

# LANGEBERG MUNICIPAL SDF: EXECUTIVE SUMMARY



## 1 SPATIAL VISION AND CORE IDEAS

The IDP Vision for the Municipality is as follows:

- **“To create a stable living environment and sustainable living conditions for all citizens”**

While this vision serves the purposes required by the IDP it is silent on the municipality's urban and rural spatial attributes:

### Spatial Vision:

**To ensure that the municipality's physical attributes including the Riviersonderend, Langeberg and Waboom mountains, Breede River with its tributaries and fertile land, the large heritage building stock, factories and infrastructure, including the R60 and R62, are sustainably exploited so as to continue to provide and enhance the livelihoods of its residents;**

The implications of this vision are as follows:

- The water quality and quantity of the rivers must be improved, especially in the Breede, Touw, Keisies, Poesjenels, Houtbaais and Riviersonderend Rivers;
- There should be no further urban development of existing or potential arable land;
- The use of the rail system for freight traffic should be promoted so as to free up the use of the road network for commuter and tourist private motor vehicle, bus and coach and non-motorised traffic;
- The visual impact of buildings, e.g. large resorts, factories and sheds, and infrastructure, power lines, renewable energy facilities and roads should be carefully assessed; and,
- Highly accessible and visually exposed sites should also be accessible to SMME businesses.

## 2 SPATIAL DEVELOPMENT FRAMEWORK

Four distinct natural systems give rise to the following issues and opportunities:

- There are a number of critical biodiversity area (CBA) corridors of which a large extent is already formally or informally conserved. Protection of the Langeberg mountains corridor is already mostly continuous throughout the municipality;
- Efforts should be made to complete these conservation linkages by encouraging links between:
  - Anysberg Nature Reserve, Rooikrans and Drie Kuilen Private Nature Reserves and Matroosberg Mountain Catchment area (taking care to retain the dryland farming area between Drie Kuilen Private Nature Reserve and Matroosberg Mountain Catchment Area);
  - Extending the Langeberg Wes Mountain Catchment Area (Waboom mountains) eastwards; and,
  - Creating formal or informal protected corridors across the Breede River Valley linking the Langeberg range to the Riviersonderend Mountains. These are likely to be the most challenging. Some of these links exist along the tributaries flowing from the Riviersonderend mountains into the Breede River but there are also important farming areas in these corridors and it will be difficult enough to secure riparian buffer areas a minimum of 32 metres from the banks, never mind a wide biodiversity corridor;
- The river networks form another important natural system. These are largely in an acceptable state except for the Touws, Keisie, Vink, Poesjenels, Houtbaais and the Riviersonderend where it flows through the municipality near Swellendam. Conservation and improvement of these river systems are even more important for Langeberg municipality compared to other municipalities given the importance of agriculture in its local economy;
- Agri-industry and agriculture are Langeberg municipality's most important economic and employment sectors. Langeberg is fortunate in that its agricultural resources are mostly intensive, comprising vineyards, orchards and pastures as these employ large amounts of labour. These are dependent on water, already mentioned, and arable land. Together with the magnificent scenery these resources and agricultural activities, especially wine-making also form the basis of its vibrant tourism industry; and,
- Therefore, it is important that the arable land resource comprising existing as well as potential farming areas are retained and improved and not converted to other uses, especially urban development. This should be encouraged to be located on non-arable land.

- The total population is 97 724 (Census 2011);
- Langeberg Municipality is 70% urbanized;
- Its rural population has remained unusually stable between 2001 and 2011 at  $\pm 29\ 000$ ;
- Urban populations have increased across all ethnic groups with significant growth in the African and Coloured groups;
- African populations, beginning from a low base like Bonnievale and Ashton, have quadrupled. In other towns they have increased by 50% over the decade; Coloured populations have increased by between 25% and 60%;
- White populations have decreased in Ashton and Bonnievale and increased in the other settlements. This suggests that more aesthetically attractive settlements are better at attracting middle-income residents. This emphasizes the importance of maintaining attractive urban areas as this can also contribute to economic growth and employment opportunities;
- The main population concentrations are in the urban settlements. In the rural areas the population is mostly found in the Breede River Valley with other concentrations in the Koo and Kingna River valleys;
- Urbanisation is likely to continue with more and more farmworkers moving to the nearest urban settlement;
- There may be instances where off-grid eco-villages are warranted, e.g. where an area is too far from one of the main settlements or farm workers don't want to settle there because of social issues. The Koo and Kingna valleys were mentioned as possibilities in the public participation. There may also be a need for an eco-village near the Wansbek VGK Primary School in the Agerkliphoogte valley. Such a settlement should only serve people working in the valley;
- Due to the specialization of the main settlements, particularly Montagu (tourism and upmarket residential), Ashton (industry) and Robertson (tourism, the main shopping and service centre), there is considerable commuting in the municipality. Distances between these towns are short, 10 and 15kms respectively. Bonnievale is only 25kms from Robertson. There are also high traffic volumes between Robertson and Worcester 40kms away;
- Distances of 25kms along flat roads are easy commutes of less than 1 hour for bicycles;
- The existing traffic patterns suggest a significant commuter demand and the potential for promoting non-motorised transport, cycling and walking in the main settlements as well as between them. This should be addressed by providing wide shoulders along the roads suitable for pedestrians and cyclists as well as promoting public transport usage;
- Montagu and McGregor are well-known heritage settlements which attracts a considerable 2<sup>nd</sup> home, retiree and tourist demand;
- It is interesting to note that Robertson, not as well known for these attributes has an even larger heritage resource and suggests another potential set of tourism and lifestyle economic opportunities requiring aesthetically sensitive developments;

