

MEMORANDUM TO STELLENBOSCH DISCUSSION FORUM REGARDING THE PROPOSALS FOR THE DEMARCATION OF THE BOUNDARIES OF THE FUTURE CAPE METROPOLITAN AREA

FROM

**J. VAN SCHOOR
MAYOR STELLENBOSCH**

CWC

3 FEBRUARY 1994

1.0 PURPOSE OF THIS MEMORANDUM

As is more fully explained below, we as a forum are now committed to take part in a process to determine what form of local government we wish to have.

We are faced with two possibilities. On the one hand we can be part of the future *Cape Metropolitan Area*. On the other hand we can be excluded from the Cape Metropolitan Area in which case we have to decide on a local government structure best suited for our circumstances.

If we are included in the Cape Metropolitan Area, we would officially be designated as a *metropolitan sub-structure* and the town would lose the powers and functions associated with an independent council (please refer par. 6.1 below). If we remain outside the *Cape Metropolitan Area*, the town would retain its autonomy as a local authority.

This memorandum is submitted to the Forum as an input into the process of discussion and deliberation to decide these issues and also to serve as a report-back to the Forum on the view of Stellenbosch Town Council and the collective standpoint that has been taken by the mayors of Stellenbosch, Somerset West, Strand, Gordons' Bay, Wellington, Paarl and Franschhoek.

As such, this memorandum is intended to make a positive and constructive contribution towards the debate that lies ahead of us in negotiating our common future.

2.0 BACKGROUND

The *Interim Constitution* adopted in December 1993 makes provision for the restructuring of local government as per the Local Government Transition Act (LGTA) promulgated on 20 January 1994.

Restructuring of local government is to take place in three phases, namely the *Pre-interim Phase* (20 January 1994 until approximately November 1994 when the first local authority elections will be held), the *Interim Phase* (from date of first election until next general election 3-5 years) and the *Final Phase* (after next general election).

The LGTA makes provision for *Transitional Local Authorities*, the establishment of negotiating forums and the demarcation of forum areas which will also be the areas of jurisdiction of the transitional councils. Provision is made in the act for the establishment of *Transitional Metropolitan Councils and Substructures* (municipalities) in metropolitan areas and various forms of autonomous *transitional councils* in non-metropolitan areas.

The LGTA stipulates that the membership of a forum, the extent of forum's area and the transitional councils boundaries must be negotiated and agreed upon within 90 days of the promulgation of the Act. (ie. 20 April 1994).

Proposals for forums and forum areas are to be submitted to the Administrator.

If consensus is not reached on the above, the Administrator will refer the matter to a Local Government Demarcation Board, which is to make written recommendations relating to the demarcation of areas of negotiating forums and/or the jurisdiction of Transitional Local / Metropolitan Councils.

The final decision will rest with the Administrator.

3.0 PRINCIPLES

It is proposed that the following principles be discussed in order to establish a framework within which further deliberation would take place, namely that it is recognised that:

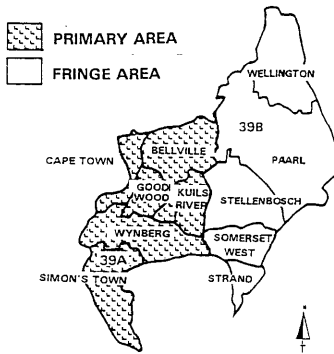
- * the act makes provision for a new system of local government which has to be determined through a process of investigation, negotiation and consensus seeking in the spirit of the agreed to interim constitution;
- * in the spirit of the constitution and the act, the opportunity for negotiations should be utilised to the fullest, so that negotiation of matters of mutual interest becomes a positive process which helps build understanding and consensus;
- * the phase of negotiation provided for in the act, should not be clouded by short-term political, local or self- interests;
- * objectivity should be retained and long term implications of the decisions taken at this stage, should be a guiding principle;
- * the process should be guided by the spirit and framework of the act, as has been endorsed by the major political parties of this country;
- * in accordance with the spirit of the act and the constitution, the process should give rise to a local government system that is responsive, accountable, transparent, equitable and accessible;
- * the local government system agreed to should ensure that the utility expectations of our community are met as it relates to public goods and services and that they are delivered efficiently and effectively;
- * local government should ensure that investment decisions of various sectors (ie. transportation, housing, engineering services and public facilities) are co-ordinated to promote democratically agreed policies, as well as ensuring the equitable distribution of resources.

