

THE RESIDENTIAL POTENTIAL

OF

SOMERSET WEST

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Thesis for the Master's Degree

in

Urban and Regional Planning.

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NOTE: The data collected in this Thesis is as at September, 1969, unless otherwise stated.

LIST OF CONTENTS

	<u>PAGE</u>		<u>PAGE</u>
ACKNOWLEDGEMENTS	1	3.1.4 INDUSTRIAL COMPONENT	20
LIST OF TABLES	4	3.1.5 SCHOOLS	22
LIST OF PLANS	5	3.1.6 CHURCHES	23
LIST OF APPENDICES	6	3.1.7 RECREATION	23
BIBLIOGRAPHY	7	3.1.8 PUBLIC OPEN SPACE	24
1.0 <u>T H E S I S</u>	8	3.1.9 VACANT ERVEN	24
1.1 INTRODUCTION	8	3.1.9.1 FINAL UNITS	24
1.2 OBJECTIVES	9	3.1.9.2 LARGE ERVEN	25
1.3 SOCIAL RELEVANCE	10	3.2 NON-PROBABILITY SAMPLE	26
1.4 HISTORICAL BACKGROUND	11	3.2.1 REASONS FOR SETTLING IN SOMERSET WEST	26
2.0 <u>M E T H O D O L O G Y</u>	13	3.2.2 ADVANTAGES OF SOMERSET WEST	26
2.1 LAND-USE SURVEY INCLUDING RESIDENTIAL USE SURVEY	13	3.2.3 DISADVANTAGES OF SOMERSET WEST	27
2.2 NON-PROBABILITY JUDGMENT SAMPLE	14	3.2.4 FACILITIES IN SOMERSET WEST	28
2.3 WORK OPPORTUNITIES IN SOMERSET WEST	14	3.3 WORK OPPORTUNITIES	31
2.4 THE COMMUTER ELEMENT	15	3.4 THE COMMUTER ELEMENT	32
2.5 SUBDIVISION OF LAND	15	3.4.1 TRAIN	32
2.6 FLUCTUATIONS IN LAND VALUES	15	3.4.1.1 SEASON TICKETS: MONTHLY AND WEEKLY	32
2.7 TRANSFER OF VACANT ERVEN	16	3.4.1.2 DAILY TICKETS	34
2.8 PHYSICAL ASPECTS OF THE AREA	16	3.4.2 ROAD LINKAGES	35
2.8.1 SOIL	16	3.4.2.1 ROAD SYSTEM	35
2.8.2 SLOPE AND ORIENTATION	16	3.4.2.2 TRAFFIC COUNTS	36
3.0 <u>A N A L Y S I S</u>	17	PROVINCIAL ROADS DEPARTMENT	36
3.1 LAND-USE SURVEY	17	VICTORIA STREET COUNT	38
3.1.1 SINGLE RESIDENTIAL COMPONENT	17	3.5 SUBDIVISION OF LAND DURING THE PERIOD 1949 to 1968	40
3.1.2 FLATS, HOTELS AND OLD-AGE HOMES	19	3.6 FLUCTUATIONS IN LAND VALUES	41
3.1.2.1 FLATS	19	3.7 TRANSFER OF VACANT ERVEN	44
3.1.2.2 HOTELS	19	3.8 PHYSICAL ASPECTS OF THE AREA	45
3.1.2.3 OLD-AGE HOMES	20	3.8.1 SOIL	45
3.1.3 COMMERCIAL COMPONENT	20	3.8.2 SLOPE AND ORIENTATION	45

		PAGE			PAGE
4.0	<u>DIAGNOSIS</u>	46		PROVINCIAL ROADS DEPARTMENT	64
4.1	LAND-USE SURVEY	46		VICTORIA STREET COUNT	65
4.1.1	SINGLE RESIDENTIAL COMPONENT	46	4.5	SUBDIVISION OF LAND DURING THE PERIOD 1949 to 1968	66
4.1.2	FLATS, HOTELS, AND OLD-AGE HOMES	48	4.6	FLUCTUATIONS IN LAND VALUES	67
4.1.2.1	FLATS	48	4.7	TRANSFER OF VACANT ERVEN	68
4.1.2.2	HOTELS	49	4.8	PHYSICAL ASPECTS OF THE AREA	69
4.1.2.3	OLD-AGE HOMES	49	5.0.	<u>SYNTHESIS</u>	70
4.1.3	COMMERCIAL COMPONENT	49	5.1	SOCIAL INTERACTION	70
4.1.4	INDUSTRIAL COMPONENT	50	5.2	THE POPULATION GROWTH	72
4.1.5	SCHOOLS	50	5.3	FUTURE REQUIREMENTS	75
4.1.6	CHURCHES	52	5.3.1	NEW RAILWAY STATION	75
4.1.7	RECREATION	52	5.3.2	NEW HOSPITAL	76
4.1.8	PUBLIC OPEN SPACE	53	5.3.3	WATER	76
4.1.9	VACANT ERVEN	54	5.4	FACTORS AFFECTING THE RESIDENTIAL COMPONENT	78
4.1.9.1	FINAL UNITS	54	5.4.1	ERF SIZES	78
4.1.9.2	LARGE ERVEN	55	5.4.2	LAND PRICES	79
4.2	NON-PROBABILITY SAMPLE	56	5.4.3	HIGH DENSITY DEVELOPMENT	80
4.2.1	REASONS FOR SETTLING IN SOMERSET WEST	56	5.4.4	RATES	82
4.2.2	ADVANTAGES OF SOMERSET WEST	56	5.5	LABOUR FORCE: RELOCATION OF COLOURED POPULATION	83
4.2.3	DISADVANTAGES OF SOMERSET WEST	57	5.6	RESIDENTIAL DEVELOPMENT VERSUS AGRICULTURE	84
4.2.4	FACILITIES IN SOMERSET WEST	58	5.6.1	GENERAL	84
4.2.5	PROVISION OF MUNICIPAL SERVICES	59	5.6.2	COMPENSATION	86
4.3	WORK OPPORTUNITIES	61	5.6.3	ARTIFICIAL INCREASE OF FARM PRICES	86
4.4	THE COMMUTER ELEMENT	62	5.7	AMALGAMATION OF SOMERSET WEST AND THE STRAND	87
4.4.1	TRAIN	62	5.8	INCORPORATION OF PERI-URBAN AREAS	88
4.4.1.1	SEASON TICKETS: MONTHLY AND WEEKLY	62	5.9	STAGING OF FUTURE DEVELOPMENT	91
4.4.1.2	DAILY TICKETS	63	5.9.1	GENERAL	91
4.4.2	ROAD LINKAGES	63	5.9.2	FUTURE DEVELOPMENT	92
4.4.2.1	ROAD SYSTEM	63	5.9.3	STAGING OF FUTURE DEVELOPMENT	92
4.4.2.2	TRAFFIC COUNTS	64			

LIST OF TABLES

	<u>PAGE</u>
1. QUALITY OF SINGLE DWELLINGS	17
2. HOUSES VACANT, FOR SALE, UNDER CONSTRUCTION	18
3. APPROVED BUILDING PLANS, 1963 to 1969	18
4. COMMERCIAL COMPONENT	21
5. SCHOOLS	22
6. VACANT FINAL UNITS: ZONES	24
7. NON-PROBABILITY SAMPLE	29
8. WORK OPPORTUNITIES IN DIFFERENT ESTABLISHMENTS	31
9. SEASON TICKETS SOLD: MONTHLY AND WEEKLY	33
10. DAILY TICKETS SOLD	34
11. TRAFFIC COUNTS: A.A.D.T. and E.V.U.'s	37
12. VICTORIA STREET TRAFFIC COUNT	39
13. ANNUALLY APPROVED DIAGRAMS, 1949 to 1969	40
14. AVERAGE ERF PRICES PER SQUARE FOOT	42
15. LARGE INCREASES IN ERF PRICES	43
16. TRANSFER OF VACANT ERVEN: 1965 to 1969	44
17. EXISTING SERVICES: STREETS	60
18. POPULATION GROWTH: MAYORAL ANNUAL REPORTS	72
19. POPULATION GROWTH: WHITES	72
20. URBAN POPULATION: WHITES	73
21. GROSS DENSITIES PER ACRE: DIFFERENT TOWNS	89
22. TOWNSHIPS IN PERI-URBAN AREAS	90

LIST OF PLANS

		<u>PAGE</u>
1	Key Plan	96
	Land-use Plans	
2.1	Section 1	97
2.2	Section 2	98
2.3	Section 3	99
2.4	Section 4	100
3	Plan of Study Zones	101
4	Growth Plan : Stages	102
5	Plan of Municipal Services: Streets	103
	Key to Plan 7	104
6	Topographical Plan	106
7	Future Development: Stages (Overlay)	105
8	Key: Land-use Colours (Fold-out)	116

LIST OF APPENDICES

		<u>PAGE</u>
1	Specimens of Six Survey Cards	
	Questionnaire Survey	107
	Employment Survey	107
	Use-survey: Residential	108
	Use-survey: Flats and Hotels	108
	Use-survey: Vacant	109
	Use-survey: Other	109
2	List of Public Open Spaces	110
3	List of Large Vacant Erven	111
4	Population Structure: The Republic	112
5	Population Structure: Greater Cape Town Region	113
6	Population Structure: Somerset West Magisterial District	114
7	Traffic Counts: Provincial Roads Department	115

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THE GREATER CAPE TOWN STUDY REGION

This region covers an area approximately 3,020 square miles in extent. It can be subdivided into:

- (a) The inner urban core which is formed by the four magisterial districts of Cape Town, Wynberg, Bellville and Simonstown.
- (b) The outer urban core, being the magisterial districts of Somerset West, Strand, Pearl, Stellenbosch, Wellington and Malmesbury.

A study of the Greater Cape Town Region therefore includes studies of this outer urban core, which forms an integral part thereof. In the above study the planners were often hampered by insufficient information about development in Municipalities.¹ This investigation is intended to assist in providing more muchneeded factual information about development in Somerset West.

The phenomenal growth of Somerset West requires investigation, particularly as this growth seems likely to continue. Therefore it is important for the future planning of the town to determine its residential potential. Furthermore, the lack of detailed information about development in this particular Municipality indicates that the time is now opportune for a study of this nature. These factors have prompted the investigator to undertake a study of the Municipal area of Somerset West, and in particular to investigate the residential potential.

1.2

OBJECTIVES

This study has been planned to cover the following objectives:

- 1. To conduct a land-use and residential use survey.
- 2. To determine factors which encourage residential development.
- 3. To assess work opportunities and future industrial expansion.
- 4. To investigate the commuter element.
- 5. To assess present linkages, that is, road and rail, and the effect of future changes.

1. Cape Provincial Administration: Planning Report No. 1, page 7.

6. To define

- (a) which areas are most suitable for development, and
- (b) which areas must be disregarded due to
 - (i) topographical factors
 - (ii) unavailability, for example parks, nature reserve.

1.3

SOCIAL RELEVANCE

In a town where growth is stagnant or not very noticeable it is likely that neighbourhood groups will remain unchanged for long periods. Strong ties of friendship are forged and social interaction between families continues over many years.

In a town such as Somerset West with a strong growth factor this situation is unlikely to continue as outward movement causes groups to disintegrate when members relocate in the new areas. There will be a heterogeneous influx of commuters and other new inhabitants, such as retired people, with their diverse requirements which have to be catered for.

One of the aims of this study will be to investigate briefly the social relevance of these and other factors which may become apparent during the study.

1.4

HISTORICAL BACKGROUND

It is not out of place to consider the growth of Somerset West in the past, when assessing the present size and future growth potential, for the historical background provides the basis for comparison. In studying the growth of any town it is not sufficient to single out a few years during the mature stage, but the gradual beginnings must be examined in order to discover at which stage and by which means impetus was given to growth.

The Hottentots Holland area was already known in the times of Van Riebeeck, in 1652. The Hottentots called it their Holland, or Homeland, because of its rich pastures, and the general excellence of the area. In 1672 the Dutch East India Company acquired the district of Hottentots Holland adjoining the Cape, with all its lands, streams and forests, together with False Bay, from the Hottentot inhabitants for merchandise supposedly valued at £800, but in fact believed to have been no more than £5:16s:2d. The area was to be farmed in order to supply ships rounding the Cape with the necessary meat and vegetables.

Many farmers settled here; and here, too, the controversial Governor W.A. van der Stel built himself a farm known as Vergalegen, where he had his cattle posts. For many years the area remained a farming community without a village, but, as was customary in South Africa in the nineteenth century, the village finally came into existence with a church, when in 1817 the farmers of the area bought land for their church and obtained permission from the Governor to establish a township.

For this purpose 125 morgen and 144 square roods of land were acquired of which 65 morgen and 488 square roods were subdivided into plots, streets and open spaces, thus forming the nucleus of the town of Somerset West. Lord Charles Somerset, Governor from 1814 to 1826, who, according to Theal, was "rapidly covering the map of the colony with the titles of his family", graciously gave permission to the village established in 1822 to bear his name, the suffix being added to distinguish it from the other Somerset (East) also named after him. This village fell in the district of Stellenbosch and under the jurisdiction of the Stellenbosch Court.

In 1833 the village had twenty-five inhabitants and a neat church. The population of Somerset West and Hottentots Holland amounted to 240 White and 600 Coloured persons. In 1905 the total population of the town was approximately 2,600, compared with the present population of 7,500 Whites and 5,200 Non-Whites.

The most important single industry, African Explosives and Chemical Industries, situated near the sea, was established in 1903, primarily to manufacture dynamite for the mines in Kimberley. There were many protests against this new industry, mainly on the grounds that it would prove detrimental to the popularity of this residential town, as prospective inhabitants might be afraid of explosions in the factory. In fact, hundreds of new inhabitants, employees at the factory, arrived to swell the numbers of the population of Somerset West and The Strand.

Only in 1904 did Somerset West get its Municipality, which was fairly late in its history, but the reason for this tardiness was probably the fact that the proximity of Stellenbosch with its District Council, and the absence of many large industries, and lack of development in the town itself did not justify the establishment of a Town Council. However, the periodical outbreaks of typhoid fever, probably caused by pollution of the water supply obtained from the Lourens River, forced the Government to take steps to protect the health of the inhabitants, and as a result the Municipality was established. In 1910 the first water-supply scheme at Land-en-Zeezicht was completed but by 1929 this was found to be inadequate, and the water supply had to be supplemented by water from the Steentree dam.

All the amenities required by a growing residential town were now to be provided. In 1926 the Main Street was tarred. 1934 saw the inauguration of the new Town Hall, and in 1938 work on the Hottentots Holland Hospital was commenced. Almost unnoticeably the town grew, at the same time retaining its village-like atmosphere, until the explosive growth, which characterised it during the sixties, was triggered off by various factors, which will be discussed hereafter.

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2.0 METHODOLOGY

2.1 LAND-USE SURVEY, INCLUDING RESIDENTIAL USE SURVEY.

A detailed land-use survey of the Municipal area was conducted, in order to determine the present building stock. A survey of all housing in the area was carried out, with houses categorised as Good, Fair, Poor, Dilapidated.

The following standards were applied:

1. GOOD

Houses under construction, houses which were not older than ten years, and others which were older but were large and particularly well-maintained. The latter were few in number and mostly prestige houses.

2. FAIR

Older houses in good repair.

3. POOR

Houses which in the opinion of the investigator were in decided need of repair and maintenance.

4. DILAPIDATED

Houses which were not really fit for human habitation.

Although every effort was made to be consistent it will be apparent that these evaluations can only be a matter of opinion. Many new houses, classified as Good, are being built which are obviously much poorer in quality than a sturdy well-maintained older house which only merits a Fair. This classification can be justified when the motive of the survey is borne in mind, which is, primarily, to establish the growth and its location in the town. For this purpose the age of the housing must be established in the first place and not the quality.

In addition, all vacant houses and houses for sale were noted.

Apart from housing this survey included all land-uses and vacant erven in the area. The following land-uses were noted; single residential, flats, hotels, old-age homes, commercial, industrial, schools, churches, Government and Local Authority, recreation, and public open spaces.

A land-use map was completed in four sections. (See Plans 2.1 - 2.4
Pages 97 to 100).

2.2 NON-PROBABILITY JUDGMENT SAMPLE

A non-probability judgment sample survey was carried out on 100 households, in order to determine certain trends, viz.:

- (a) Why people from elsewhere retire here.
- (b) Why people working elsewhere live here.
- (c) The views of inhabitants on advantages and disadvantages of the town.

As the investigator is a local resident who is familiar with existing conditions he endeavoured to interview people who represent different walks of life. Particular attention was given to the selection of people who could assist in isolating trends. These people mostly located here through choice, and not by force of circumstances. As a result these percentages do not necessarily apply to the whole population of Somerset West.

Information was sought on the following aspects:

- (a) Reasons for residential location.
- (b) Place of work.
- (c) Mode of travel.
- (d) Length of occupancy.
- (e) Reasons for travelling outside Municipal area.

For a specimen of the Questionnaire survey card see Appendix 1 Page 107.

2.3 WORK OPPORTUNITIES IN SOMERSET WEST

In order to determine the number of work opportunities a detailed survey was made of all establishments and offices. In this survey separate figures were obtained for

- (a) Male and female Whites living in Somerset West.
- (b) Male and female Whites living outside Somerset West.
- (c) Male and female Coloureds.
- (d) Male and female Bantus.

These figures give an accurate determination of the labour force, that is, the economically active actually working in Somerset West at the beginning of September, 1969. It is also possible to extract the number of employees working in any particular type of establishment, whether industry, commerce, education, civil service, etc.

For a specimen of the Employment survey card see Appendix 1 Page 107 .

2.4 THE COMMUTER ELEMENT

To investigate the commuter element it was essential to obtain figures of the number of commuters

- (a) Travelling by train. This was determined from the number of weekly and monthly ticket holders and their destinations.
- (b) Travelling by car. The most recent traffic counts carried out by the Provincial Roads Department were used as well as an early morning traffic count in Victoria Street, being the main access point of Somerset West to the National Road.

2.5 SUBDIVISION OF LAND

A search was made in the Surveyor-General's Office to determine the frequency at which subdivisional diagrams were being approved in this office. This indicates the rate at which new erven were becoming available on the market.

2.6 FLUCTUATIONS IN LAND VALUES

For information on land values the extracts from property transfers prepared by the Deeds Office were examined at the Municipal Offices. Only the transfers of vacant erven were extracted and classified chronologically. The price per square foot was then calculated. This information was grouped for each of the sixteen study zones to determine the rise in land prices over time.

Discussions with estate agents made it clear that this required information was not readily available from them and the matter was not pursued further, as accurate information could be obtained from the Municipal Offices.

2.7 TRANSFER OF VACANT ERVEN

A complete search of the records in the Municipal Offices was conducted during 1970 to determine the number of vacant erven transferred during the period 1 January 1965 to 31 December 1969. This was done in order to compare the numbers of erven transferred with the numbers of houses actually built during this period.

2.8 PHYSICAL ASPECTS OF THE AREA

Physical aspects which could affect the subdivision of land and the design of new townships were investigated, to determine which areas are suitable for future development, and which should be reserved for other purposes.

2.8.1 SOIL

Information on the soil is necessary to determine whether any rural areas should be retained for agricultural purposes. As a result of discussions at the Geological Survey Office and the Department of Soil Analysis of the Department of Agriculture, at Stellenbosch, it is clear that very little detailed work on soil testing has been done in the Somerset West area. The Geological Survey Office has certain maps but as they are as yet unpublished the information contained therein is not available for use in this thesis. Only the limited information available at the Department of Agriculture will therefore be utilised.

2.8.2 SLOPE AND ORIENTATION

Information on slope and orientation was obtained from 1: 10,000 Topo-cadastral maps, published by the Director of Trigonometrical Survey, Mowbray. These maps indicate where the prime residential land is situated, giving the slope and orientation.

3.0 ANALYSIS

3.1 LAND-USE SURVEY

3.1.1 SINGLE RESIDENTIAL COMPONENT

A fact which has emerged is that on the whole housing in Somerset West is very good. The quality of housing stock becomes significant for the categories Poor and Dilapidated, for in these cases alternative housing will eventually be required, or extensive repairs undertaken.

From an economist's point of view it is better to build an inexpensive house in a good location, rather than an expensive house in a poorer area. However, with some exceptions, this survey indicated that the poorer-quality new housing was built on cheaper plots in low-lying areas, while the expensive houses were being built on the high-lying expensive erven.

An analysis of the information obtained on this survey reveals the following facts.

TABLE 1.

QUALITY OF SINGLE DWELLINGS

SINGLE DWELLINGS OR UNITS

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Dilapidated</u>	<u>Total</u>
Total	990	604	305	96	1995
Percentage	49.6	30.3	15.3	4.8	100.0

The land-use maps indicate the quality of housing and its distribution over the study area.

(See Land-use Plans 2.1 - 2.4, Pages 97 to 100.)

Figures referring to Poor and Dilapidated housing units are minimum figures only. Due to the housing shortage in these categories shacks have been erected in backyards which house whole families, and it proved to be very difficult

to get an accurate assessment of the number of dwelling units. For these categories it was found that row housing and semi-detached houses predominated over single dwellings. For this reason the units and not the individual buildings were counted. Out of the 305 units in the Poor category 137 were single dwellings.

In the course of this survey the following information was also recorded.

TABLE 2.

<u>Houses Vacant</u>	<u>Houses For Sale</u>	<u>Houses Under construction</u>
35	47	75

Houses which were for sale were occupied, vacant or under construction. Where applicable the houses for sale were included in the "Vacant" and "Under Construction" categories.

The following information about approved building plans for single residential dwellings was obtained from the Mayoral Annual Reports.

TABLE 3

APPROVED BUILDING PLANS

	<u>Number</u>	<u>Value</u>
1 August 1963 - 31 July 1964	104	R 636,421
1 August 1964 - 31 July 1965	113	686,507
1 August 1965 - 31 July 1966	79	544,905
1 August 1966 - 31 July 1967	97	693,253
1 August 1967 - 31 July 1968	97	730,546
1 August 1968 - 31 July 1969	182	1,957,069
TOTAL	<u>672</u>	

3.1.2 FLATS, HOTELS AND OLD-AGE HOMES

3.1.2.1 FLATS

This survey established that there are thirty-seven blocks of flats, comprising 462 flats. In addition there are fifty-four flats on the upper storeys of shops and offices (fourteen building units). Out of this total of 516 flats it was found that only four flats were vacant. Two of these flats had, however, already been let but were not yet occupied, while a third was undergoing repairs. There was therefore only one flat available that had not yet been let.

During the year 1968 to 1969 there was a decline in the erection of flats. The only block erected was in Short Street, comprising six flats. The only block at present under construction is a small one in Caledon Street, which will comprise two maisonettes and four rooms. To date, no other building plans for flats have been received by the Municipality for approval.

Out of the total of thirty-seven blocks of flats and fourteen other building units containing flats the following breakdown regarding quality of buildings was obtained.

Good:	31
Fair:	18
Poor:	2
TOTAL:	51

3.1.2.2 HOTELS

There are four licensed hotels, of Fair quality, in Somerset West, providing sixty-one rooms for the public. A fifth hotel was recently closed down after being acquired by the company owning the adjoining department store.

There is one boarding-house, of Poor quality, providing eighteen rooms.

3.1.2.3 OLD-AGE HOMES

There are two old-age homes, with a total of fifty-six rooms, which at present provide accommodation for seventy residents. However, there is also a special block of twelve maisonettes for the aged. These flats have been included in the summary of flats.

3.1.3 COMMERCIAL COMPONENT.

For Analysis of Commercial Component see Table 4 Page 21.

This analysis indicates that a large range of commercial activities has congregated in the business zone which is linear in shape.

3.1.4 INDUSTRIAL COMPONENT

The industrial component in Somerset West is almost non-existent.

The only provision that has recently been made for industry in the zoning proposals and accepted by the Town Council is a small extent of land in Lower Lourens Street. This is situated to the west of the National Road. (See Plan 2.3 Page 99 Zone M).

One timber manufacturer, two joinery works and a transport contractor have already started in business here. There is however another large joinery concern operating as a non-conforming use in a Residential area on the corner of Lourensford- and Swalle Streets. (See Plan 2.1 Page 97 Zone P.) ?

TABLE 4

COMMERCIAL COMPONENT

Clothing (Dress and Shoe)	17
Florist	3
Hairdresser	6
Barber	3
Department Store	2
General Dealer	9
Butcher	4
Greengrocer	4
Hardware	4
Furniture	10
Fish Shop	3
Speciality Shop	11
Dry Cleaner and Laundry	4
Chemist	5
Printing	2
Radio and Electrical	8
Stationer	2
Repair Shop	5
Building Society and Insurance	6
Bank	3
Estate Agent	11
Cinema	2
Cafe and Restaurant	13
Liquor and Off-sales	6
Garage and Filling Station	13
Other	18
TOTAL	174

3.1.5 SCHOOLS

Numerous schools are found in Somerset West and the following table gives some statistical information.

TABLE 5

<u>ZONE</u>	<u>NAME</u>	<u>TYPE</u>	<u>NO. OF TEACHERS</u>	<u>NO. OF PUPILS</u>
H	Somerset West Primary	White	45	1042
H	Methodist Primary	Coloured	16	559
H	Roman Catholic Primary	Coloured	7	213
N	Preparatory Primary	White	12	approx. 200
K	Denis Ackerman Primary	Coloured	16	526
K	Gordon High	Coloured	24	737

A second primary school is at present under construction along the Main Street towards Stellenbosch. This school has been designed to cater for approximately 730 White pupils and will be opened in January, 1970. It will be a parallel-medium school and will provide accommodation for three streams.

See Plan 2.2 Page 98 Zone C.)

Provision has also been made for another two additional school sites: one for a High school in Parel Vallei (Zone E) and another for a third Primary school in Land-en-Zeezicht (Zone G). The senior pupils at present have to attend the Hottentots Holland High School in the Strand. This school is just outside the Somerset West Municipal boundary.

Two other sites have also been reserved for future schools. One is in Westridge (Zone A) and the other in Briza (Zone C). These two sites are however too small and can therefore be disregarded.

There is also a private nursery school, as well as a creche.

3.1.6 CHURCHES

There are thirteen churches of different denominations.

<u>STREET</u>	<u>DENOMINATION</u>
Bright	Presbyterian
Dirkie Uys	Dutch Reformed
Oak	Anglican
Andries Pretorius	Methodist Mission
Andries Pretorius	Roman Catholic
Murray	Apostolic
Sergeant	New Apostolic
Church	Dutch Reformed Mission
Church	Old Dutch Reformed
Church	Synagogue
Lourens	New Apostolic
Pienaar	Apostolic
Cloetenberg	New Apostolic

A new Methodist church will in the near future be constructed in Woodlands Road. (Southern corner of Zone C). The previous one in Main Street has been sold and converted into a shop.

3.1.7 RECREATION

The recreational facilities available in Somerset West are the following:

- (1) The Country Club provides an eighteen-hole golf course, four tennis courts and bowling greens (Zone G).
- (2) The Recreation Tennis Club in Haarlem Street has six courts. (Zone F).
- (3) The Somerset West Tennis Club in Main Street has four courts. (Zone J).
- (4) Helderberg provides rugby fields, cricket pitches, etc. for Coloureds (Zone L).
- (5) Barlow Park in Drama Street has playing fields and swings for children (Zone N).
- (6) There is a Girl Guides Hall in New Street (Zone N).
- (7) Bungalows are provided for Voortrekkers in Drama Street. (Zone P).