- In this regard, the details of the proposed urban design frameworks, site development plans, architecture and landscape architecture of the new proposed developments in the east of Robertson are of critical importance so that this potential is not undermined. This has occurred to some extent by the lack of attention given to these factors in Nqubela's development;
- The experience of the RDP housing scheme in the centre of Langebaan shows that low-income settlements in prominent locations need not necessarily detract from the first impression of a town if they are sensitively designed and landscaped;
- The municipality is generally well endowed with social facilities and mobile services are rendered to those outlying areas without permanent services;
- There is a need for periodic mobile services centres in the Koo, along the R62 and near the Wansbek VGK Primary School in the Agerkliphoogte valley;
- There appear to be relatively high-income disparities in the municipality with 82% of individuals earning less than R3 200 pm. However, this is alleviated to some extent by the approximately 5000 people receiving social grants;
- Property prices are highest in Montagu, Bonnievale and McGregor being almost double those on average than those in Robertson and Ashton. This suggests the potential for urban improvement programs in the latter two settlements as well as the need to promote more affordable accommodation for those attracted to living in the municipality;
- Extending the scenic route network, currently comprising only the route between Robertson and Bonnievale, to include Ashton and Montagu will also help enhance the tourist and commuter potential of these roads; and,
- The housing waiting lists and proposed projects are as follows:

	WAITING LIST 23.7.2013	LAND REQUIRED (ha) (40du/ha)	Approved projects - numbers	Earliest implementation date
Robertson	3250	81	106	2014/15
Ashton	1300	32.5	75 (plus tbc)	2014 -17
Montagu	2400	60	565	2015/16
Bonnievale	1170	29.25	-	-
McGregor (Erf 360)	581	14.5	450	2015/16
<b>TOTAL</b>	<b>10498</b>	<b>249.75</b>	<b>1196</b>	

Three other projects have been proposed, namely;

- Ashton Rem Farm 158/71 161 units ( $\pm 3.5$  ha),
- Bonnievale 563 units ( $\pm 14$  ha); and,
- McGregor 48 ( $\pm 1.2$  ha) - (the HSP proposes 2 additional projects, i.e. Site 3 (Erven 120, 394 and 117) and Site 5 (Erf 44)).

Department of Human Settlements has recommended that alternative, better-located land is required for the first 2 projects and the third project should be included in the McGregor 450 project.

### 3 SDF PROPOSALS

Figure 3.1 shows the SDF for the Municipality.

The municipality comprises two main systems, a rural system and an urban one.

#### Rural System

The rural system provides the resources for Langeberg municipality's successful economic growth and relatively good employment generation flowing from the agricultural, manufacturing, tourism and services sectors. Its strength is shown in that unlike most municipalities in South Africa its rural population has remained constant over the past decade indicating the strength of the opportunities it offers.

It comprises essentially three mountain ranges, the Riviersonderend, Langeberg and the Waboom.

They frame the following valleys:

- Breede River valley, (Riviersonderend and Langeberg) in which most of the agriculture, population and main settlements are located; and,
- The Koo and Keisies River valley, also important for agricultural and tourism but less so than the Breede River valley. The R62 tourism route begins in the eastern section of the Keisies river starting in Montagu.

The SDF proposes that the highest priority is given to maintaining the natural resources within this rural system as follows:

- A minimum of 32m from river and wetland banks and more, if necessary, should be kept free of urban development and intensive agriculture so as to protect the water quality and quantity essential for agriculture, industry and domestic use;
- The formal and informal conservation areas, already extensively protecting the critical biodiversity area network, should continue to be extended, especially by promoting private nature reserve and permitting resort development within the relevant guidelines as an incentive. This will promote economic growth and employment creation in the tourism sector as well as promote biodiversity conservation;
- Intensive agricultural areas should be protected from urban development but should also not be a priority for biodiversity conservation. This land is an important source of agricultural (low-skilled) jobs, inputs for agri-industry, tourism and exports;
- As much arable land should be brought into production as possible depending on available water resources and soil suitability;

- An important resource for the tourism industry is the scenic attractiveness of the municipality's rural environment; and, therefore,
- There should be strict controls on the siting, design materials and colour of new buildings (homesteads, pack sheds, etc.) and plant (renewable energy projects) so as not to weaken this resource.

#### Urban System

This comprises the settlements of Robertson, Ashton, Bonnievale, Montagu and McGregor.

The first four act as an interconnected network of specialized settlements:

- Robertson; main administrative and retail centre, it is also the closest to the N1 and Cape Town;
- Ashton; industrial and services, e.g. main municipal landfill site;
- Montagu; conservation town; and,
- Bonnievale; agriculture and agri-industry with considerable traffic between them.

Robertson has considerable potential in that it has a large heritage resource which is not well promoted but, if this is done, it will make the town even more attractive to tourists and residents. Care needs to be taken that the town presents a positive image to through traffic, especially with the new development proposed along the Bonnievale road intersection.

Nqubela, prominently located at the eastern R60 entrance to Robertson, requires upgrading and landscaping.

