

TOWN PLANNING APPLICATION IN TERMS
LANGEBERG MUNICIPAL LAND USE PLANNING BY-LAW (2015)

MANDELA SQUARE

SUPERBLOCK APPLICATION

ERF 1 AND 937 MONTAGU

REVISED 15 JULY 2024



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SECTION 1 INTRODUCTION

1.1. BACKGROUND

The Langeberg Municipality identified a human settlement development area in Montagu, to address the current housing needs of the town. The residents of the Montagu informal residential areas are the beneficiaries of this proposed human settlement development.

1.2. BRIEF

Urban Dynamics South Cape (Pty) Ltd., has been appointed by Asla Devco (Pty) Ltd, the implementing agent, to prepare and submit an application to procure the rights for a human settlement development on Remainder Erven 1 & 937 Montagu. The Power of Attorney is attached as **Annexure A**.

1.3. PROPERTY DESCRIPTION AND OWNERSHIP

The subject properties are described in the title deeds (refer **Annexure B**) as follows:

TABLE 1: PROPERTY DESCRIPTION

Property Description (Erf)	Extent (ha)	Title Deed	Ownership
Remainder Erf 1 Montagu	576.47ha	T30167/2001	Langeberg Municipality
Remainder Erf 937 Montagu	40.08ha	T30167/2001	Langeberg Municipality

1.4. ENVIRONMENTAL AUTHORISATION

An application Environmental Impact Assessment was submitted to the Department of Environmental Affairs & Development Planning (DEA&DP). The application is currently in circulation.

1.5. THE APPLICATION

Application is hereby made for the following:

- The subdivision of Remainder Erf 1 Montagu, to create Portion A (± 2.50 ha) and the Remainder (± 576.47 ha), in terms of Section 15(2)(d) of the Langeberg Municipal Land Use Planning By-law (2015) (refer **Figure 1.1**).
- The subdivision of Remainder Erf 937 Montagu, to create Portion B (± 1.16 ha) and the Remainder (± 40.08 ha), in terms of Section 15(2)(d) of the Langeberg Municipal Land Use Planning By-law (2015) (refer **Figure 1.1**).
- The consolidation of Portion A & Portion B, to create a Consolidated Area being the development area (± 3.66 ha), in terms of Section 15(2)(e) of the Langeberg Municipal Land Use Planning By-law (2015) (refer **Figure 1.2**).