Adjoining the Voortrekker site mentioned above the Town Council intends making land available to other youth organisations.

The Town Council is at present establishing a new sport centre in Lourensford Street, which will be known as Radloff Park. The land is sixty-five acres in extent and all sport will be catered for here (Zone Q).

The Helderberg Nature Reserve is rapidly developing into a favourite amenity for residents and visitors. Wild flowers and buck are to be found here. (North of Zone Q).

3.1.8 PUBLIC OPEN SPACE

The investigation revealed that there are sixty Public Open Spaces provided in the town. These open spaces are spread over the whole area, with the exception of the older study zones H, K and N, where there are only a few isolated small open spaces. These sixty Public Open Spaces total 99.24 acres in extent.

See: (1) Appendix 2 List of Public Open Spaces (Page 110)
(2) Land-use Plans 2.1 - 2.4 Pages 97 to 100).

3.1.9 VACANT ERVEN

3.1.9.1 FINAL UNITS

There are at present 1224 vacant residential erven in Somerset West. With the exception of a few isolated cases it is unlikely that these can be further subdivided. The following is the distribution of vacant erven:

TABLE 6.

<u>STUDY ZONE</u>		<u>NUMBER.</u>
A	Westridge	163
B	Links	22
C	Pearlrose and Briza	79
D	Monte Sereno	52
E	Parel Vallei	103
F	Stuarts Hill	44
G	Audas Street	9
H	Church Street	17

Continued.

J	Bridgebank	90
K	Sergeant Street	26
L	Heldersig	178
M	Lower Lourens Street	0
N	Drama Street	72
O	Gordon Street	9
P	Mountain Road	47
Q	Land-en-Zeezicht	313
TOTAL		<u>1224</u>

See: (1) Land-use Plans 2.1 - 2.4 Pages 97 to 100.
(2) Plan 3 for Study Zones, Page 101

3.1.9.2 LARGE ERVEN

Numerous large erven within the Municipal boundary, ranging in area from about 1 acre to just over 43 acres in extent, have not yet been subdivided. There are fifty-seven such erven which total 368 acres in extent.

(See Appendix 3 for list of Large Vacant Erven Page 111).

3.2 NON-PROBABILITY SAMPLE

The information from this sample survey was obtained through a questionnaire survey completed by 100 households. Information which was found to be of particular interest to the study was analysed and tabulated.

3.2.1 REASONS FOR SETTLING IN SOMERSET WEST

Many people offered more than one reason for settling in the town. Of the people surveyed, 41 per cent originally settled here for business reasons, although many of them have since retired. They were therefore not attracted here by any particular residential advantage or amenity, in the first place, but largely by the work opportunities available.

However, most of the remaining reasons given point to the large percentage of commuters and retired people in Somerset West. The most prominent among these are the following:

Rural Atmosphere	16 %
Housing Choice	14 %
Near Cape Town	14 %
Family Reasons	13 %
Pleasant Environment	12 %
Less Expensive Housing	10 %

3.2.2 ADVANTAGES OF SOMERSET WEST

There are five advantages which figure prominently among the seventeen named. These are:

Centrally situated	52 %
Near the Sea	38 %
Climate	30 %
Scenic Beauty	28 %
Rural Atmosphere	18 %

It is interesting that these advantages, except perhaps the last, constitute the permanent and unchanging features of the area. No matter how the town may develop in the future, the residents will always be able to rely on these advantages, as they cannot be altered by man.

The next most prominent advantages listed are those which can be affected by future planning, and changes in the social structure of the town. They are therefore of a more impermanent nature:

English Community	11 %
Good Environment	9 %
Quiet for Children	8 %
Progressive Town	5 %
Good Shops	5 %

3.2.3 DISADVANTAGES OF SOMERSET WEST

Of the people interviewed, 25 per cent could find no disadvantages in the town.

The most serious disadvantages mentioned were:

Poor Municipal Services	22 %
Climate	22 %
Main Road on Fridays, Saturdays (due to Coloureds)	17 %
Poor Cultural Activities	11 %
Inadequate Shopping	10 %

Although many people mentioned the climate as an advantage, 22 per cent regard it as a disadvantage. Factors named specifically under climate were the cold, wet winters, and the prevalence of the South-easter wind during the summer. This discrepancy in opinion can perhaps be explained, apart from personal preferences, by the fact that certain parts of the town are more sheltered from wind than others.

The remaining major disadvantages are fortunately of such a nature that they can be rectified by means of better organisation and planning. They are therefore not necessarily of a permanent nature.

Some of the disadvantages and advantages quoted contradict each other:

<u>ADVANTAGES</u>		<u>DISADVANTAGES</u>	
Centrally situated	52 %	Too far from Cape Town	6 %
Progressive Town	5 %	Growing too much	4 %
Cosmopolitan	2 %	Disintegrated community	5 %
Good parking	2 %	Inadequate parking	2 %
Good shops	5 %	Inadequate shopping	10 %
Good Municipal services	4 %	Poor Municipal services	22 %

These differences of opinion could be ascribed to different backgrounds and requirements of individuals, and also to the fact that the standard of existing Municipal services varies greatly from zone to zone.

3.2.4 FACILITIES IN SOMERSET WEST

This section was included in the questionnaire survey to establish specifically whether residents found the existing facilities adequate or whether they were obliged to resort to those offered by Cape Town and other towns in the vicinity. The facilities inquired into were Shopping, Recreation and Cultural Activities.

It was found that 20 per cent of the people interviewed regarded the shopping as good, a further 61 per cent considered it adequate, and only 19 per cent complained about its inadequacy. Those who found the shopping adequate were nevertheless still obliged to patronise shops in Cape Town and neighbouring towns, particularly Stellenbosch and The Strand, for specialised goods.

The survey revealed the following opinions on the facilities for recreation:

Good	20 %
Adequate	41 %
Inadequate	7 %
Don't Know	32 %

TABLE 7.

NON-PROBABILITY SAMPLE

<u>WHY SETTLED HERE</u>	<u>PERCENTAGE</u>	<u>ADVANTAGES</u>	<u>PERCENTAGE</u>	<u>DISADVANTAGES</u>	<u>PERCENTAGE</u>
Business Reasons	41	Centrally Situated	52	Nil	25
Rural Atmosphere	16	Near the Sea	38	Poor Municipal Services	22
Housing Choice	14	Climate	30	Climate, Wind	22
Near Cape Town	14	Scenic Beauty	28	State of Main Rd., Fridays, Saturdays	17
Family Reasons	13	Rural Atmosphere	18	Poor Cultural Activities	11
Pleasant Environment	12	English Community	11	Inadequate Shopping	10
Less Expensive Housing	10	Good Environment	9	Too far from Cape Town	6
Old Inhabitant	10	Quiet for Children	5	High Rates	5
Scenic Beauty	9	Progressive Town	5	Disintegrated Community	5
Climate	8	Good Shops	5	Growing too much	4
Near the Sea	6	Good Municipal Services	4	Land Prices too high	3
Schools	5	Other	4	Other	3
Removed from Work	5	Large Plots	3	Poor Government buildings, service	2
Health	3	Sport Facilities	3	Inadequate parking	2
No Particular Reason	2	Cosmopolitan	2	Poor Bus Service	2
		Good Parking	2		
		Nil	2		

It was surprising to note the large percentage of those interviewed who could not express an opinion. They were either ignorant of facilities available or had no interest in recreation.

Opinions on cultural activities available were as follows:

Good	11 %
Adequate	42 %
Inadequate	26 %
Don't Know	21 %

Perhaps the most significant difference between this and the previous category was the fact that more people were prepared to express an opinion on the cultural facilities available and that a larger percentage, viz. 26 per cent, regarded the facilities as inadequate.

See Table 7 Page 29.

3.3 WORK OPPORTUNITIES

The survey indicated that the following number of persons are employed in various occupations in Somerset West.

<u>WHITES</u>				<u>COLOURED</u>		<u>BANTU</u>	
<u>Local</u>		<u>Other</u>		<u>M</u>	<u>F</u>	<u>M</u>	<u>F</u>
<u>M</u>	<u>F</u>	<u>M</u>	<u>F</u>				
417	392	159	140	940	294	257	5

The total labour force working in the study area is 2614 persons of all races. This total does not include domestic servants. The number of Whites working in Somerset West totals 1108. Out of this total 809 are resident in Somerset West while 299 live in The Strand, Gordons Bay, Northern Suburbs, etc.

Employers of Non-Whites were unable to give reliable particulars regarding place of residence of these people, due to their migrant habits, therefore this was not pursued further.

TABLE 8

WORK OPPORTUNITIES IN DIFFERENT ESTABLISHMENTS

ESTABLISHMENT	WHITES				COLOURED		BANTU		TOTALS		Total
	Local		Other		M	F	M	F	Whites	Non-Whites	
	M	F	M	F							
Shops	100	150	28	54	209	82	28	0	332	319	651
Estate Agents, Offices	28	23	4	6	2	6	1	0	61	9	70
Professional	30	34	14	15	2	9	0	4	93	15	108
Specialised Services	96	45	45	23	161	62	69	0	209	292	501
Building Trade	18	5	4	0	346	1	22	0	27	369	396
Finance	23	23	18	16	3	2	4	0	80	9	89
Hotels, Restaurants	26	20	4	1	54	67	18	1	51	140	191
Government	41	8	28	1	30	1	3	0	78	34	112
Education	12	39	2	6	37	37	4	0	59	78	137
Local Authority	39	12	12	6	88	2	111	0	69	201	270
Hospitals	4	33	0	12	8	25	7	0	49	40	89
TOTALS	417	392	159	140	940	294	257	5	1108	1506	2614

3.4 COMMUTER ELEMENT

3.4.1 TRAIN

3.4.1.1 SEASON TICKETS: MONTHLY AND WEEKLY

An inspection was made of certain registers used for recording information about the sale of tickets. These books were made available by the Station Master. The purpose of the search was to obtain a reasonable estimate of the number of daily commuters leaving Somerset West by train to work elsewhere. To determine this the number of season tickets to the different stations sold per month, that is, weekly and monthly tickets, was extracted. This was done for the twelve-month period September 1968 to August 1969. The number of weekly tickets sold was divided by four. The figure obtained was added to that of the monthly tickets sold to get an indication of the daily commuters. The tickets sold to scholars were excluded. This was done for Whites (First Class) and Non-Whites (Third Class).

The average number of daily commuters (First Class) travelling to Cape Town over the twelve month period was 193. The following stations were also most frequent destinations:

Elsies River	14
Tiervlei	15
Bellville	22
Blackheath	16

As far as the Third Class daily commuters were concerned, the average numbers that alighted at the following stations were:

Cape Town	11
Bellville	15
Blackheath	14

The total monthly average of daily commuters that left Somerset West by train for the fourteen different destinations over the twelve month period was :

First Class:	283
Third Class:	66

For a detailed summary of season tickets sold see Table 9 Page 33.

TABLE 9.

APPROXIMATE NUMBER OF DAILY COMMUTERS

CALCULATED FROM WEEKLY AND MONTHLY SEASON TICKETS

	<u>Class</u>	<u>Sept. 68</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Jan. 69</u>	<u>Feb.</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Year's total</u>	<u>Monthly average</u>
Persons using weekly		80	102	99	88	124	113	93	109	90	86	109	85		
Persons using monthly		98	97	93	77	78	90	113	101	109	99	89	90		
Cape Town	1st	178	199	192	165	202	203	206	210	199	185	198	175	2312	193
	3rd	13	16	12	9	12	14	9	9	8	8	12	10	132	11
Salt River	1st	1	0	0	0	2	1	1	2	1	1	1	3	13	1
	3rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maitland	1st	3	3	1	3	3	2	2	3	2	2	2	2	28	2
	3rd	3	5	4	2	3	4	3	7	6	3	8	5	53	4
Woltemade	1st	9	8	7	5	5	8	12	12	7	23	8	6	110	9
	3rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goodwood	1st	0	0	0	0	0	1	0	1	1	1	0	1	5	0
	3rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Elsies River	1st	14	22	17	13	14	14	14	14	14	12	14	9	171	14
	3rd	3	4	3	2	3	3	3	3	3	4	5	4	40	3
Parow	1st	5	5	4	3	4	4	5	5	6	5	5	4	55	5
	3rd	2	3	1	1	1	0	0	0	0	0	2	2	12	1
Tiervlei	1st	15	18	16	11	14	17	15	19	17	12	16	13	183	15
	3rd	5	5	5	3	6	6	5	6	7	5	7	6	66	6
Bellville	1st	18	26	23	13	27	26	23	21	20	18	23	21	264	22
	3rd	20	19	15	9	15	14	13	18	12	13	16	15	179	15
Kuils River	1st	4	3	3	2	3	3	2	3	2	3	4	2	34	3
	3rd	8	8	6	5	4	4	3	3	2	1	1	2	47	4
Blackheath	1st	10	17	13	8	9	14	12	21	21	20	27	22	194	16
	3rd	11	15	10	8	16	13	14	19	16	14	18	12	166	14
Eerste River	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3rd	6	6	4	4	5	3	4	3	3	2	3	3	46	4
Ndabeni	1st	1	2	1	0	1	1	2	4	3	2	3	2	22	2
	3rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Firgrove	1st	0	0	1	1	1	1	1	1	1	1	0	1	9	1
	3rd	5	5	3	2	2	3	4	7	5	4	5	3	48	4
Total	1st	258	303	278	229	285	295	295	316	294	285	301	251	3400	283
Total	3rd	76	86	63	45	67	64	58	75	62	54	77	62	789	66

3.4.1.2

DAILY TICKETS

The total number of daily tickets sold per month is entered in the Railway register and includes tickets to any station in the Republic. The three most frequent and relevant entries were noted to ascertain the arbitrary links of the residents of Somerset West, therefore the number of tickets sold to children was included.

The figures indicate the numbers of passengers that travelled to Cape Town, Bellville and The Strand at odd times. According to Railway Officials the passengers travelling Third Class do most of their travelling over the week-ends. This is obviously their only leisure time.

TABLE 10.

DAILY TICKETS SOLD, INDICATING SEASONAL FLUCTUATIONS.

	Class	Dec. 1968	Jan. 1969	June 1969	July 1969	Aug. 1969	Summer Monthly Average	Winter Monthly Average
Cape Town	1	1503	1471	904	1155	993	1487	1017
	3	368	294	231	321	275	331	276
Bellville	1	238	228	138	196	206	233	200
	3	500	425	427	491	417	463	445
Strand	1	140	176	86	98	108	158	97
	3	64	41	70	68	40	53	59
Total	1	1881	1875	1188	1449	1306	1878	1314
Total	3	932	760	728	878	732	846	780

3.4.2 ROAD LINKAGES

3.4.2.1 ROAD SYSTEM

Investigations carried out by the Provincial Department of Roads indicated that:

- (a) The average increase in Main Road traffic is five per cent compounded yearly.
- (b) The average increase in National Road traffic is seven per cent compounded yearly.

These results were based on a ten year traffic study.

The road system in the vicinity of Somerset West is at present being improved with

1. The construction of a new Freeway between Cape Town and Sir Lowry's Pass.
The location of the new road will not coincide with the present route but will be shifted closer towards the sea. A different route was decided upon because
 - (a) it would be cheaper to provide entirely new service connections, for example water, electricity, etc., than to improve existing connections, had the present road been reconstructed.
 - (b) rerouting of traffic while the present road was being reconstructed would have caused serious problems.
2. The existing Trunk road No. 27 between Stellenbosch and Somerset West is at present being reconstructed and widened up to point F (see Plan 7 Page 105). The new road approximately follows the old route, but will have a dual carriageway.

A new main road (MR 12) will be constructed, linking the Freeway with the Divisional Road No. 84, and terminating in Trunk Road No. 27 at point F. This Main Road (MR 12) will reduce chaos at the junction at C. To eliminate this chaos completely the section of the Trunk Road No. 27 between C and F will be deproclaimed to the status of a Divisional Road, and it will no longer be a through road to Stellenbosch. Somerset West will have only two junctions with the new Freeway when it is completed. One will be north-west of the town, approximately at point D, and the other south-east of the town, in the vicinity of point E. (See Plan 7 Page 105).

The hierarchy of roads is:

- (a) National
- (b) Trunk
- (c) Main
- (d) Divisional.

3.4.2.2 TRAFFIC COUNTS

PROVINCIAL ROADS DEPARTMENT

These traffic counts are given for the road junctions, lettered A, B and C. (See Plan 7 Page 105). These figures of the different counts held over a period of years were kindly supplied by the Provincial Roads Department.

The count is taken as the vehicles, Light and Heavy, go through the check point at the junctions along the different legs. The Equivalent Vehicle Units (E.V.U.) equal the number of Light vehicles plus three times the number of Heavy vehicles. If the count at the check point was not a continuous one, that is, if no night counts were taken, then the total of Light plus three times Heavy must also be multiplied by a twenty-four hour factor (for example, 1.08) to give the E.V.U.'s.

The important figure that is however required for each leg is the Average Annual Daily Traffic (A.A.D.T.) This can be determined for either the total number of vehicles or the E.V.U.'s. The A.A.D.T. is determined for each of these two categories by multiplying the total of either of these two totals by a factor "F". The factor F is determined from continuous twenty-four hour counts carried out at a few control stations spread over part of the Cape Province.

For the A.A.D.T. in E.V.U.'s at the check points A, B and C, see Table 11, Page 37).

A detailed investigation of the increase in traffic in this area is beyond the scope of the thesis. Certain inferences can however be drawn from the data, which have a bearing on the increase in the commuter element of Somerset West.

At check point A the average annual increase on the Caledon leg, since 1957, is 19.1 per cent. At check point B the increase on the Caledon leg for the same period is 12.6 per cent. As there is no direct road to The Strand between these two points it can be assumed that the difference of 6.5 per cent comprises traffic generated in Somerset West, which entered the town between these two check points.

At check point C the average annual increase on the Firgrove leg, which is DR 84, is 12.0 per cent. Due to the road system, this increase can be attributed to Somerset West traffic, which is mostly commuter traffic.

It is not possible to determine the origin and destination of traffic passing through check point B into Somerset West, and through check point C towards Stellenbosch. Motorists from The Strand and elsewhere travel through Somerset West to reach Stellenbosch as this is the direct route. Furthermore, it is inevitable that double counting will take place with through traffic.

As all this traffic has however been generated in the area, this increase must be considered in future planning proposals. (See Plan 7 Page 105).

TABLE 11
AVERAGE ANNUAL DAILY TRAFFIC (A.A.D.T.)
IN EQUIVALENT VEHICLE UNITS. (E.V.U's)

	<u>At A</u>				
	July	Dec.	Percentage	May	Percentage
	<u>1957</u>	<u>1959</u>	<u>Annual</u> <u>Increase</u>	<u>1968</u>	<u>Annual</u> <u>Increase since 1957</u>
Cape Town leg	3365	3576	2.6	9497	16.9
Caledon	2018	2080	1.3	6189	19.1
Strand	1398	1543	4.3	3415	13.3

At B

	Aug.	Sept.	Percentage Annual	May	Percentage Annual Increase
	<u>1957</u>	<u>1959</u>	<u>Increase</u>	<u>1968</u>	<u>since 1957</u>
Cape Town leg	2694	3395	12.4	7388	16.1
Caledon	1968	2638	16.2	4654	12.6
Somerset West	3423	4021	8.3	5680	6.1
Strand	4615	5135	5.4	9277	9.4

At C

	Aug.	March.	Percentage Annual	Nov.	Percentage Annual Inc.	July	Percentage Annual Increase
	<u>1957</u>	<u>1960</u>	<u>Increase</u>	<u>1965</u>	<u>since 1957</u>	<u>1967</u>	<u>since 1957</u>
Stellenbosch	2061	2582	9.7	3829	10.5	5400	16.4
Somerset West	3075	3405	4.1	5940	11.4	7597	14.8
Firgrove	1009	1161	5.8	2213	14.5	2205	12.0

See Appendix 7, Page 115.

VICTORIA STREET TRAFFIC COUNT

In order to get some idea of the number of cars that leave and enter Somerset West via its main access point to the National Road an actual count of these cars was undertaken in Victoria Street during the early morning of 15 September 1970.

The following table gives the number of cars entering and leaving, with the number of occupants in brackets. Where possible, only the cars with White occupants were counted as the future residential potential of Somerset West will only affect the Whites. Somerset West has been declared a white area under the Group Areas Act.

T A B L E 12

VICTORIA STREET TRAFFIC COUNT

<u>Time</u>	<u>Entering</u>	<u>Leaving</u>
5.45	3 (3)	1 (1)
6.00	4 (5)	11 (15)
6.15	7 (9)	11 (14)
6.30	9 (15)	30 (47)
6.45	8 (9)	38 (49)
7.00	9 (11)	40 (49)
7.15	9 (15)	52 (72)
7.30	39 (53)	71 (96)
7.45	51 (62)	108 (153)
8.00	38 (50)	56 (67)
8.15	47 (59)	34 (38)
8.30		
Total	224 (292)	452 (601)

These figures do not include any heavy vehicles.

The first people to pass through the check point were shift workers, from A.E. and C.I. factory, and Coloured post-boys; then followed the Whites and Non-Whites employed in the building trade and construction work. The last to pass through were the white collar workers.

The Non-Whites mentioned above were not counted, but only observed.

The entry of cars into the Municipal area only gained momentum after 7.30 a.m. Between 6.00 and 8.30 a.m. 224 cars with 292 occupants entered Somerset West via Victoria Street.

The exodus of cars via Victoria Street began to accelerate after 6.30 a.m. and increased steadily, reaching a peak between 7.45 and 8.00 a.m. Thereafter cars leaving Somerset West decreased and by 8.30 only the occasional car was leaving. From 6.00 to 8.30 a.m. 452 cars with 601 occupants left the town. In all, 893 people were conveyed in both directions by 676 cars, during the two-and-threequarter hour early morning peak period.

3.5 SUBDIVISION OF LAND DURING THE PERIOD 1949 to 1968

In view of the sudden population increase experienced in Somerset West since 1951 and the building boom which followed, it is necessary to determine the tempo at which newly subdivided erven are becoming available on the market. This information was obtained from the Surveyor-General's Erf Schedule for the period 1949 to 1968.

The annual numbers varied from forty-five in 1950 to three hundred and twenty-two in 1968, except for a lull of twenty-three in 1957. This drop was probably due to a question of timing between the 207 in 1966 and 322 in 1968. The average number of diagrams approved annually during this twenty-year period was 107.

TABLE 13.

<u>ANNUALLY APPROVED DIAGRAMS FOR THE PERIOD 1949 to 1968</u>									
<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>
116	45	73	149	103	58	47	89	115	111
<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
74	188	116	102	79	80	48	207	23	322
Average for twenty years				=	$\frac{2145}{20}$	=	107 erven per year.		
Average for 1949 - 1958				=			90 erven per year.		
Average for 1959 - 1968				=			124 erven per year.		
Average for 1966 - 1968				=			184 erven per year.		

3.6 FLUCTUATIONS IN LAND VALUES

The transfers and purchase prices of 302 vacant erven from 1951 to 1969 were extracted from the records in the Municipal Offices. Unfortunately the total number of transfers could not be determined from this source as some of the records were not available at the time.

The information obtained was analysed, and average purchase prices calculated in cents per square foot for all the zones.

This information was tabulated under four periods. (See Table 14 Page 42).

This table shows the rise in land prices over a period of nineteen years. From 1951 to 1960 these prices showed very little change. The building boom, which commenced in the course of 1963 was responsible for a slight increase in land prices during the 1961 - 1965 period, when the weighted average rose from 9.3 to 11.9 cents per square foot. Subsequently the prices escalated sharply, resulting in a weighted average of 22.3 cents per square foot for 1966 - 1969.

No figures were extracted for Zone L as these Coloured residents are due to be re-located. They will therefore not affect the future residential potential.

According to the available information no sales were effected in Zones H and M. These zones are largely occupied by Coloureds, and there are not many vacant erven available.

There was originally little demand for erven in Zone J, as this is low-lying. Since 1966 the demand increased and a number of sales were effected, with the result that the area is developing slowly.

Erven in Zone D only became available since 1966. Zone E is being developed at present and no sales have taken place as yet.

Zones A, B, C, F, P and Q all show an increase in land prices, over the years; this increase is particularly marked since 1966.

It was found that the prices of erven generally decreased in cents per square foot with an increase in area. This is illustrated by the fact that erven in Zone A, which range in area from 15,000 to 20,000 square feet, are sold at an average of 20 cents per square foot. In Zone B with approximately 8,000 square foot erven the average price is 37 cents per square foot. These zones are both prime residential areas which command a view across False Bay. These figures refer to the period 1966 - 1969.

TABLE 14

AVERAGE ERF PRICES IN CENTS PER SQUARE FOOT.

NUMBER OF SALES IN BRACKETS

Zone	1951 - 1955	1956 - 1960	1961 - 1965	1966 - 1969
A	9.2 (7)	9.9 (4)	8.8 (7)	20.0 (23)
B	- (0)	10.9 (14)	17.5 (15)	37.4 (8)
C	10.6 (2)	7.2 (16)	12.4 (29)	24.3 (24)
D	- (0)	- (0)	- (0)	33.9 (8)
E	- (0)	- (0)	- (0)	- (0)
F	12.5 (5)	12.9 (6)	12.7 (11)	33.6 (6)
G	7.5 (2)	9.9 (3)	18.8 (2)	- (0)
H	- (0)	- (0)	- (0)	- (0)
J	- (0)	- (0)	- (0)	17.7 (8)
K	- (0)	3.5 (1)	5.6 (5)	4.5 (1)
L	- (0)	- (0)	- (0)	- (0)
M	- (0)	- (0)	- (0)	- (0)
N	6.4 (2)	9.5 (8)	13.3 (11)	17.9 (8)
O	7.2 (1)	- (0)	12.0 (1)	22.3 (3)
P	6.1 (1)	4.1 (2)	8.4 (13)	18.8 (6)
Q	4.0 (1)	- (0)	5.7 (6)	17.3 (32)
Weighted Average	9.2 (21)	9.3 (54)	11.9 (100)	22.3 (127)

TABLE 15

LARGE INCREASES IN ERF PRICES

<u>Erf</u>	<u>Zone</u>	<u>Price (Date of Sale in Brackets)</u>
226	A	R1,840; R4,200 (simultaneously transferred in June 1969).
1169	B	R1,900 (December 1965); R3,300 (February 1969).
1174	B	R 790 (July 1966); R4,500 (April 1969).
1221	B	R1,200 (June 1967); R4,000 (March 1969).
1525	C	R1,650 (June 1966); R2,500 and R3,300 (simultaneously transferred in October 1965); R7,500 (May 1969).
1483	C	R2,900 (March 1966); R6,500 (June 1969).
1513	C	R1,650 (November 1966); R8,400 (April 1969).
1831	F	R1,000 (March 1966); R3,150 (February 1969).
376	J	R1,350 (February 1966); R3,000 (March 1969).
298	K	R1,300 (July 1966); R1,700 (October 1966); R2,200 (February 1969).
2764	N	R1,100 (May 1966); R1,900 (September 1966).
2308	P	R1,040; R1,600 (simultaneously transferred in August 1966).
2315	P	R1,090 (August 1966); R2,200 (May 1966).
2348	P	R1,080; R1,300 (simultaneously transferred in February 1966).
2675	Q	R1,800 (March 1969); R2,700 (May 1969).
2620	Q	R1,400; R5,000; R7,500 (simultaneously transferred in June 1969).