4.0 PROPOSALS FOR THE CAPE METROPOLITAN AREA

A working group of the Cape Metropolitan Negotiating Forum (CMNF) has proposed that the boundaries of the Western Cape Regional Services Council be provisionally adopted as the boundaries of the Cape Metropolitan Area and that the final demarcation thereof, be undertaken during the interim phase of local government restructuring referred to above.

The metropolitan area referred to, comprises the boundary of the Western Cape Regional Services Council.

This area has in the past been divided into two sub-regions for planning purposes, namely the *Primary Area* and the *Fringe Area* as is shown on the map below.



LOCALITY OF *PRIMARY* AND *FRINGE* AREAS

In accordance with these proposals, the towns of Stellenbosch, Somerset West, Strand, Gordons' Bay, Wellington, Paarl and Franschhoek as well as the agricultural areas surrounding them and local villages and urban settlements (*Fringe Area*), would be incorporated into the Cape Metropolitan Area.

The CMNF has invited interested and affected parties to comment on their proposal before 7 February 1994. An extension of time has been granted to Stellenbosch Town Council until 14 February 1994. (It is envisaged that the Stellenbosch Discussion Forum will also be granted extension if requested).

5.0 VIEW OF THE TOWN COUNCILS OF THE FRINGE AREA TOWNS

Against the background of the principles entrenched in the Interim Constitution and the Local Government Transition Act with regard to the democratic decision-making procedures, the town councils of the above-mentioned towns have decided that they cannot commit their towns to membership of the Cape Metropolitan Negotiating Forum, and therefore also, cannot accept the proposal for the incorporation of the towns and the surrounding agricultural areas in a future metropolitan area, not even for provisional purposes.

This standpoint is based on the view that these issues have not been considered by the communities that would be affected by it. In particular, they feel very strongly that any decision of the existing town councils regarding the incorporation or not of the said towns in any future metropolitan government area would, at this stage, run contrary to the decision-making procedures provided for in the interim constitution and the Local Government Transition Act. Specifically it would undermine the democratic processes provided for. In the latter regard it must be noted that the *Pre-Interim Phase* of local government reform, specifically provides the opportunity to negotiate these matters.

After careful consideration of the relevant information at present available to the town councils of the towns in the *Fringe Area*, they are of the opinion that the incorporation of the towns and the surrounding agricultural areas into the Cape Metropolitan Area would be in conflict with the guidelines for the demarcation of metropolitan areas as is contemplated in the Local Government Transition Act.

They therefore considered it of decisive importance that these matters be scientifically investigated and thoroughly considered by the affected communities before any decision is made relating to the future metropolitan area.

6.0 PROFESSIONAL OPINION

Due to the necessity for the affected communities to be in a position to take an informed decision regarding these issues, the mayors of the towns of the *Fringe Area* have decided to have an independent and professional report prepared relating to the relevant factors that need to be considered in the demarcation of the Cape Metropolitan Area.

The above-mentioned report is at present being prepared by a team of consultants consisting of urban and regional planners, geographers, public administrators, engineers, economists and Senior Council. The report will have no status other than a contribution to the debate that lies ahead and will be submitted for consideration to all the affected forums and interested and affected parties during mid February 1994.

It is trusted that the report would contribute towards assisting the communities of the *Fringe Area* and the Cape Metropolitan Negotiating Forum to consider the issues objectively.

6.1. PRELIMINARY FINDINGS OF THE REPORT OF THE CONSULTANTS

Against the background of the urgency of the matter and the need for Stellenbosch Discussion Forum to consider the matter at the meeting of 3 February 1994, the preliminary findings of the report (in progress) are summarised below.

The consultants have proposed that, as a point of departure, the decision as to whether the *Fringe Area* should form part of the Cape Metropolitan Area, be tested against the guidelines provided in the Local Government Transition Act, namely:

1. Definition of a Metropolitan Area.
2. Criteria for the demarcation of a Metropolitan Area.
3. Duties and Functions of a Metropolitan Council.