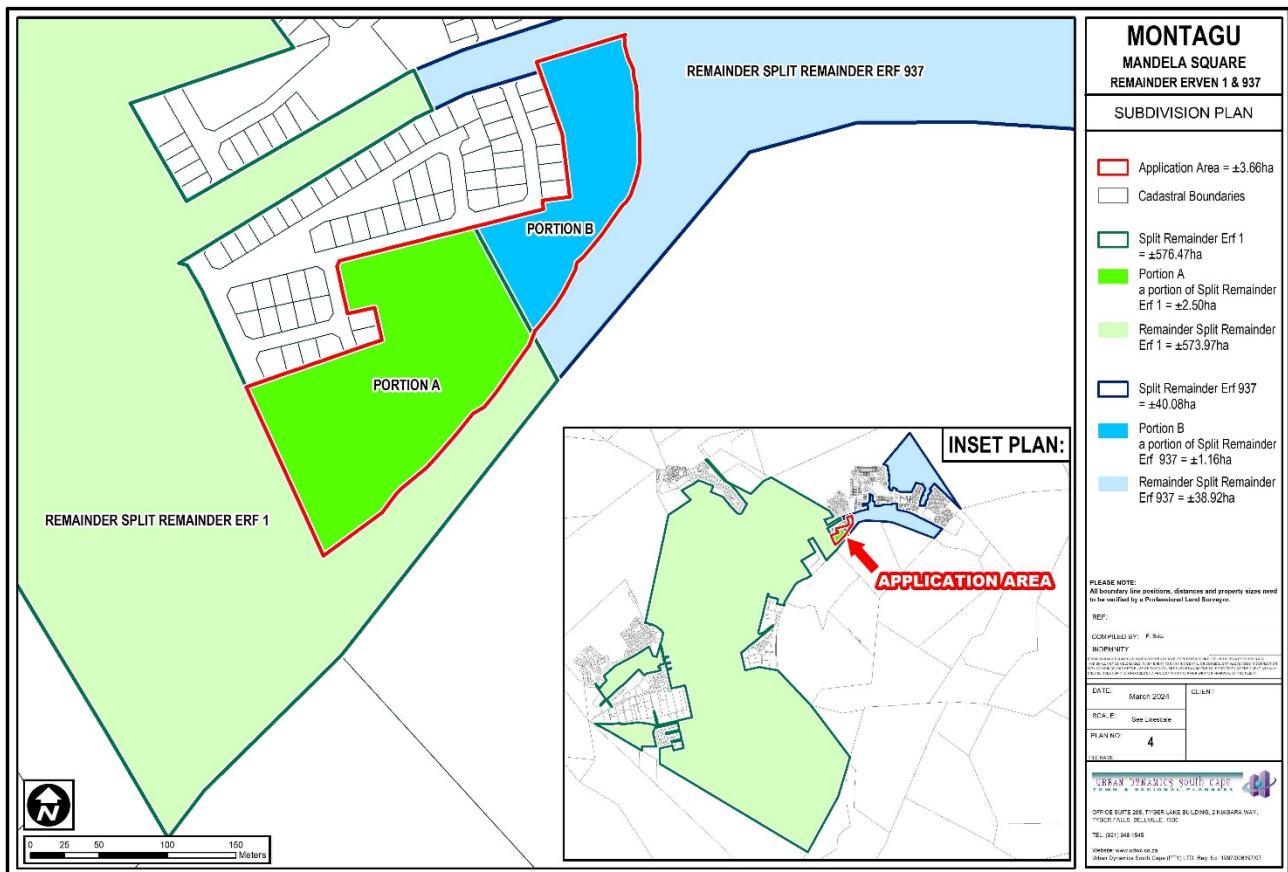


FIGURE 1: PROPOSED SUBDIVISION PLAN

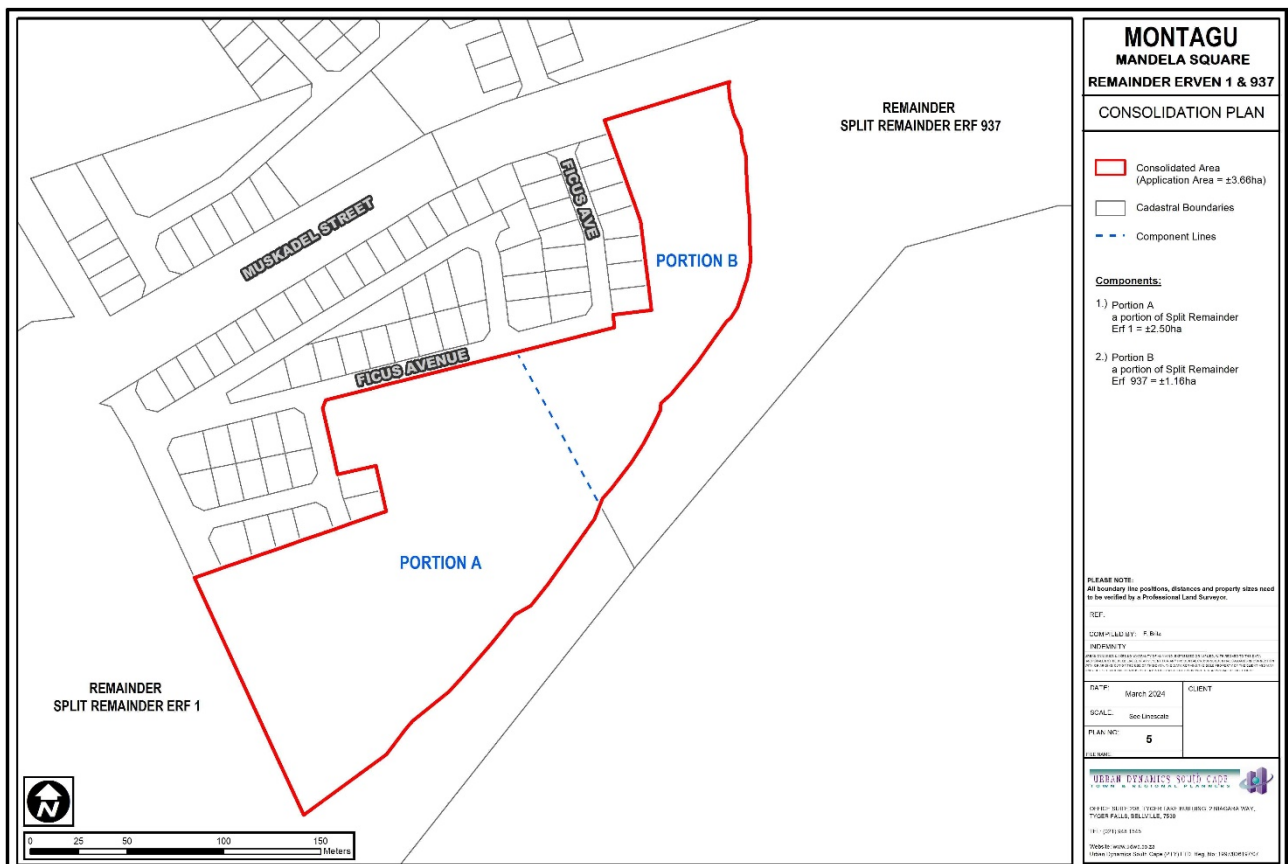
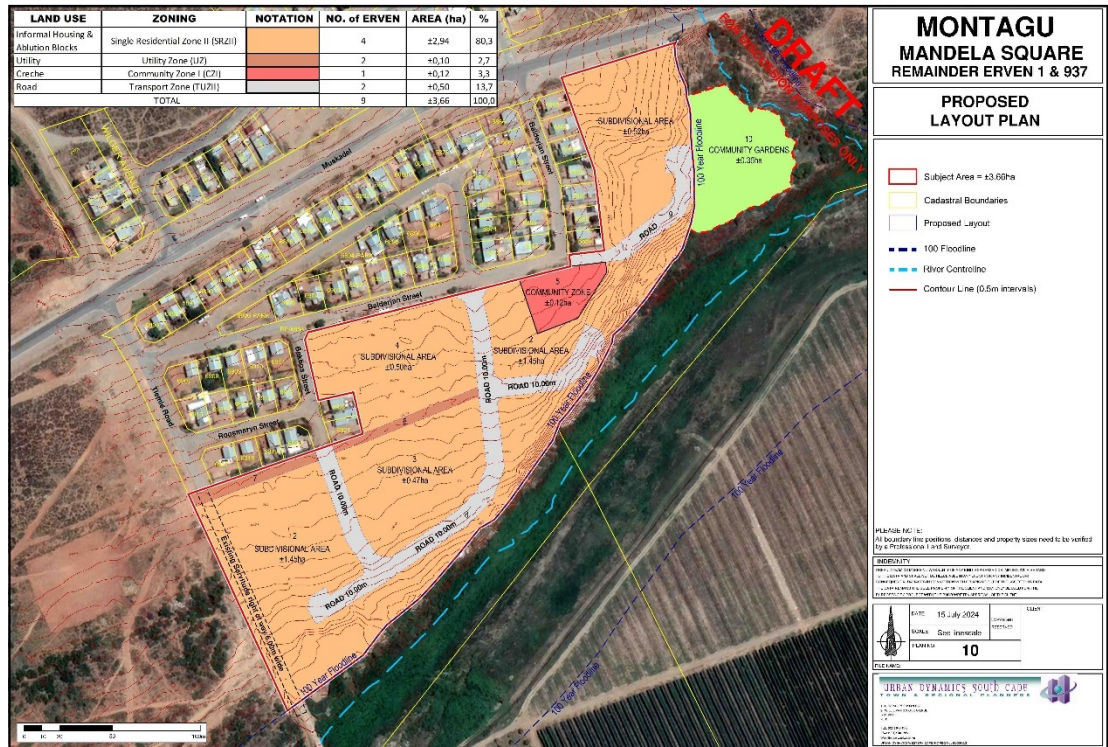


FIGURE 2: PROPOSED CONSOLIDATION PLAN



- iv. The rezoning of the Consolidated Area from Industrial Zone I and Open Space Zone IV to Subdivisional Area, for residential, open space, community facility and road purposes, in terms of Section 15(2)(a) of the Langeberg Municipal Land Use Planning By-law (2015), refer below:



- v. Motivation for site specific deviation from the Langeberg Spatial Development Framework to include a portion of the remainder of Erf 937 in the urban edge as per the provision of Section 10 of the Langeberg Municipal Land Use Planning By-law (2015) and Section 22(2) of the Spatial Planning and Land Use Planning Act 2013.

SECTION 2

CONTEXTUAL AND SITE ANALYSIS

2.1. LOCALITY

Montagu was founded on the farm "Uitvlugt" in 1851 and is known for its hot mineral springs and scenic mountains. The area is also regarded as an agricultural centre where the landscape is characterised by mostly farmed for high intensity production and orchards and vineyards. Montagu is located approximately 160km east of Cape Town and approximately 75km east of Worcester. Robertson, Ashton and Bonnievale are located within 30km of Montagu. The main access routes from Montagu to the N1 Freeway are the R62 and R318.

The application site is located within the north-eastern part of Montagu. **Figure 2.1** represents the site within its regional context.