In the course of the search of the Municipal records certain facts concerning the re-sale of vacant erven became apparent. Certain erven have been sold more than once, at greatly increased prices. One erf in particular was sold four times since 1966, increasing in price from R1,650, to R7,500 in May 1969. There are also a number of simultaneous transfers of property; in one instance the erf was transferred three times on a single day, increasing its price from R1,400 to R5,000 and to R7,500. Both these erven are at present still vacant.

See Table 15 Page 43.

3.7 TRANSFER OF VACANT ERVEN

The search of the Municipal records revealed that a total of 1,460 vacant erven were transferred during the period 1965 to 1969. The yearly average was 292 erven.

TABLE 16

<u>Year</u>	<u>Total Transfers</u>
1965	350
1966	276
1967	252
1968	235
1969	347
TOTAL	<u>1,460</u>

During the search it was noted that blocks of erven were often transferred simultaneously. This is illustrated by the following examples:

- February 1968 : 16 erven, over 12,000 square feet each, were sold to an Estate Agency for R20,800.
- March 1968 : 5 erven, over 14,500 square feet each, were sold to a Construction Company for R9,000.
- June 1969 : 32 erven, approximately 12,000 square feet each, were sold to an Estate Agency for R48,000.
- June 1969 : 21 erven, approximately 12,000 square feet each, were sold to a private individual for R53,500.

These erven are all in a prime residential area. During this period the Community Development also took transfer on more than one occasion of blocks of erven in a township occupied by Coloureds (Zone L).

3.8 PHYSICAL ASPECTS OF THE AREA

3.8.1 SOIL

The only factual information which the Department of Soil Analysis, Department of Agriculture, Stellenbosch, was able to supply related to the comparative advantages of the Schapenberg area, towards Sir Lowrys Pass, and the agricultural area towards Stellenbosch. According to this Department the soil in the Schapenberg area, which is situated south-east of the town, is generally of a poorer quality than towards Stellenbosch. This is partly due to the steeper slopes and erosion of the soil, resulting in a shallow layer of topsoil. The soil on the upper slopes is also not very fertile. This area is at present used for agricultural purposes.

In contrast to this the farming area towards Stellenbosch, which is north-west of Somerset West, is more fertile, with more gentle slopes.

Towards the east of the town the two large historic farms, Vergelagen and Lourensford, are situated. This fertile valley has prime agricultural soil, and it is unlikely that residential development will be allowed here.

3.8.2 SLOPE AND ORIENTATION

A topographical map of the relevant section of the Hottentots Holland basin was prepared from a compilation of the 1 : 18,000 topocadastral series. This map indicates 25 foot contours, but the 100 foot contours were coloured to give a clear pictorial representation of the region. (See Plan 6 Page 106).

The alternatives for future residential development outside the present Municipal boundary is towards the south-east, and towards the north-west of Somerset West.

As indicated by the map the south-easterly alternative includes the low hill known as Schapenberg. It is not too steep for residential development and offers land with a northerly aspect across the mountains and a south-westerly orientation towards the sea.

Towards Stellenbosch, the second alternative has slopes which are more gentle, and the orientation is south, west, and north-west, offering an attractive residential location.

A considerable portion of this area is due to be incorporated into the Municipality of Somerset West in 1971. The area is indicated by black dotted lines on Plan 7 Page 106.

4.0 DIAGNOSIS

4.1 LAND-USE SURVEY

4.1.1 SINGLE RESIDENTIAL COMPONENT

Somerset West was originally established in 1817 as a Church settlement on land bought for this purpose; this land is now known as erf 625 and is roughly bordered by the following: Main Street, then along a water furrow to the north of Fagan Street, then following the course of the Lourens River approximately up to and along the National Road, and back with Oak Street to Main Street. See Key Plan 1 Page 96).

These streets are noticeably wider than the average, being almost 100 feet wide. This width was necessary to enable the ox-wagon of those days to turn about. This is the oldest part of Somerset West, characterised by old and dilapidated buildings. The occupants are mostly Coloureds.

In this vicinity, on either side of the National Road, are the two housing schemes for Coloureds, of which one is economic and the other sub-economic. The Municipal scheme, called Garden Village, adjoining the cemetery, is in a very poor state of repair, with some of the houses being extremely dilapidated. As Somerset West has been declared a White area, no repairs to this Coloured housing scheme are being undertaken, as the Coloureds will eventually be removed to Macassar and other areas.

The Coloured housing scheme opposite Garden Village and beyond the National Road consists of better housing. The houses in the scheme are paid for over a long period of time, eventually becoming the property of the Coloured occupants. This scheme has also been frozen under the Group Areas Act. (See Plan 2.3 Page 99).

Pre-war development in Somerset West extended northwards to approximately Bright Street, and eastwards for a short distance along Lourensford Road. Immediately after the war the development continued from Bright Street northwards, then along Lourensford Road, extending northwards to include Stuarts Hill (Zone F), and in a south-easterly direction towards the Lourens River. (See Land-use Plans 2.1 - 2.4 Pages 97 to 100). The development during this period thus formed a semi-circle around the original area. A small pocket also developed in Lourens Street, towards the National Road, (Zone K).

This semi-circular development is significant in that it extended northwards towards the higher ground, avoiding the lower-lying wet areas near the river. Somerset West is thus an exception to Burgess' Concentric Zone Concept of development.

With the housing boom of the sixties this outward development accelerated sharply, continuing in the same direction towards the higher ground, particularly along the Stellenbosch and Firgrove Roads. These townships are known as Westridge (Zone A), The Links (Zone B), Pearl Rise and Briza (Zone C). This development continued, to include Stuarts Hill, Extension number one (Zone F) and also extended northwards of Lourensford in the vicinity of Mountain and Cloetenberg Roads (Zone P). (See Plan 4 Page 102).

The remaining vacant plots in the original semi-circular post-war development were now in demand by people seeking a more central location.

The latest developments are Monte Sereno (Zone D) and Land-en-Zeezicht (Zone G). Land-en-Zeezicht originally consisted of Somerset West extension number six, which was very isolated, remaining virtually undeveloped for years. A new extension, number twenty-five, was recently opened up, bridging the gap. These two extensions have merged and development is continuing rapidly.

According to the tabulated information in the Analysis (See Table 1, Page 17) Somerset West has very nearly doubled its single residential component within the last ten years. This information is confirmed by figures obtained from the Mayoral Annual Reports for the period August, 1963, until July, 1969. (See Table 3 Page 18). During these six years 672 building plans were submitted. This is an average of 112 per year.

While the single residential component has been increased by approximately one hundred per cent over the last ten years, work opportunities in the study area have not really increased to any noticeable extent. The inference to be drawn from these facts is that the new inhabitants are either retired, or employed elsewhere. This supports the general statement made previously that Somerset West is developing into a residential town.

At the time when the survey was carried out there were 47 houses for sale (Table 2 Page 18) which represents 2.5 per cent of the total housing stock. This fairly high percentage provides the prospective house-owner with a reasonable choice.

The fact that there were seventy-five houses under construction at one point in time is indicative of the continued building tempo, and may even point to an increased tempo. This survey was done in September 1969, after the winter,

when building activity is not usually at its peak. On the average it takes four to five months to complete a house, which means that it could reasonably be assumed that the total for the year may be in the region of 150 new houses.

(See Table 3 for figures from Mayoral Annual Report, Page 18).

4.1.2 FLATS, HOTELS AND OLD AGE HOMES

4.1.2.1 FLATS

The condition of the flats was found to be generally good. Of the fifty-one complexes only two were actually in a poor condition.

Out of a total of 516 units there were four vacant flats, of which only one was to let. Flats are therefore clearly undersupplied. It may be socially desirable to increase the density of the town by providing more flats, thus decreasing the outward sprawl. As there is only one flat to let, it is obvious that the market demand justifies the erection of more flats, in order to provide a reasonable choice in location, size and rental range.

From an economic point of view flats are also required for those people who are unable to afford a house. Old people form another section of the population for whom flats are needed as they find it difficult to maintain the large plots, due to the labour problem.

This demand for more flats exists in spite of the fact that the 516 flat units already represent 20.6 per cent of the total of 2511 housing units, that is, houses and flats.

This percentage of 20.6 is high as, in a mature situation in South Africa, only fifteen to twenty per cent of the people require high density living. In the Goodwood Report prepared by Associated Planning Consultants it was established from a sample survey that, of the total housing, there were:

86.5 %	Single Residential Units.
13.5 %	Flats.

Maisonette type development has been tried and proved very popular. There are long waiting-lists of people seeking this type of accommodation, including persons already

living in other flats.

In spite of the demand the position is that there are no new flats under construction at present.

4.1.2.2 HOTELS

From a residential point of view the hotels do not contribute much in the way of permanent residence. They cater for limited holiday accommodation, passing motorists, and personnel temporarily employed in the town.

4.1.2.3 OLD AGE HOMES

As is usually the case, these old age homes are fully occupied, and provision will have to be made for future demand. The different requirements should be catered for, such as special accommodation for married couples, and possibly improved facilities for those who can afford it.

Plans for a new old age home on erf 647 in Reitz Street have been submitted to the Town Council, and approved. This project should relieve the immediate demand. The site is near the river and opposite a public open space.

4.1.3 COMMERCIAL COMPONENT

The range of the commercial component appears to be comprehensive to the extent that sufficient provision is made for the everyday needs of the residents of a town of this size. The dress and shoe shops stock the usual factory lines of clothing but the more expensive and exclusive goods are not readily available, and shoppers are obliged to go to Cape Town for these specialised items.

The two department stores provide a useful range of goods, but the service is strained at peak hours. Credit is available at the larger of these stores. This, as well as the large range of goods and the personal attention offered, probably accounts for its popularity. However, chain stores in Cape Town and other adjoining towns are attracting large numbers of shoppers from Somerset West. Coloured shoppers, being less mobile, continue to patronise the local shops, and many shops in the Main Street are orientated towards them.

A surprisingly large number of furniture shops of varying sizes is found in the town. These ten shops include branches of large, established Cape Town firms as well as dealers in antique and second-hand furniture.

Estate agents figure prominently in this component. Some of these firms have been established for many years, but the majority only came into existence since the boom period started. The fact that they continue to exist, once established, points to the steady demand for their services.

There are thirteen garages and filling-stations, which seems a large number for a town of this size. Most of these are long-established and there is no mushroom development in this category.

4.1.4

INDUSTRIAL COMPONENT

The absence of a strong industrial component has possibly contributed to Somerset West's popularity as a commuter residential town. Had this component been encouraged a different type of resident would have been attracted to this area by the job opportunities offered. A section of the population which consists of retired people and commuters would probably have settled elsewhere, due to noise and air pollution, unless strict performance standards were applied.

Air pollution, although controlled by strict specifications of the Bureau of Standards, is responsible for considerable discomfort among residents when fumes, emanating from the A.E. and C.I. Factory near Somerset West, are dispersed inland by winds from the sea. These fumes are however only present for relatively short periods.

Hitherto the attitude of the Town Council towards the establishment of industries has not been encouraging. The only provision recently made was for light industry, situated to the west of the National Road (See Plan 2.3 Page 99 Zone M). Their contention is that the town should develop as a select residential area, and this goal would be frustrated by the location of heavy industry.

4.1.5

SCHOOLS

The four Coloured schools are concentrated in the older part of the town (Zones H and K). These schools are very overcrowded, although some attempt has been made to relieve the position by the provision of prefabricated timber structures. In addition some schools have staggered sessions, where some pupils attend in the mornings and others in the afternoon. Due to the pending resettlement of the Coloured population in Macassar and other areas no additional permanent school facilities are likely to be provided.

The only Primary school for White children in Somerset West is a parallel medium school (Zone H). It is also extremely overcrowded, with 1042 pupils. This number is far in excess of the policy of the Department of Education, but the situation is due to be relieved very shortly when a second primary school, off the Stellenbosch road, opens in January, 1970 (Zone C). The old Primary School will be rebuilt in the near future, when adjoining land between Station and Short Streets will be incorporated in the new school complex.

Although the Somerset West Primary School was originally centrally located, it is now well removed from the rapidly developing prime residential areas. As a result many pupils are not within the easy walking distance of half a mile from the school and have to be conveyed, thus adding a burden on their parents. This situation could conceivably deter prospective residents. The new school on Stellenbosch Road will improve the situation for residents in this particular area.

The rapidly developing large extension at Land-en-Zeezicht is very much beyond walking distance from the Primary School. The Somerset House Preparatory School is much nearer but has only limited accommodation and only provides schooling in the English medium. This school is a private one with boarding facilities, and therefore attracts pupils from elsewhere, as well as providing schooling for day pupils. (Zone N).

A site has been reserved in Land-en-Zeezicht for a primary school but it will be many years before this school is built. Once completed, it will satisfy an urgent need. (See Plan 2.1 Page 97 Zone Q).

It is an astonishing fact that there is no high school within the Municipal boundary of Somerset West. Pupils attend the Hottentots Holland High School, off the National Road and beyond the Lourens River, which is located within the Strand Municipality, but just beyond the boundaries of the study area. Originally this school was situated midway between Somerset West and The Strand to cater for pupils from both towns. This location is at present found to be extremely inconvenient, as the school serves neither town satisfactorily. (See Plan 2.3 Page 99). The Strand has a new high school, with the result that Somerset West pupils preponderate at the Hottentots Holland School, which is an anomalous position, as this is in fact a Strand school.

Somerset West obviously requires a high school which is more conveniently situated. The site which has been provided for this purpose is located in the new Parel Vallei Township, Extension number one (See Plan 2.1 Page 97 Zone E). Its situation is not very central at present and there is no residential development around it.

However, to the south of the site there is a dense linear development from east to west, along Lourensford Road. Future development will take place towards the north, in the direction of Helderberg, with the result that this site will eventually be found to be centrally located.

4.1.6 CHURCHES

All main denominations of churches are represented in the town and thus most residents are served in this respect. As a result of the growth of the Afrikaans-speaking community the Dutch Reformed Church is now in process of establishing a second congregation. Zones A, B, C and D, and areas to the north of these zones, which are at present outside the Municipal area, will form the new congregation. The future anticipated expansion in this direction has been taken into consideration in delimiting the boundaries of this congregation.

Relations between the Methodist, Presbyterian and Dutch Reformed Churches are particularly cordial, and for certain occasions communal services are arranged. This encourages contact among English and Afrikaans-speaking church-goers.

4.1.7 RECREATION

Although a wide variety of sport facilities is available in Somerset West this is all provided by private enterprise. The Country Club with all its facilities, including the Club House, was provided by the A.E. and C.I. Company, primarily for its employees, but membership is open to other White residents upon application. (See Plan 2.3 Page 99 Zone G).

The Recreation and Somerset West Tennis Clubs are private concerns, being the registered owners of the land. Here, too, membership is open upon application. (See Plan 2.2 Page 98 Zone F and Plan 2.4 Page 100 Zone J).

The Somerset West Rugby Club formerly had its playing field, which was provided by A.E. and C.I., in the town (See Plan 2.2 Page 98 Zone G). This playing field is no longer in use as such, and fixtures are now played in The Strand where modern facilities are available.

There is an urgent need for a public swimming-pool. The Somerset West Primary School has its own swimming-pool but it is not open to the public. (See Plan 2.3 Page 99).

The Municipality does not provide any sport facilities, nor does it contribute financially or otherwise towards the clubs providing the present facilities. However, 65 acres of

land have been set aside in Land-en-Zeezicht (See Plan 2.4 Page 100 Zone Q) for a large Municipal sport centre, to be known as Radloff Park, where all sport will eventually be catered for. This project is in the planning stage, and construction will proceed as facilities for the different sports are required.

4.1.8

PUBLIC OPEN SPACE

The Townships Ordinance No. 33/1934 requires that new townships established in terms of Section 11 must surrender a minimum of ten per cent of their total area for public open space. As townships of various sizes were established in different parts of the town this requirement brought about the provision of a large number of open spaces ranging in size from 2770 square feet to 501,448 square feet, scattered over the whole area. (See Appendix 2 Page 110). The arithmetic mean is 67,517 square feet, and the median is 34,600 square feet. This discrepancy is due to the large number of small open spaces compared with the few large open spaces. Many of these are too small to serve any useful purpose as they are unable to accommodate the two categories of people most likely to make use of them, which are old people wishing to sit or walk quietly, and small children running around and playing games. For the same reason some open spaces, although larger in extent, are too narrow to be of benefit to residents.

A few isolated open spaces only are provided in Zones H, K and N. These zones include the original settlement which dates back to long before the introduction of the Townships Ordinance.

Open spaces, although they could serve a useful purpose, are often neglected and overgrown with weeds, to the detriment of the neighbourhood. Recently the Municipality has become more aware of these neglected areas and has decided to mow some of them from time to time. The small open space in Caledon Street (see Plan 2.3 Page 99 Zone N) is provided with benches, shrubs and rockeries. Trees and shrubs have been planted on the small open space at the Links Garage (See Plan 2.2 Page 98 Zone B) and also on a very few others. For the rest, these spaces have not been improved in any way and have merely been provided to comply with the ordinance.

The intention of the ordinance was to provide meaningful spaces for the residents' use, but, due to the small areas of most open spaces, this has not been successful. As far as the newer areas of the town are concerned nothing can be done to rectify matters, other than keeping existing open spaces tidy, and beautifying them where

possible. Should any large scale redevelopment take place in the older part of the town, when the Coloureds are relocated elsewhere, the local authority, with their past experience, should strive for a more meaningful structuring of the town, with respect to public open space.

4.1.9 VACANT ERVEN

4.1.9.1 FINAL UNITS (See Table 6 Page 24)

A final unit is an erf which cannot be subdivided further.

In Somerset West the smallest final unit, according to the Town Planning Scheme in use at present, is 10,000 square feet. There are however some smaller erven which date back to the time before this scheme came into operation.

There are vacant final units available in every study zone, with the exception of the small zone M. Zones G and O have only nine units each. Zone G is a built-up area, centrally located, whereas Zone O consists mostly of large undeveloped erven. As Zone O is flat and low-lying there has hitherto been very little demand for residential erven here, with the resultant lack of development. However, the remaining vacant final erven in the prime high-lying areas, which comprise Zones A, B, C and D, are now very expensive for Somerset West. The prices in these zones range from R5,000 to R8,000 and more. The result is that a demand has arisen for cheaper erven, and these can only be made available in the low-lying areas near the river.

Zones H and K include practically the whole of the original settlement and there are only seventeen and twenty-six erven respectively available here. Although this area has been declared a White area, only a few Coloureds have as yet relocated. The result is that the Coloureds can no longer build here, and Whites are unlikely to move in under present conditions. These erven will therefore remain vacant until large-scale occupation by the Whites is possible.

Zone B has been practically built-up during the past ten years, but still has a selection of twenty-two erven. In all other zones there is a large number of vacant erven available. Zones with the largest number of vacant erven are Zone Q with 313, Zone A with 163, and Zone E with 103. Zone L also has 178 vacant erven but further development in this zone, which is occupied by Coloureds, has been temporarily frozen under the Community Development Act.

In all, there are 1224 vacant final erven in the Municipal area. During the six - year period from August 1963 to July 1969 a total of 672 houses was built. (See Table 3 Page 18). This gives an average of 112 houses per year. Should this average be maintained these 1224 vacant erven will provide for the next eleven years. No allowance is however made here for any increase or decrease in the building tempo.

See: (1) Land-use Plans, Pages 97 to 100 for the distribution.
(2) Plan of Study Zones, Page 101 .

4.1.9.2 LARGE ERVEN (See Appendix 3 Page 111).

An examination of the large vacant erven which have not yet been developed into final units reveals that these are mostly to be found in the low-lying zones near the river, viz. Zones J and O.

The undeveloped erven are found in the following zones:

<u>Zone</u>	<u>Number of Large Erven</u>
J	19
O	15
P	10
Q	6
N	4
F	3

The lack of development in Zones J, O and the southern portion of P can be ascribed to the fact that hitherto there has been little demand for residential erven in these areas. Apart from the fact that they are low-lying, there are still various Coloured slum settlements scattered here. This might be acting as a deterrent to development.

The other large erven in the remaining Zones Q, N and F where demand for residential land is much greater, are spread sparsely and some are already in process of being subdivided. It is foreseeable that in the near future these will be developed fully.

The largest undeveloped erf, Erf 448, is 43.03 Acres in extent, and at present forms part of Bizweni Farm. (See Plan 2.4 Page 100 Zone O).

As there is not a single large undeveloped erf left in the prime Zones A, B, C, D and E,

the large erven under discussion form the only supply of land to be developed for residential purposes within the present Municipal boundary.

These 57 large erven are over 358 acres in extent. If developed, only the six or eight largest erven will have to surrender approximately 20 per cent of their area each for access roads. Most of the other large erven can be developed with the provision of either a very small percentage for access roads or in many cases no additional roads at all. To allocate 20 per cent of the 358 acres for roads and public open space is therefore not unrealistic.

The result is that approximately 286 acres can eventually be developed to provide over 1,100 additional erven of approximately 10,000 square feet each.

4.2 NON-PROBABILITY SAMPLE (See Table 7 Page 29).

4.2.1 REASONS FOR SETTLING IN SOMERSET WEST

In studying the residential potential of Somerset West, the reasons given by the people interviewed for choosing to locate here must be analysed. These reasons given must be borne in mind in any future planning proposals, that is, if Somerset West is to continue developing as a residential town. Although progress should not be halted, it should be channeled in such a way that the present rural character of the town is maintained as far as possible.

The people interviewed were mostly representative of a social group which located in Somerset West by choice and which was not forced here by circumstances. They came seeking the specific combination of amenities which the town could offer and which they could not obtain elsewhere. This group is constituted largely of commuters and retired residents, who desire a rural atmosphere, in the proximity of Cape Town, where the environment is pleasant, and where a less expensive housing choice is available. In addition, the proximity of the sea, and the scenic beauty of the area were instrumental in finally persuading many prospective residents to locate in this particular town and not elsewhere.

4.2.2 ADVANTAGES OF SOMERSET WEST.

Some of the advantages mentioned by the residents interviewed were similar to some of those specifically given as the reasons for settling in Somerset West. This is to be expected as most of these people settled in this town by choice.

Although the most common advantages named are of a permanent nature, such as the central situation, the scenic beauty, and the proximity of the sea, these could possibly

be minimised in the minds of the residents, should the social and economic structure be altered radically.

If the second most prominent group of advantages, such as the good environment, the peacefulness, and the English component which attracts other English people from the whole Republic and beyond, were not taken into consideration in future planning they could be nullified completely. Should heavy industries, for example, be encouraged in future planning the environment would be changed, the quiet disappear, and the town would lose its select residential character, while potential residents would locate elsewhere.

4.2.3

DISADVANTAGES OF SOMERSET WEST

Poor Municipal services were mentioned by 22 per cent of the people interviewed as a distinct disadvantage. The central, older areas are well-provided with the necessary Municipal street services which are: tarred roads, kerbstones and street-lighting. The areas which are of more recent development are however often found to be lacking in one or more of these services. The rapid growth of the town in recent years is largely responsible for this state of affairs, but work is at present in progress in different areas to improve the Municipal services.

Another serious disadvantage mentioned by 17 per cent is the condition of the Main Road on Friday afternoons and Saturday mornings. On these days the Coloured and the Bantu population come to the town in large numbers to do their shopping. Although congestion on the pavements is a problem on these days, this is only to be expected as many Whites also do their shopping. The point of the complaint is the drunkenness, and the litter left behind when the Coloureds and the Bantu return home.

This state of affairs is partly due to the fact that although the Non-Whites are encouraged to patronise the local shops and bottle-stores there is no place where they can rest or eat before returning home. The result is that they are forced to loiter on the pavements and the stoops of shops.

The influx of Coloureds on these days is a phenomenon of the Western Cape, but it is worse in a town such as Somerset West which has a large farming community. The farmers themselves often provide transport for their labourers into the town at week-ends.

Another complaint was the lack of cultural activities, and this includes facilities

for the entertainment of children. A large variety of cultural activities does however exist, and many of these are organised by the local library. The fact is that participation in these activities is very poor, the one notable exception being the Dramatic Society. The reason for this lack of interest on the part of residents is due to the large proportion of commuters, who live in the town, but do not participate in its activities. As commuters leave their place of residence early in the morning and only return in the late afternoon, their interests are perforce divided between place of work and place of residence. The result is that they have little leisure or inclination to join in the social and cultural activities of their place of residence. This does not promote an integrated community.

Other factors which contribute to this disintegrated community, mentioned as a disadvantage in Somerset West, are the strong Afrikaans and English speaking sections, the immigrants and the high rate of growth of population in general.

4.2.4

FACILITIES IN SOMERSET WEST

The chain-stores in Cape Town and The Strand provide serious competition for the shops in Somerset West. Residents from the town are attracted by the wider range and cheaper prices offered in these chain-stores. The distance to Cape Town is not a serious deterrent because they either combine their shopping excursions with other business or limit these trips to once or twice a month, when they do all their shopping for this period. As The Strand is only three miles away, the time-distance is no deterrent at all.

Somerset West has only two large shops, but there are many small ones in the Main Road, which are oriented towards the Coloured population. This is one section of the community on which the shop-owner can rely, as it is less mobile and usually pays cash. For this reason many shop-owners are concerned about the future, when the Coloureds are moved away from Somerset West.

It is therefore necessary that residents should support local shops, so that a wider range of goods may be provided. With an increase in sales and a larger turn-over, prices may as a result be reduced. An efficient retail component is necessary to the residential development of the town, as it could be an additional inducement to prospective residents to settle here.

In diagnosing the information obtained in the questionnaire survey on the facilities for recreational and cultural activities, one aspect in particular deserves attention. This is the large percentage of "Don't Knows" in both categories, viz. 32 per cent and 21 per cent respectively. These percentages represent residents who had

so little interest in these activities that they could not express any opinion whatsoever.

Participation in recreation and cultural activities is usually associated with those people who have fairly high cultural and educational standards. They also belong to the middle to upper income groups. These are exactly the kind of people who were interviewed for this survey, and yet the results reveal a gross lack of interest.

The most probable explanation for this apathy is that these people are commuters. Through lack of interest or leisure they have not become integrated members of the community. They have not taken the trouble to find out what the town has to offer with regard to these facilities.

Retired people often showed more interest, and could at least express an opinion, although their age precluded them from actively taking part. Their circumstances are different in that they have more leisure.

The investigator is aware of the advantages that would have been gained, had a probability sample been conducted. The maximum differences between the sample and the population could then have been determined and would have depended on:

- (1) the size of the sample
- (2) the manner in which the sample was taken.

In a town the size of Somerset West this would have involved the completion of questionnaires for at least 400 households. Bearing in mind the purpose of the survey, which was only to determine trends, this was not deemed necessary.

4.2.5 PROVISION OF MUNICIPAL SERVICES: STREETS

As 22 per cent of the persons interviewed for the Questionnaire Survey complained about the poor standard of Municipal Services, a field survey was conducted in August 1970 to investigate the validity of these complaints. (See Plan 5 Page 103).

