

LANGEBERG MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

draft FINAL SPATIAL DEVELOPMENT FRAMEWORK

November 2014



Western Cape
Government
Environmental Affairs and
Development Planning



LANGEBERG MUNICIPAL

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prepared for



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GLOSSARY

CBAs	Critical Biodiversity Areas
CBD	Central Business District
DFA	Development Facilitation Act, 1995 (Act 67 of 1995)
DHS	Department of Human Settlements
du/ha	Dwelling unit per hectare
EIA	Environmental Impact Assessment
EPWP	Extended Public Works Program
FLISP	Finance Linked Individual Subsidy Programme
GAP housing	The term that describes the shortfall, or 'gap' in the market between residential units supplied by the state and houses delivered by the private sector
GVA	Gross Value Added
Ha	Hectare
HWCs	Hot Water Cylinders
IDP	Integrated Development Plan
IRDP	Integrated Residential Development Programme
IT	Information Technology
LED	Local Economic Development
NDAs	New Development Areas
NDP	National Development Plan
NMT	Non-Motorised Transport
NPDG	Neighbourhood Development Program Grant
PSDF	Provincial Spatial Development Framework
PV	Photo Voltaic
RDP	Reconstruction and Development Programme
SANBI	South African National Biodiversity Institute
SANRAL	South African National Roads Agency Limited
SDF	Spatial Development Framework
SDP	Site Development Plan
SMMEs	Small Medium and Micro Enterprises
SPCs	Spatial Planning Categories
SPLUMA	Spatial Planning Land Use Management Act, 2013 (Act 16 of 2013)
WWTW	Waste Water Treatment Works

5. CONCEPTUAL DEVELOPMENT FRAMEWORK

5.1 SPATIAL VISION

This section sets out the Vision for the SDF.

5.1.1 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 does not immediately create an image of what spatial vision the municipality should be aspiring to. This is because it is silent on the municipality's urban and rural attributes which are considerable.

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.

5.2 MACRO-CONCEPTUAL FRAMEWORK

5.2.1 NATURAL SYSTEMS SYNTHESIS, see Figure 5.2.1.1

Figure 5.2.1.1 indicates four distinct natural systems arising out of the synthesis. Issues and opportunities identified include:

- Langeberg municipality is endowed with a comprehensive system of critical biodiversity area (CBA) corridors of which a large extent is already formally or informally conserved. Protection of the Langeberg 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 a riparian buffer areas a minimum of 32 metre 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 and the Touws, Keisie, Vink, Poesjenels, Houtbaais and the Riviersonderend where it flows through the municipality near Swellendam. Conservation and improvement of these river systems could be considered 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. These are dependent on water, already mentioned, and arable land. Together with the magnificent scenery these resources and agricultural activities, especially wine-making 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 is retained and improved and not converted to other uses, especially urban development. This should be encouraged to located on non-arable land.