Ashton is the only town in the municipality, other than Robertson that is on the increasingly important R60 route between the N1 intersection at Worcester and N2 intersection at Swellendam. Strong efforts should be made to upgrade the appearance and functions of Ashton so that it is better able to take advantage of this through traffic.

Similarly Bonnievale, although not on the R60, also require upgrading of its public appearance so as to enhance its strong appeal to tourists and permanent residents.

The distances between the towns are relatively short and flat suggesting the practicality of promoting public and non-motorised transport, especially cycling, if appropriate facilities, e.g. marked, wide road shoulders are provided on the interconnecting road network.

The current scenic route upgrading that has occurred between Robertson and Bonnievale should be extended to all of the linking routes in this network.

Figure 3.1 Langeberg Municipality: Spatial Development Framework

McGregor is much smaller than the other settlements and functions as a conservation and tourist village with some agriculture around it. Its connecting tar road functions as a cul-de-sac from Robertson rather than as part of a network. It should also be upgraded as a treed and landscaped public transport and non-motorized transport route.

There are significant rural populations living in the Riviersonderend Mountain Valleys and the Koo and Kingna valleys. Those people living near McGregor, Bonnievale and Montagu can access services from these settlements. However, the need to provide periodic services, clinic, social grant payouts, library, and home affairs may be necessary.

This could be done using a coordinated approach to delivering mobile services to periodic market facilities strategically located in the Agterkliphoogte, Koo and Kingna river valleys.

Off-grid eco-villages, where the municipality is not required to render reticulated water and waste water treatments services, may also be appropriate at these locations.

Annexure 1 lists all of the projects to give effect to the SDF proposals.

# ANNEXURE 1

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## IMPLEMENTATION FRAMEWORK





# 1 IMPLEMENTATION

## 1.1 MUNICIPAL SDF POLICY/ PROJECT LIST

The following table of projects is compiled from the various projects from the SDF proposals:

Proposal		Project / Policy Description	Approx. Budget	Implementation Agent
SDF1	Urban Design and Landscaping Frameworks	Prepare detailed urban design, landscaping frameworks and river maintenance plans (Droogeriver from Droeheuwel to Moreson – Robertson North) for settlements	R 400 000	Langeberg Municipality
SDF2	Main Road Interface Guidelines Study	Prepare detailed Main Road Interface Guidelines Study for the Main Roads in the main settlements	R 400 000	Langeberg Municipality
SDF3	Precinct Plans	Prepare precinct plans for all proposed Urban Nodes, New Development Areas larger than 5ha and future rural nodes and Development Focus Areas.	R 500 000	Langeberg Municipality
SDF 4	Tourism Plan	Investigate adventure, eco- and agri- tourism opportunities and the development of existing tourism opportunities/facilities	R 400 000	Langeberg Municipality and Department of Economic Development and Tourism
SDF 5	Land Reform: Development plans for commonages	Formulate commonage plans	R 350 000	Langeberg Municipality and Department of Rural Development and Land Reform
SDF 6	Renewable Technologies Strategy	Prepare a municipal renewable technology strategy focusing on implementation options for water management and energy generation in projects and developments	R 450 000	Langeberg Municipality
SDF 7	Scenic tourism routes policy	Study to be prepared for the management and promotion of Scenic Tourism Routes	R 300 000	Langeberg Municipality
SDF 8	Signage Policy	Preparation of a Signage Policy including addressing illegal signage policy along provincial and district roads	R 500 000	Langeberg Municipality
SDF 9	Floodlines	Determine floodlines throughout the municipality	R 300 000	Langeberg Municipality
SDF 10	Detailed Public Open Space and Densification Policy	Prepare a policy for the management of public open spaces and densification in the municipality including between Pekeur and Buitekant streets, above Strydom street and northwest of Wilhelm Thys laan, Montagu	R 350 000	Langeberg Municipality
SDF 11	Street Trading Policy	Prepare a policy to address and manage street trading throughout the municipality	R 300 000	Langeberg Municipality
SDF 12	Rural Development Strategy	Prepare a municipal wide strategy to stimulate the growth of the rural economy	R 500 000	Langeberg Municipality
SDF 13	Precinct Plan: Robertson (North)	Prepare precinct plans for Robertson North	R 400 000	Langeberg Municipality
SDF 14	Precinct Plan: Nkqubela	Prepare a precinct plan for Nkqubela (Robertson)	R 400 000	Langeberg Municipality