The investigation revealed the following:

TABLE 17

EXISTING SERVICES : STREETS

			<u>Percentage</u>
Tarred	Kerbing	Lights	37.5
Tarred	Kerbing		5.0
Tarred		Lights	1.7
Tarred only			4.3
Gravel	Kerbing	Lights	2.5
Gravel	Kerbing		2.2
Gravel		Lights	17.1
Gravel only			23.7
Not yet constructed			6.0

These percentages indicate that the basic Municipal services are lacking in certain areas, some of which have been established for a long time. However, work is at present in progress to improve the service in Zones A, C and Q.

Of the sixty-two miles of roads in the Municipal area only 37.5 per cent have all these services, and in all, 48.5 per cent are tarred. The remaining 51.5 per cent consists of 45.5 per cent gravel roads, and 6 per cent of roads which are not yet constructed. Gravel roads without kerbing or lights represent 23.7 per cent of the total.

The unconstructed roads of two new townships, in Zones J and Q, will be constructed by the developers in terms of the conditions of establishment of these townships.

A study of Plan 5 of Existing Services Page 103 reveals that only the older central portion of Somerset West has complete road services. It could reasonably have been expected that a town of this order would have a larger percentage than 48.5 of tarred roads, irrespective of kerbing and street lights.

The provision of street lights is also poor as 35.2 per cent of all the streets have no lights. The 6 per cent representing unconstructed streets is not included in this

35.2 per cent. Street lights in residential areas can be considered as a minimum requirement. It must however be pointed out that in some new residential areas street lights have not yet been required.

The more recent townships in Zones A, B, C, L, P and Q have services lacking in one or more respects. As most of these townships have been established for more than 17 years, the conclusion drawn is that the Municipality is not able to keep pace with the provision of services, due to the rapid growth of the residential sector of the town.

4.3

WORK OPPORTUNITIES

Table 8 on Page 31 indicates the number of persons employed by the different work categories, irrespective of the capacity in which they are employed. This information indicates that only 809 White residents of Somerset West, out of a population of approximately 7,500 Whites, work in the town itself. This represents 10.8 per cent of the total.

According to the Cape Provincial Administration, Planning Report number 2, the following percentage of the Whites are economically active:

In the Republic	37.4 %
In Greater Cape Town Region	39.4 %

If these figures are compared with the figures obtained for Somerset West where only 10.8 per cent of the local Whites work in the town, it indicates that the remaining approximately 23 per cent of Whites must be commuters. Alternatively, Somerset West may have fewer economically active and more retired people.

Most of the work opportunities for Whites are found in shops and specialised services, which probably comprise the lower income groups. These two categories also provide employment for most commuters into the town. As expected, the shops employ considerably more females than males, and the specialised services, which include, among others, garages, electricians, hairdressers, and laundries, employ more males.

Out of a total White labour force of 1108 working in the study area 299 are not local residents. It is significant that Somerset West, despite its limited work opportunities, is yet able to attract these White workers into the area, whilst so many of its own residents prefer to commute out of the town.

These residents probably resort under one of the following two categories:

1. People with professional or specialised training for whom no work opportunities exist in Somerset West.
2. People with exceptional ability and experience who can command a higher salary than Somerset West can offer; therefore they choose to commute to Cape Town and other areas.

The total Coloureds, male and female, employed in Somerset West is 1234, which exceeds the total of local and non-resident Whites working here. The 940 males are almost entirely employed in the building trade, shops, specialised services, and to a much lesser extent the local authority. Of the 294 females, most are employed in shops, hotels and restaurants, and specialised services. There is also a significant number employed as teachers.

Almost 42 per cent of the total Bantu male labour force of 267 in Somerset West is employed by the local authority. A further 69 Bantu are employed in specialised services. After this the numbers decrease so rapidly that the next three largest Categories, being shops, building trade and hotels together employ only 68 Bantu. As there are only five Bantu women employed in these categories, despite the large numbers of them seen in Somerset West, it seems obvious that the vast majority of them are employed as domestic servants, legally or otherwise.

4.4 COMMUTER ELEMENT

4.4.1 TRAIN

4.4.1.1 SEASON TICKETS: MONTHLY AND WEEKLY

It was noted that only to Cape Town did the people who travelled First Class buy monthly tickets. The indications are that those people who work in Cape Town

and buy monthly tickets are paid monthly. These presumably hold professional or clerical positions. People travelling to stations other than Cape Town with very few exceptions all buy weekly tickets, thereby denoting that they are probably artisans, and others, who are paid weekly.

The ratio of monthly to weekly tickets sold to Cape Town varied slightly, but it was approximately fifty per cent for each, except for the holiday months of July, December, January and February when the weekly tickets clearly exceeded the monthly tickets. This can be attributed to school and public holidays falling in these months, when people who will be away find it cheaper to buy weekly instead of monthly tickets.

For a detailed summary of tickets sold see Table 9 Page 33.

4.4.1.2 DAILY TICKETS

Cape Town, and to a lesser degree Bellville and The Strand, form the strongest railway links of Somerset West for trips other than commuting for work. These figures include people on holiday in Somerset West, which affects the summer monthly averages more than the winter monthly averages.

The summer and winter averages for First and Third Class passengers indicate a different trend in travelling. The average number of First Class passengers travelling to these three stations shows a marked decline from the summer to the winter monthly averages. With the Third Class passengers the drop is not so prominent, because they are not so easily deterred by bad weather and usually have no alternative method of conveyance.

See Table 10 Page 34.

4.4.2 ROAD LINKAGES

4.4.2.1 ROAD SYSTEM (See Plan 7 Page 105).

The N2 Freeway from Cape Town to Somerset West has been completed up to the fly-over bridge opposite the D.F. Malan Airport. From this fly-over bridge to Somerset West the freeway is not yet completed, and the old existing National

Road provides the only link at present. This road has only a single lane in both directions, with the result that it is very congested at peak hours. This congestion is largely due to slow-moving buses and other heavy vehicles. Because overtaking is difficult at times, commuters travelling by car are delayed on this stretch of road, resulting in increased travel fatigue and tension. Were it not for this congestion, travelling by car could be pleasant and not cause undue strain, because commuters always drive with the sun behind them.

Bearing in mind that the average increase in National Road traffic is seven per cent compounded yearly, it is fortunate for Somerset West commuters that this new freeway is nearing completion. The growth of Somerset West and the improved capacity of the new road can be expected to add even more traffic. Although the physical distance will remain the same, the time distance will be reduced considerably.

The construction of the new Main Road (M.R.12), linking the present road between Stellenbosch and Somerset West (T.R.27) with the National Road (N2) and the new freeway under construction, will reroute traffic and cause through traffic to by-pass Somerset West. At present the Main Road through Somerset West has to bear most of this through traffic from Stellenbosch.

4.4.2.2

TRAFFIC COUNTS

PROVINCIAL ROADS DEPARTMENT

The traffic counts were undertaken by the Provincial Roads Department in order to determine and provide the future road requirements in the region. The percentages point to the increase in traffic generated in the region, irrespective of the origin or destination (See Table 11, Page 37). New roads must therefore be planned and constructed to cater for this increase.

It is reasonable to assume that a considerable portion of this traffic is caused by commuters. Through traffic also forms part of the increase. Much of this through traffic is due to motorists from up country travelling through Somerset West to reach sea-side holiday resorts. Somerset West is on the usual route to The Strand, Gordons Bay, Hermanus and other resorts.

VICTORIA STREET TRAFFIC COUNT

This traffic count revealed certain trends about the motorists, but it also highlighted difficulties which made it virtually impossible to get reliable information, using this technique.

Some of the interesting features were:

- (a) The large number of cars bearing distant registration numbers, even from the Transvaal and the Orange Free State. As they did not appear to be on holiday the conclusion to be drawn is that the occupants must have been recently transferred here, or that they are temporarily employed here on contracts.
- (b) Cars that either left or entered the town, only to return soon afterwards. They either dropped or picked up passengers before returning. This resulted in double counting.
- (c) The large number of shift workers that left or returned early in the morning.
- (d) The number of heavy vehicles that moved in and out of the town with artisans from the building trade. They were either collecting workers or taking them to different construction works.
- (e) Very few Coloureds left or entered the town after 7.30.
- (f) As expected, the peak for cars entering the town is much later than the exodus of cars, because those working in distant places must start travelling earlier.
- (g) Some motorists travel through Somerset West to get from their homes to their places of work.
- (h) At times the vehicles travel bumper to bumper when entering or leaving the town.

Some of the difficulties experienced were:

- (a) Many heavy vehicles and a few buses drove past without it being possible to count the occupants. The intention was to count the White occupants only.
- (b) Many of the motor-cars that passed the check point in the early morning had the windows covered with dew, so that it was virtually impossible to count the number of occupants, let alone observe whether they were Whites or not.
- (c) In the early morning when it was dark, it was impossible to distinguish between Whites and Non-Whites.

In order to get reliable information about the number of commuters entering or leaving Somerset West by car, it is clear that, apart from doing a traffic count at all access points, it would be advisable to employ a different technique. As an example, questionnaires could be handed out to be completed and returned by all passing motorists.

This exercise was nevertheless very useful in that it emphasised the fact that there are large numbers of commuters in Somerset West. In Victoria Street alone 452 cars with 601 White occupants left the town during the two-and-three quarter hour early morning peak period. This represents 7.5 per cent of the present total white population of approximately 8,000.

4.5 SUBDIVISION OF LAND DURING THE PERIOD 1949 to 1968

When comparing the tempo at which new erven are being made available with the rate at which building plans are being approved by the local authority, it is of interest to note that there was very little difference between the yearly average of these two categories for the period 1963 to 1968. During this period 759 erf diagrams were approved by the Surveyor-General, giving an annual average of 126, while 672 building plans were approved by the local authority, which gives an annual average of 112. This indicates that at the present rate erven are not being oversupplied, as the excess of erven supplied over houses built for this six-year period is only 84.

However, this investigation indicates that there are 1224 vacant final erven in Somerset West. This large number of vacant erven must therefore have been available for many years before the boom started. Therefore, although erven are not being oversupplied at present, they were decidedly oversupplied in the past. Considering that 2145 erven were made available through subdivisions during the past twenty years, it is surprising that despite the boom period of the past ten years there are still 1224 vacant erven available in the town.

In theory, prices can be forced down through the operation of the market mechanism, by increasing the supply of a commodity. However, it is questionable whether the theory of oversupplying the market with erven can be justified in the light of the large number already available. The provision of any services to the 1224 vacant erven has involved both the land developer and the local authority

in considerable expense. In view of this it would be unwise to allow vacant erven to be made available at an increased tempo, unless there is certainty that growth will increase in future. A reasonable choice of erven must obviously be available at all times to cater for the different demands of the population, and for this reason subdivision must continue at a rate which could be justified.

4.6 FLUCTUATIONS IN LAND VALUES

The information collected would have been more valuable had all the sales for the sixteen zones for the periods under examination been available. Nevertheless the data is useful in that it is possible to determine the pattern of development as based on the sale of vacant erven. For some zones the information appears to be inadequate, but it must be remembered that the number of available vacant erven varies greatly from zone to zone. Some zones were almost fully built-up already, while others were largely undeveloped. In the latter zones the development accelerated with the building boom which started in 1963, with the result that the sale of erven in these zones increased rapidly.

In some cases there were large differences in the prices of comparable erven sold at approximately the same time. This is probably due to the owner not being a resident of Somerset West, and not being aware of the current market value of his property. It could also be due to the owner being forced to sell in a hurry, owing to financial circumstances. To effect a quick sale he is obliged to reduce his price.

The average price for the 127 erven sold from 1966 to 1969, and for which figures were available, was 22.3 cents per square foot. At first glance this figure appears to be very low, but it must be remembered that this figure represents an average for the whole of Somerset West. It does not therefore reflect the current market price for prime residential erven. The actual average prices for the individual zones range from 4.5 in Zone K, which is mostly occupied by Coloureds, to 37.4 cents per square foot in Zone B, which is a prime residential area, where erven are approximately 9,000 square feet in area.

In the prime areas the well-situated erven can command fifty to sixty cents per square foot. The most expensive erf found in this search was situated in Zone F, and was 9,600 square feet in extent. It was the last centrally situated erf in this zone. Although south-facing, it was sold for R7,360, which is 76.6 cents per square foot.

4.7

TRANSFER OF VACANT ERVEN

According to the Mayoral Annual Reports, the number of houses built during the five year period from 1 August 1964 to 31 July 1969 totalled 568. This is approximately 113 houses per year.

According to the information obtained from the Municipal Records 1,460 vacant erven were transferred in the approximately corresponding five years. This yearly average is 292 erven.

During this period the number of erven transferred exceeded the number of houses built by 892, which means that 61 per cent of the 1,460 erven transferred had not been built upon.

This large percentage indicates an unhealthy situation because it is clear from the evidence that many of these erven were bought for speculation, and the owners had no intention of building. The transfer of erven in blocks and the fact that some of these erven were sold shortly afterwards at greatly increased prices confirms this statement. It is partly due to this practice that land prices are escalating in Somerset West, to such a degree that only the reasonably affluent are able to afford erven in the better residential areas.

The inflated prices demanded by speculators are then regarded as the norm and private individuals with erven for sale soon react by increasing their prices as well. In view of the increasing demand for erven in prime areas the people with the necessary resources are seldom interested in developing land for the middle and lower income groups.

It is under these conditions of ever increasing land prices that people who cannot really afford expensive erven are yet obliged to buy them.

Speculators demand inflated prices and thereby receive profits in the short term, which are unearned. Under the present market conditions the risk involved is so small that these inflated erf prices cannot be justified. If it is allowed to continue it may eventually affect the residential potential of Somerset West detrimentally by removing the advantage that has been partly responsible for attracting residents. This advantage was specifically mentioned by ten per cent of the residents

interviewed in the Questionnaire Survey as one of their reasons for settling in Somerset West, under the heading "Less Expensive Housing."

See Table 7 Page 29.

4.8 PHYSICAL ASPECTS OF THE AREA

According to the Topographical Plan 6 page 106 there are two areas which deserve consideration for future residential development. The area towards Schapenberg in the south-east has steeper slopes and less fertile soil, and these factors would seem to indicate that this area should be considered for residential development, while the agricultural potential of the north-westerly area, towards Stellenbosch, should rather be exploited.

Enquiries have however revealed that it is not always justifiable to write off land as being unsuitable for agriculture. Science has shown that land may be unsuitable for a particular crop, yet quite suitable for another. A further consideration is that in a region with a high rainfall, such as the Western Cape, poor soil is not a serious problem because it can always be improved with fertilizer.

The one factor on which land can certainly be classified as unsuitable for agriculture is very steep slopes. A detailed study is also necessary to ensure that the areas with poor soil and not the prime agricultural areas be subdivided for future residential development. For these reasons the investigator would suggest that the feasibility of future residential development towards Schapenberg be seriously considered. Apart from the poverty of the soil, the area south-west of Schapenberg is definitely too steep for agricultural purposes, and this is a factor which cannot be remedied.

It has however already been decided to incorporate a large area towards the north-west of the town into the Municipal area in 1971. This decision was taken as there are already seven townships in existence in this area, as well as a number of small holdings. The reason for this incorporation is to facilitate future planning and the provision of services in this locality. It is nevertheless unfortunate that it will now be possible for the large farms in this area to be subdivided for residential purposes. Apart from the fact that the soil is fertile, these farms provide the rural character which has attracted many people to Somerset West.

5.0 SYNTHESIS

5.1 SOCIAL INTERACTION

A factor which could stimulate the growth of a town is the possibility of social interaction within groups. There is the desire of residents to live among people of their own kind, with the possibilities of friendship and a meaningful social life. People tend to gravitate towards those with the same social and cultural background as their own. This was demonstrated in Somerset West during the post-war years, with the gradual formation of a closed community of English-speaking people, usually upper-income class. This community has continued to attract other immigrants of the same type. The assurance that there will not be a language barrier is another factor which encourages unilingual English people to settle in the town.

Somerset West, Kloof, East London and Harmanus are known throughout many African states as towns with particularly strong English-speaking communities, and this reputation has tended to attract those English people who have been forced by circumstances to emigrate from the African states.

This community possibly originated after the First World War, when families of servicemen in the East stopped over at Cape Town en route to England, liked the city, and decided to stay on. Many others afterwards immigrated to South Africa, and came to live in Parel Valley in Somerset West. Numbers of them were high-ranking ex-servicemen, while others were titled. This formed a nucleus which has continued to attract the English from various parts of the Continent.

The trickle of English immigrants has at times developed into a stream which caused sudden bulges in building activities in the town. These streams coincide with historical events in Africa, such as the granting of independence to states like Kenya, Tanzania and others, with the subsequent unrest, insecurity among Whites, and the large-scale emigration from these countries of both the English and the Afrikaners. Events in the Congo, in Zambia, and later in Rhodesia with the U.D.I. have caused new waves of immigration to South Africa, and also to Somerset West.

While it is the English community which has given Somerset West its character and reputation, the Afrikaans section has also been increasing. One proof is the fact that the local Dutch Reformed Church has been obliged to establish a second congregation.

The social interaction which used to exist in the town has been affected by urban sprawl. Families which have associated with each other while living in the same block of flats may find their interests diverging through the mere fact that the one has built his house in Land-en-Zeezicht and the other in Westridge. The physical distance causes loss of contact and the gradual breaking-off of social ties.

Some years ago when Somerset West was a small town, social interaction between people was fairly general, and most people knew or knew about each other. With the rapid growth experienced during the past ten years and the influx of new-comers and immigrants, this general social interaction is in process of breaking down.

This is aggravated by the strong commuter element. While the wives may make contact with each other and join in social and cultural activities in the town, the interests of the men are centred to a large extent on their work, and place of work. Leaving home early in the morning and arriving back late in the evening they can have virtually no contact with the activities in the town, unless they take part in some form of recreation over the week-ends. This leads to the dis-integrated community described as a disadvantage in the questionnaire survey. It has commonly been found in the town that there is little participation in community activities, such as sporting clubs, Church choirs, reading circles, and other associations.

Social interaction is affected by rising land and property values.

Having the opportunity of making a good profit on their houses, people sell at a high price and move out to a different house. When this often happens it can lead to a sense of impermanence in neighbourhoods.

The fact that Somerset West has developed into a commuter town, and is certain to continue this development, will also inhibit the social interaction between and within groups. There does not appear to be any way out of this dilemma, as the residential development of the town is centred on the commuter element.

Retired people will also continue to settle in Somerset West, as a result of the advantages to be had. However, due to their age they are often precluded from taking an active part in community affairs.

5.2 THE POPULATION GROWTH

In the course of this thesis much has been said about the growth of Somerset West over the past ten years. The estimate of the growth was based on the number of houses built, and the number of erf diagrams approved annually, in the Surveyor-General's Office. However, as growth in a residential town is only truly reflected by the increase in population, it is necessary to examine this population growth over the past decade.

T A B L E 18

POPULATION GROWTH: MAYORAL ANNUAL REPORTS

	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
Whites	4,266	4,367	4,507	4,700	5,105	5,700	6,000	7,000	7,500
Coloureds	3,766	3,856	3,950	4,040	4,180	4,400	4,540	4,800	5,000
Asiatics	25	29	29	31	32	32	32	36	36
Bantu	308	312	300	300	203	203	203	200	200
Total	<u>8,364</u>	<u>8,564</u>	<u>8,786</u>	<u>9,071</u>	<u>9,520</u>	<u>10,335</u>	<u>10,775</u>	<u>12,036</u>	<u>12,736</u>

According to these estimates the average annual population increase from 1961 to 1969 was 6.5 per cent. In order to consider the potential of Somerset West this growth must be compared with the growth on a national scale, and also with comparable towns in the area.

T A B L E 19

POPULATION GROWTH : WHITES

	<u>1921</u>	<u>Percentage Annual Increase</u>	<u>1936</u>	<u>Percentage Annual Increase</u>	<u>1946</u>	<u>Percentage Annual Increase</u>	<u>1951</u>	<u>Percentage Annual Increase</u>	<u>1960</u>
Republic	1,519,488	2.1	2,003,857	1.8	2,372,044	2.3	2,641,689	1.9	3,088,492
Greater Cape Town Region	161,941	2.6	225,935	2.7	287,018	2.7	325,094	1.6	372,755
Somerset West Magisterial District	2,314	1.3	2,759	3.7	3,780	5.5	4,824	3.3	6,274

See Appendix 4 - 6 Pages 112 to 114.

For the period 1921 to 1936 the population growth of Somerset West lagged behind the percentage annual increase for the Republic and the Greater Cape Town Region. Since the Second World War the growth in Somerset West has increased to such an extent that it has caught up with and overtaken the annual population growth in the two larger regions.

TABLE 20

URBAN POPULATION : WHITES

	1921	Percentage Annual Increase	1936	Percentage Annual Increase	1946	Percentage Annual Increase	1951	Percentage Annual Increase	1960
Somerset West	1,506	1.2	1,777	4.4	2,553	4.1	3,077	6.3	4,811
Strand	2,833	2.4	3,871	4.8	5,742	3.7	6,815	1.6	7,819
Stellenbosch	3,830	2.7	5,381	5.4	8,294	3.0	9,533	4.8	13,693
Pearl	6,729	2.7	9,474	2.6	11,948	1.7	12,992	1.6	14,914
Bellville	5,087	15.2	16,670	9.2	32,063	10.6	49,101	4.7	70,002

Bureau of Statistics : Urban and Rural Population of South Africa. Report Number o2-02-01.

The urban population increase of Somerset West was compared with four other towns for the period 1921 to 1960. Between 1921 and 1936 Somerset West had by far the slowest annual growth. During the following two periods the town's growth increased to over 4 per cent. Bellville's annual growth for the third period continued to be the highest, being 10.6 per cent. The annual growth for the other three towns showed a reduced annual increase for the third period, compared with the previous period. For the period 1951 to 1960 the annual increase for the urban population of Somerset West was 6.3 per cent, which was the highest of the five towns, even surpassing the 4.7 per cent growth of Bellville.

For the period 1951 to 1960 the annual population increase for the Magisterial district of Somerset West was 3.3 per cent as against 6.3 per cent for the corresponding period for the urban area alone.

The continued urban growth of the town since the Second World War is indicative of a great residential potential. Planning is needed to ensure that the amenities and advantages, mentioned in the questionnaire survey, which have caused people to settle here in the

past, are protected and improved where possible. This must be done to cater for the requirements of the increased population, and to ensure that prospective residents will continue to be attracted.

The rural character of the town, which is prized by the inhabitants, must be preserved in spite of increasing urbanisation and growth, and this paradox presents a problem which only careful planning will be able to solve.

An increased population brings increased problems. Existing Municipal services, which are at present lacking in many respects, will nevertheless have to be improved and extended in order to keep pace with development. Existing shops will be called upon to provide goods of a better quality and wider range, particularly when the relocation of the Coloured population has taken place. It is possible that new commercial establishments will be attracted.

Although there is at present a surplus of erven available, the subdivision of land must continue in order that there may always be a reasonable choice for new residents. The supply of erven should exceed the demand so that prices can be kept at a level which most people can afford. Provision must be made for the needs of the lower income groups as developers do not usually cater for these people. There must be ordered planning to ensure systematic and continual township establishment for all levels of the population and it may be advisable for the local authority to participate actively in this establishment of townships, to ensure that the lower group is not overlooked.

As high building costs can affect the potential it is necessary that more letting accommodation be provided for those people who cannot afford to build a house, and also for that section of the community which does not wish to live in houses, that is, the retired section.

Therefore the building of flats and maisonettes will have to be resumed. When there are too few houses and flats to let people are forced to buy expensive erven which are in fact beyond their means.

Provision for schools, recreation and transportation must be made, to meet the increased demand. Schools in particular should be planned well ahead in order to provide additional facilities before overcrowding takes place, as happened in the old Primary School before the new one was completed.

It can be expected that every component of the town will be affected if growth continues at the present rate. Haphazard growth, which can diminish the residential potential, must be checked by means of foresight and planning. In this respect the foresight of

the Municipality in developing Land-en-Zeezicht Nature Reserve for the benefit of all present and future residents must be commended. The Main Road under construction towards Firgrove, which will link with the by-pass from Stellenbosch to the new Freeway, is another example of Municipal planning for future requirements.

In this respect it must be mentioned that procrastination in the provision of services has in the past proved to be very costly. The northern and southern sections of this Main Road through Somerset West could have been constructed for R480,000 in 1964. At present, in 1970, the northern section alone is under construction at an estimate cost of R800,000.

However, resources must be rationed according to priorities. Expenditure or non-expenditure on alternative services should be motivated and justified. When, for example, a decision has to be taken on whether money should be spent on a swimming-pool or the beautifying of open spaces, the costs and benefits involved should be carefully weighed.

The population growth of Somerset West is further illustrated by the following statistics:

- (a) The number of water meters installed rose from 1410 in June 1963 to 2153 in June 1970. An average increase of 7.5 per cent per annum.
- (b) The number of motor vehicles in the Magisterial district rose from 4400 in 1963 to 7200 in 1970. An average increase of 9.1 per cent per annum. This figure indicates either an affluent or a commuter society.

5.3 FUTURE REQUIREMENTS

5.3.1 NEW RAILWAY STATION

The Railway authorities are at present considering proposed plans to build a new railway station on the Somerset West side of the existing railway line. The present passenger station is situated on the far side of the railway line and was formerly accessible by means of a level crossing. This level crossing has now been closed, with the result that cars can only reach the station by means of a detour.

The goods yard which is at present situated on the proposed site of the new station will first have to be moved elsewhere.

The new station, when completed, can be expected to encourage more commuters to use the railway service. It may also be an advantage which will attract commuters to settle in Somerset West.

5.3.2 NEW HOSPITAL

The present hospital in Lourensford Road has facilities for Whites and Non-Whites. The general and maternity sections of the hospital have a total of sixty-six beds available for the Whites and Non-Whites. With the population increase the number of beds at this hospital has been found to be insufficient.

A large new hospital for Whites is being planned for Somerset West. As it will be many years before it will be in operation a prefabricated concrete structure has recently been erected next to the present hospital to provide immediate relief. This structure provides ten additional beds for Whites and twenty for Non-Whites.

A new hospital for Non-Whites will eventually be built at Macassar.

The new hospital for Whites will be built on approximately twenty-five morgen of land south-west of the town, near the Lourens River. According to hospital sources this new hospital is expected to be operational by approximately 1976.

When these two hospitals are completed the present old hospital will be converted into either an old-age home or a hospital for chronically ill patients.

The new hospital will cater for the additional requirements of the rapidly increasing population of the Hottentots Holland basin.

5.3.3 WATER

Basic services are necessary to the well-being of the residents of any town, and to attract new residents from elsewhere.

A resource which is basic to everyday needs is water. The availability of sufficient water to cater for any possible future requirements due to growth is very important, in considering the residential potential of Somerset West. In view of the water restrictions of recent years the future provision of water in the town must be investigated.

When the farm Land-en-Zeezicht with certain water rights was bought by the Municipality, the Water Court allocated to the Municipality half-a-million gallons of water per day from the Lourens River. This water is used directly, but with the service reservoirs in Land-en-Zeezicht the supply available from this source can be

increased to 700,000 gallons for a day.

