenburg activity corridor. It is proposed that the railway line be terminated at a point before it crosses Saldanha Road in order to promote the accessibility function of the proposed activity corridor.
- Mixed use development should be encouraged along Main Road and Saldanha Road to promote the role of Saldanha Road as an activity street. It is considered that the redevelopment of the station would further contribute to the Saldanha Road corridor development strategy.
- Appropriate tourist-related (residential, business) development should be encouraged along the waterfront area (**refer Figure 68**).
- Detailed planning should be done for the area along the water’s edge, ‘the waterfront area’, to ensure that the potential for tourist-related and mixed-use development is unlocked (**refer Figure 68**).
(d) Industrial

LPL 6: Restrict Industrial Development
- Industrial activity in the proximity of the town, especially to the south of Hoedjieskop, should be restricted to industries that do not negatively impact on the proposed tourist-related developments along the waterfront.
- All industrial activities within the existing industrial area to the south of the town should be restricted to limited fishing industry, with appropriate measures taken to eliminate bad smells.
- Harbour-related industrial activity should be restricted to the proposed industrial corridor to the north-east of Saldanha town, extending northwards to Vredenburg.

(e) Conservation

LPL 7: Conservation of Settlement Character and Heritage Places
In order to regulate the local protection and management of the heritage assets and qualities of Saldanha, it is proposed that a Heritage Overlay Zone be designated in the vicinity of the cultural village on the foothills of Hoedjieskop in terms of the zoning scheme regulations. It is recommended that the Heritage Overlay Zone include:
- The fisherman’s cottages at the foot of Hoedjieskop hill.
- The cemetery at the foot of Hoedjieskop hill.
- Heritage buildings and features such as the Anglican Church building in Saldanha, the building housing the Diving School as well as the oldest jetty located on Erf 4486. The historical value of the jetty should be enhanced through the introduction of appropriate marine-related leisure activities. For example, the movement of water taxis between Langebaan and Saldanha could be introduced to use the jetty as a facility.
A heritage management plan for the Heritage Overlay Zones needs to make provision for:
- A further more detailed survey of individual conservation-worthy structures and features.
- A set of heritage guidelines to guide and inform appropriate new development.
- A set of regulations to control the demolition of and alterations/additions to historical structures, the removal of mature vegetation and the appropriate height, massing and siting of new developments within these sensitive locations.
- A set of local development procedures for certain categories of development, e.g. alterations to structures older than 60 years.

**LPL 8: Conservation of Sensitive Biophysical Environment**
- Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance:
  - The urban edge areas immediately adjacent to the SAS Saldanha Contractual Nature Reserve.
  - The riverine environment of the Bok River and its tributaries.
  - The coastline and areas immediately adjacent thereto.
  - Any dune systems, particularly any frontal dunes, along the coastline.
  - Any CBAs within the urban edge *(refer Plan 18).*
- The functioning of the Bok River and its tributaries as ecological corridors and linear open space areas should be protected and managed with conservation objectives in mind.
- The *de facto* coastal setback line, which is in effect demarcated by the existing extent (or footprint) of development along the coastline, should be maintained. No development should be permitted in this *de facto* setback area along the coastline, thereby ensuring that a continuous coastal corridor is maintained.

**LPL 9: Corridors of Linear Open Spaces**
- The Bok River is regarded as an ecological corridor and linear open space area which should be protected and managed with conservation objectives in mind.
- Corridors of open space are proposed within the areas currently earmarked for future residential development. The exact location of these corridors will be determined with detail planning proposals.

**Tourism Development**
- The Saldanha Waterfront area is currently underutilised yet its potential as a tourist destination is evident. However, there are properties along the water’s edge which are neglected and the area requires appropriate planning measures to ensure that neglected properties are developed according to the area’s tourism potential. Part of this planning process should include the location of tourist accommodation as well as other tourist facilities in the largely vacant and underutilized properties *(refer Figure 67).* The relocation of the station to an appropriate location to the east of Saldanha Road should form part of the interventions required to promote tourism development.
**Civil Services and Infrastructure**

<table>
<thead>
<tr>
<th>LPL 11: Sewerage</th>
<th>The existing sewerage treatment works requires upgrading and extension as capacity will be reached in the near future.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Previously, it was proposed that the existing sewerage plant be extended to the west on private property. The current proposal is for a northward extension in order to protect the residential development potential of the land to the west of the existing site. This consideration takes into the account the 500m buffer zone requirement between the sewerage plant and residential development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LPL 12: Solid waste removal</th>
<th>Solid waste is transported to the Vredenburg landfill site, a site with medium to long term capacity. If this site is used as a regional solid waste site, it needs to be upgraded to meet the environmental requirements.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The current waste collection system is considered adequate to cater for the needs of the Saldanha town.</td>
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</tbody>
</table>


| LPL 14: Stormwater Disposal | No proposals. |

| LPL 15: Electricity Supply | No proposals. |

| LPL 16: Road Network and Access | Parking must be provided at identified locations along the water’s edge to facilitate equitable access to Saldanha Bay. |

| LPL 17: Public Transport | No proposals. |

| LPL 18: Air Traffic | The Langebanweg airport is owned by the South African Air Force and, if commercialised, will substitute the Saldanha Airport. |

| LPL 19: Cemetery | No proposals |
14.2.5 **Recommendations**

- Address the current housing backlog and future growth needs through utilizing the identified land for housing provision for all income groups.
- Address the need for community facilities as per the proposals made in LPL 4.
- Concentrate business and civic uses and promote high density residential uses within the central business district of Saldanha town.
- Provide for industrial uses as per the proposals of LPL 6.
- Designate a Heritage Overlay Zone and compile a heritage management plan as per the proposals made in LPL 7.
- Promote the conservation of the biophysical environment as proposed in LPL 8 and LPL 9.
- Address civil services and infrastructure issues as proposed in LPL 11 and LPL 12.
- Address traffic and transportation issues as proposed in LPL 17.
- A boardwalk should be built along the water’s edge.
- Project the image of Saldanha as a regional tourism centre as proposed in LPL 10.
- Conduct a detail planning study (local structure plan) for the CBD and Waterfront areas.