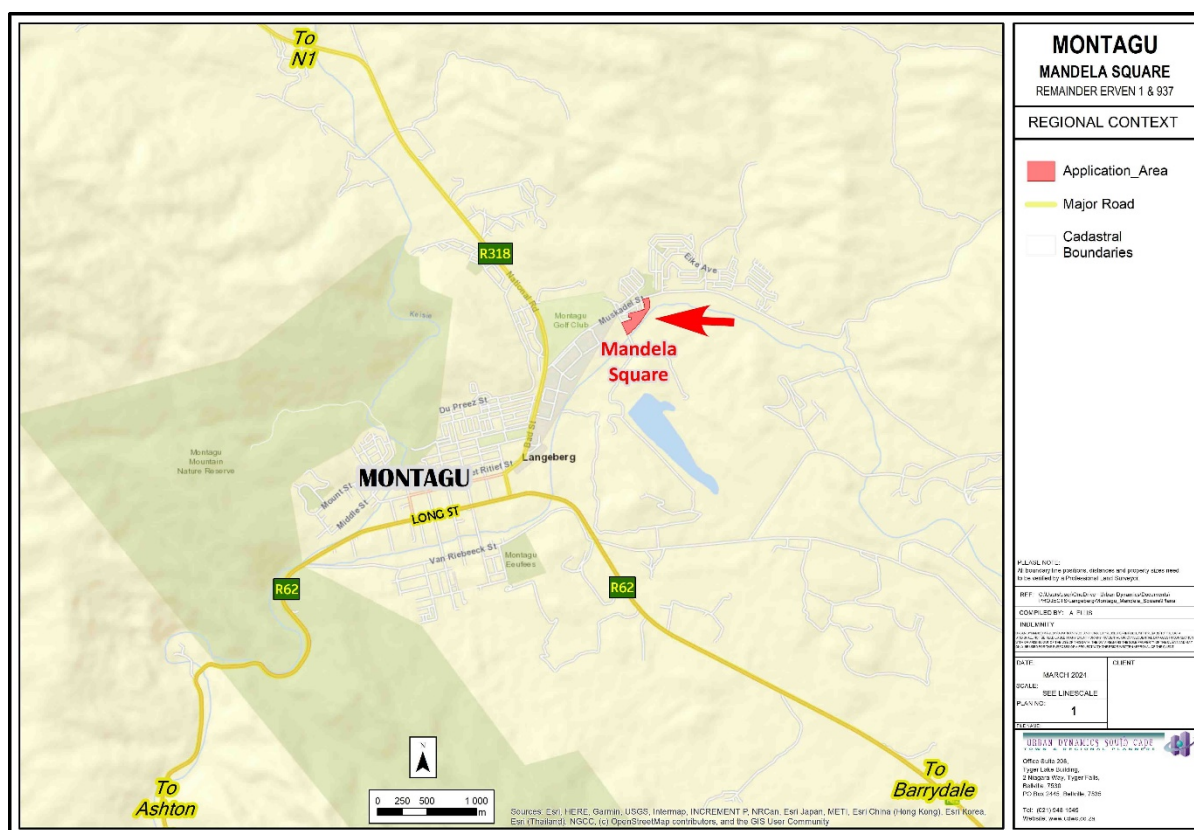
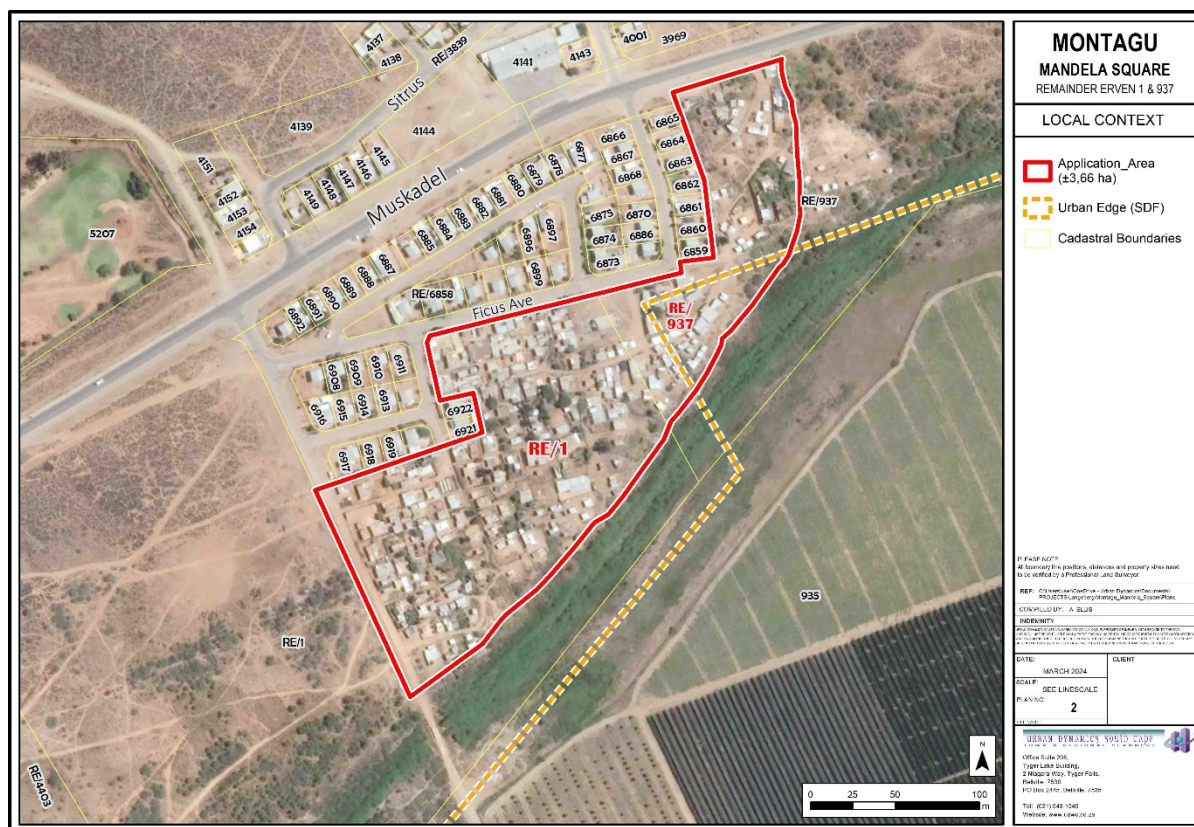


FIGURE 3: REGIONAL CONTEXT PLAN

Within a local context, the application area is located to the south of Muskadel Road. Ficus Avenue abuts the northern boundary of the site. An existing formalised residential neighbourhood is located directly to the north of the application area. Refer **Figure 2.2** below for the application area within a local context.





2.2. SPATIAL POLICY CONTEXT

A review of existing planning policies was undertaken to determine the planning policy framework pertaining to the application area and the surrounding environs, in order to contextualise the application within this framework. The relevant policy documents are:

2.2.1. Western Cape Sustainable Human Settlement Strategy (WCSHSS) – Undated

The WCSHSS provides guidelines for different policy frameworks, compiled by the Western Cape provincial government, as part of the process to deliver sustainable housing to communities in need. The WCSHSS aims to fully integrate the poor into the towns and cities, and to move away from a dualistic housing market, while ensuring that residential densities within urban areas strive towards achieving densities of at least 25 dwelling units/ha. The core focus of this strategy is based on three shifts, namely:

- The shift from housing construction to sustainable human settlements.
- The shift to the use of sustainable resources.
- The shift to real empowerment.