The only other source of supply is from the Steenbras dam, from where the Municipality can boost their water supply when necessary. The present capacity of the pipes can supply an additional 1.5 million gallons per day, but negotiations are at present under way to lay more pipes to increase this capacity to 2.25 million gallons per day.

There are also two storage reservoirs, one in Smuts Avenue and the other in Louis Botha Avenue (Zone C). These reservoirs have a capacity of 0.25 million gallons each. The Municipality's total water storage capacity is therefore 1.2 million gallons, which can be augmented from Steenbras dam when necessary.

At present the town uses 240 million gallons per year, with a daily average of 0.66 million gallons. For Somerset West the peak use is 2.5 times the daily average, which is 1.65 million gallons per day.

In order to cater for any future increase in the use of water the Municipality has decided in principle to build two additional storage reservoirs of 0.25 million gallons each. One will be in World's View and the other on Erf 1, Helena Heights. These are in the area which is due to be incorporated into the Municipal area in 1971. Both these reservoirs will then be filled from Steenbras dam. Application may also be made to the Water Court to grant an additional 0.5 million gallons per day to Somerset West from the Lourens River. The riparian owners will then be suitably compensated.

The feasibility of eventually building a very large dam in the area, to cater for the whole Hottentots Holland is also receiving attention. The advantage of such a dam will be that the maximum utilisation of stored water will be possible, as additional water requirements due to future growth will be available from Steenbras dam as and when required.

The economics of such a project must be carefully considered, for if the costs of storing, filtering and reticulation is greater than the cost of obtaining the water from Steenbras, then the project should not be proceeded with. It must however be borne in mind that once the dam has been paid, interest and redemption will fall away and only the recurring costs need be considered.

This investigation has therefore revealed that the Town Council is fully aware of the water problem and its importance to the future potential of Somerset West. Once the schemes under way and those at present under consideration are completed, sufficient water will be available for any future expansion.

5.4 FACTORS AFFECTING THE RESIDENTIAL COMPONENT

5.4.1 ERF SIZES

The present minimum erf size allowed in Somerset West is 10,000 square feet, which is twice as large as the minimum erf size in The Strand. As a result the residential areas are generally pleasant and spacious, with attractive gardens. These large erven ensure reasonable privacy, which is particularly prized by the English speaking residents, and there is sufficient space for swimming-pools, double garages and large single-storeyed houses. These erven are therefore suitable for the upper-income groups.

The erf size is one of the aspects of the town which were mentioned as advantages in the questionnaire survey. Purchasers who are status-conscious prefer to buy these large erven, although they may not be able to afford them.

A minimum of 10,000 square feet is however too large for many residents. The upkeep is expensive and labour is scarce. It will become even more scarce when the Coloureds are relocated. Furthermore, erf prices cannot be expected to fall while the erven are so large. The Municipality should consider reducing the minimum size of erven. Erven of 8,000 square feet and less are adequate for the average family, and also for retired people. This will result in cheaper housing as the erven will be less expensive.

Although small erven in prime areas cost more per square foot than large erven, the nett price is usually lower. During 1966 to 1969 the average price for the large erven in Zone A was twenty cents per square foot, whereas the average price for the small erven in Zone B was thirty-seven cents per square foot. (See Table 14, Page 42). These are both prime residential areas. Should the lower-lying areas be developed into small erven the price per square foot would be very much less.

The Niemand Report on the High Selling Prices of Vacant Residential Erven, 1970, advises that a percentage of smaller sites be provided in each township. This cannot be recommended as a scattering of small cheap houses in an otherwise opulent township will detract from its aesthetic and economic advantages. Houses in residential areas should conform as far as possible. It is better to have whole townships of small erven for the lower-income group. Alternatively, a section of a new township can be developed into small erven, but there must however be no mingling of large and small erven.

The supply of erven in Somerset West is more than sufficient and it is all the more inexplicable that prices of erven continue to rise so rapidly. The reason may be that the supply is not a comprehensive supply, in that it does not cater for all income groups, but is aimed at the requirements of the higher income groups only.

When the Municipality auctioned 236 erven in Land-en-Zeezicht (Zone Q) in December 1968, it attempted to curb the activities of speculators by stipulating that no vacant plot could be resold, and houses had to be built within two years, or rates would be levied as if a house had in fact been built. At present exemption is given upon application, on condition that a percentage of the profit made on selling the vacant erf is paid to the Municipality. Therefore it seems that this attempt to prevent speculation has failed, and erf prices are rising here as well as elsewhere.

The Niemand Report advises that Municipalities should auction erven only by way of exception. A Municipality should attempt to supply cheaper erven, using a means test, so that the less affluent are given an opportunity to acquire erven at prices which they can afford.

5.4.2

LAND PRICES

The rise in prices of residential erven is not a phenomenon which is restricted to Somerset West only. It is causing concern to the Government and is affecting the economy of the country as a whole. A gradual increase in land prices is however to be expected in a country with a growing economy.

Land developers and other individuals who had the foresight and initiative to invest in land at a period when prices were low, are entitled to realise a profit, as they were prepared to risk their capital. This implies a fairly long-term investment.

The disturbing factor is however the recent trend where land is bought and sold very soon afterwards at greatly increased prices. The sellers thereby reap unearned profits in the short term. Under the present market conditions where the demand is brisk the risk involved is so small that these inflated erf prices cannot be justified.

The speculators contribute to the rapid escalation of land prices, as these prices they receive are often regarded as the norm, and the same prices are then demanded in future sales.

A case in point which occurred in Somerset West can be mentioned.

In June 1969 a vacant erf was transferred simultaneously from A to B and to C for R1,400, R5,000 and R7,500 respectively.

When land owned by companies is sold it is transferred by the transfer of the shares. In these cases the actual figure at which the shares are transferred is not generally known. The result is that the purchaser is unable to ascertain what the previous owner of the shares paid, and he therefore has no basis for comparison. This could lead to a further escalation in prices.

This is illustrated by a recent transaction which took place in Somerset West. A fairly large tract of land which was ripe for residential development was sold in this manner within less than two years for R2,800, then for R4,600, and eventually for R11,500 per morgen. Development of the land commenced shortly afterwards. The end result is greatly inflated erf prices for the prospective home-owner.

As land is a fixed resource persons who own prime residential erven can often demand and eventually receive inflated prices for the erven if the demand exceeds the supply. If land prices continue to escalate the effect could be harmful to the future residential potential of Somerset West, by removing the advantage of cheaper land prices which has attracted residents in the past.

S.4.3

HIGH DENSITY DEVELOPMENT

The fact that only one out of 516 flat units was actually vacant in September 1969, as well as the long waiting lists at agents are indications of the considerable demand for flats in Somerset West.

Despite this demand no new flats are being built, and thus the supply is not being increased to meet the future requirements of the growing population. This may be attributed to the following reasons.

The present building costs for flats are approximately R8 per square foot. Property investors expect at least a 12 per cent nett return on their capital invested. The increasing interest rates on capital, the difficulty of obtaining funds to finance flat development and the possibility of future rent control being enforced on any block of flats are largely the reasons why developers are hesitant to invest capital in this type of housing. Other forms of investment are more likely to prove a success

and are therefore preferred.

As Rent Control affects high density development two serious disadvantages of this Act should be mentioned.

1. The person who deserves to be assisted in getting suitable housing at a reasonable rent is very often not the person to benefit under the Rents Act. Because there is no means test affluent people often obtain subsidised housing, provided by landlords, and not the people who need it.
2. The effect of this act in practice is to perpetuate the housing shortage and not to relieve it, as it inhibits the building of new flats.

Once the Sectional Titles Bill has been promulgated, making the transfer of individual flats possible, the erection of new flats may be encouraged.

Investors who are willing to invest in flats are often only prepared to erect luxury flats, and do not provide for the lower-income groups.

There is a need in Somerset West for group housing which will bridge the gap between flat accommodation and single residential housing.

Maisonettes and group housing are needed for families with young children. These families are often temporary flat dwellers, who are planning to buy a house as soon as they can afford it.

The permanent flat dwellers are the retired residents, who do not wish to be responsible for the upkeep of a house and garden. Flats should be centrally situated to suit the requirements of these retired dwellers, who may not always be provided with transportation.

Flats in Somerset West are generally centrally situated, being near the Main Street and the shopping area. It is recommended that this practice be adhered to as far as possible. The erection of flats in the older part of Somerset West, which is largely occupied by Coloureds, is also advocated when redevelopment takes place.

Flats should not be allowed in the existing prime residential areas, as they would be out of conformity to the existing single residential units.

When large vacant areas, such as those in Zone D, are developed for residential purposes a portion may be allocated in advance for high density development. A suitable location would be near the proposed strip of green belt along the Lourens River.

At present there is no economic or sub-economic housing scheme for lower-income Whites in Somerset West. These people are at present housed in old rent-controlled dwellings, which are often dilapidated, as landlords are not prepared to spend money on repairs.

When the Coloured residents are relocated, the economic and sub-economic schemes of Servitas (Zone L) and Garden Village (Zone K) will be available for redevelopment. When the Servitas scheme was frozen under the Group Areas Act, Community Development purchased the vacant erven. These have now been bought by the Somerset West Municipality, who intend launching an economic and a sub-economic housing scheme for Whites in this area.

The Garden Village sub-economic housing scheme, which belongs to the Municipality, will be renovated and converted into semi-detached flats. The intention is at present that these flats be reserved for the aged. They could also be used to house young couples with small children.

Unfortunately these housing schemes will be far removed from the centre of the town. This is a major disadvantage as transportation can be a problem among the aged, and the lower-income groups. A regular bus service will be a necessity, not only for the adults, but also for conveying children to school.

5.4.4

RATES

As high rates could deter prospective residents from settling in a town, it is important that the rates of Somerset West be compared with comparable towns.

According to the Report of the Provincial Auditor on Local Government Accounts for the year which ended on 31 December 1968 the following rates were levied:

<u>Town</u>	<u>Total Rates Levied</u>
Somerset West	0.825 cents per Rand
Stellenbosch	0.55 " " "
Strand	1.00 " " "
Pearl	1.66 " " "
Hermanus	1.40 " " "
Durbanville	1.05 " " "
Bellville	1.32 " " "

Somerset West is regarded by some people as a town with high rates and in the questionnaire survey five per cent of the people interviewed complained about the high rates.

Obviously this is not the case when the rates of comparable towns are also examined. Only Stellenbosch has a lower rate levy than Somerset West. Therefore the present rates levied in the town should not adversely affect the residential potential.

5.5 LABOUR FORCE: RELOCATION OF COLOURED POPULATION

A serious problem which is facing the Town Council of Somerset West is the question of housing for Coloureds. The central area cannot be redeveloped until the Coloureds have been resettled at Macassar, Eersterivier or Firgrove. In the meantime the provision of suitable housing for the lower-income Whites has also had to be postponed.

In the proclamation published in the Government Gazette dated 30 June 1967 the frozen area of Somerset West was declared a White area under the Group Areas Act. This means that the whole Municipal area has been declared a White area. Somerset West is now the only town among comparable towns to be declared all White.

Since the latter half of 1964 the planning of certain areas of the town has come to a halt due to the uncertainty about the application of the Group Areas Act. The result of this proclamation is that the Department of Community Development has accepted responsibility for taking over the affected properties and settling the displaced Coloureds near Macassar and Firgrove.

The housing for Coloureds in certain pockets in the town is appalling, with slum conditions prevailing. The provision of housing for the Coloureds in Macassar and other areas should therefore receive priority.

Many inhabitants, both White and Coloured, are looking forward to the day when these new townships for Coloureds are ready in terms of Government policy. This includes the provision of proper services and amenities. In the interim many Coloureds are forced to squat in shacks in the backyards, some under appalling conditions.

According to the Divisional Council of Stellenbosch 2180 houses will eventually be constructed at Macassar. To relieve the situation the Divisional Council is doing everything in their power to have the first housing units ready for occupation during 1971.

The departure of the Coloureds from Somerset West will undoubtedly also have a detrimental effect on the functioning of the town. Many businessmen maintain that they are not patronised sufficiently by the White residents. The result is that the shopping facilities and range

of goods cannot be improved. Their regular customers and cash buyers, the Coloureds, will gradually be removed from the captive area of their shops.

Shopping in Somerset West will not be detrimentally affected in the immediate future as the Coloured shopping centres will only be established at a later stage. In the interim the influx of Coloured shoppers over the week-ends may be expected to continue, although many Coloureds may decide to go elsewhere.

The town's chief source of labour is being moved closer to the dominating influence of Cape Town. This is a cause for concern among shop-owners and residents because it is logical that the Coloureds will become increasingly dependant on Cape Town which can provide improved job opportunities, better wages and superior shopping facilities. Somerset West will now be at the opposite pole of the linear axis between their new place of work and place of residence, and it is very unlikely that they will make a special journey to Somerset West for shopping requirements.

According to Table 8, Page 31, 1506 Non-Whites are employed in different establishments in Somerset West, as against 1108 Whites. These figures do not include domestic servants. When the Non-White labour force is removed it is expected that many will now commute to Cape Town, leaving vacancies in Somerset West. Wages will have to be increased to attract the Non-Whites back to the town, in competition with other areas. Another factor to be considered is the additional cost of transportation.

With the removal of the labour force and the fact that industry is not encouraged in Somerset West, it is obvious that the town will now be channelled into a residential mould.

5.6 RESIDENTIAL DEVELOPMENT VERSUS AGRICULTURE

5.6.1 GENERAL

The value and use of land can be considered with regard to the following aspects:

1. Its value to the community in general. This cannot be measured in terms of money.
2. In a pure economic sense.

The rural character of Somerset West is considered by the residents to be one of the town's greatest assets. It has already caused many new inhabitants to settle here and in this way has promoted the growth of the town.

If this growth is allowed to continue without proper planning the rural environs could be spoilt entirely, and this particular attraction would disappear as the farms are subdivided and turned into residential areas.

On the other hand, it is unreasonable to expect the farmers to perform this public service, - that is, preserving the rural areas - when it is more profitable for them to sell their land for residential development. Ways and means must be found whereby it can become more profitable to farm the land than to subdivide it.

The true value of the land is its market value, and this can be determined by the income-capitalisation method. In determining the profitability of farming, the annual nett profit must be capitalised. Professor W.E. Kassier of the Department of Agricultural Economics, Stellenbosch, found in a case study that a certain farm was actually worth R10,000 per morgen. At this stage the farmer was considering selling the farm to a land developing company for R8,000 per morgen. This proves that when a farm is scientifically developed to maximise its profits it could be worth more than when it is developed for residential purposes.

The farms around Somerset West traditionally produce grapes, and in particular grapes used for wine. Some also cultivate fruit orchards and tobacco. In the past Somerset West and Stellenbosch were considered to be two of the best wine producing regions. As a result many farmers made no attempt to keep abreast with modern techniques or to grow alternative crops, although at the current prices paid for wine, winegrape farming is not considered profitable in these areas. It has now been found that Robertson and Worcester are better regions for grape farming.

Investigations by the Department of Agricultural Economics, Stellenbosch, have revealed by means of linear programming that in this area wine grape farming cannot compete in terms of profitability with alternative crops. The average yield for wine grapes in Somerset West is seven tons per morgen. The current market price is approximately R44 per ton. This crop therefore yields approximately R308 per morgen. Brussels Sprouts on the other hand could yield approximately eleven tons per morgen, and with the current price of R100 per ton, the return from this crop would be R1,100 per morgen.

There is however a proviso attached. These good returns from vegetables are only really possible if the farmer can secure a contract from a factory, for deep freezing or canning. For many years the Cape Flats has been regarded as the vegetable pantry of the Western Cape.

However, the rapid increase in population in the ^Western Cape and the operation of centrifugal forces have resulted in large portions of the Cape Flats being required for residential and industrial development. Alternative areas for vegetable farming must now be found.

It is therefore recommended that the farmers in the Somerset West area be encouraged to change to alternative vegetable crops, by which means farming could be made more profitable. The profitability of these crops is such that, provided sufficient water is available, it could compete economically with the profitability of subdividing the farms for residential purposes.

In this way the retention of farms could be justified economically, and the rural character of the town could be preserved as an amenity for posterity.

References: J.D. Burger en andere: Kort Termyn Beplanning van 'n gemengde Boerdery in die distrik van Stellenbosch, met behulp van Lineêre Programmering. Oktober 1968.

5.6.2 COMPENSATION

In deciding which agricultural land may be subdivided for residential purposes a fixed boundary must be delimited beyond which no further subdivision will be allowed.

The question of paying compensation when, as a result of this delimitation, subdivision is refused by the local authority, or collecting betterment when subdivision is allowed, must be carefully considered.

All farmers affected must be treated on their merits and the present value of future profits must be calculated. Some may have been farming according to the most scientific and efficient methods, while others have adhered to traditional methods, refusing to make use of improved techniques.

5.6.3 ARTIFICIAL INCREASE OF FARM PRICES

Apart from the fact that the price of unprofitable agricultural land could be increased when it is required for residential development, there are also two other factors, by means of which prices can be increased. These factors can be illustrated by the following cases.

(1) AVAILABILITY OF MONEY

A senior executive sold his mansion in Bishopscourt for R120,000 in cash. Then he bought a small farm with a large house in Somerset West for R175,000.

At first sight this appears to be an exorbitant price for the farm. On further investigation it becomes clear that the farm land as such, only costs R55,000, which is reasonable. The executive was thus able to pay an inflated price for the farm, because he himself had received an inflated price for his mansion.

(2) PRESTIGE VALUE

Large wine distilling companies also buy old well-known prestige farms at inflated prices, for producing estate wines.

The prices paid in these instances are then often regarded as the current market prices for agricultural land in these areas. This leads to further inflated prices.

S.7 AMALGAMATION OF SOMERSET WEST AND THE STRAND

As Somerset West and The Strand are the two major Municipalities in the Hottentots Holland basin, it is important that the amalgamation of these two towns be considered.

A certain degree of cooperation already exists between the two local authorities when projects of mutual benefit are planned. The sewerage works, for example, is a joint undertaking. The possibility of establishing a joint water scheme is receiving attention. The provision of a road network and fire brigade is also being considered by the two Town Councils. A joint Technical Committee has been formed from representatives of these two Municipalities as well as other local authorities to make recommendations about future projects of mutual interest.

These towns are not so large as to make a joint administration inefficient. The duplication of services will be minimised and as both Municipalities are at present short staffed, it is possible that when they amalgamate the available staff would be sufficient.

A larger Municipality will be able to act with more authority when decisions are to be made. It would also be able to stimulate the necessary confidence in those developers who are considering the launching of future projects in the area.

After amalgamation it will be possible to prepare a development plan for the two Municipal areas. This is very important as there has already in the past been a clashing of interests

with regard to residential development. Somerset West intended expanding the existing Servitas Coloured housing scheme (Zone L) on the northern bank of the Lourens River, whereas The Strand wished to develop land to the south of the river as a select residential area for Whites. As a result of this conflict of interests the responsible Minister intervened and further expansion of the Servitas housing scheme was prevented.

The advisability of moving towards one large combined town in the future must be carefully weighed, in the light of future advantages and disadvantages. Should it be decided to amalgamate, it is recommended that an interim period be allowed to make certain adjustments possible, viz.:

- (1) A joint revaluation of all property.
- (2) Uniform rules and regulations to facilitate the administration.
- (3) Uniform tariff for water, electricity, etc.

It is expected that there will be some opposition to this amalgamation. In the past there has been a certain amount of hostility and jealousy between the two towns. This was mainly due to the strong English component in Somerset West and the equally strong Afrikaans component in The Strand. The present cooperation between the two Town Councils indicates, however, that a better understanding may be possible in the future.

5.8

THE INCORPORATION OF PERI-URBAN AREAS

The present boundary of the Municipality of Somerset West encompasses an area of approximately 3385 acres, that is, 5.24 square miles. This area was obtained from the 1:18,000 series Topo-cadastral Maps, using a planimeter. As the total population in 1969 was approximately 12,735 persons, the density is approximately 3.8 persons per gross acre. This is low if compared with the surrounding towns, with the exception of Durbanville and Kuilariver.

TABLE 21

GROSS DENSITIES PER ACRE

<u>Town</u>	<u>Total Population</u>	<u>Area</u>	<u>Gross Density per acre.</u>
Bellville	46,700	17 square miles	4.3
Durbanville	5,100	1248 morgen	1.9
Goodwood	99,600	6.7 square miles	23.2
Kuilariver	7,510	1111morgen	3.2
Parow	52,120	8 square miles	10.2
Pinelands	15,720	1,400 acres	11.2
Somerset West	12,740	5.2 square miles	3.8
Stellenbosch	32,600	3,500 morgen	4.4
Strand	23,750	4 square miles	9.3

(References: South African Municipal Yearbook, 1969 - 1970).

The relocation of the Coloureds will reduce the density as they will be replaced by Whites, among whom the family structure is generally different, as the families are much smaller. The overcrowded conditions and the back-yard shacks will also be eliminated.

When the peri-urban areas are incorporated the gross density will also be lowered as these areas are sparsely populated. This tract of land is approximately 1665 acres in extent. For a list of townships and other subdivisions included in these areas see Table 22 Page 90.

TABLE 22

TOWNSHIPS IN PERI-URBAN AREAS

<u>Township</u>	<u>Total Erven</u>	<u>Vacant Erven</u>
Lyn's View Township	32	9
Illaire Subdivided Estate	18	10
Jonkershoek Township	17	15
Heiderberg Subdivided Estate	57	50
Helena Heights Township	129	68
Somerset West Extension No. 18	11	9
World's View Township	8	6
Golden Hill Township	4	1
Steenbras View Township	27	11
Somerset West Township Extension 27	15	11
Portion 97, Farm 753	8	6
Portion 3, Farm 809	10	7
Portion 10, Farm 772	9	9
Portion 23, Farm 809	11	9
Paral Valley Township	23	2
Portion 4, Farm 773	10	8
Portion 42, Farm 753	8	8
Portion 34, Farm 809	5	4
Brasview Subdivided Estate	7	4
TOTAL	414	247

The erven in these townships, which total 414 and of which 247 have not yet been built upon, will then also be administered by the Somerset West Municipality. The balance of the land to be incorporated is either small holdings or farms varying considerably in extent, which can in future be subdivided, should need arise.

This Municipality has however already 1224 vacant erven available within its present boundary as well as the potential of approximately 1,100 additional erven when the large vacant erven

are subdivided. (See Pages 25 and 56 .)

Under these circumstances the question arises whether it was wise for the Local Authority to have requested the Administrator to extend the Municipal boundary by the incorporation of this land. This incorporation is due to take effect as from 1 January 1971 and the result will be that the area for which the Local Authority is responsible will overnight be increased by over 46 per cent.

The programming and planning to provide basic services to these new areas will have to be very carefully considered and staged so as not to disorganise the already strained Municipal resources.

One of the reasons for the incorporation of the peri-urban areas is to facilitate future planning on a much larger scale. At present the requirements of the two authorities, viz., the Municipality and the Divisional Council of Stellenbosch, who are responsible for future policy and planning in this area, are often found to be in conflict. The incorporation of these areas into the Municipality of Somerset West will therefore facilitate the preparation of a Master Plan for the whole area.

5.9 STAGING OF FUTURE DEVELOPMENT

5.9.1 GENERAL

Somerset West has until now been a quiet pleasant town to live in. It is centrally located, within commuting distance from Cape Town, enjoys exceptional scenic beauty, and has a pleasant climate. These factors have, according to the questionnaire survey, attracted people, whether working or retired, to settle here. This rural character must therefore be preserved and the future expansion guided so that the character of the town is not changed to such an extent that it would in future discourage people from settling here.

This study has indicated that Somerset West would, if given the opportunity, develop into a very much larger, select residential satellite of Cape Town. As land is a limited resource provision must be made in time to cater for future expansion. Agricultural land adjacent to urban areas therefore often provide the required space for additional urban activities.

Because this land is then in the path of future expansion it can become new activity centres for investors and land developers. Master Plans for these open-ended supply areas must only be short-range schemes with flexibility built into them. No long-range plan can foresee the everchanging forces which could influence future development. Master Plans must therefore be reviewed from time to time to accommodate any changes in requirements.

5.9.2 FUTURE DEVELOPMENT

Before considering any future residential development beyond the present Municipal boundary it is important to take cognisance of the number of vacant erven available in the present Municipal area.

From Table 6, Page 24, it has been determined that there are 1224 vacant final erven, and on Page 56 it was calculated that the potential number of erven available from large, as yet unsubdivided, erven was approximately 1,100. To this total of 2324 available erven in the present Municipal area could be added the 247 vacant erven (Table 22, Page 90) in the peri-urban areas to be incorporated in 1971, which gives a grand total of 2571 vacant erven.

At the present rate at which houses are built in Somerset West - that is, approximately 150 per year - these erven would suffice for more than fifteen years. In order to continue to provide prospective residents with a choice of erven, with regard to location, size and price, it is necessary to plan ahead so that additional residential erven could be available when required. It is also possible that the demand for erven may rise or fall in future.

5.9.3 STAGING OF FUTURE DEVELOPMENT

As Somerset West is going to develop into a large residential satellite of Cape Town it is important to look at the infrastructure of the area, particularly the road network.

There are two major directions along which Somerset West can expand; these are towards the north-west and towards the south-east. Both these areas will be strategically placed for easy access to the new Freeway via the two proposed feeder roads and interchanges D and E. (See Plan 7, Page 105).

Therefore, from the point of view of convenience and time-distance to Cape Town, neither of these two major areas recommended for future expansion will have any advantage over the other.

The new Freeway to Cape Town is designed to carry 8,000 vehicles per hour and will reduce the time-distance from approximately forty minutes to twenty-five minutes.

Having however taken the present extent of development in the two major areas into consideration, the following staging of future residential development is recommended. (See Plan 7, Page 105).

FIRST STAGE

The area to be utilised first for future development comprises most of the area which will be incorporated into the Municipality in 1971. This area is the obvious choice for the First Stage Development, as it comprises eight existing townships, varying in size from seven to 129 erven, and numerous other minor subdivisions. (See Table 22, Page 90.) The area is mostly high-lying with a predominantly south-westerly orientation and commands a magnificent view across False Bay and the Hottentots Holland mountain range.

In view of the terrain the building costs will be relatively high and this area should therefore be developed for the middle to upper income groups.

During this period the older part of the town which is at present occupied by Coloureds will become available for redevelopment, when the Coloureds are re-settled in Macassar. Because it is centrally situated it should be developed for the lower to middle income groups. The present housing stock can then either be demolished and rebuilt or renovated where justified.

SECOND STAGE

The next stage development should comprise the high-lying land around Schapenberg and will include the farms Morgenster, Rome and the portion of Die Bos above the Sir Lowrys Pass Road. The orientation of this land will be north and west, and should attract the higher income groups. The portion of the farm Die Bos which lies between the Sir Lowrys Pass Road and the present National Road could then be developed for the lower income groups by providing less expensive erven. This portion is less steep.

It must be pointed out at this stage that it is possible that The Strand Municipality may approach the Administrator in an attempt to have a portion of this area incorporated into their Municipality. At present this area resorts under Somerset West but the

provision of the necessary services will have to be taken into consideration in deciding the issue.