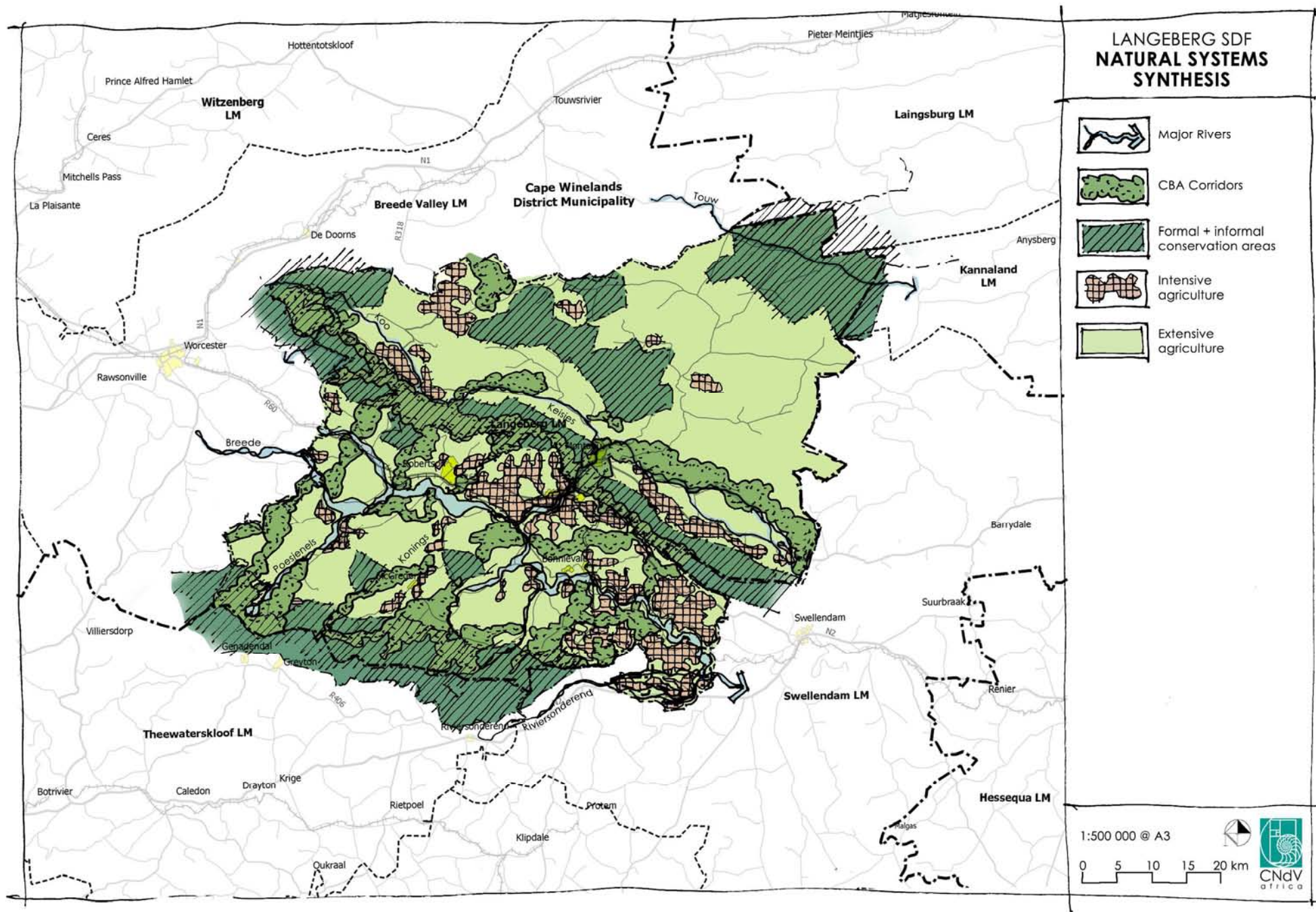


Figure 5.2.1.1 Langeberg Municipality: Natural Systems Synthesis

5.2.2 SOCIO-ECONOMY AND BUILT ENVIRONMENT SYNTHESIS, see Figure 5.2.2.1 and Graphs 5.2.2.1 and 5.2.2.2

- Total population: 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, not surprisingly, that more attractive settlements are better at attracting middle income residents. This emphasizes the importance of maintaining attractive urban areas that also provide economic growth and employment opportunities;
- Its main population concentrations are in the urban settlements and in the rural areas are mostly found in the Breede River Valley with other concentrations in the Koo, Keisies River valley;
- 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. because 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 Agterkliphoogte valley. It is not intended to establish a settlement that attracts people from outside of the areas;
- Due to the specialization of the main settlements, particularly Montagu, tourism and upmarket residential, Ashton, industry and Robertson, tourism, 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 by providing wide shoulders along the roads suitable for pedestrians and cyclists as well as promoting public transport usage as well;
- Montagu and McGregor are well known heritage settlements which attraction creates a considerable 2nd home, retiree and tourist demand;

- It is interesting to note that Robertson, not as well known for these attributes has an even larger heritage resources and suggests another potential set of economic opportunities which should not be prejudiced by insensitive developments;
- In this regard the details of the 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 the case of Nqubela;
- The experience of Langebaan shows that low income settlements in prominent locations need not necessarily detract from the first impression of a town;
- The municipality is generally well endowed with social facilities and mobile services are rendered to those outlying areas without permanent services;
- This suggests the potential for periodic mobile services centres in the Koo, along the R62 and near the Wansbek VGK Primary School in the Poesjenels river 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 balanced 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 opportunity 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,
- As a consequence of the urban growth 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
TOTAL	10498	249.75	1196	

Three other projects have been proposed, namely;