The WCSHSS provides a framework within which subsidy housing developments should aim to integrate communities.

Planning implications

Forthcoming from the above, the proposed development is consistent with the requirements of the WCSHSS by utilising existing resources i.e. connections to existing bulk services used for the proposed development. In this regard, the focus is mainly on creating integrated communities and sustainable human settlements that are developed in a manner that would facilitate expedited housing delivery and integration of existing communities.

The proposed development is located alongside existing communities, enhancing integration. Furthermore, the proposed development is consistent with the guidelines of the WCSHSS, with specific reference for the need to increase residential opportunity / access to services in view of the lack of available land.

2.2.2. Langeberg Municipal Spatial Development Framework (SDF 2015)

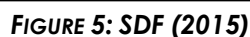
The Langeberg Spatial Development Framework (SDF) was compiled by CNDV Africa for the Langeberg Municipality. This document provides overarching spatial development principles which underpin the municipality's approach to integrated spatial planning, land use management and economic development.

According to the SDF, Montagu appears well placed to benefit from future growth in the tourism, retirement and big city markets as it is close to the Breede River Valley and its amenities in a location of outstanding natural and urban quality. The challenge will be to manage this growth without undermining the positive qualities of the settlement that contribute towards its attraction as a tourist destination.

± 30ha of land are required for the current waiting list comprising IRDP and FLISP (GAP) housing, according to the SDF. The application site is designated as an existing project for the Department of Human Settlements (DoHS), in terms of the SDF (refer **Figure 2.3**). However, it should be noted that a portion of the site is located outside the urban edge (refer **Figure 2.4**).

Planning implications

The proposed development is consistent with the spatial proposals of the Langeberg Municipal SDF (2015), as the site is designated as an existing project for the DoHS. Site specific circumstances will be motivated for a minor portion of development outside of the urban edge.



2.5. OPPORTUNITIES & CONSTRAINTS

The proposed human settlement development presents the following opportunities and constraints:

2.5.1 Opportunities

- **Locality**

The application area is largely located within the existing approved urban edge, directly adjacent to an existing urban area, and is therefore within walking distance of public open spaces, sport facilities and community facilities. Furthermore, the future direction of urban growth within Montagu, has been identified in the Langeberg SDF in an eastern direction.

The proposed human settlement development will utilise well located, available municipal owned land, adjacent to the urban footprint, and contribute towards the densification of existing residential areas within Montagu.

- **Access**

The existing road network provides excellent and cost-effective access towards the application area. The main access road functioning as an internal distributor to the proposed development, is Ficus Avenue.

- **Service costs**

Existing bulk services networks are located within close proximity of the proposed application area. Upgrading of the existing bulk services is necessary, however the connection/linkage with these existing networks contributes substantially to the reduction of the development costs.

- **Physical Characteristics**

The application area has a gentle slope and is considered suitable for human settlement development.

- **Access to existing community facilities**

There is an existing school located on site, additional community facilities within a 1km radius are indicated below:



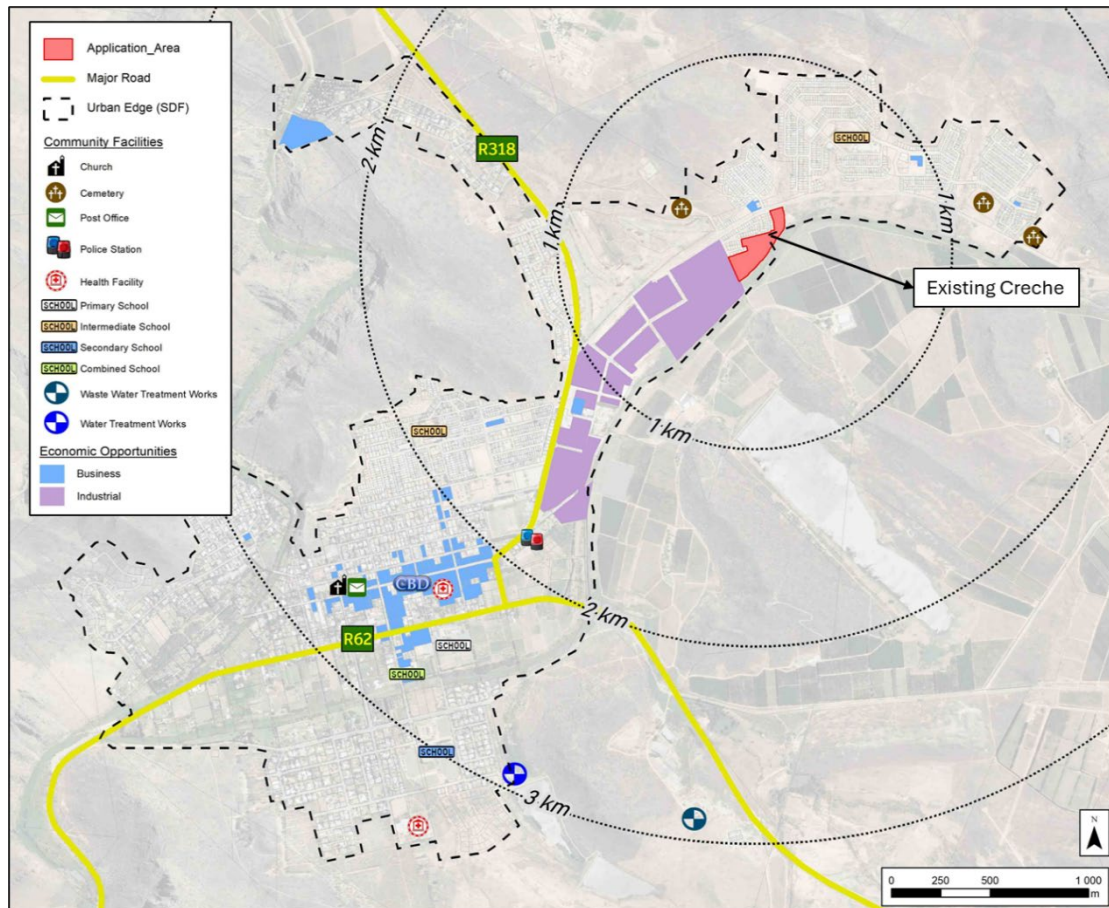


FIGURE 7: COMMUNITY FACILITIES

2.5.2 Constraints

- **Existing informal settlement**

The application area is occupied by existing informal structures, which will have to be relocated to vacant areas in order to commence with development.

- **Bulk Services Upgrade**

Although there are existing bulk services in the vicinity of the application area, upgrading of these services will be required.

- **100 year flood line**

The 100 year flood line restricts development to the south.

- **Servitude Right of Way**

There is a servitude right of way located on the western boundary of the application area.



2.5.3 Synthesis of Opportunities & Constraints

The above-mentioned analysis of the physical opportunities and constraints presents an overview of informants that have a direct impact on the proposed human settlement development. It can be derived from the above that the application area has positive attributes regarding its locality and accessibility. Refer **Figure 2.6** below a summary of the opportunities and constraints.