**Table 1.1 SDF Project List**

Proposal		Project / Policy Description	Approx. Budget	Implementation Agent
SDF 15	Precinct Plan: Ashbury (Montagu)	Prepare a precinct plan for Ashbury (Montagu) including library, community hall, business complex and ECD	R 400 000	Langeberg Municipality
SDF 16	Precinct Plan: Happy Valley (Bonnievale)	Prepare a precinct plan for Happy Valley (Bonnievale)	R 400 000	Langeberg Municipality
SDF 17	Ashbury (Montagu) sportsfield	Erf 937: Roads and stormwater upgrade	To be determined	Langeberg Municipality
SDF 18	Ashbury (Montagu): Erven 1461 and 1462	Investigate the redevelopment of erven 1461 and 1462 for a community facility and business node	R 500 000	Langeberg Municipality
SDF 19	Robertson: Erven 6864 and 6877	Investigate the redevelopment of erven 6864 and 6877 for a community facility and business node	R 500 000	Langeberg Municipality
SDF 20	Robertson: Erf 1241	Investigate the redevelopment of a portion of Erf 1241 for a playing field	R 250 000	Langeberg Municipality
SDF 21	Robertson: Erven 3230 and 3231	Upgrade the surrounding road network	To be determined	Langeberg Municipality
SDF 22	Robertson: Erven 6113 and 6130	Preparation of a residential layout for Erven 6113 and 6130	R 500 000	Langeberg Municipality
SDF 23	Ashbury (Montagu)	Upgrade all gravel roads in Ashbury and provide stormwater infrastructure	To be determined	Langeberg Municipality
SDF 24	Bonnievale: Road upgrade	Upgrade the existing gravel road linking the west and the east of Bonnievale	To be determined	Langeberg Municipality
SDF 25	Bonnievale: Road upgrade	Upgrade Forest Road	To be determined	Langeberg Municipality
SDF 26	Regional cemetery	Investigate the need for a regional cemetery between Robertson and Montagu	R 400 000	Langeberg Municipality and Consultants
SDF 27	Roadside farm stalls	Prepare policy including access based on Provincial Road Access Guidelines	R 50 000	Langeberg Municipality and Consultants Provincial Department of Transport and Public Works
SDF 28	Telecom facilities / antennae towers	Review of CoCT policy	To be determined	Langeberg Municipality
SDF 29	New Ashton Zolani High Street / Link Road	Feasibility study for new high street to connect Zolani directly to Ashton	R 200 000	Langeberg Municipality
SDF 30	Robertson: Erf 4024	Investigate the redevelopment of Erf 4024 as new high school	To be determined	Department of Education
SDF 31	Robertson: Klipdrif Electrical Sub-station	See symbol SS on Map 5.8.2.1	To be determined	Langeberg Municipality
SDF 32	Robertson: Erven 1789, 1873, 1771, 1795, NDA 2, NDA 8	Investigate development of ECDC and Old Age Home on NDA 2 and NDA 8	To be determined	Langeberg Municipality
SDF 33	Identification of land for cemeteries in all towns	Appoint consultants to investigate suitable land in all towns	To be determined	Langeberg Municipality

**Table 1.1 SDF Project List cont.**

Figure 1.1 Langeberg Local Municipality: Priority SDF Projects



Proposal		Project / Policy Description	Approx. Budget	Implementation Agent
SDF 34	Robertson: Shortage of Cemetery Space	Investigate options to allow for more efficient use of space, e.g. family graves where geo-technical conditions are suitable for deeper graves; and reuse of old cemeteries.	To be determined	Langeberg Municipality and Parks Department
SDF 35	Robertson: Industrial Land	There is insufficient land for industrial growth. Identify land and source funding to develop industrial park.	To be determined	Langeberg Municipality
SDF 36	Bonnievale: Primary School	Investigate alternative sites for primary school, see section 5.11.2.	To be determined	Langeberg Municipality
SDF 37	Bonnievale: Urban Design Guidelines	Investigate monitoring and enforcement procedures and staffing to enforce urban design guidelines along the R317 between the mountain view entrance and rail line, see section 5.11.2.	To be determined	Langeberg Municipality
SDF 38	Bonnievale: Extend Industrial NDA 12	To include appointment of consultants to prepare detail planning of industrial area and assessment for needs beyond the industrial area near the abattoir, i.e. potential new area.	To be determined	Langeberg Municipality
SDF 39	Bonnievale: Cemetery	Identify additional cemetery space in Bonnievale.	To be determined	Langeberg Municipality
SDF 40	Ashton: Vacant Industrial Land	Appoint consultants to plan industrial layout	To be determined	Langeberg Municipality
SDF 41	Ashton: Proposed FET College	Langeberg LM and DoE to liaise regarding development of FET college in Ashton-Zolani.	To be determined	Langeberg Municipality and Department of Education
SDF 42	Montagu: Library	Investigate library in Ashbury – central node	To be determined	Langeberg Municipality
SDF 43	Montagu: Kingna Sportsfield	To be included as part of housing project in current DoHS projects area C1 and C2	To be determined	Langeberg Municipality/DoHS
SDF 44	Montagu: Community hall / satellite offices / business complex / ECDC	Include in centre of Ashbury (adjoining proposed library site)	To be determined	Langeberg Municipality
SDF 45	Montagu: Infrastructure	Tarring of roads and provision of kerbs for stormwater control: Ficus, Doringboom and Sederlaan (in Ashbury) to be listed as priority	±R 674 million [to be confirmed]	Langeberg Municipality
SDF 46	Robertson: Mobile service centre	Investigate proposed new mobile service centre at Le Chasseur	To be determined	Langeberg Municipality
SDF 47	Landscaping and NMT facilities along main roads	Approach DTPW to prepare feasibility studies for NMT routes along main roads with Robertson and McGregor roads as a priority	To be determined	Langeberg Municipality
SDF 48	Industrial township feasibility study – see NDA 3 Ashton	Appoint consultants to plan industrial layout and bulk services facilities	R 100 000	Langeberg Municipality
SDF 49	Bonnievale Main Road Policy Plan	Formulate land use and urban design guidelines to promote appropriate development in keeping with Bonnievale's rural village character	R 100 000	Langeberg Municipality
SDF 50	Planning Inspectorate	Prepare ToR for monitoring, enforcement procedures and staffing unit to ensure SDF compliance with regulations	To be determined	Langeberg Municipality
SDF 51	Bonnievale: Industrial Area Feasibility Study	Investigate flexible block layout and bulk services requirements to accommodate further industrial developments	To be determined	Langeberg Municipality