THIRD STAGE

The area recommended for the next stage development comprises the upper Parel Valley and Spanish Farm areas. The holdings in this vicinity are usually a couple of morgen in extent each, and are mostly occupied by English-speaking residents who have resisted all attempts to be incorporated into the Somerset West Municipality. In time to come when labour will probably be more difficult to obtain these residents may also agree to incorporation. The subdivision of these large holdings into smaller but exclusive units can then form the Third Stage Development of Somerset West's residential component.

At present the residents in this area pay only Divisional Council rates, but enjoy all the amenities of the town, except Municipal services.

FOURTH STAGE

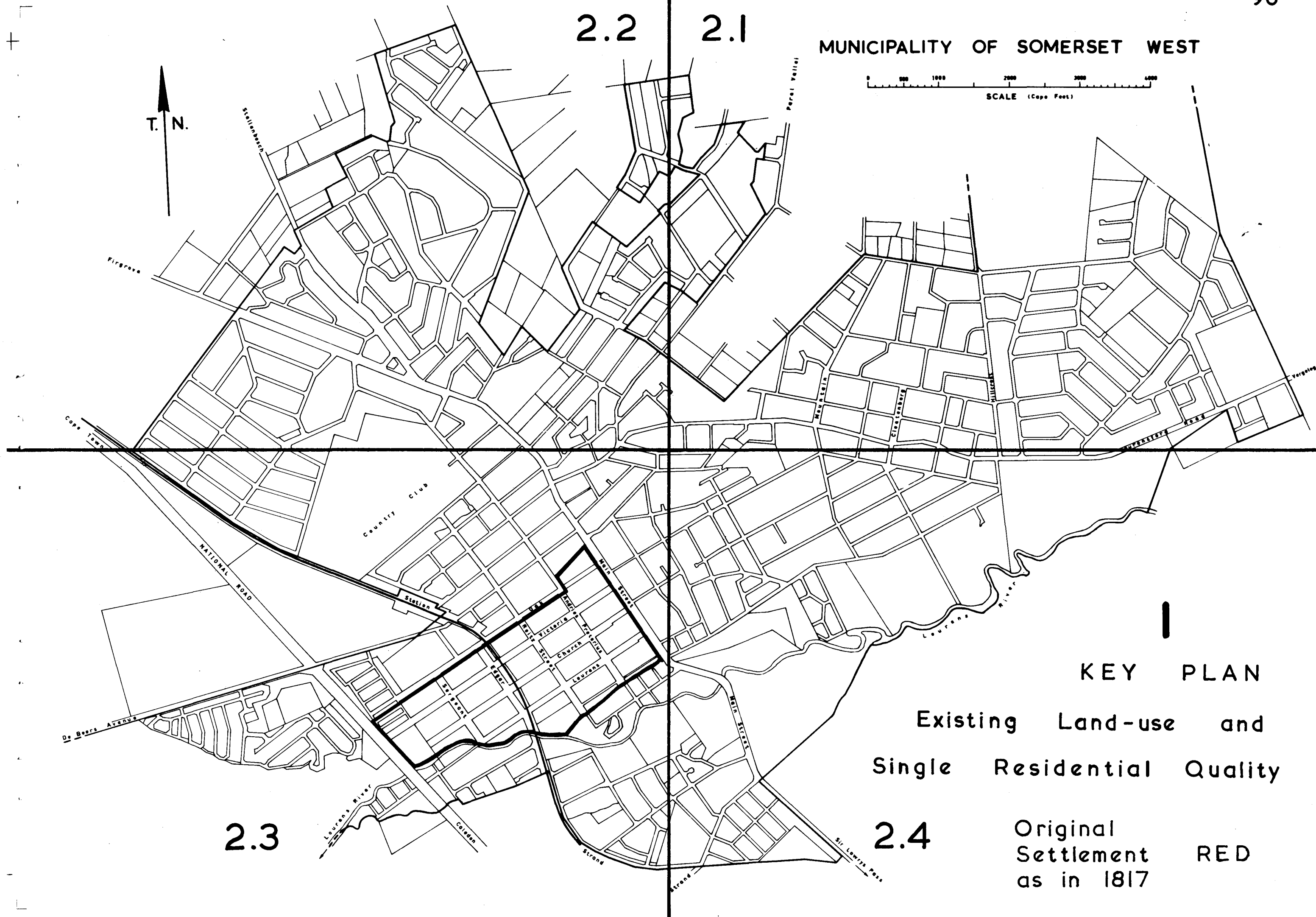
The last stage development that has been considered for Somerset West are the north-facing slopes of Schapenberg, above the farm Verglegen. It is recommended that subdivisions in this zone must not be allowed by the authorities until the development in the areas mentioned as First, Second and Third Stage Development has progressed to such an extent that development of the Fourth Stage can be justified.

The farms situated outside these areas considered for the four-stage future development of Somerset West must be preserved as such, and be used only for agricultural purposes. This is essential if the rural character of the town is to be retained.

Somerset West is fortunate in possessing an excellent Nature Reserve, through the foresight of the Town Council. This use of open space is commended, as being meaningful to the residents of the town. It is further suggested that open spaces should in the future be planned more carefully than has hitherto been the case. Provision should be made for a green belt on either side of the Lourens River. This can be developed on such a scale that it will be an amenity to the whole town and the surrounding area. The development of the green belt can include a caravan park, picnic sites and open air recreation, including a swimming-pool. A low weir across the river could be constructed, although riparian rights would have to be taken into

consideration. Single residential and high density development of the hitherto dormant areas in this vicinity should be encouraged.

Somerset West is assured of continued future growth as a residential satellite of Cape Town. The advantages of location which have in the past attracted many residents are of such a nature that they cannot be nullified, and the disadvantages can be eliminated by means of planning and organisation. The combination of prime residential land, scenic beauty and central location will therefore assure Somerset West of an excellent residential potential.