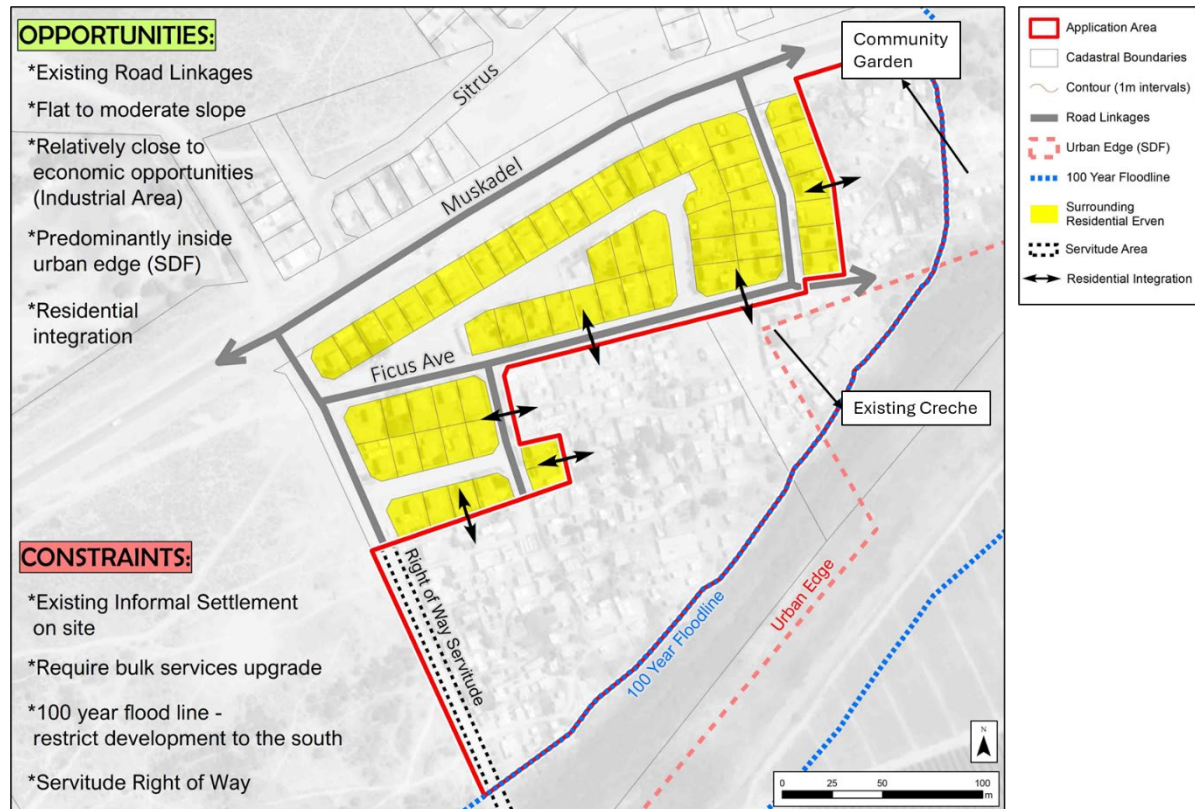


FIGURE 8: OPPORTUNITIES & CONSTRAINTS

2.6. ENGINEERING SERVICES

As stated in the letter received from the municipality on the 15th of March 2024, sufficient Civil Services capacity exists to accommodate the development, refer Annexure D.

- **Topography**

The topography of the area is characterized by gentle to moderate sloping terrains varying between 1:8 and 1:17, draining in a South Easterly direction into a watercourse to the South and is regarded as suitable for development.

A flood analysis was done by Fraser Consulting Engineers cc and the proposed development will be located above the 1:100 flood line.

- **Geotechnical**

A Geotechnical Investigation was conducted by Outeniqua Geotechnical Services, Report dated 10 November 2021 and attached as Annexure B, on the perimeter of the proposed development. Soils consisted of a mantle of alluvial SILTY SAND & GRAVELS, COBBLES & BOULDERS overlying sandstone rock at varying depth and potential expansive (low to moderate expansive Classification H).



Though the site is deemed to be suitable for Low-Cost Development, special care should be taken into the design of Terrasse and the Stormwater systems should take into account the location and topography of the site and the low soil permeability which can lead to increased run-off.

2.7. TRANSPORT IMPACT ASSESSMENT

Liezl Stodart prepared a Traffic Statement on the 10 May 2024. People currently residing in the informal settlement will be accommodated on the newly subdivided and rezoned land, which means that there will be no new trips and no impact on traffic (refer Annexure E).



SECTION 3

MOTIVATION: DEVIATION FROM SDF

3.1. SITE SPECIFIC CIRCUMSTANCES: BACKGROUND

The urban edge was demarcated by the Langeberg Municipality for Montagu, in order to phase and manage the development of land suitable to urban development over the medium to long terms, as part of the Langeberg Municipal SDF. The urban edge is applied as a management tool to direct future development.

Sections 22(1) and (2) of the Spatial Planning and Land Use Management Act 2013 (SPLUMA) states the following:

"22(1) A Municipal Planning Tribunal or any authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework.

(2) Subject to section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision, may depart from the provisions of a municipal spatial development framework only if site-specific circumstances justify a departure from the provisions of such municipal spatial development framework."

Further to the afore-mentioned, section 19(3) the Land Use Management Act 2014 (LUPA), states the following:

"19(3) If the proposed utilisation or development of land in a land use application or a land development application does not comply with and is not consistent with the relevant designation for the utilisation of land in an applicable spatial development framework or structure plan, the proposed utilisation or development deviates from that spatial development framework or structure plan."

Following the contextual and site analysis, it is evident that the site is located partially outside the designated urban edge of Montagu (refer **Section 2.2.2**). For the proposed human settlement to be implemented an application will be made for the deviation from the Langeberg Municipal SDF. As per section 22(2) of SPLUMA, the decision-making authority may depart/deviate from the provisions of the SDF. The following paragraphs contains considerations that serve as motivation for the proposed development and deviation from the SDF.

3.2. PUBLIC OWNERSHIP AND INFILL OPPORTUNITIES

The fact that the land is owned by the Langeberg Municipality makes this a logical selection for the proposed human settlement development, as there is limited to no land available for infill development within Montagu.



3.3. EXISTING URBAN DEVELOPMENT

The application site is located directly adjacent to the existing urban area (an existing residential neighbourhood). The expansion of the town's southern boundary is regarded as the logical next growth phase / natural extension of the town. Development adjacent to the existing urban development also enables connection to existing bulk infrastructure, thereby contributing to a cost-effective development on developable land.

3.4. ACCESSIBILITY

The application site is within walking distance ($\pm 1 - 2\text{km}$) of a number of existing community facilities such as schools, the police station, churches, business and industrial uses. Excellent connectivity is obtained from the existing road network (via Ficus Avenue), thereby making this a logical extension of the town.

3.5. NATURAL LIMITATION FOR URBAN EXPANSION

The 100-year flood line, located directly to the south and east of the application area is a natural limitation for further urban expansion.