**Table 1.1 SDF Project List cont.**

## 1.2 MUNICIPAL IDP POLICY/ PROJECT LIST

The following table of projects is extracted from the approved IDP for 2013/2014 – 2015/2016:

No.	Policy /Projects Name/ Ref	Project / Policy Description	Cost Estimate (Rs)	Implementing Agent
IDP 1	Infrastructure: Water: Robertson	Upgrade of network (Siphor – Phase 2)	R2 000 000	Langeberg Municipality
IDP 2	Infrastructure: Water: Montagu	Upgrade of Water Works	R1 300 000	Langeberg Municipality
IDP 3	Infrastructure: Water: Montagu	Upgrade of bulk water line	R 350 000	Langeberg Municipality
IDP 4	Infrastructure: Sanitation: Municipal wide	Upgrading of WWTW	R 560 000	Langeberg Municipality
IDP 5	Infrastructure: Sanitation: Montagu	Construction of sewer line (Barlinka Ave)	R 350 000	Langeberg Municipality
IDP 6	Infrastructure: Sanitation: Ashton	Upgrade of WWTW	R 1 260 000	Langeberg Municipality
IDP 7	Infrastructure: Roads and Stormwater: Robertson	Upgrading of Stormwater	R 720 000	Langeberg Municipality
IDP 8	Infrastructure: Electricity: Robertson	Street Lighting	R 100 000	Langeberg Municipality
IDP 9	Infrastructure: Electricity: Robertson	Installation of substation and feeder	R 2 400 000	Langeberg Municipality
IDP 10	Infrastructure: Electricity: Robertson	Installation of high mast lighting	R 300 000	Langeberg Municipality
IDP 11	Infrastructure: Electricity: Ashton	Upgrade of 11kV Line	R 510 000	Langeberg Municipality
IDP 12	Infrastructure: Electricity: Ashton	Upgrade of Klaasvoogds 11kV Line	R 460 000	Langeberg Municipality
IDP 13	Infrastructure: Electricity: Robertson	Upgrade of substation (PEP)	R 530 000	Langeberg Municipality
IDP 14	Infrastructure: Electricity: Robertson	Installation of high mast lighting (Ekuthumleni and Emlanjeni)	R 200 000	Langeberg Municipality
IDP 15	Infrastructure: Electricity: Bonnievale	Installation of high-mast lighting	R 200 000	Langeberg Municipality
IDP 16	Infrastructure: Electricity: McGregor	Upgrade Boesmansrivier 11kV line	R 150 000	Langeberg Municipality
IDP 17	Infrastructure: Electricity: McGregor	Install 11kV line and switchgear to Eilandia	R1 800 000	Langeberg Municipality
IDP 18	Infrastructure: Electricity: McGregor	Upgrade Eilandia 11kV line	R 260 000	Langeberg Municipality
IDP 19	Infrastructure: Electricity: McGregor	Upgrade 11kV line to Uitvlugt	R 200 000	Langeberg Municipality
IDP 20	Infrastructure: Electricity: McGregor	Upgrade 11kV line	R 60 000	Langeberg Municipality
IDP 21	Infrastructure: Electricity: McGregor	Upgrade of 11kV Line	R 400 000	Langeberg Municipality
IDP 22	Infrastructure: Electricity: McGregor	Reroute 11kV line at sportsfields	R 300 000	Langeberg Municipality
IDP 23	Infrastructure: Electricity: Municipal wide	Upgrade Koelkamer substation	R 470 000	Langeberg Municipality
IDP 24	Infrastructure: Electricity: Robertson	Installation of new street lights	R 70 000	Langeberg Municipality
IDP 25	Infrastructure: Electricity: Municipal wide	Upgrade Angora 11kV line	R 130 000	Langeberg Municipality
IDP 26	Infrastructure: Electricity: Robertson	Upgrade 11kV Line (Wakkerstroom)	R 200 000	Langeberg Municipality
IDP 27	Infrastructure: Electricity: Ashton	Upgrade streetlights	R 100 000	Langeberg Municipality
IDP 28	Infrastructure: Electricity: Municipal wide	Upgrade 11kV Line (Goree)	R 150 000	Langeberg Municipality
IDP 29	Infrastructure: Electricity: Ashton, Zolani	Installation of high mast lighting	R 500 000	Langeberg Municipality