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

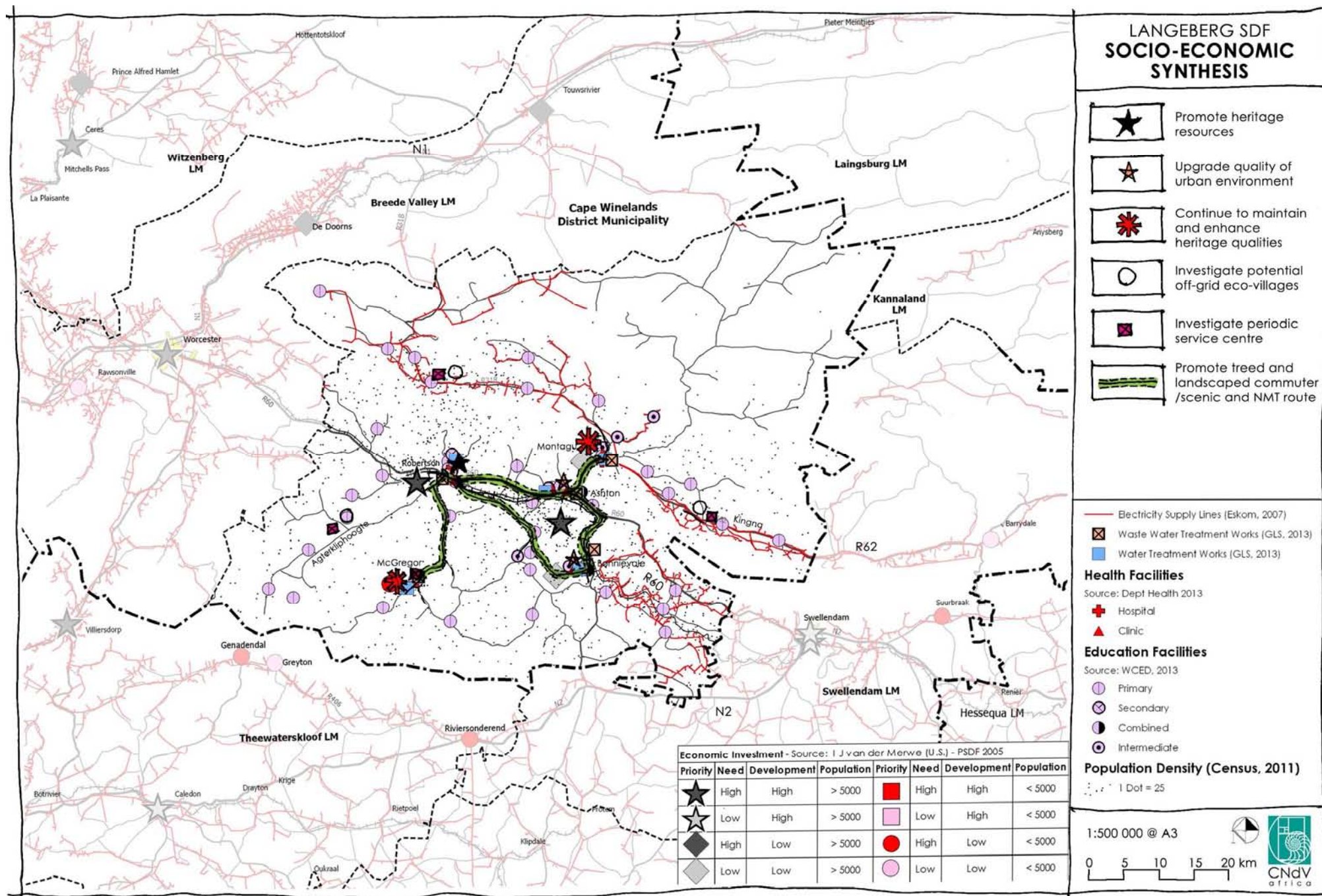
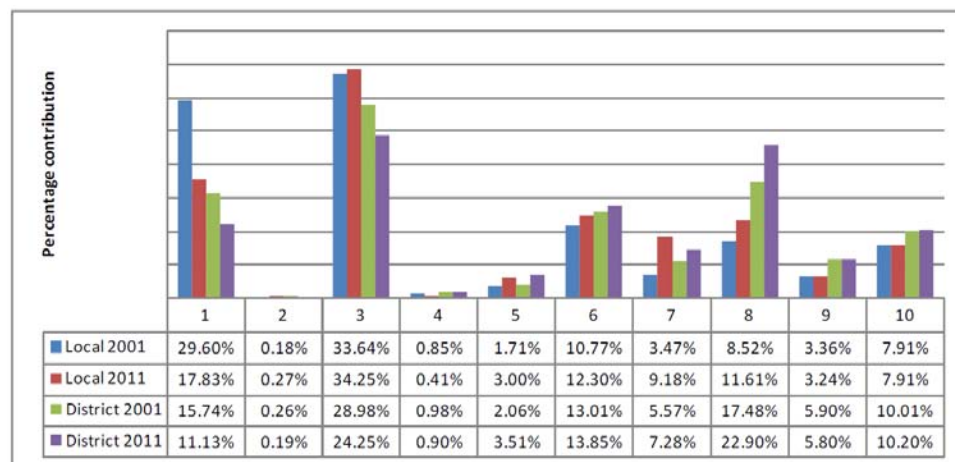


Figure 5.2.2.1 Langeberg Municipality: Socio-economic Synthesis

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.