The progress that has been made to date, provides a convincing argument that the *Fringe Area* does not qualify to be included into the Cape Metropolitan Area (CMA) for the following reasons:

1. Definition

In terms of the LGTA a metropolitan area means an area that:

- * comprises an area of jurisdiction of multiple local governments;
- * is densely populated and has an intense movement of people, goods and services;
- * is extensively developed and urbanized and has more than one central business district, industrial area and concentration of employment; and
- * economically, forms a functional unit comprising various smaller units which are interdependent economically and in respect of services.

If the *Fringe Area* is tested against the above definition it is clear that the *Fringe Area*;

- * is not densely populated in a manner that generates an intense movement of people, goods and services within the area;
- * is not extensively developed and urbanized and although it has more than one central business district and industrial area it does not represent a concentration of employment across the entire area;
- * does not economically form a functional unit which is interdependent of other units in respect of services.

2. **Criteria**

In the LGTA the eight criteria below are listed as guidelines to test whether an area is to be included into a metropolitan area or not.

If the demarcation of the *Fringe Area* is tested against the evaluation of the criteria provided as guidelines in the LGTA, it supports the view that the *Fringe Area* does not qualify to be included into a metropolitan area as is contemplated by the LGTA.

Specific reference is made to the following:

(i) **Topographical and physical characteristics:**

If the *Fringe Area* is to form part of the CMA, its cohesiveness would be seriously undermined which would impact negatively on service provision and administrative efficiency.

(ii) **Population distribution**

The *Fringe Area* is far less densely populated than the *Primary Area*.

In accordance with recent MDF* proposals the future population growth should be concentrated in the existing settlements in the *Fringe Area* and urban development in the *Primary Area* should be densified to avoid urban expansion into the *Fringe Area*.

The *Fringe Area* therefore does not qualify for inclusion into the metropolitan area on the basis of this criteria.

(iii) **Existing demarcation of areas pertaining to local government affairs and services.**

The *Cape Metropolitan Area* as defined and demarcated in the past differs fundamentally from that which is contemplated in the LGTA due to the fact that it was, in the past, primarily defined and demarcated for **planning purposes**.

Existing demarcated boundaries therefore do not provide a basis for the inclusion of the *Fringe Area* into the metropolitan area.

* The MDF Coordinating Working Group was established during 1991 and has been incorporated as a working group in the Urban Development Commission of the Western Cape Economic Development Forum (WCEDF). The WCEDF brings together most of the key stakeholders of the Western Cape in order to reach consensus on major development decisions. The MDF Coordinating Working Group was established in order to prepare a Metropolitan Development Framework (MDF), i.e. a set of documents identifying the key development goals of the RSC's area of jurisdiction, and policy and spatial strategies or guidelines to achieve these goals.

- (iv) Existing and potential land usage, town- and transport planning, including industrial, business, commercial and residential usage and planning.

Fundamental to the proposals of the *Interim MDF*, is that the *Fringe Area* is not to be integrated with the urban complexes of the *Primary Area*, and *vice versa*.

According to the *Interim MDF's* proposals, the *Primary* and *Fringe Areas* should not form a functional unit.

- (v) Economy, functionality, efficiency and financial viability with regard to the administration and rendering of services.

A wide range of services (such as bulk water supply, sewage treatment and refuse disposal) are currently provided by the municipalities of the *Fringe Area*, independently of the RSC, and it is doubtful whether a metropolitan authority could provide these services more cost effectively and efficiently.

Furthermore, since the *Fringe Area* inhabitants would have only approximately 10% representation on the future metropolitan authority, the metropolitan authority could be less committed and responsive to the specific character, social and economic development needs of the *Fringe Area* than what they would be for the *Primary Area*.

The inclusion of the *Fringe Area* therefore does not contribute towards the promotion of the objectives of this criteria.

- (vi) Development potential in relation to the availability of sufficient land.

Sufficient land is available for future urban development in the *Primary Area* until the year 2010 in accordance with the findings of the *Interim MDF*.

Urban expansion is to be directed away from the fertile agricultural belt surrounding the *Primary Area* in the short and long term in terms of the *MDF's* proposals as well as many other authoritative planning studies and proposals widely accepted.

Sufficient land exist in and around the towns in the *Fringe Area* to accommodate anticipated urban growth. The *Fringe Area* therefore does not have to be included into the metropolitan area to serve this criteria.

- (vii) Interdependency and community of interest between residents.