**Table 1.2 IDP Project List**

No.	Policy /Projects Name/ Ref	Project / Policy Description	Cost Estimate (Rs)	Implementing Agent
IDP 30	Infrastructure: Electricity: Montagu	Install new street lights	R 100 000	Langeberg Municipality
IDP 31	Infrastructure: Electricity: Montagu	Upgrade 11kV line	R 300 000	Langeberg Municipality
IDP 32	Infrastructure: Electricity: Montagu	Install Switchgear in substation	R 280 000	Langeberg Municipality
IDP 33	Infrastructure: Electricity: Montagu	Upgrade 11kV feeder lines	R 640 000	Langeberg Municipality
IDP 34	Infrastructure: Electricity: Robertson	Install electrical services for plots	R 1 100 000	Langeberg Municipality
IDP 35	Infrastructure: Electricity: Municipal wide	Replace 11kV Oil Insulated switch gear	R 180 000	Langeberg Municipality
IDP 36	Infrastructure: Electricity: All towns	Upgrade Eskom supplies	R 1 500 000	Langeberg Municipality
IDP 37	Infrastructure: Electricity: Robertson	Install 11kV primary feeder	R 3 500 000	Langeberg Municipality
IDP 38	Infrastructure: Electricity: Municipal wide	Replace 11kV Oil Switch gear	R 130 000	Langeberg Municipality
IDP 39	Infrastructure: Electricity: Municipal wide	Replace 66kV Switchgear	R 530 000	Langeberg Municipality
IDP 40	Infrastructure: Electricity: Municipal wide	Install new connections	R 2 000 000	Langeberg Municipality
IDP 41	Infrastructure: Electricity: Municipal wide	Replacement and Repairs to network	R 3 800 000	Langeberg Municipality
IDP 42	Infrastructure: Electricity: Municipal wide	Install streetlights for housing projects	R 80 000	Langeberg Municipality
IDP 43	Infrastructure: Electricity: Municipal wide	Replacement and Repairs to streetlights	R 460 000	Langeberg Municipality
IDP 44	Infrastructure: Solid Waste: Municipal wide	Landfill Site	R 4 600 000	Langeberg Municipality
IDP 45	Infrastructure: Solid Waste: Municipal wide	Development of New Landfill site (Stockwell)	R 1000 000	Langeberg Municipality
IDP 46	Community Facilities: Robertson	Construction of Fire facility	R 900 000	Langeberg Municipality
IDP 47	Housing: Municipal wide	Installation of services	R 10 000 000	Langeberg Municipality

**Table 1.2 IDP Project List cont.**

Figure 1.2 Langeberg Local Municipality: Priority IDP Projects



### 1.3 MUNICIPAL POLICY / PROJECT PRIORITISATION

The SDF and IDP projects as per section 1.1 and 1.2 are to be prioritized by the relevant Council Officials and Ward Committees as part of the IDP process.

Project Priority No.	Proposal No.	Policy /Projects Name/ Ref	Project / Policy Description	Cost Est. (Rs)	Rating Matrix (5: most important, 1: least important)													Total	
					Alignment			Sustainability						Project Implementation					
					NSDP	FS-PSDF	District SDF	Improves Employment	Improves Economic Empowerment	Improves Economic Diversification	Improves Empowerment	Positive Environmental Impact	Critical Path for other projects	Cost of Impl.	Ease of Impl.	Improves Access to Infrastructure	Improves Settlement Restructuring		
1																			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			

Table 1.3 Project Prioritisation

## 2 MONITORING AND REVISION FRAMEWORK

Phase 7 of reviewing the SDF, Monitoring and Evaluation, will only occur after the SDF is approved. It should occur as follows:

### 2.1 REVIEW PROGRESS IN IDP

The annual review of the IDP should include a review of progress on the policy amendments and project implementation of the SDF according to the priority listings and expenditure programs of the various sector departments' budgets.

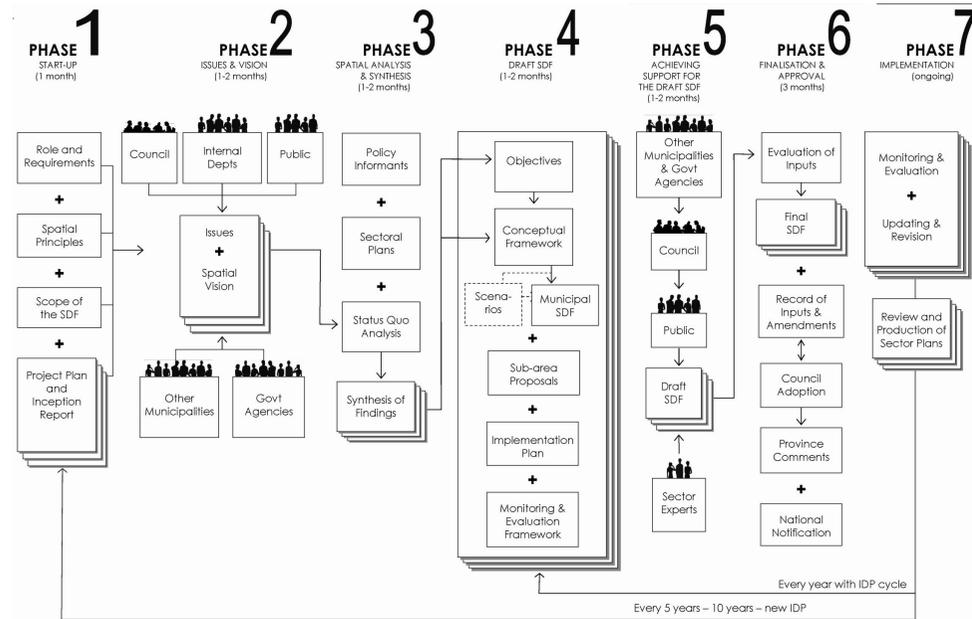


Figure 2.1 Phases in the process of completing and SDF (source: DRDLR, 2010)

Figure 2.1 above shows that after the completion of the SDF in Phase 6, the SDF will be implemented through the various sectoral plans during Phase 7, see Figure 2.2. During this phase, the implementation of the SDF should be monitored on at least a 2-month basis by the IDP's annual reporting on the progress of the various implementation/ sectoral plans. This review should also comment on the SDF. This is shown in Figure 2.1.