3.6. THE URBAN EDGE

The Montagu urban edge has not been aligned in the application area on the basis of cadastral boundaries. It is therefore our considered opinion that the proposed urban edge is schematic / conceptual and based on high level planning only (i.e. not detailed and fixed). The encroachment onto the urban edge will not result in a material change / impact on the growth management objectives for the town.

3.7. CONCLUSION

The proposed deviation from the SDF is as a result of the seemingly arbitrary alignment of the line, as due consideration was not given to the logical inclusion of developable land. This area is not encumbered by biophysical constraints, it presents the opportunity for urban infill and to also round-off the urban form.

It is therefore proposed that Council approves the departure from the SDF based on the site-specific reasons explained above.



SECTION 4 LAYOUT DESIGN

4.1. SUPERBLOCK PROPOSAL

This layout proposal provides for road services with formal services infrastructure (wet cores), but no individual serviced residential erven. Shared services will be provided at strategic locations. Furthermore, there will be minimal relocation required of families residing on site.

4.2. DEVELOPMENT PRINCIPLES OF SUPERBLOCKING

• 4.2.1 Planning Principles

The following broad planning principles have been applied with the objective to establish a superblock to expedite housing delivery:

- Implement a cost-effective approach to housing, to optimise the use of available land and resources.
- A safe environment with a strong sense of community, the superblock approach assures people remain on site and have access to basic services.
- A system of continuous routes to promote accessibility to social and economic activities.
- Optimise the use of existing resources and infrastructure with the view to achieve sustainability.
- No top structures will be provided, and the land ownership will remain in the municipalities name.
- Class A roads and civil services (wet cores) will be provided on site.
- Superblocks are divided by means of subdividing the streets, in order to improve access to civil services infrastructure for maintenance purposes.

4.2.2 Re-blocking / Superblocking objectives and principles

The proposed development is based on the combined principles and objectives of a typical superblock and re-blocking development. This proposal is a municipal initiative that will provide the community with basic access to services, which will require community participation to restructure the existing informal settlement, namely;

- The re-clustering of the shelters results in better utilisation of space, often around a courtyard that the community can use.
- Improve the living environments of households living in informal settlements.
- Keeps appropriate distance between structures to prevent spread of fires.
- Access and egress roads for emergency, service vehicles and community use.



- Opportunity for improved access to basic services (wet cores), where possible to create safer, healthier settlements.
- This is not a substitution for formal housing development, however, will improve the living conditions of the community. (i.e. access to services, improved safety, better access).

4.3. PROPOSED LAYOUT

The design and development proposal included a thorough assessment of the site's context, attributes and constraints (refer chapter 2.5), which informed, shaped and guided the iterative multi-disciplinary formulation of the proposed superblock layout. The proposed human settlement development is a direct response to the existing housing need within the Langeberg Municipal area. This proposed superblock development will provide basic services to the existing community and ensures that the majority of the inhabitants remain within close proximity to their existing community.

This proposed development will be consistent with one of the core objectives of the PSDf (2014) and the Langeberg Municipal SDF (2015) Spatial Planning Strategies, which include the provision of integrated human settlements and by prioritising development on well-located developable land, ensuring access to basic services.

o **Road Network**

The role of the road network in the layout is to provide the basic spatial framework within which a number of urban processes that involve the physical movement, goods and services, find spatial form. The road network should essentially enable the convenient, efficient, affordable and safe movement of people, goods and services and, in doing so, to satisfy the needs and facilitate the effective operation of the local economies. In this instance the road network will also function as a measure to secure services within the superblock layout and provide improved accessibility for maintenance



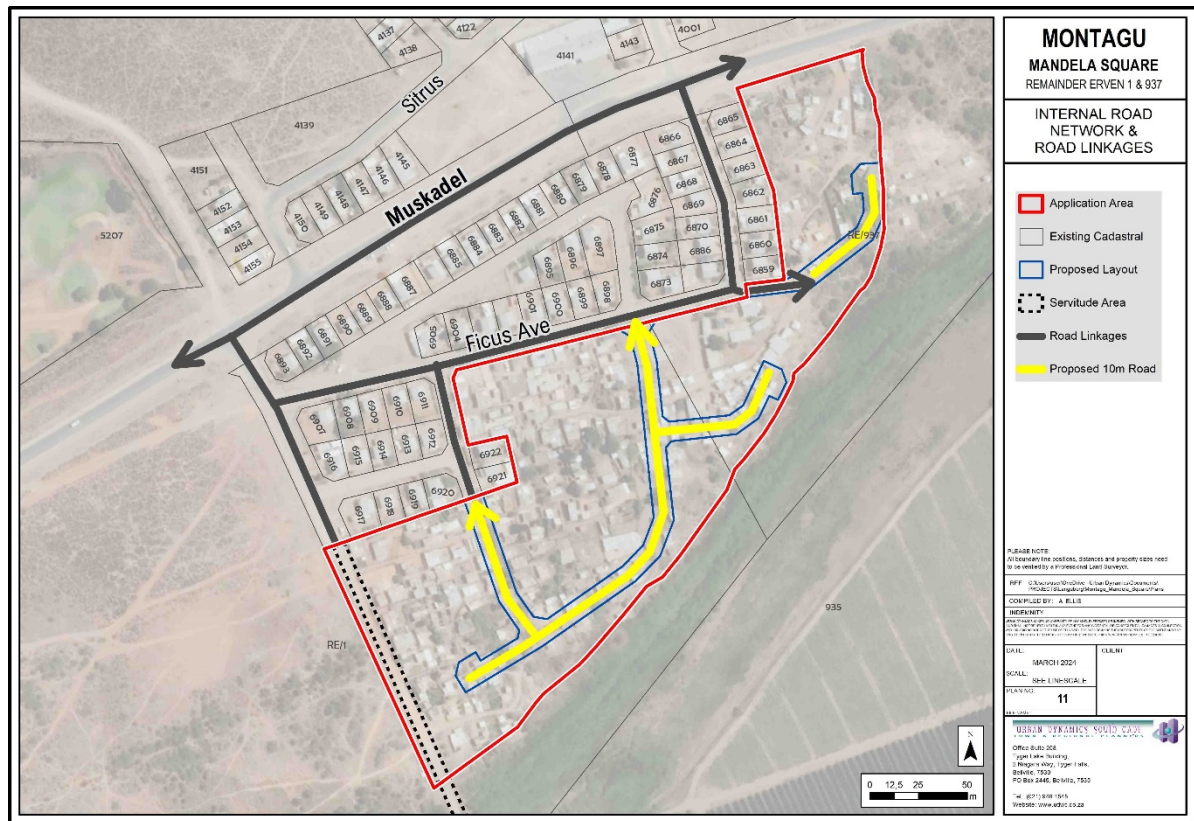


FIGURE 9: INTERNAL ROAD NETWORK

Other site fixes



FIGURE 10: SITE FIXES

Community Garden

There is an existing community garden outside of the development footprint, access has been provided via the proposed extension of Ficus road to the east.



○ **Creche**

There is an existing creche that has been accommodated in the proposed layout.