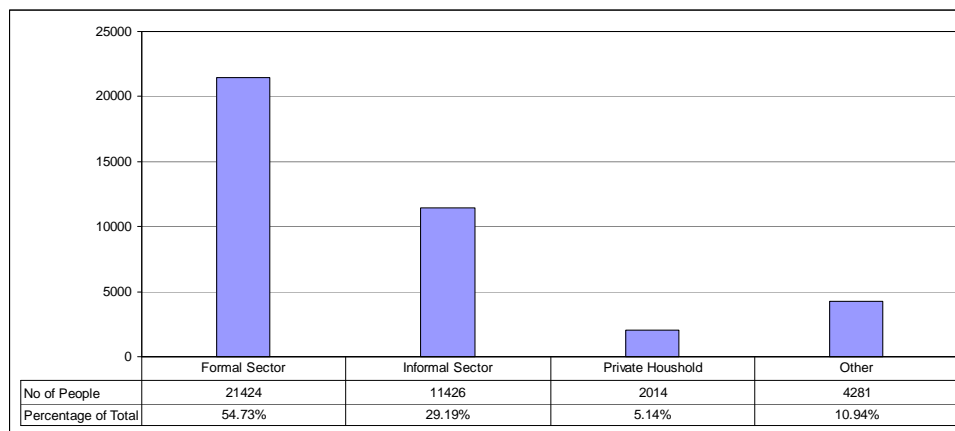


Legend:

- | | |
|--|---|
| 1 Agriculture, hunting, forestry and fishing | 6 Wholesale and retail |
| 2 Mining and quarrying | 7 Transport, storage and communication |
| 3 Manufacturing | 8 Finance, insurance, real estate and business services |
| 4 Electricity, gas and water supply | 9 Community, social and personal services |
| 5 Construction | 10 Government Services |

Source: Adapted from data provided by Quantec Research, 2012

Graph 5.2.2.1 Sector contributions to GVA for the local and district municipal areas in 2001 and 2009
(MPBS, 2013)



Graph 5.2.2.2 Sector contribution to Employment (Census, 2011)

5.2.5 BROAD SPATIAL CONCEPT

Figure 5.2.5.1 shows the Broad Conceptual Spatial Development Framework for the Municipality.

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

Note: The concept proposals below are presented as discussion. Should they be supported they will be converted into policy statements in the final SDF.

5.2.5.1 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 of the river starting with Montagu.

The concept SDF proposes that the highest priority be 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 bio-diversity conservation;