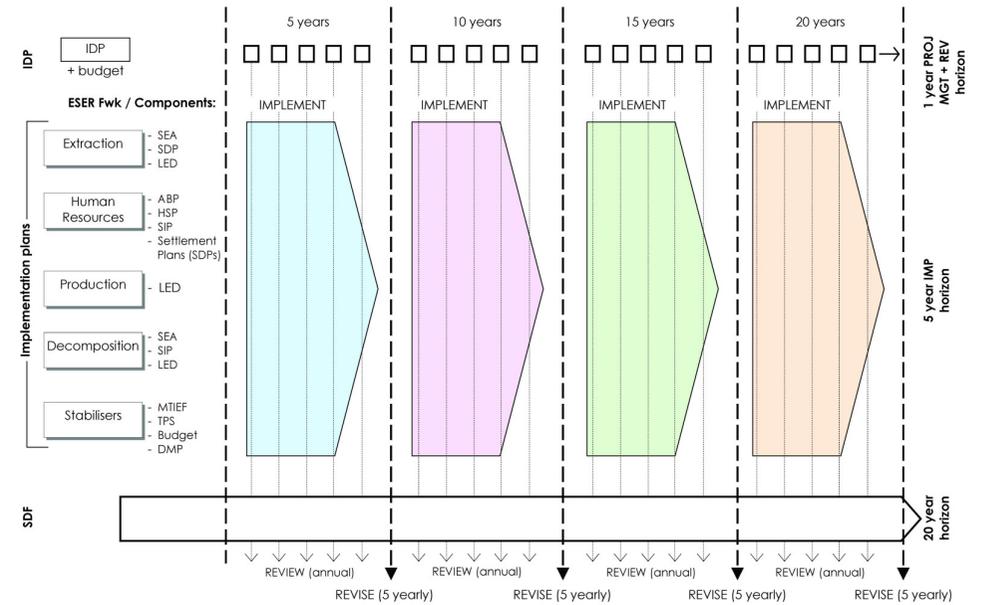


Figure 2.2 Proposed Relationship between IDPs, Implementation Plans, including HSPs and SDFs (source: CndV, 2010)

Figure 2.2 further shows that the SDF is the common spatial base on which all the implementation plans should be executed.

Figure 2.2 also shows that the SDF should be revised and updated at least every 5 years in parallel with the IDP and Implementation Plans. Ideally, the Sector Implementation Plans and the IDP should start and end on the same 5-year cycle.

Although the SDF is reviewed every year in the IDP and is revised every 5 years it needs to take a longer-term view. The SDF should take a 20 to 30 year perspective on the growth direction of a municipality and settlements. It will be the only plan in the municipality taking such a long term view.

### 2.2 PROJECTS/ POLICIES TO BE REPORTED IN THE IDP

The following table of projects is an example of a monitoring / progress report through which the projects can be monitored. The cells in this table should be completed indicating each policy or project and reported in each year's IDP.



### 3 CONFIGURE SECTOR PLANS

The sector and line departments' and parastatals' plans should contain the SDF plans for the municipality and two urban centres as their primary spatial informant.

They should take the SDF proposals into account as follows (see facing page as well):

MUNICIPAL SDF	WASTE MANAGEMENT (DWA)	WATER SERVICES (DWA)	HOUSING SECTOR (Human Settlements)	SERVICES AND INFRASTRUCTURE
SPCs				
<b>Core:</b> • Wetlands • Rivers systems	• N/A	• Ensure protection of ecological corridors around wetlands and rivers	• N/A	• Minimize disturbance of protected areas by infrastructure crossings and alignments and efficient quality.
<b>Buffer:</b> (Extensive Agriculture)	• N/A	• N/A	• N/A	• N/A
<b>Intensive agriculture:</b> 1. Irrigation Scheme	• N/A	• Encourage water demand management and enhanced irrigation efficiencies • Monitor water quality • Promote bio-farming and other techniques to reduce nutrient loads in hydrological systems • Supply water rights for land reform projects	• N/A	• Ensure balance between water supply infrastructure for agriculture and urban development
2. Dryland and Borehole Crop Farming	• N/A	• Monitor borehole abstraction water and ground water levels and recharge rates	• N/A	• N/A
3. Commonage	• N/A	• Provide irrigation for small scale crop farming on commonage	• No residential accommodation to be provided on commonage	• Supply irrigation infrastructure to crop farming on commonage
<b>Urban development:</b>				