LAND USE	ZONING	NOTATION	NO. of ERVEN	AREA (ha)	%
Creche	Community Zone I (CZI)		1	±0,12	3,3

○ **Civil Services**

The proposed layout was predominantly informed by the civil services infrastructure layout. V3 consulting engineers aligned services within the road/network. This alignment informed the structure of the superblocks (refer chapter 4.4 of this report).

○ **Proposed Zoning categories**

- Road widths: 10m and 8m respectively. The road widths were informed by the position of existing structures on site and geometric constraints (river, floodline).

LAND USE	ZONING	NOTATION	NO. of ERVEN	AREA (ha)	%
Road	Transport Zone (TUZII)		2	±0,50	13,7

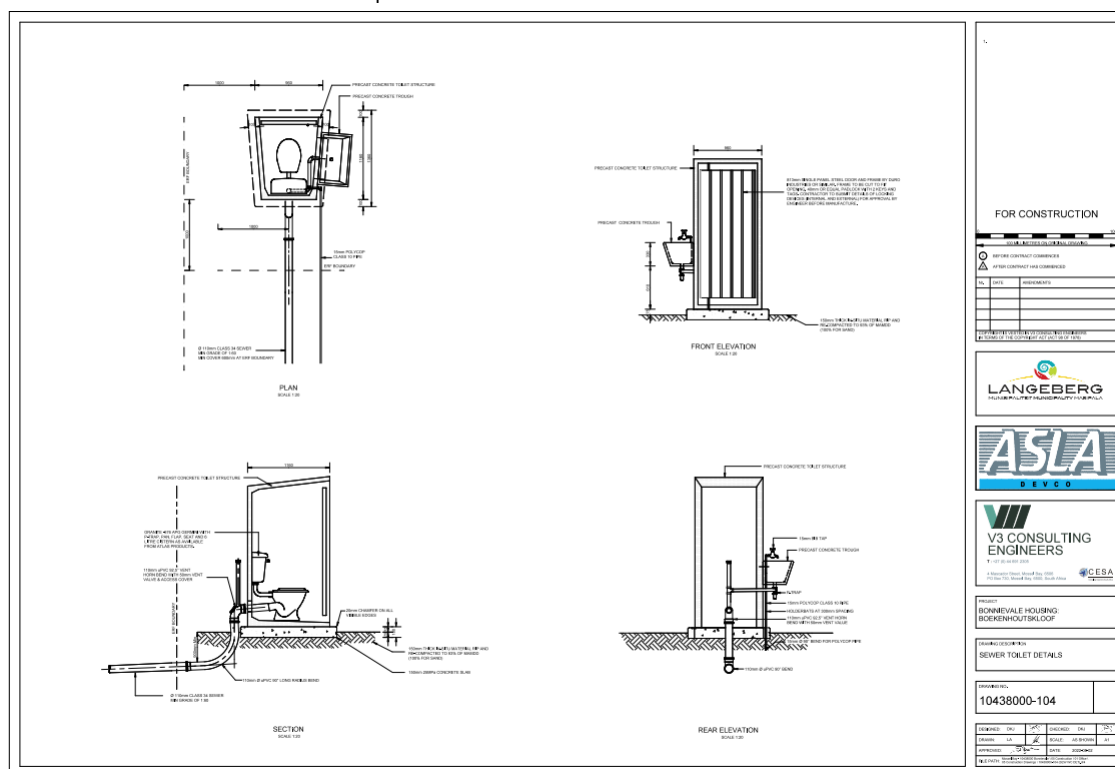
- Servitudes: There is a 6m and 5m servitude provided (west to east) for services infrastructure (water and sewer).

LAND USE	ZONING	NOTATION	NO. of ERVEN	AREA (ha)	%
Utility	Utility Zone (UZ)		2	±0,10	2,7

- Proposed residential zoning: Subdivisional area to create 4 Single Residential Zone II erven: (±470 families/ structures - 8x6m, dependant on placement of wet cores)

LAND USE	ZONING	NOTATION	NO. of ERVEN	AREA (ha)	%
Informal Housing & Ablution Blocks	Single Residential Zone II (SRZII)		4	±2,94	80,3

- Wet Cores: Placed at ±3m intervals. Placement will be determined during construction. A schematic representation of the aforementioned is illustrated below.





4.4.1. Sanitation

- The additional hydraulic loading on the WWTW system is estimated at 26,2 kl/day (@95% of AADD). The Municipality confirmed that the Waste Water Treatment Works (WWTW) have sufficient capacity for the proposed development.

4.4.2. Water

- Internal Water Supply

The development will be serviced by means of a water network consisting of uPVC water pipes of 75mm to 110mm diameter (total estimated length 650m) installed in road reserves. The proposed connection point is to a newly constructed 200mm uPVC supply line West of the development.

The fire-risk category assumed is "Low-risk (group 4)" for which no specific fire-fighting provision is required. Hydrants will however be located at convenient points ensuring the spacing does not exceed 240m (estimated total = 7).

Isolating valves will be installed in valve chambers and placed in accordance with the design guidelines (estimated total = 5).

- Bulk Water Supply for Domestic Usage

A new bulk Water main pipe was recently constructed in 2022 up to the proposed development. The development will be supplied with potable water from the existing Municipal water treatment works. The estimated water usage is 27,6 kℓ/day (3.06ha x 9kℓ/ha/d).

The Municipality confirmed adequate water at the recommended residual pressure is available for the development and that the Water Treatment Works (WTW) has sufficient capacity for the development.

4.4.3. Roads and Storm water

- Internal Roads

The development will be accessed via an existing surfaced roads from Montagu. All new roads for the proposed development will be provided with a permanent surface finish (30mm Asphalt) and will be 4.5m wide. Edging/kerbs will be provided on the sides of the roads in accordance with the standards. A gravel sidewalk will be provided on one side of the road.

The total estimated area to be surfaced is 2 600m² with associated kerbs and edging. It is anticipated that the existing road network leading up to the development will be able to accommodate the increase in traffic, however the Traffic statement indicates that the formalisation of this area will not lead to an increase in traffic.

- Storm water drainage and management

Storm water from the proposed development area currently follows preferential drainage paths to the South-East to a water course. It is proposed that the storm water be directed in the roads reserves by means of the road geometry, kerbs and storm water pipes through-out the development where it will be discharged in a controlled manner into the existing water course. To achieve the above, concrete storm water pipes ranging from 375mm to 450mm in diameter (total estimated length = 270m) with associated catch pits and junction boxes will need to be installed.



The proposed site is situated above the 1:100 return flood line which will be demarcated by a security fence.

4.4.4. Refuse removal

Refuse removal will be done by the Langeberg Municipality as part of their normal services provided. No hazardous waste is expected to be generated and waste will be normal household waste.

4.4.5. Proposed civil services conclusion

The Site is deemed to be viable for development and will contribute positively to the greater development of Montagu.