2.2

T. N.

Pirgrove

Stellenbosch

Country Club

Station

NATIONAL ROAD

Cape Town

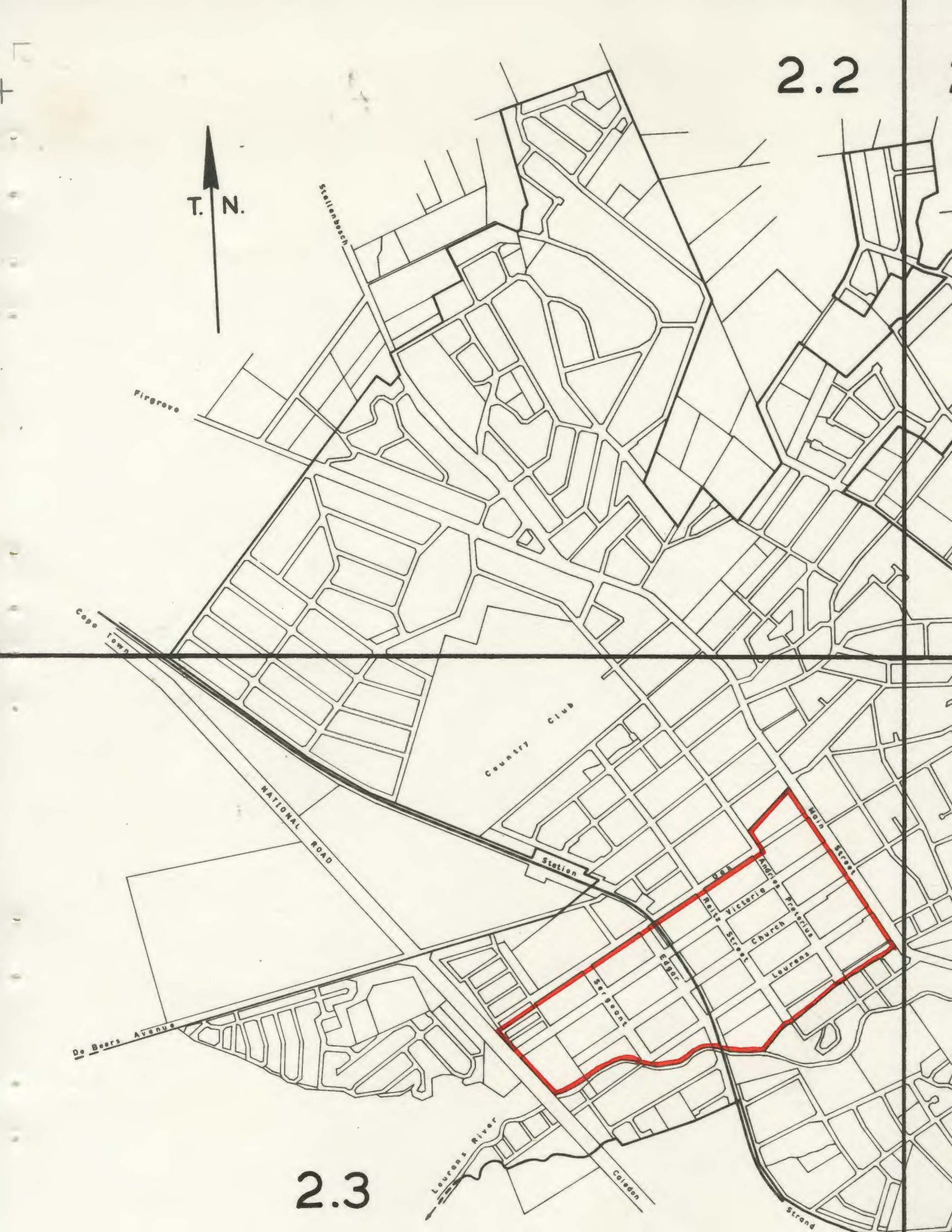
De Beers Avenue

Laurens River

Colleen

Strand

2.3

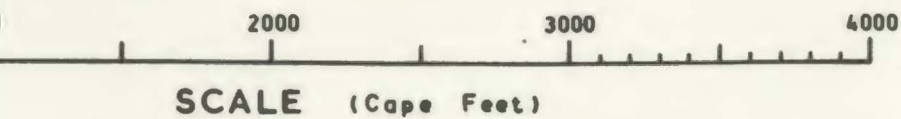


Parai Valley



page 96
page 116

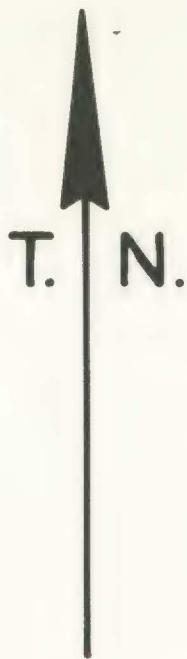
2.1



2.2



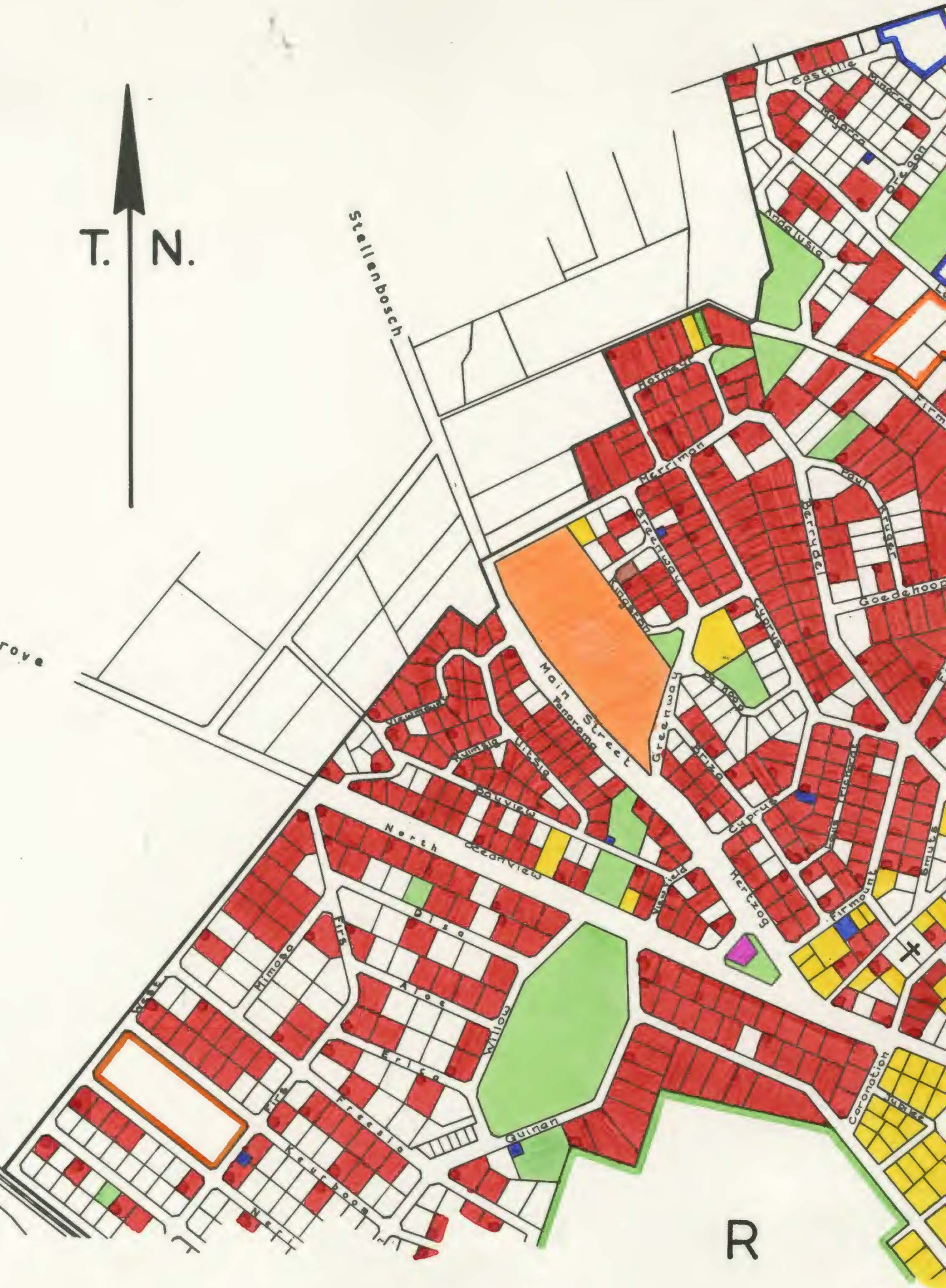
2.2



Stellenbosch

Firgrove

Town



R



2.3

23



R
Country

NATIONAL
ROAD

Avenue

Station

Cemetery

Lourens River

Lourens

Ueckermann

†

R

February

March

April

May

June

July

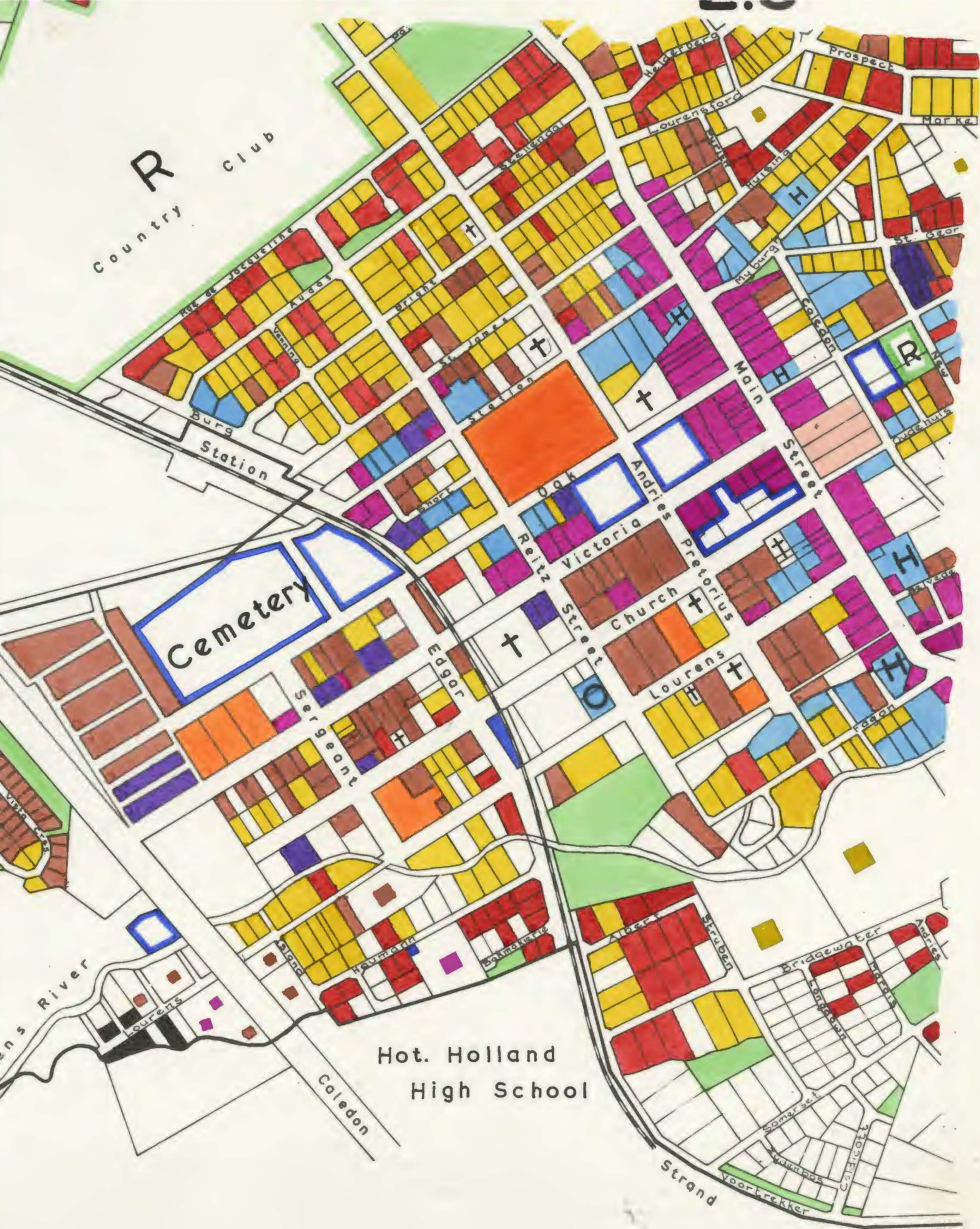
August

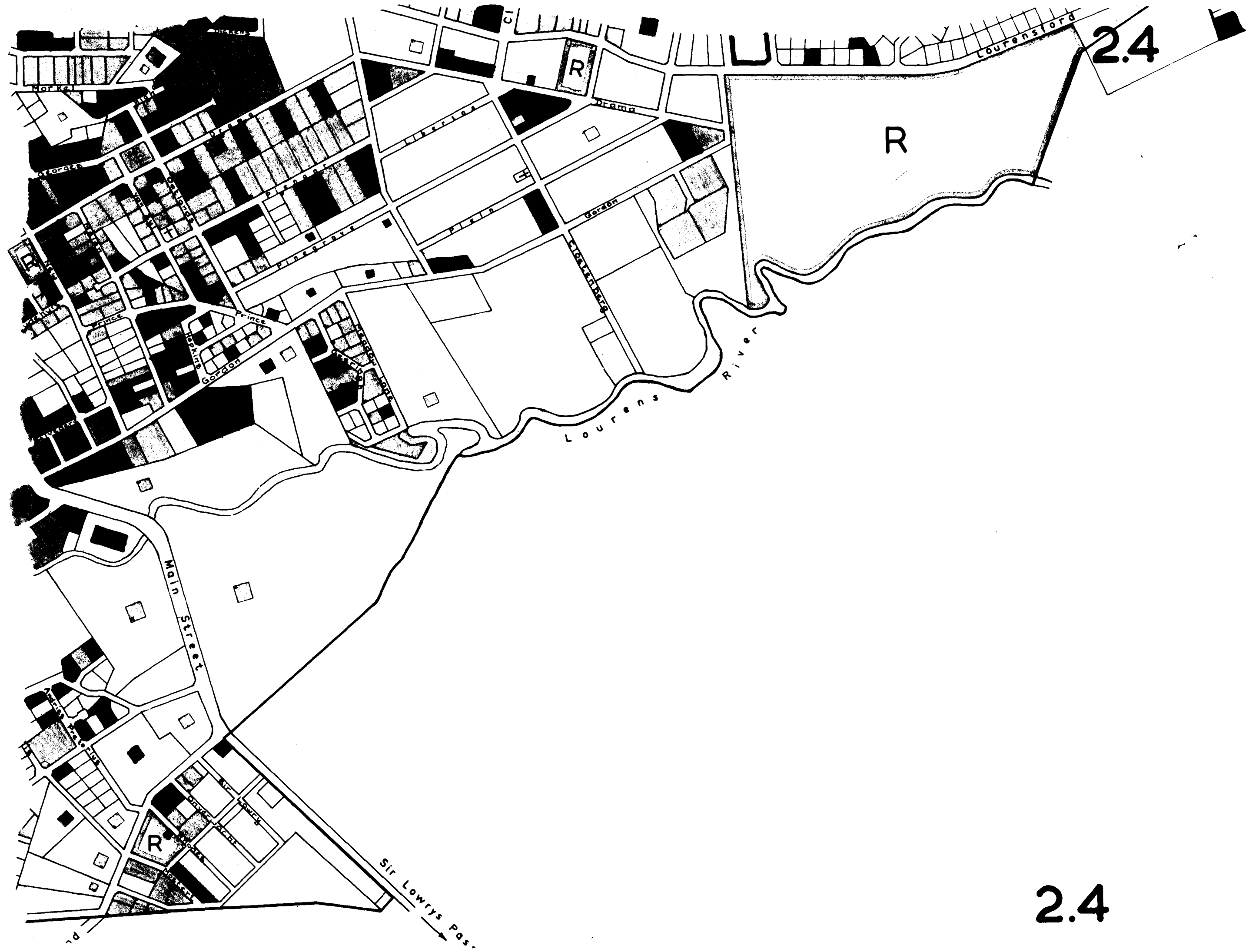
September

October

November

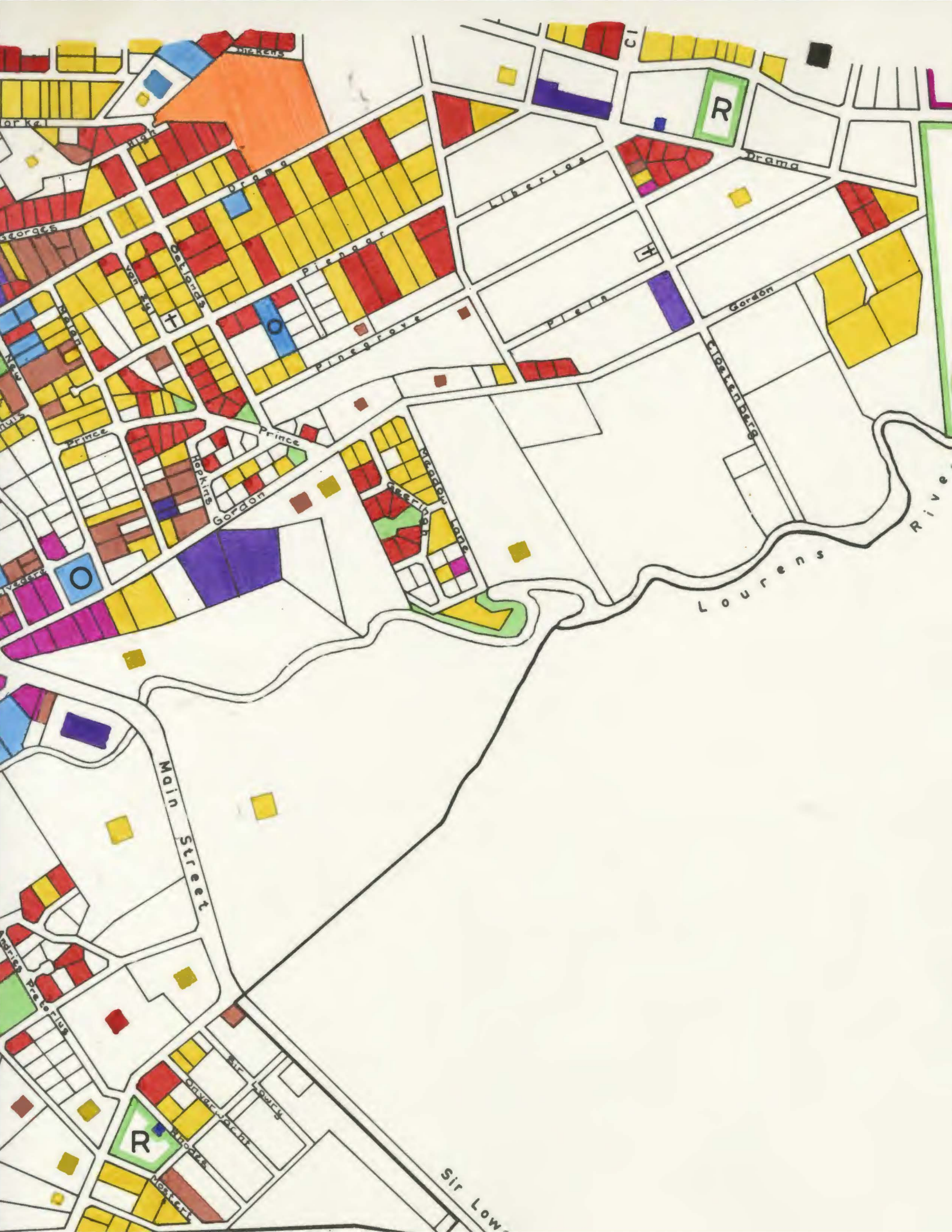
December

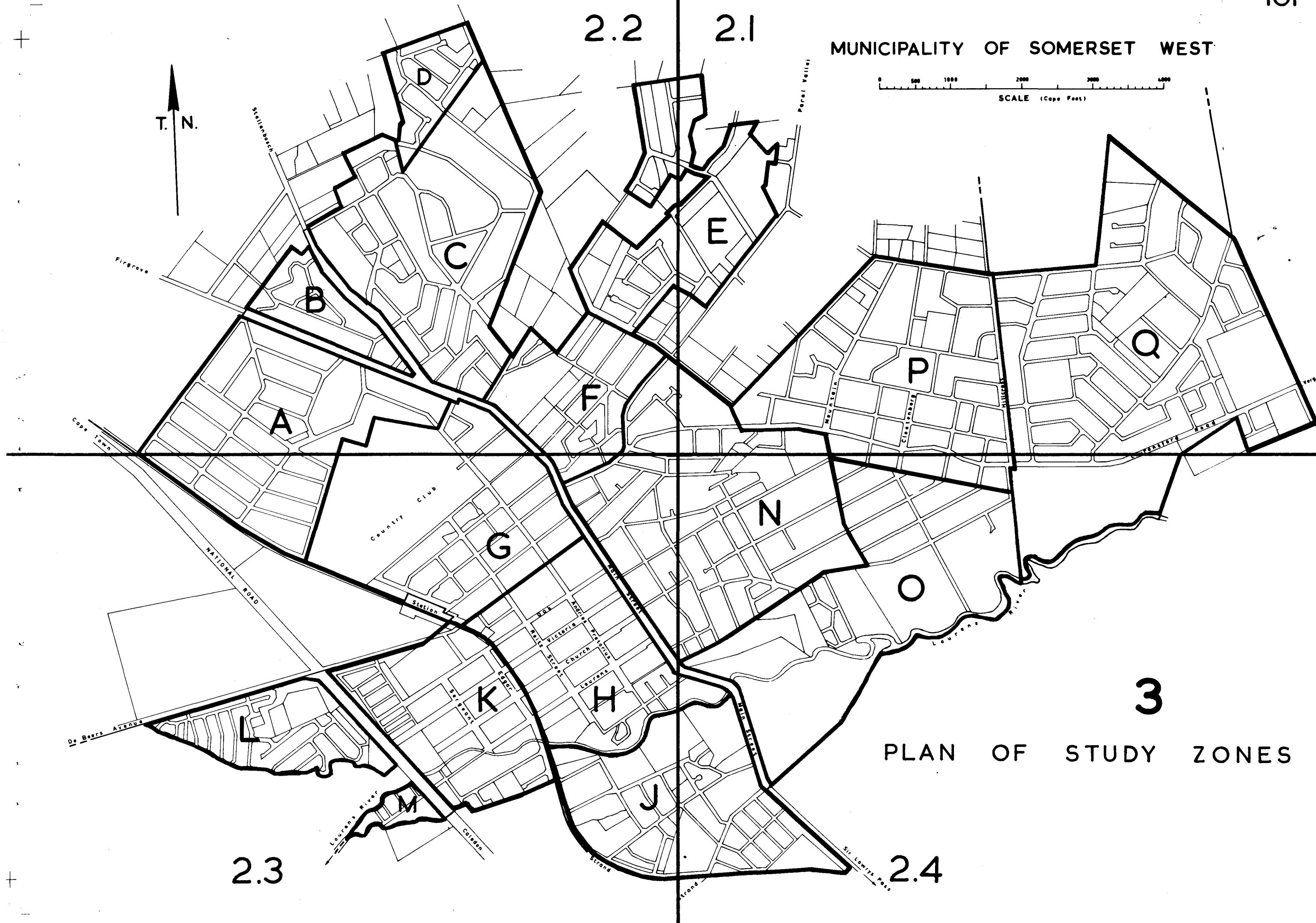




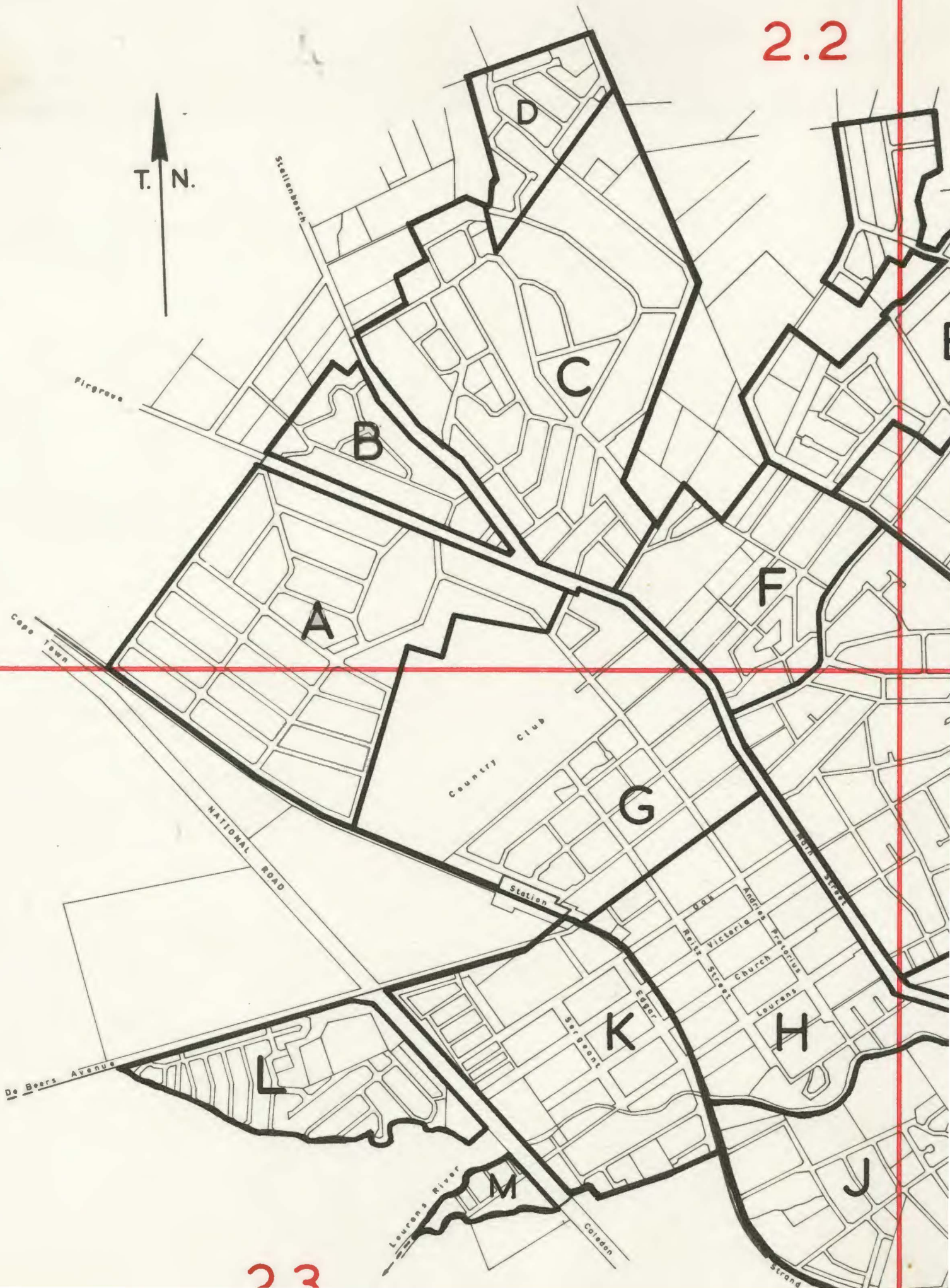
2.4





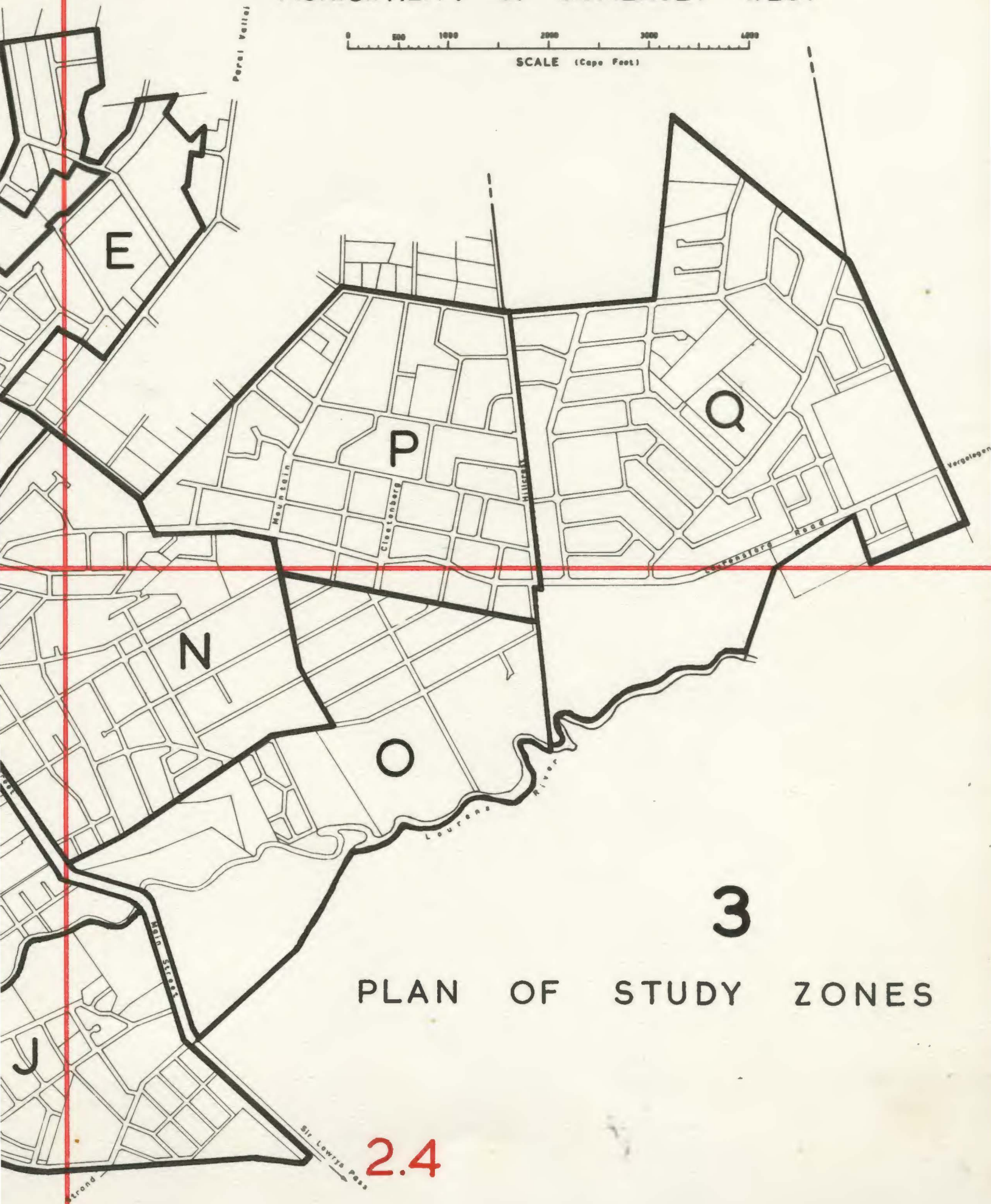
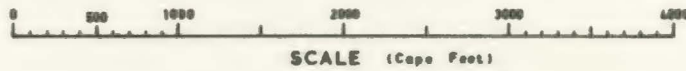


PLAN OF STUDY ZONES



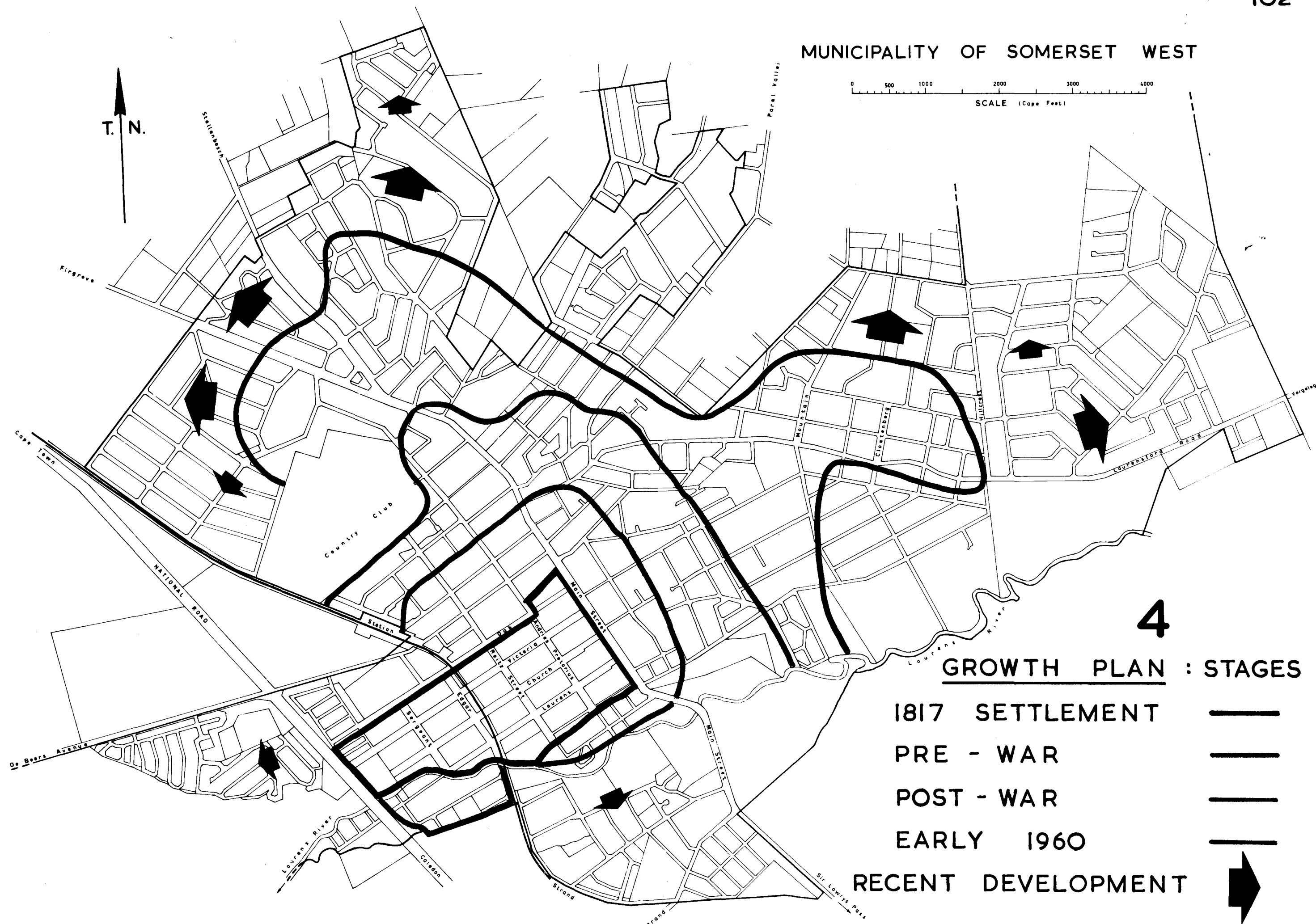
2.1

MUNICIPALITY OF SOMERSET WEST



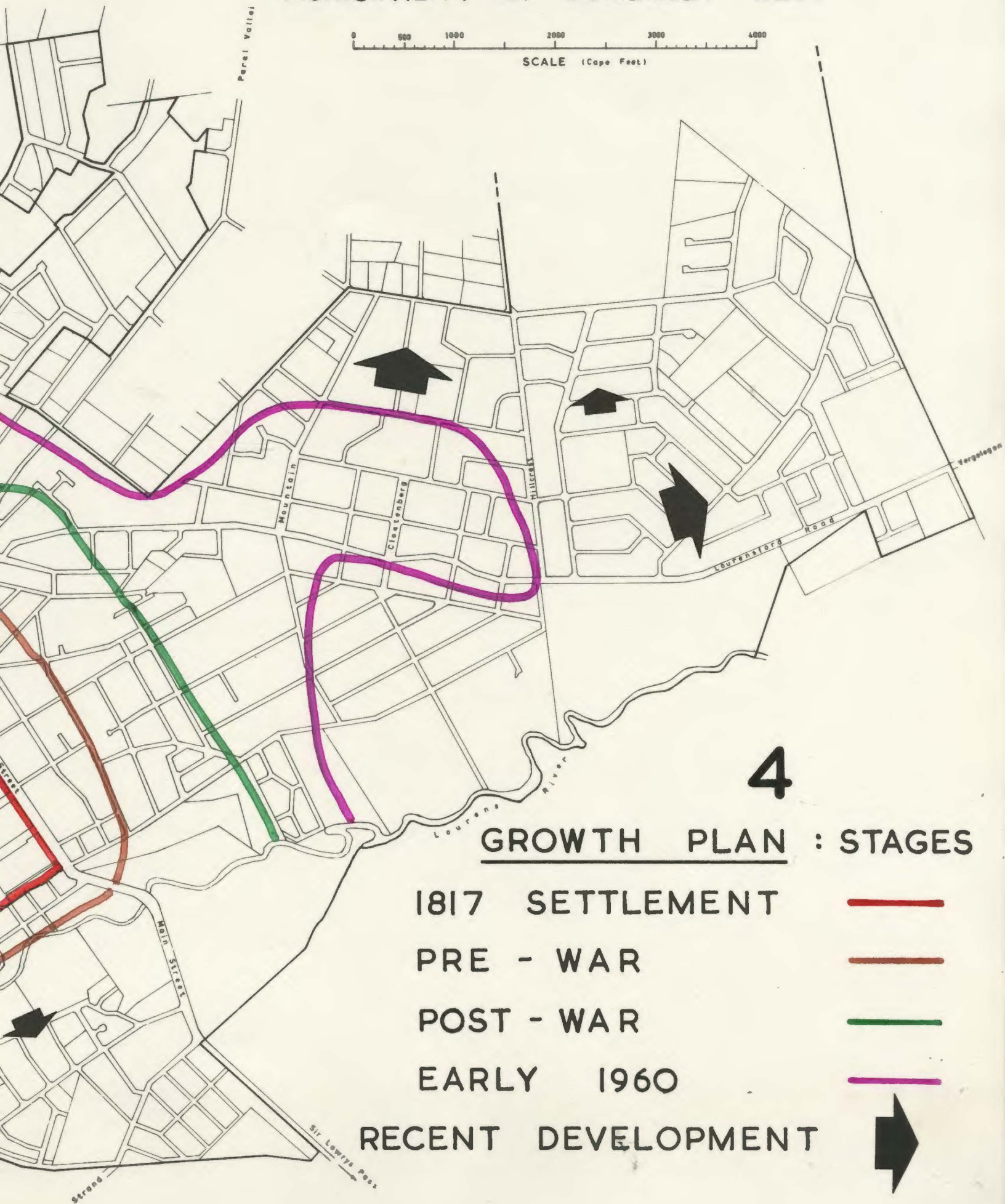
PLAN OF STUDY ZONES

2.4



MUNICIPALITY OF SOMERSET WEST

0 500 1000 2000 3000 4000
SCALE (Cape Feet)

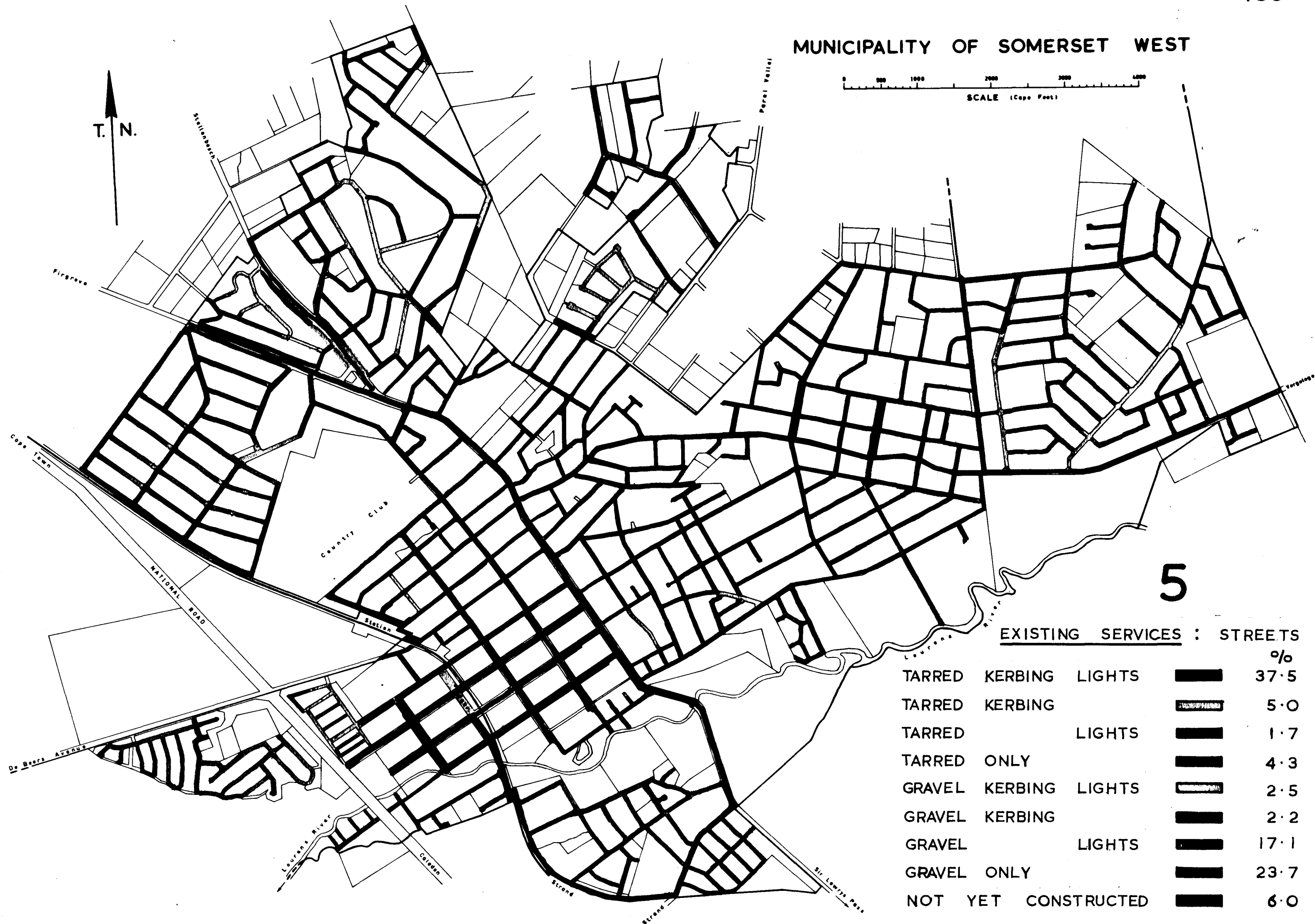




MUNICIPALITY OF SOMERSET WEST

0 500 1000 2000 3000 4000
SCALE (Cape Feet)

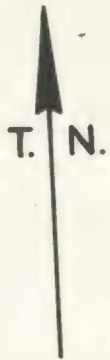
T. N.



EXISTING SERVICES : STREETS

				%
TARRED	KERBING	LIGHTS		37.5
TARRED	KERBING			5.0
TARRED		LIGHTS		1.7
TARRED	ONLY			4.3
GRAVEL	KERBING	LIGHTS		2.5
GRAVEL	KERBING			2.2
GRAVEL		LIGHTS		17.1
GRAVEL	ONLY			23.7
NOT YET	CONSTRUCTED			6.0

+



Stellenbosch

Firgrove

Cape Town

NATIONAL ROAD

Country Club

Station

De Beers Avenue

Lourens River

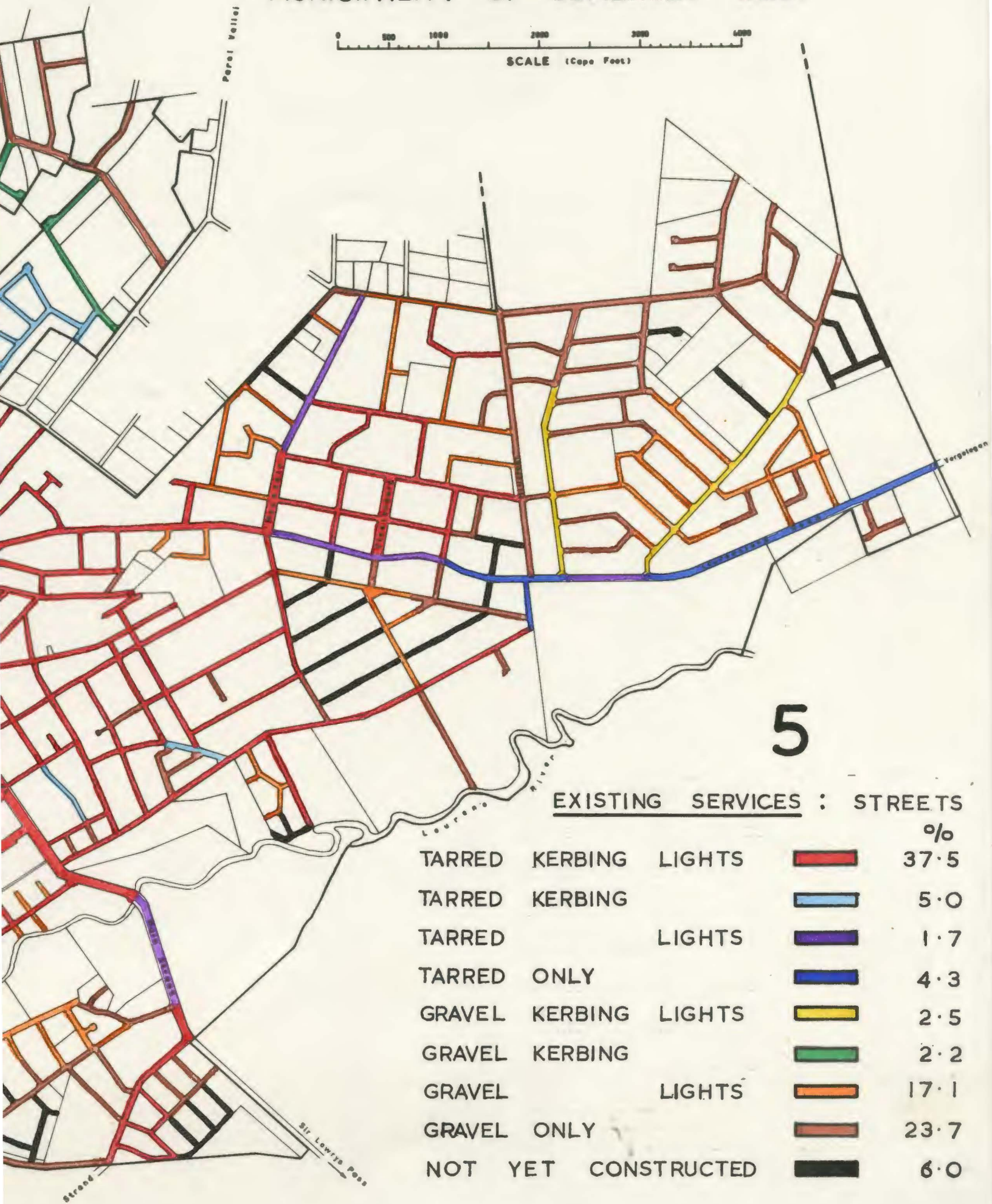
Calendon

Strand



MUNICIPALITY OF SOMERSET WEST

0 500 1000 2000 3000 4000
SCALE (Cape Feet)