Table 3.1 SDF Relationship with Sector Plans

PUBLIC TRANSPORT AND NMT (Dept of Transport)	ENVIRONMENTAL MANAGEMENT (Dept of Environment) Dept of Agriculture	LAND REFORM (Dept Rural Development & Land Reform)	DISASTER MANAGEMENT
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Ensure protection of ecological corridors around wetlands and rivers</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Promote veld rehabilitation and rotational grazing to enhance bio-diversity</li> </ul>	<ul style="list-style-type: none"> <li>Ensure livestock farming does not damage bio-diversity through poor grazing methods</li> </ul>	<ul style="list-style-type: none"> <li>Ensure adequate fire protection and burn management</li> </ul>
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Monitor water quality</li> <li>Promote bio-farming</li> <li>Ensure water</li> </ul>	<ul style="list-style-type: none"> <li>Ensure water rights for land reform projects</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Monitor borehole abstraction water and ground water levels and recharge rates</li> <li>Provide extension services to emerging farmers</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Promote bio-farming on commonage</li> <li>Provide extension services to emerging farmers</li> </ul>	<ul style="list-style-type: none"> <li>Promote bio-farming on commonage</li> <li>Draw up commonage development plan</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

PROPOSALS	WASTE MANAGEMENT (DWA)	WATER SERVICES (DWA)	HOUSING SECTOR (Human Settlements)	SERVICES AND INFRASTRUCTURE
<ul style="list-style-type: none"> <li>Intensification Areas</li> </ul>	<ul style="list-style-type: none"> <li>Ensure sufficient supply</li> <li>Transfer stations to be accessibly located in corridors</li> </ul>	<ul style="list-style-type: none"> <li>Ensure sufficient supply</li> </ul>	<ul style="list-style-type: none"> <li>Promote higher density mixed use housing within the intensification area boundaries</li> </ul>	<ul style="list-style-type: none"> <li>Ensure sufficient infrastructure to support higher levels of development</li> </ul>
<ul style="list-style-type: none"> <li>General</li> </ul>	<ul style="list-style-type: none"> <li>Promote waste separation at source throughout urban settlements</li> </ul>	<ul style="list-style-type: none"> <li>Promote rainwater harvesting and grey water recycling</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Promote waste separation at source throughout urban settlements</li> </ul>	<ul style="list-style-type: none"> <li>Ensure access to basic water and sanitation</li> <li>Allow for communal service centres to address health issues for non-qualifiers</li> </ul>	<ul style="list-style-type: none"> <li>All projects to include range of housing, laid out according to socio-economic gradient</li> </ul>	<ul style="list-style-type: none"> <li>Provide minimum basic services to proposed new housing areas</li> </ul>
<ul style="list-style-type: none"> <li>Industrial</li> </ul>	<ul style="list-style-type: none"> <li>Industrial and toxic waste to be properly managed and disposed of</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Ensure infrastructure in serviced but undeveloped residential areas properly maintained</li> </ul>
<ul style="list-style-type: none"> <li>Community facilities</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Include proposals for necessary community facilities into Human Settlement Plans (HSP)</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>Recreational areas</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Include proposals for recreational areas into HSP</li> <li>Housing layouts to face onto recreational areas and not turn their back</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<ul style="list-style-type: none"> <li>Ecological corridors</li> </ul>	<ul style="list-style-type: none"> <li>Landfill sites can be located in ecological corridors providing they are managed to best practice standards</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Include proposals for recreational areas into HSP</li> <li>Housing layouts to face onto recreational areas and not turn their back</li> </ul>	<ul style="list-style-type: none"> <li>Where possible services and infrastructure alignments should not disrupt river channels and wetlands</li> </ul>

Table 3.1 SDF Relationship with Sector Plans cont.

PUBLIC TRANSPORT AND NMT (Dept of Transport)	ENVIRONMENTAL MANAGEMENT (Dept of Environment) Dept of Agriculture	LAND REFORM (Dept Rural Development & Land Reform)	DISASTER MANAGEMENT
Provide road network to <ul style="list-style-type: none"> <li>• commonage farms and promote</li> <li>• animal traction, cycling and</li> <li>• walking</li> </ul> Main routes / spines through <ul style="list-style-type: none"> <li>• development corridors to be</li> <li>• designed with cycle lanes and</li> <li>• pedestrian footways</li> </ul> Should be declared public <ul style="list-style-type: none"> <li>• transport routes (with embayments etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Promote indigenous or fruit trees for use in the landscaping of development corridors</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Urban settlements should be <ul style="list-style-type: none"> <li>• designed to minimize the need to travel and avoid costs of public transport</li> </ul>	<ul style="list-style-type: none"> <li>• Promote integrated stormwater design including the use of permeable paving and swales in urban development areas</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure residential development not located below 1:50 floodlines</li> </ul>
Ensure high densities of urban <ul style="list-style-type: none"> <li>• development coincide with main</li> <li>• non-motorised routes</li> </ul>	<ul style="list-style-type: none"> <li>• Promote off-grid sustainable technologies and passive building design</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure adequate fire protection:</li> <li>• Building setbacks</li> <li>• Electrical compliance</li> <li>• Careful use of combustible materials</li> </ul>
Ensure industrial areas provided with <ul style="list-style-type: none"> <li>• cycle and pedestrian routes</li> </ul>	<ul style="list-style-type: none"> <li>• Industrial and toxic waste to properly managed and disposed of</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Community facilities should be <ul style="list-style-type: none"> <li>• located on public transport and</li> <li>• NMT routes to promote</li> <li>• convenience and security</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Non-motorised transport networks <ul style="list-style-type: none"> <li>• should pass through recreational areas</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Non-motorised transport networks <ul style="list-style-type: none"> <li>• should pass through ecological</li> <li>• corridor areas</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure continuity between connected rural and urban ecological corridor areas</li> <li>• Provide highest level of protection in ecological corridor areas</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>