4.5. SUPERBLOCKING IMPLEMENTATION STRATEGY:

Implementing superblocking in Montagu requires a phased, community-focused approach with robust construction management. It aims to enhance infrastructure, engage residents, and foster a resilient, sustainable urban environment in Langeberg Municipality through adaptive strategies and transparent communication. The following aspects should be included in the construction management plan:

- **Phased Approach:** Implement superblocks in manageable phases to minimize disruption and ensure effective resource allocation.
- **Infrastructure Development:** Coordinate construction activities with clear timelines, budgets, and quality control measures.
- **Adaptive Management:** Remain flexible to adapt plans based on feedback and unforeseen challenges during implementation.
- **Capacity Building:** Provide training and support for residents to participate in construction, maintenance, and governance of superblocks.
- **Social Cohesion Activities:** Organize community events, workshops, and cultural exchanges to foster a sense of belonging and cooperation among residents.
- **Safety and Security Measures:** Implement measures such as community policing initiatives and lighting improvements to enhance safety within superblocks.
- **Maintenance Protocols:** Establish clear protocols for ongoing maintenance of infrastructure and communal spaces, involving local residents and authorities.
- **Monitoring and Evaluation:** Implement mechanisms for monitoring the impact of superblocking on quality of life indicators like health, education, and economic opportunities.
- **Transparent Communication:** Maintain regular communication channels through community meetings, newsletters, and digital platforms to update residents on progress and gather feedback.
- **Feedback Mechanisms:** Establish accessible mechanisms for residents to voice concerns, suggestions, and complaints regarding superblock implementation.

Incorporating the above-mentioned suggestions in the construction management plan, Langeberg Municipality can successfully implement superblocking in its informal settlement, improving infrastructure, enhancing community resilience, and promoting sustainable urban development.



SECTION 5

DESIRABILITY

5.1. DESIRABILITY

The proposed development was evaluated in terms of the following desirability criteria:

- As indicated, the proposal is fully consistent with the relevant **Spatial Policy** directives;
- The proposed superblock development responds positively to the urban form of the surrounding urban environs, and is regarded as the most logical extension of Montagu / solution for human settlement;
- **Impact on environmental resources** will be mitigated through creation of no-development areas, flood lines etc;
- There will be no negative impact on **heritage resources**;
- Basic services provision will contribute towards socio-economic upliftment of the existing informal settlement community;
- The development will **improve safety and welfare of the community**, providing upgraded and improved access to services and streets areas;
- The proposed development was **thoroughly assessed in terms of traffic impact and impact on engineering services infrastructure**. The community will be provided with access to basic civil services, water, sewerage and stormwater, and will be connected to the existing bulk services infrastructure of the town.



5.2. PLANNING PRINCIPLES – LAND USE PLANNING ACT (LUPA, 2014)

LUPA (2014) prescribes that land use principles that should guide development in the province. The planning principles were reviewed, and the proposed development assessed. It is concluded that the proposed development is fully compliant with the planning principles prescribed in LUPA (2014), as follows:

TABLE 2: COMPLIANCE WITH PLANNING PRINCIPLES OF LUPA (2014)

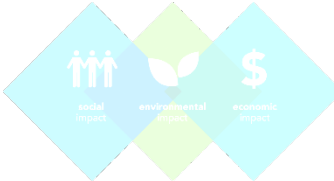
Land Use Planning Principles (LUPA, 2014)	Compliance/ Response
Spatial Justice 	Refer Table 5 below.
Spatial Sustainability 	The promotion of integration contributes to spatial sustainability, as it strives to alleviate poverty, promote accessibility to economic and communal services, create employment opportunities and comply with different policy directives.
Efficiency 	The proposed development aligns with the principle of efficiency, as it promotes densification, optimal utilisation of bulk and link services and promoting variety of non-residential land uses in a well-located area.
Good Administration 	The application is submitted in terms of the relevant legislation and will be processed accordingly. All reasonable measures will be undertaken to ensure a streamlined process, as required and promoted in terms of the relevant legislation.
Spatial Resilience 	The proposed development plan incorporates safety and risk assessment to ensure that the human settlement development can withstand natural disasters, i.e. flooding etc.



TABLE 3: COMPLIANCE WITH SPATIAL JUSTICE

Spatial Justice Planning Principle in terms of LUPA (2014)	Compliance/ Response
<i>"59(a) Past spatial and other development imbalances should be redressed through improved access to, and utilisation of, land."</i>	The proposed development creates access to services for previously disadvantaged communities, living in an informal settlement.
<i>"59(b) Spatial development frameworks and policy at all spheres of government should address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements and areas characterised by widespread poverty and deprivation."</i>	The proposed development will integrate well with the surrounding urban environs. The development will align with objectives of spatial transformation and access to opportunities in well-located areas, acknowledging the locational significance of the site and investing in the improvement of the area with services.
<i>"59(e) Land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas."</i>	The proposed upgrade of the informal area will create an accessible and liveable urban area. Access to services is promoted by the proposed development. The overall quality of life, will most definitely improve by the proposed superblock development.



SECTION 6

CONCLUSION & RECOMMENDATION

6.1 CONCLUSION

The application, as motivated in this report, provides an excellent opportunity for human settlement development. The site is regarded as desirable within its local context and forms a natural extension of the existing urban area i.e. it integrates well with the existing residential area.

The desirability of this proposal can further be motivated through the following considerations:

- The proposal will contribute towards alleviating the growing need for services provision in the Montagu area.
- The integration of the proposed land uses with the surrounding development.
- Consistency of the proposal with approved policy plans for the area.
- The improvement in quality of life of the community.
- The spatial integration of the proposed development with the surrounding neighbourhood.

When taking the aforementioned motivational report into account, it is our considered opinion that this human settlement development will not have a negative impact in its surrounding spatial context.

6.2 RECOMMENDATION

It is therefore recommended that this application **be approved** in as follows:

- i. The subdivision of Remainder Erf 1 Montagu, to create Portion A (± 2.50 ha) and the Remainder (± 576.47 ha), in terms of Section 15(2)(d) of the Langeberg Municipal Land Use Planning By-law (2015) (refer Figure 1.1).
- ii. The subdivision of Remainder Erf 937 Montagu, to create Portion B (± 1.16 ha) and the Remainder (± 40.08 ha), in terms of Section 15(2)(d) of the Langeberg Municipal Land Use Planning By-law (2015) (refer Figure 1.1).
- iii. The consolidation of Portion A & Portion B, to create a Consolidated Area being the development area (± 3.66 ha), in terms of Section 15(2)(e) of the Langeberg Municipal Land Use Planning By-law (2015) (refer Figure 1.2).
- iv. The rezoning of the Consolidated Area from Industrial Zone I and Open Space Zone IV to Subdivisional Area, for residential, open space, community facility and road purposes, in terms of Section 15(2)(a) of the Langeberg Municipal Land Use Planning By-law (2015).
- v. Motivation for site specific deviation from the Langeberg Spatial Development Framework to include a portion of the remainder of Erf 937 in the urban edge as per the provision of Section 10 of the Langeberg Municipal Land Use Planning By-law (2015) and Section 22(2) of the Spatial Planning and Land Use Planning Act 2013.