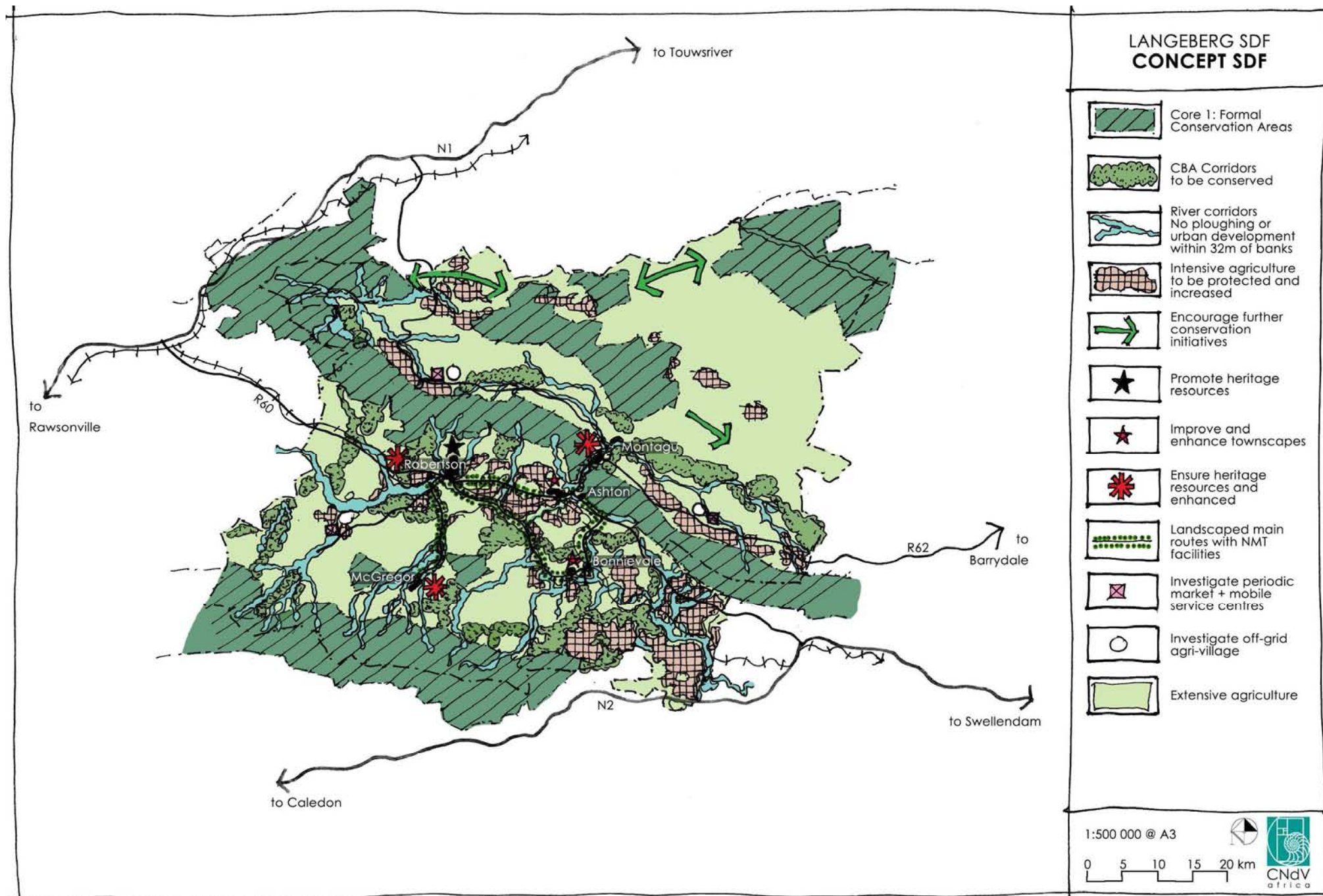


Figure 5.2.5.1 Langeberg Municipality: Broad SDF Concept

- Intensive agricultural areas should be protected from urban development and should not be a priority for biodiversity conservation. This land is an important source of jobs, inputs for agri-industry in the municipality, 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,
- There should be strict controls on the siting, design materials and colour of new buildings (homesteads, packsheds, etc.) and plant (renewable energy projects) so as not to weaken this resource.

5.2.5.2 Urban System

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

The first four act as an interconnected system 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 land fill site;
- Montagu conservation town; and,
- Bonnievale agriculture and agri-industry with considerable traffic between them.

Robertson would seem to have 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 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 around the Bonnievale intersection. Nqubela, prominently located at the eastern R60 entrance to Robertson also requires upgrading.

Ashton is the only town, other than Robertson that is on the increasingly important R60 route between the N1 at Worcester and N2 at Swellendam. Strong efforts should be made to upgrade the appearance 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 as it should also have strong appeal to tourists and permanent residents.

The distances between the towns are relatively short and flat suggesting the opportunity to promote 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 between Robertson and Bonnievale should be extended to all of the linking routes in this network.

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 network and 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 Keisies valleys. Those people living nearby McGregor, Bonnievale and Montagu can access services from these settlements. However, the need to provide periodic services, clinic, social grant payouts, library, 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 Poesjenels, Koo and Keisies river valleys.