Due to the distances separating the communities in the towns within the *Fringe Area* from each other on the one hand and from those in the *Primary Area* on the other hand, as well as the differences relating to economic activity, language etc. there is not an interdependency and community of interest between the community of the *Fringe Area* and the *Primary Area* as is contemplated by this guideline of the LGTA.

To ensure responsiveness and commitment to the specific needs, preferences and interests of people within the *Fringe Area* and the *Primary Area*, it is of decisive importance that interdependency and community of interests between residents not be eroded by subjecting all the communities in the *Fringe Area* and the *Primary Area* to one overarching authority.

There is a real danger that this could happen if the *Fringe Area* is included into the Cape Metropolitan Area.

(viii) The integration of the urban economy.

The economies of the *Fringe Area* towns are well-balanced as well as being based to a greater degree than the *Primary Area* on agriculture, agro-industries, tourism and high-tech industries. Furthermore, according to Wesgro* (1992) the *Fringe Area* towns have good economic development potential.

The study indicates that only approximately 20% of the *Fringe Area's* population are currently dependent on employment in the *Primary Area*. Furthermore, the *Fringe Area* would be linked less strongly to the *Primary Area* economically in the future if strategies to avoid long distance commuting between employment and living areas are implemented (in accordance with *Interim MDF* proposals).

It is argued by the consultants that the *Fringe Area* and the *Primary Area* does not form an integrated economy to the degree that the *Fringe Area* could be included in a single metropolitan area as is contemplated by the LGTA.

7.0 FUNCTIONS AND DUTIES

The Local Government Transition Act lists 22 *functions* and *duties* which a metropolitan council can take responsibility for. These could be increased if the metropolitan council would so decide.

An assessment of these functions and duties indicate that without exception, there is not a convincing argument that could be put forward why any of the 22 *duties* and *functions* listed below, has to be performed by a metropolitan council in the *Fringe Area*.

In this regard the following brief assessment is provided.

7.1 Bulk Supply of Water

There is much evidence that it would be more economical and desirable to undertake the planning and co-ordination of bulk water supply as it relates to the *Fringe Area* on a sub-regional basis and that both the *Primary Area* and the *Fringe Area* should be linked together into a greater regional system.

* Wesgro is an independent, non-profit company established to promote economic development in the Western Cape.

Bulk water supply would therefore not be an over-riding determining factor in the demarcation of the metropolitan area, from the perspective of the *Fringe Area* and the *Primary Area*.

7.2 Bulk Supply of Electricity

Separate networks supply the *Fringe* and *Primary Area*. The interconnection of the two systems makes no sense technically. There are distinct disbenefits that could result from providing a single network, such as the duplication of services with a resultant increase in costs.

7.3 Bulk Sewerage purification works and sewerage disposal pipelines for the metropolitan area

Since the towns of the *Fringe Area* (with the exception of Somerset West) have their own independent sewage treatment works which are managed efficiently, it is not considered practical to consider the inclusion of the *Fringe Area* in the future Cape Metropolitan Council's jurisdiction for this function.

Furthermore, against the background of the proposals of the MDF as it relates to the policy to pursue inward compaction of urban development, there is no basis for considering the inclusion of the *Fringe Areas* sewage system into the metropolitan area.

7.4 Metropolitan co-ordination, land usage and transportation planning

As argued in the MDF planning report, the integration of the *Fringe Area* towns with *Primary Area* urban complexes to form a cohesive urban area and functional unit is not desirable due to the value of the agricultural land surrounding the *Fringe Towns* and the importance of retaining their unique identities.

Therefore the co-ordination of land use and transportation, to promote the positive performance of urban systems in the *Fringe Area* does not require a single metropolitan authority and it would not positively contribute to the interests of either the *Primary Area* and/or the *Fringe Area*.

It is of decisive importance that the following practicalities be considered.

- * Within the *Primary Area* there is, with the exception of the Table Mountain/Cape Point axis (which is a fairly homogeneous nature conservation area) relatively little land between the existing municipalities which the metropolitan government would have **direct** control over, especially in the longer term.
- * In the *Fringe Area* the opposite is true. The municipal areas within the *Fringe Area* occupy a relatively small percentage of the total 3500km² that the *Fringe Area* covers. This means that the metropolitan government would have direct control over land which is the furthest away from their central control (one can accept central control to be located in central Cape Town). Also, it is clear that it would be very difficult, costly and ineffective for a metropolitan government to exercise the necessary control, on the ground, within the *Fringe Areas*.
- * As is the case with the present Western Cape Regional Services Council, this problem is usually addressed by establishing decentralised offices. In effect this amounts to the duplication of local authority functions with all the disbenefits associated with it.