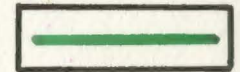


TURN OVER FOR KEY TO PLAN **7**

FUTURE DEVELOPMENT : STAGES

KEY TO PLAN 7

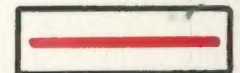
EXISTING TRUNK AND MAIN ROADS



EXISTING NATIONAL ROAD



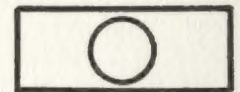
NEW FREEWAY WITH TWO FEEDER ROADS



TRAFFIC CHECK POINTS



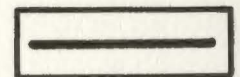
CLOVER LEAF INTERCHANGES



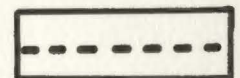
ZONES FOR FUTURE DEVELOPMENT

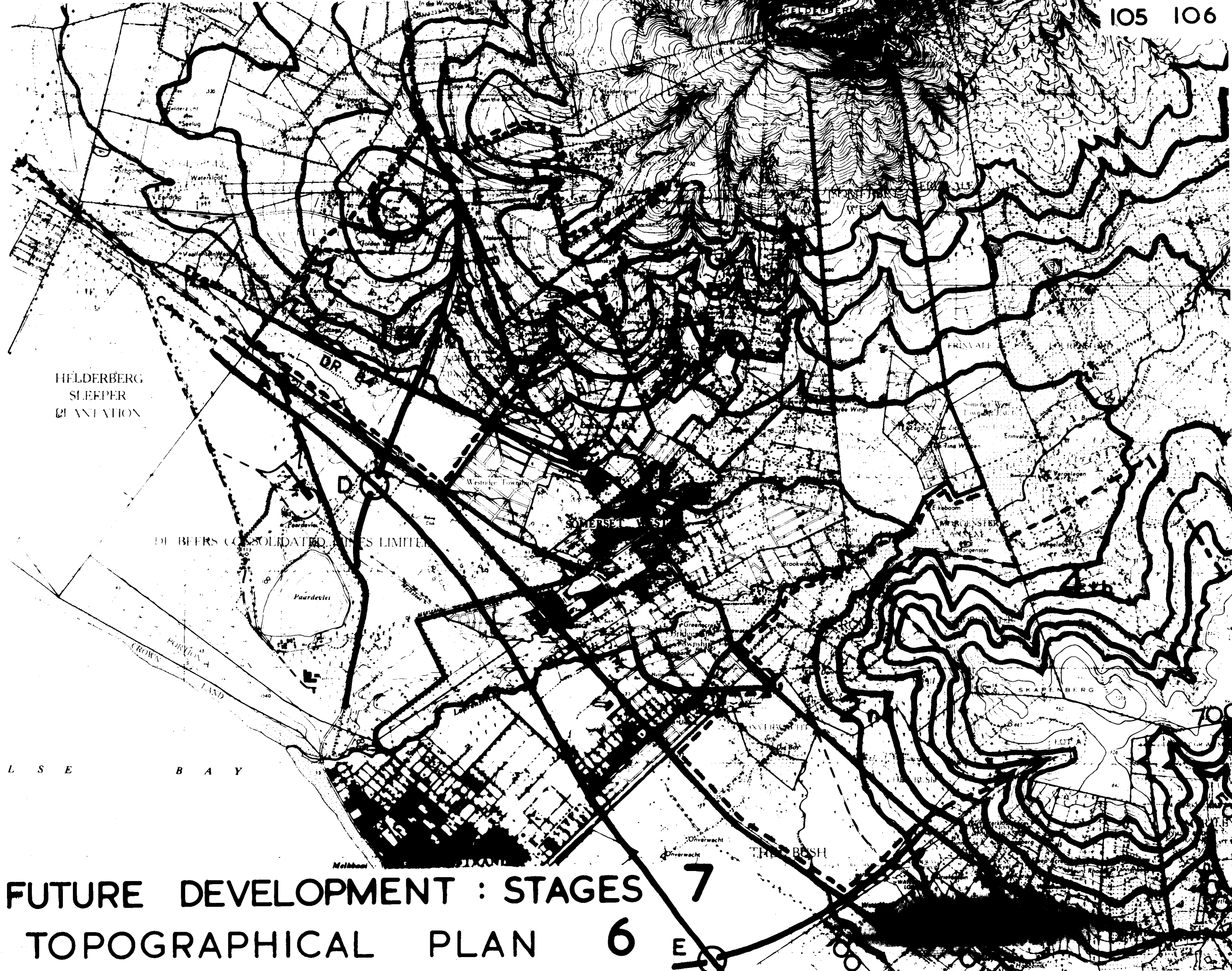


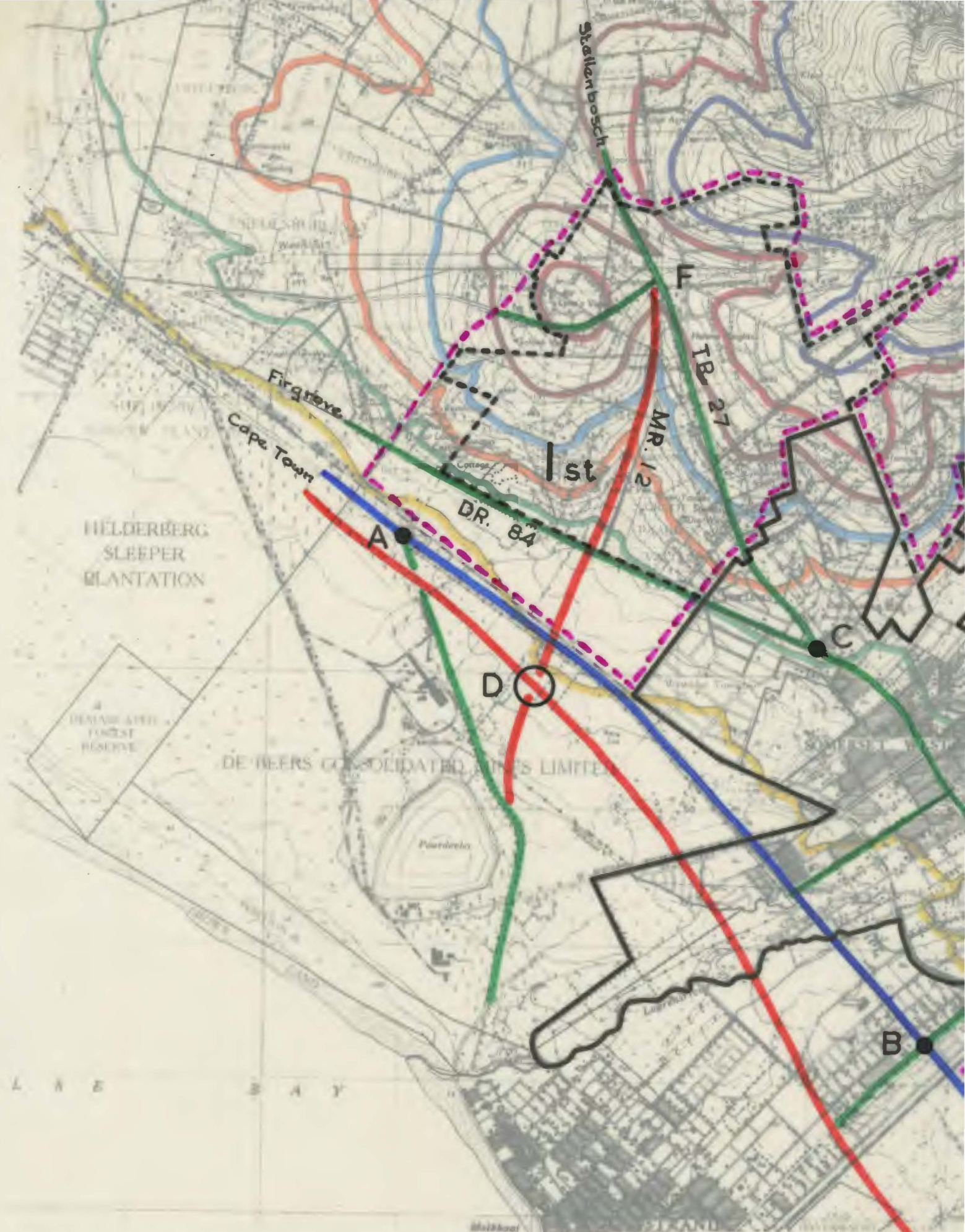
PRESENT MUNICIPAL BOUNDARY



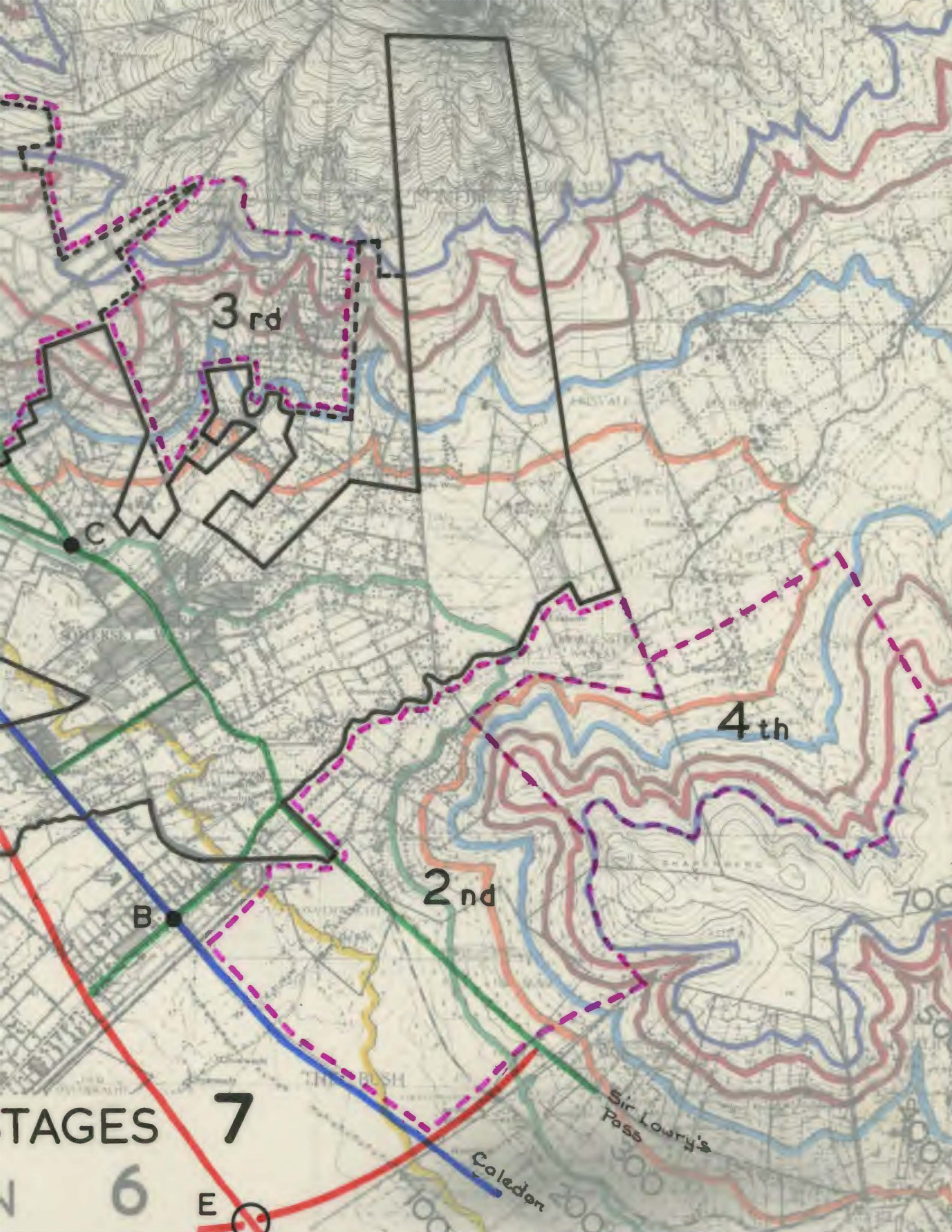
AREA TO BE INCORPORATED







FUTURE DEVELOPMENT : STAGES



Address		Mode of Travelling	Nature of Work	Children	Age	QS
Erf No.						School, etc.
Family Size		Place of Work				
Father						
Mother						
Other						
Length of Residence		In Somerset West	In this House/Flat	No. of moves in Somerset West		
Why settled here						
Advantages						
Disadvantages						
Reasons for Travelling outside Somerset West		Where to	Why	How often	Facilities in Somerset West	
Shopping						
Recreation						
Cultural						

QUESTIONNAIRE
SURVEY

ES		Type	WHITES				Coloured		Bantu	
			Local		Other					
No.	Firm		M	F	M	F	M	F	M	F

EMPLOYMENT
SURVEY

No.	Street	Erf.	Condition	Under Construction	Occupied	US (R)	
						Vacant	For Sale

USE - SURVEY
RESIDENTIAL

No.	Street	Erf.	Type		Name	Condition	US (F & H)			
			Flat	Hotel			Floors	Flats	Rooms	Vacant

USE - SURVEY
FLATS and HOTELS

No.	Street	Erf.	ZONED FOR				US (V)
			Residential	Flats	Open Space	Commercial	Other

USE - SURVEY
VACANT

No.	Street	Erf.	Firm	Type	Condition	US (O)			
						Floors	Shops	Offices	Flats

USE - SURVEY
OTHER

APPENDIX 2

PUBLIC OPEN SPACE

<u>Erf Number</u>	<u>Street</u>	<u>Zone</u>	<u>Area (Square C.Feet)</u>	<u>Erf Number</u>	<u>Street</u>	<u>Zone</u>	<u>Area (Square C.Feet)</u>
276	Heldersig Township	L	2,770	483	Geeringh	O	42,171
278	Heldersig Township	L	4,178	1264	Bayview	B	43,494
277	Heldersig Township	L	5,156	1328	De Hoop Crescent	C	43,957
3672	Coldicott	J	6,953	143	Parel Valley	E	44,555
2565	Prince	N	7,057	1265	Oceanview	B	46,800
2125	Prince	N	7,227	3224	Firmount	D	49,738
510	Prince	N	7,691	3719	Off Hendrikaz	Q	52,799
2290	Alamein	P	7,881	291	Quinan	A	54,971
2720	Hofmeyr	C	8,171	2694	Van der Merwe	Q	59,118
275	Heldersig Township	L	9,220	390	Struben	J	60,649
2285	Alvin Crescent	P	10,106	3308	Maraia	J	66,643
120	Arum	A	10,670	1854	Radloff	F	77,056
274	Heldersig Township	L	13,077	3639	Slabber	Q	82,047
3670	Coldicott	J	15,468	3225	Firmount	D	85,955
2305	Alamein	P	± 16,100	2693	Theunissen	Q	110,280
356	Bokmekierie	K	16,482	3262	Batavia	P	128,131
2086	Caledon	N	± 17,000	141	Parel Valley	E	130,144
285	Dias	A	17,156	358	Struben	J	± 136,000
279	Heldersig Township	L	18,902	144	Parel Valley	E	140,659
1143	Audas	G	21,377	142	Parel Valley	E	158,734
1327	Greenway Drive	C	21,594	1560	Louis Botha	C	180,589
2721	Hofmeyr	C	21,695	651	Reitz	H	190,158
3128	De Villiers	C	22,129	273	Heldersig Township	L	293,622
482	Geeringh	O	22,129	1432	Louis Botha	C	313,096
1144	Audas	G	22,713	3559	Hillcrest	Q	324,648
1266	Links Garage	B	24,773	290	Quinan	A	501,448
2321	Omega Crescent	P	26,139				
2279	Alvin Crescent	P	26,295	60 Erven	Total		4,051,028 Sq. Feet.
1488	Berrydel	C	34,295				= 99.24 Acres.
1431	Greenway Drive	C	34,485				
1744	Stuarts Hill	F	34,515				
3671	Coldicott	J	38,575				
2878	Mountain	P	40,000				
2351	Windsor	P	41,327				

Estimate of total population in 1969 as per Mayoral Report is 12,736.

Therefore Public Open Space has been provided at 7.8 Acres per 1,000 population.

LARGE VACANT ERVEN (UNSUBDIVIDED)

<u>Erf Number</u>	<u>Street</u>	<u>Zone</u>	<u>Area (Acres)</u>	<u>Erf Number</u>	<u>Street</u>	<u>Zone</u>	<u>Area (Acres)</u>
426	Main	J	0.44	2600	Lourensford	Q	5.82
2462	Pinegrove	N	0.97	438	Main	J	5.88
2461	Pinegrove	N	1.23	2609	Verster	Q	5.99
418	Onverwacht	J	1.42	2608	Verster	Q	5.99
395	Main	J	1.46	432	Onverwacht	J	6.10
2407	Batavia	P	1.52	1651	Main	F	6.33
425	Main	J	1.59	2455	Mountain	O	6.48
573	Gordon	O	1.67	2456	Mountain	O	6.60
427	Main	J	1.78	1650	Main	F	6.67
409	Rhodes	J	1.82	2446	Cloetenberg	O	6.69
430	Main	J	1.90	2460	Pinegrove	N	7.11
410	Onverwacht	J	1.97	2437	Lourensford	N	7.30
2414	Lourensford	P	2.07	441	Bridgewater	J	7.53
399	Voortrekker	J	2.26	2581	Cloetenberg	O	7.58
397	Mareia	J	2.29	2590	Gordon	O	7.81
2440	Lourensford	P	2.54	2605	Hendrikaz	Q	8.13
2443	Lourensford	P	2.69	2606	Verster	Q	10.67
446	Main	J	2.77	574	Main	O	10.71
1655	Main	F	2.94	445	Main	J	12.47
439	Main	J	3.17	2570	Gordon	O	12.59
396	Mareia	J	3.20	442	Bridgewater	J	13.46
2299	Mountain	P	3.20	2602	Lourensford	Q	25.10
398	Main	J	3.22	3135	Gordon	O	28.13
2442	Lourensford	P	3.26	448	Main	O	43.03
2389	Lourensford	P	3.30				
2439	Lourensford	P	4.00		Total area for fifty-seven erven		359.00
2585	Gordon	O	4.19		Average Area	Approximately	6.3 Acres.
2441	Lourensford	P	4.78				
2306	Seaview	P	4.99				
2454	Mountain	O	5.19				
2488	Gordon	O	5.31				
487	Gordon	O	5.31				
2447	Cloetenberg	O	5.38				

APPENDIX 4POPULATION STRUCTURE.The Republic.

<u>Year</u>	<u>Whites</u>	<u>Coloureds</u>	<u>Asiatics</u>	<u>Bantu</u>	<u>Total</u>
Total 1921	1,519,488	545,548	165,741	4,687,813	6,928,590
%	21.9	7.9	2.4	67.8	100.0
Urban	847,508	249,968	51,209	587,000	1,735,685
%	55.8	45.8	30.9	12.5	25.1
Rural	671,980	295,580	114,522	4,110,813	8,192,895
%	44.2	54.2	69.1	87.5	74.9
Total 1936	2,003,857	769,651	219,691	6,896,689	9,889,888
%	20.9	8.0	2.3	68.8	100.0
Urban	1,307,386	414,907	145,596	1,141,642	3,009,531
%	65.2	53.9	66.3	17.3	31.4
Rural	696,471	354,754	74,095	5,455,047	6,580,367
%	34.8	46.1	33.7	82.7	68.6
Total 1946	2,372,044	928,062	285,260	7,830,559	11,415,925
%	20.8	8.1	2.5	68.6	100.0
Urban	1,767,424	565,265	203,271	1,852,675	4,388,635
%	74.5	60.9	71.3	23.7	38.4
Rural	604,620	362,797	81,989	5,977,884	7,027,290
%	25.5	39.1	28.7	76.3	61.6
Total 1951	2,641,689	1,103,016	366,664	8,560,083	12,671,452
%	20.9	8.7	2.9	67.5	100.0
Urban	2,088,551	730,577	284,663	2,380,586	5,494,377
%	79.1	66.2	77.6	27.9	43.4
Rural	553,138	372,439	82,001	6,169,497	7,177,075
%	20.9	33.8	22.4	72.1	56.6
Total 1960	3,088,492	1,509,288	477,125	10,927,922	16,022,797
%	19.3	9.4	3.0	68.3	100.0
Urban	2,581,731	1,031,063	397,101	3,471,233	7,481,128
%	83.6	68.3	83.2	31.8	46.7
Rural	506,761	478,195	80,024	7,456,689	8,521,669
%	16.4	31.7	16.8	68.2	53.3

Cape Provincial Administration: Planning Report No. 2, 1968.

APPENDIX 5POPULATION STRUCTUREGREATER CAPE TOWN REGION

<u>Year</u>	<u>Whites</u>	<u>Coloureds</u>	<u>Asiatics</u>	<u>Bantu</u>	<u>Total</u>
Total 1921	161,941	158,684	2,769	14,400	337,794
%	47.9	47.0	0.8	4.3	100.0
Urban	139,223	108,826	2,636	5,878	256,563
%	86.0	68.6	95.2	40.8	76.0
Rural	22,718	49,858	133	8,522	81,231
%	14.0	31.4	4.8	59.2	24.0
Total 1936	225,935	237,608	4,174	21,569	489,276
%	46.2	48.5	0.9	4.4	100.0
Urban	205,253	183,302	4,076	15,876	408,507
%	90.8	77.1	97.7	73.6	83.5
Rural	20,682	54,306	98	5,693	80,769
%	9.2	22.9	2.3	26.4	16.5
Total 1946	287,018	308,062	7,317	59,747	660,344
%	43.5	46.6	1.1	8.8	100.0
Urban	264,601	255,742	7,243	43,343	570,929
%	92.2	83.0	99.0	74.8	86.5
Rural	22,417	52,320	74	14,604	89,415
%	7.8	17.0	1.0	25.2	13.5
Total 1951	325,094	391,690	8,653	80,222	805,659
%	40.3	48.6	1.1	10.0	100.0
Urban	309,215	346,291	8,607	67,645	731,758
%	95.1	88.4	99.5	84.3	90.8
Rural	15,879	45,399	46	12,577	73,901
%	4.9	11.6	0.5	15.7	9.2
Total 1960	372,755	544,957	9,221	99,838	1,026,771
%	36.3	53.1	0.9	9.7	100.0
Urban	357,532	487,701	9,210	86,982	941,475
%	95.9	89.5	99.9	87.1	91.7
Rural	15,173	57,256	11	12,856	85,296
%	4.1	10.5	0.1	12.9	8.3

Cape Provincial Administration: Planning Report No. 2, 1968.

APPENDIX 6POPULATION STRUCTURE.MAGISTERIAL DISTRICT : SOMERSET WEST.

<u>Year</u>	<u>Whites</u>	<u>Coloureds</u>	<u>Asiatics</u>	<u>Bantu</u>	<u>Total</u>
Total 1921	2,314	3,291	8	1,578	7,188
%	32.2	45.8	0.1	21.9	100.0
Urban	1,505	1,410	5	58	2,978
%	65.0	42.8	62.5	3.7	41.4
Rural	809	1,881	3	1,517	4,210
%	35.0	57.2	37.5	96.3	58.6
Total 1936	2,759	4,259	39	1,567	8,634
%	32.0	49.4	0.5	18.1	100.0
Urban	1,777	2,010	25	114	3,926
%	64.4	47.1	64.1	7.3	45.5
Rural	982	2,259	14	1,453	4,708
%	35.6	52.9	35.9	92.7	54.5
Total 1946	3,780	4,977	29	2,620	11,406
%	33.1	43.6	0.3	23.0	100.0
Urban	2,853	2,423	27	281	5,584
%	67.5	48.7	93.1	10.7	46.3
Rural	1,227	2,554	2	2,339	6,122
%	32.5	51.3	6.9	89.3	53.7
Total 1951	4,824	7,339	23	3,578	15,764
%	30.6	46.6	0.1	22.7	100.0
Urban	3,077	3,732	22	510	7,341
%	63.8	50.9	95.7	14.3	46.6
Rural	1,747	3,607	1	3,068	8,420
%	36.2	49.1	4.3	85.7	53.4
Total 1960	6,274	10,332	27	3,288	19,921
%	31.5	51.9	0.1	16.5	100.0
Urban	4,811	6,491	27	543	11,872
%	76.7	62.8	100	16.5	59.6
Rural	1,463	3,841	-	2,745	8,049
%	23.3	37.2	-	83.5	40.4
Magisterial District	-	-	83 Square miles		
Urban area	-	-	5 Square miles		
Rural area	-	-	78 Square miles.		

Bureau of Statistics: Urban and Rural Population of South Africa, No. 02-02-01

APPENDIX 7

TRAFFIC COUNTS : PROVINCIAL ROADS DEPARTMENT

AT A

LEG OF JUNCTION	DATE	AVERAGE 24 HOUR TRAFFIC				24 HOUR FAC.	A.A.D.T			
		L	H/S	VEHICLES	E.V.U'S		VEHICLES	%	E.V.U'S	"F"
Cape Town Leg	25th	1798	360	2158	2879	1.07	2523	83	3365	1.169
Caledon Leg	26th	966	283	1219	1725	1.07	1425	79	2018	
Strand Leg	July 1957	841	118	959	1196	1.07	1121	88	1388	
Cape Town Leg	1st	2525	521	3046	4037	1.08	2665	83	3576	0.875
Caledon Leg	2nd	1386	330	1716	2377	1.08	1501	81	2080	
Strand Leg	Dec. 1959	1199	188	1387	1763	1.05	1214	86	1543	
Cape Town Leg	9th	5316	705	6021	7431	A	7695	88	9497	1.278
Caledon Leg	10th	3055	598	3651	4843	"	4666	84	6189	
Strand Leg	May 1968	2279	131	2410	2672	"	3090	95	3415	

AT B

Cape Town Leg	5th	1228	317	1545	2178	1.08	1911	80	2684	1.237
Caledon Leg	6th	840	280	1090	1591	1.08	1348	77	1968	
Somerset West Leg	Aug. 1957	1684	361	2045	2767	1.08	2530	82	3423	
Strand Leg		2116	538	2654	3731	1.08	3293	80	4615	
Cape Town Leg	23rd	1495	343	1839	2526	1.08	2472	81	3395	1.344
Caledon Leg	24th	1183	260	1443	1963	1.08	1939	82	2638	
Strand Leg	Sept. 1959	2598	408	3006	3821	1.05	4040	86	5135	
Somerset West Leg		2092	300	2392	2992	1.05	3215	87	4021	
Cape Town Leg	16th	4157	538	4705	5781	A	6012	89	7388	1.278
Caledon Leg	17th	2124	506	2630	3542	"	3361	81	4654	
Strand Leg	May 1968	5843	472	6315	7259	"	8071	93	9277	
Somerset West Leg		3440	335	3775	4445	"	4824	91	5680	

AT C

Stellenbosch Leg	5th	1388	174	1542	1891	1.05	1881	89	2061	1.090
Somerset West Leg	6th	1995	275	2271	2821	1.05	2475	88	3075	
Firgrove Leg	Aug. 1957	631	98	729	926	1.05	795	86	1009	
Stellenbosch Leg	2nd	1973	328	2301	2988	1.05	2009	86	2582	0.873
Somerset West Leg	3rd	2819	360	3179	3900	1.05	2775	87	3405	
Firgrove Leg	Mar. 1960	850	160	1010	1330	1.05	882	84	1161	
Stellenbosch Leg	2nd	2935	220	3155	3699	A	3366	93	3829	1.067
Somerset West Leg	3rd	4649	306	4955	5667	"	5237	94	5940	
Firgrove Leg	Nov. 1965	1762	104	1860	2074	"	1991	94	2213	
Stellenbosch Leg	27th	3855	294	4149	4737	A	4730	93	5400	1.140
Somerset West Leg	28th	5506	386	5892	6664	"	6717	93	7597	
Firgrove Leg	July 1967	1655	93	1748	1934	"	1993	95	2205	

8 KEY

SINGLE RESIDENTIAL QUALITY

GOOD



FAIR



POOR



DILAPIDATED

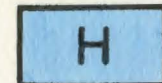


EXISTING LAND - USE

FLATS



HOTELS



OLD-AGE HOMES



SCHOOLS EXISTING



PROPOSED



COMMERCIAL



INDUSTRIAL



VACANT EREVEN



POOR

DILAPIDATED

EXISTING LAND - USE

FLATS

HOTELS

OLD-AGE HOMES

SCHOOLS
EXISTING
PROPOSED

COMMERCIAL

INDUSTRIAL

VACANT ERVEN

CHURCHES

LOCAL AUTHORITY

GOVERNMENT

RECREATION

PUBLIC OPEN SPACE