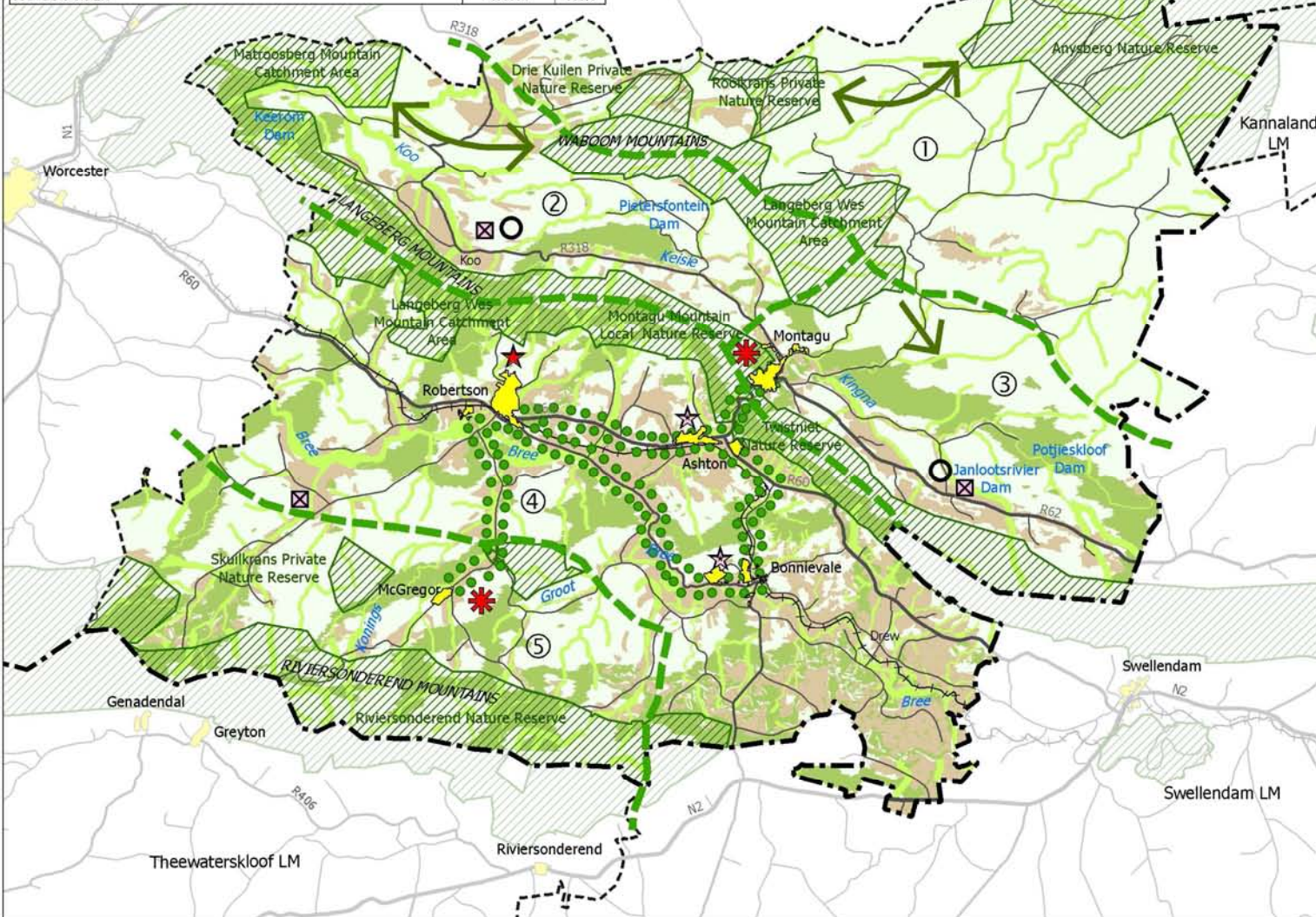
Off-grid eco-villages, where the municipality is not required to render reticulated water and waste water treatments services, may also be appropriate here.

5.3 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

The spatial development framework for the municipality comprises the following elements:

- Bio-regions;
- Spatial Planning Categories (SPCs);
- Sustaining the Economy
- Major Infrastructure Projects;
- Major Tourism Destinations;
- Land Reform;
- Urban Related Development;
- Urban Design Guidelines;
- Potential Rural Nodes and Periodic Rural Markets; and,
- Settlement Hierarchy;

Key	Spatial Planning Categories (SPC)	Description	Area Ha	% Total
	Core 1a	Protected conservation areas (note: Area Ha is independent of rest of SPC's)	124112	27%
	Core 1b	Critical Biodiversity Areas (CBA's) to be conserved	81039	18%
	Core 2	River corridors and wetlands No ploughing or urban development within 32m of banks	17345	3.8%
	Buffer	Extensive agriculture / grazing	288176	64%
	Intensive Agriculture	Intensive agriculture to be protected and increased	63467	14.0%
	Urban Development	All land used for urban purposes in towns, villages and hamlets.	1857	0.4%
See Table 5.3.2.1			451884	100%



Langeberg Municipality Spatial Development Framework

Proposals

- Promote heritage resources
- Improve and enhance townscapes
- Ensure heritage resources and enhanced townscapes
- Investigate periodic market and mobile service centres
- Investigate off-grid eco-village
- Landscaped main routes with NMT facilities
- Encourage further conservation initiatives