- * Furthermore, regional office cannot adequately address the public expectations as it does not provide accessibility of the communities to their elected representatives.

It needs to be recognised that from a regional planning perspective, a geographical area can be demarcated that could serve as a "transitional area" or "interface" between the rural hinterland and the metropolitan area itself, namely a *Fringe Area*. It can therefore be argued that there is a real need for a *Fringe Area* in the interest of the whole region.

7.5 Arterial metropolitan roads and stormwater drainage

Roads

The roads in the *Fringe Area* are regional roads and not arterial metropolitan roads.

Planning can therefore be dealt with on a sub-regional and regional basis as the interconnection and co-ordination of metropolitan roads and regional roads require co-ordination between a metropolitan/sub-regional transportation body and provincial/regional authorities.

Stormwater

The rural character of the *Fringe Area* requires a different catchment management style and approach towards stormwater management to the predominantly urban *Primary Area*. Stormwater management of the *Fringe Area* should therefore, from a practical point of view, not be a responsibility of metropolitan government in the *Fringe Area* (which is the largest area geographically).

7.6 Passenger Transport Services & Traffic Matters

The planning and co-ordination of various passenger transportation modes and sub-regional routes in the *Fringe* and *Primary Area* are required. However, this can be undertaken jointly and not only necessarily by a metropolitan authority.

7.7 Abattoirs & Fresh Produce Markets

Maitland abattoir serves the needs of the Western Cape and not only the farmers of the *Fringe Area* or the *Primary Area*. Likewise the fresh produce market in Epping is a regional facility and not a metropolitan facility.

7.8 Refuse Dumps

A central metropolitan authority, deciding on policy and budget, cannot be sufficiently responsive to the specific individual needs of the *Fringe Area* towns and districts as regards waste disposal. Due to the weak representation of the *Fringe Areas* rural constituency on the central metropolitan government, the rural population of the *Fringe Area* could find themselves in a position that they have very little effective leverage to provide direction in the planning of these matters.

Waste disposal policy can be determined jointly by the metropolitan government and the *Fringe Area* so as to serve the region's needs.

7.9 Cemeteries and crematoriums; Ambulance and fire brigade services and Civil protection

It can be argued that such facilities and services will be best managed on a *Primary Area* level, due to the efficiency of existing service provision in the fringe towns and the distances from the *Fringe Towns* to the *Primary Area*.

The potential problems associated with it are similar to that of the location of waste disposal sites referred to above.

7.10 Hospital services; Airports

These are either local facilities or regional facilities that do not require a metropolitan form of government to manage them efficiently on the urban and regional scale of the Western Cape.

7.11 Metropolitan libraries, museums, recreation facilities

These facilities are concentrated in the *Primary Area*, corresponding to the concentration of the Western Cape's population.

Metropolitan facilities by definition are mainly to be found in Metropolitan Areas, ie. the *Primary Area*, as the *Fringe Area* is self sufficient in this regard.

7.12 Environment conservation

Although the *Primary* and *Fringe Areas* both form part of the Fynbos Biome, the *Fringe Area* has unique geographical characteristics (distinct from the *Primary Area*) dictating different urban development and natural resource utilisation/conservation responses. There are therefore no advantages from an environmental management or conservation perspective in placing the *Fringe* and *Primary Areas* under a single metropolitan authority.

As regards the management of the *Fynbos biome*, it can be argued that it is best dealt with on a regional scale in accordance with planning models designed to promote biological diversity.

7.13 Metropolitan promotion of tourism

Tourism could be effectively addressed by a special purpose body, as nation-wide, region-wide and local scales of interest are inextricably linked. The interest of tourism will therefore not necessarily be best served on a metropolitan scale to the benefit of the region.

It needs to be noted that the devolution of functions relating to tourism planning and promotion, will be taking place in accordance with the new mechanisms created on regional government level.

Furthermore, the promotion of tourism can be very successfully managed on a planning and administrative level between various autonomous local authorities as local interests are more enthusiastically served on the local level.