Bio Regions

- ① Anysberg
- ② Koo
- ③ Kingna
- ④ Breede Valley
- ⑤ Riviersonderend Mountain Valleys

Legend

- District Municipality
- Local Municipality
- Railway Lines
- Roads**
 - National
 - Arterial
 - Main
 - Secondary & Other

Base Detail Source:
Borders - Demarcation Board (2012)
Chief Directorate National Geo-Spatial Information

Scale at A4
1:500,000

0 5 10 15 Kilometers



Drawn: RE Checked: RE Date: 05-03-2014

5.3.1 BIO-REGIONS

Section 5.2.1 identified five bio-regions that can be distinguished in terms of the natural environment and economy as shown in Table 5.3.1.1. They are shown on Figure 5.3.1.1.

The bio- regions are:

- Anysberg – the northern Karoo plains, much of it within the Anysberg Nature Reserve (Cape Nature)
- The Koo – high lying valley well known for fruit growing, fruit processing and tourism;
- Kingna valley – high lying scenic valley with intensive agriculture and start of the R62 tourism route beginning in Montagu
- Breede River Valley – intensely farmed, mainly vineyards wine producing area with strong tourism attractions – festivals, accommodation, restaurants, wine tasting. One of the most popular wine routes. Contains main settlements, Robertson, Ashton, Bonnievale;
- Riversonderend Mountain Valleys – high lying series of three valleys – also intensive agriculture, mainly vineyards and tourism, but at a reduced level compared to the activities in the Breede River Valley. McGregor is the main settlement, albeit the smallest in the municipality

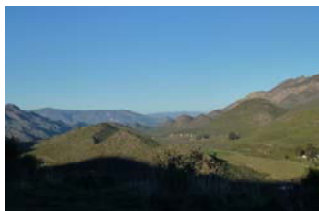


Table 5.3.1.1 overleaf shows the characteristics of the five bio-regions.