7.14 Metropolitan promotion of economic development and job creation

Economic development needs to be addressed on a local, metropolitan, regional and national level.

As far as the *Fringe Area* is concerned, this function needs to be addressed on a region-wide scale which would include the metropolitan area. However, the differences between the economies of the *Primary Area* and the *Fringe Area*, ie. industrial/commercial/services as opposed to agro-industries, would need to be considered.

Wesgro (1992) specifically distinguishes between the economic development opportunities of the *Fringe Area* as opposed to the *Primary Area*.

It can therefore be argued that it is not necessary or desirable that economic development of both the *Fringe* and *Primary Areas* should be promoted by a single metropolitan authority.

8.0 CONCLUSIONS

The consultants have come to the conclusion that, in terms of the guideline provided by the Local Government Transition Act, the *Primary Area* qualifies in all important respects to be included in a metropolitan area as is contemplated by the Act.

When the addition of the *Fringe Area* to the *Primary Area* (which in terms of the findings should be regarded as the metropolitan area) is evaluated, there is overwhelming evidence that the objectives for the establishment of metropolitan government as is contemplated in the LGTA will not be served. The addition of the *Fringe Area* to the *Primary Area* for the purposes of establishing a single metropolitan government, would very seriously erode the ability of both areas to function in a manner that would contribute to the interests of the region as is contemplated in the Act.

The study also shows that this is not only the case for the *Fringe Area* as a whole, but there is also convincing evidence that it would be true for only part of the *Fringe Area*.

Evidence at this stage clearly shows that the inclusion of the *Fringe Area* into the metropolitan area is not the appropriate structure, because the *Fringe Area* fails all the major tests for inclusion into a metropolitan area as is contemplated in the act and as is reflected in the Interim Constitution.

9.0 POWERS OF METROPOLITAN COUNCILS

The Local Government Transition Act makes provision for the following powers:

The power to levy and claim -

- * regional services levies;
- * levies or tariffs from any metropolitan substructure in respect of any function or service ; and

- * an equitable contribution from any metropolitan substructure based on the gross or rates income of such metropolitan substructure.

Decision of a *Transitional Metropolitan Council* must be taken by a 2/3 majority and it can be accepted that such decisions would be a democratic reflection of the will of the people represented within such a geographical area.

If a geographical area such as the *Fringe Area* is included within a metropolitan area and if it does not qualify to be included in terms of the criteria contemplated in the act, it follows logically that the people in the *Fringe Area* can per definition and in terms of the Act, not be democratically represented. In this regard, it must be taken into consideration that the geographical extent of the *Fringe Area* is almost 2½ times the size of the *Primary Area*. However, the representation of the people living in the *Fringe Area* would be approximately 10% at best. Therefore, even if the people in the *Fringe Area* would have 100% consensus on a particular issue, they would have no influence in opposing a decision of the metropolitan government if the latter takes an opposite view on the particular issue, as 90% of the vote could technically be against the *Fringe Area*.

This situation is brought about by the fact that the inclusion of the *Fringe Area* into the Cape Metropolitan Area would be flawed because the *Fringe Area* does not qualify to be included in terms of the guidelines prescribed in the LGTA.

The inclusion of the *Fringe Area* would therefore run contrary to the spirit of the new constitution and the Local Government Transition Act, because government would be taken away from the people.

10.0 RESPONSIBILITIES

It needs to be stated that the exclusion of the *Fringe Area* from a future Cape Metropolitan Area must not be seen as an attempt by the *Fringe Area* to circumvent their responsibilities as it relates to the region and the country - quite the contrary.

In the first instance, the directives provided by the various political leaders of this country as is manifested in the interim constitution and the LGTA, should be the guiding principle for decision-making and action. Actions which are not guided by these principles, would run against the grain of the direction already provided and is likely to be contra-productive.

If a decision, not to be included into the future Cape Metropolitan Area is founded upon the principles and guidelines of the constitution and the Local Government Transition Act, such a decision would per definition serve the best interests of all concerned. If the *Fringe Area* is to be included into a future Cape metropolitan Area on the basis of consideration other than the principles and guidelines of the constitution and the Local Government Transition Act, such a decision would, in the long term, be a disservice to all concerned.

A structure needs to be devised in terms of which the interests of all the people in the *Fringe Area* are served as is contemplated by the New Constitution and the LGTA whilst at the same time, an equitable contribution by the people of the *Fringe Area* is made towards serving the interest of the Cape Metropolitan Area, the region and the country as a whole.

11.0 PROPOSAL

It is proposed that this memorandum be referred to the Constitutional Committee of the Discussion Forum, and that the Cape Metropolitan Negotiating Forum be informed about the view of the Stellenbosch Discussion Forum on the matter of the inclusion of Stellenbosch and districts and/or the *Fringe Area* as a whole into the future Cape Metropolitan Area.

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②

By Louis - Dennis Moss - Fred Ugo - back when
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Consultant — to Mayor.

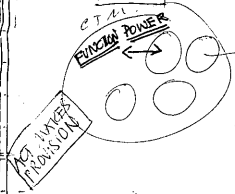
- C.M. - formal proposal.
- decided that proposal was negative to all concerned with reference to definition re criteria for region.
- guidelines ~~to~~ act - does not conform.

- ① DEF. & CRT.
- ② 22 FUNCTIONS
- ③

- function of metro zone (??)
- largest metro area in the world?!

1. National
2. Regional
3. Local

- Summary
- ① Best way of serving suburbs — follows the
 - ② Local could become sub - some act
 - ③ " " not have any authority
 - ④ after 300 yrs — no longer just at local level
 WHITE, MIDDLECLASS.



REQUIRED CONSULTANTS AS OBJ. / NEUTRAL ??

ref. to 300 yrs — specific terms of reference —
 who is the ONE that met with other metropolitan.

DISCOURSE DEPRIVED BY CONSULTANTS.

∴ one-flap approach

LANGUAGE
 TECHNOLOGY
 PRACTICES OF REFERENCES

OTHER INPUTS

Tea.

NB NB NB

PAC — EXCLUDE FROM — METRO.
 KNOWLEDGE RATEPAYERS — INCLUDED IN METRO

STAY SEVERAL
 COMMIT OURSELVES
 TO NEGOTIATE
 DURING INTERIM
 PERIOD.

- 1
2
3
4
- ① Davie's negotiation — possible?
Proposals arise from OUR MONEY — to benefit people
- address best
- disburse
- ② Need to maximise resources of WC — is
the extension of the Cape Metropolitan the
best means of achieving this?
One then two linked.

World Bank Report

New Honey
Is hardie nie pragtig nie
Columbian

REGISTERED
20/8
6 AUG 1953
203/24
MUNICIPALITY OF STELLENBOSCH

PROKLAMASIE

HIS EXCELLENCY THE HONOURABLE ERNEST GEORGE
JANSEN, DOCTOR OF LAWS, GOVERNOR-GENERAL OF THE
UNION OF SOUTH AFRICA

No. 119, 1953.]
STADSGEBIED VAN STELLENBOSCH.—
AANDKLOK.

Kragtens die bevoegdheid my verleen by subartikel (1) van artikel een-en-derigt van die Naturelle (Stadsgebiede) Konsolidasiewet, 1945 (Wet No. 25 van 1945), soos gewysig, verklaar ek hierby dat geen naturel, hetsy 'n mans- of vrouspersoon, wat nie kragtens subartikel (4) van genoemde artikel vrygestel is nie, met ingang van die datum van afkondiging hiervan tussen die ure 10 nm. en 4 vm. op 'n publieke plek binne die regsgebied van die stedelike plaaslike bestuur van Stellenbosch mag wees nie, tensy so 'n naturel in besit is van 'n skriftelike permit wat onderteken is deur sy werkgewer of deur iemand wat deur so 'n werkgewer gemagtig is om so 'n permit aan so 'n naturel uit te reik of deur iemand wat deur genoemde stedelike plaaslike bestuur of die Minister gemagtig is om sulke permi'te uit te reik of deur die bevelvoerder van 'n polisiekantoor in genoemde gebied.

GOD BEHOEDE DIE KONINGIN.

Gegee onder my Hand en Grootseël te Pretoria, op hede die Vyftiende dag van Mei Eenduisend Negehonderd Drie-en-vyftig.

E. G. JANSEN,
Goewerneur-generaal.

Op las van Sy Eksellensie die
Goewerneur-generaal-in-rade.

H. F. VERWOERD

Die Staatsdrukker, Pretoria.

Ber