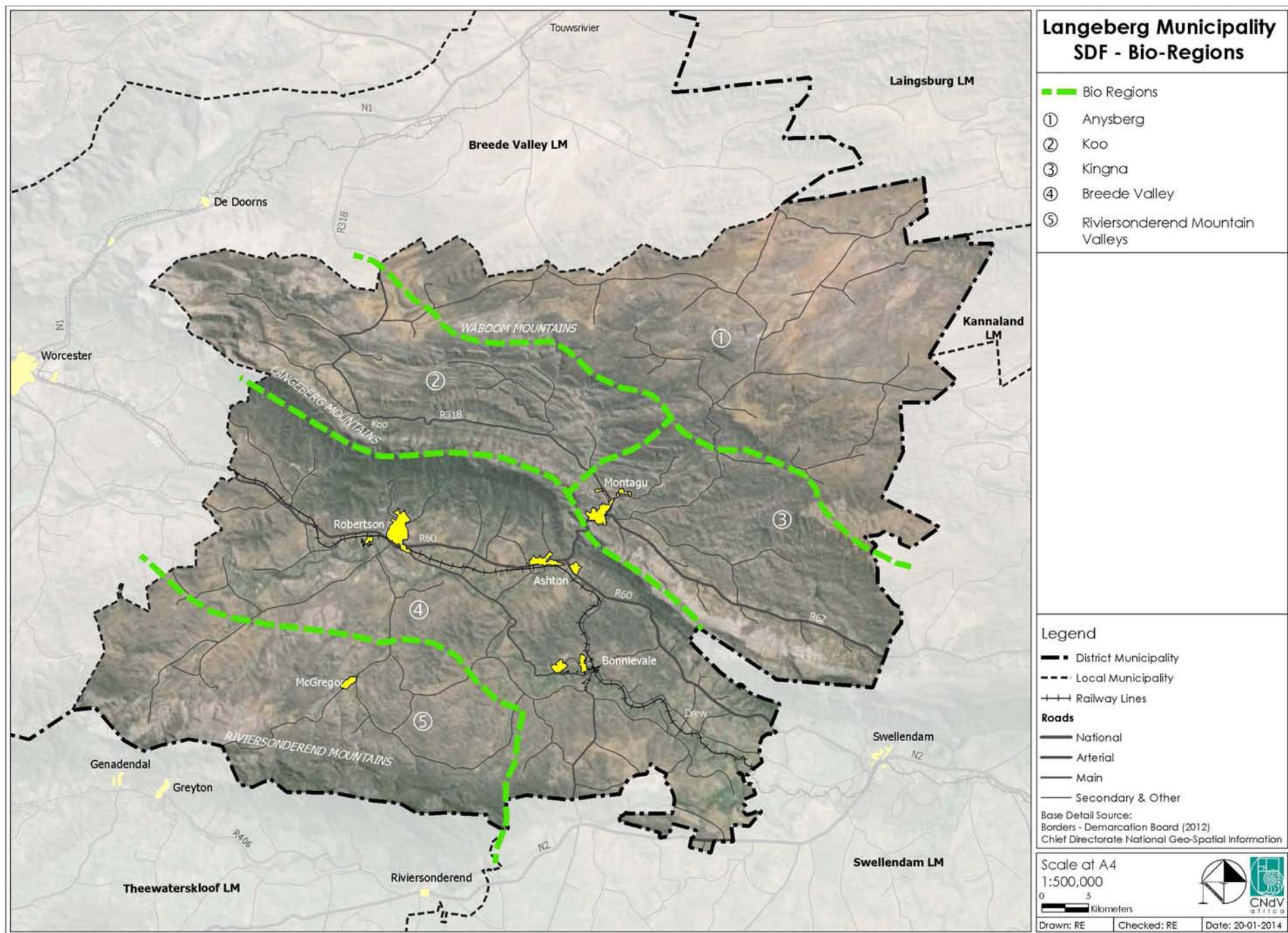


Figure 5.3.1.1 Langeberg Bio-regions

	ANYSBERG	THE KOO	KINGNA	BREED VALLEY	RIVIERSONDEREND MOUNTAIN VALLEYS
Altitude (m)	500 - 1000	750 - 1250	250 - 1000	100 - 500	250 - 1250
Population distribution	Very sparse		± 15 000 urban	± 45 000 urban	± 3 000 urban
Agriculture	Stock and game farming with some dry land cultivation in river valleys	Mainly fruit orchards	Some wine, table grapes and fruit orchards	Rich mixed farming area including wine, table grapes, dairy and fruit	Minimal mixed farming, mainly wine, table grapes, stock
Mining	n/a	n/a	n/a	Agricultural lime and gypsum mine in the west	n/a
Bio-diversity	Succulent Karoo	Succulent karoo in the deeper river valleys to the east. Shale renosterveld shale and granite fynbos on mountain slopes	Succulent karoo in the deeper river valleys – shale fynbos and granite fynbos on mountain slopes, shale renosterveld	Complex mosaic of alluvial vegetation, succulent karoo to the west and shale renosterveld to east	Granite fynbos on high mountain slopes with succulent karoo to the west and shale renosterveld to the east
Tertiary	Few holiday farms	Few holiday farms and well developed tourist attractions	Montagu historic tourist and desirable residential town, well developed network of holiday farms and farmstalls along R62 tourism route. Montagu is often considered as the western starting point of this route	Well-developed mix of agricultural and wilderness tourism, Robertson financial, retail and agricultural service centre with historic heritage potential. Agricultural manufacturing in Ashton and Bonnievale	Well-developed holiday farms and tourist attractions focused around McGregor
Renewable energy potential	Relatively low wind speeds Medium to high levels of solar radiation	Relatively low wind speeds Medium to high levels of solar radiation	Relatively low wind speeds Medium to low levels of solar radiation	Relatively low wind speeds Medium to low levels of solar radiation – small solar plant proposed near Bonnievale	High wind speeds along Riviersonderend mountains Medium to low levels of solar radiation– small solar plant proposed near McGregor
Hydrology	Touws River – seriously modified	The Koo – moderately modified	Keisie – seriously modified	Breede – moderately modified, Vink, Riviersonderend seriously modified	Poesjenels, Houtbaais Rivers in poor state
Landscape character	Cosmic	Classical	Classical	Romantic	Classical

Table 5.3.1.1 Sub-regions and characteristics

5.3.2 SPATIAL PLANNING CATEGORIES FOR LAND USE MANAGEMENT

The Spatial Planning Categories provide the basis for managing rural land uses. The general conditions guiding what activities may occur within each category are generally in accordance with those set out in Table 5.3.2.1.

SPC	Description	Policies	Notes	Responsibility
Core 1a	Formally protected conservation areas	Formally protected areas, including those under SANParks and CapeNature control, should continue to enjoy the highest levels of protection. Further continuous corridors between the mountain and the sea should be promoted. The municipality should engage with the conservation authorities to ensure that economic growth and employment opportunities from these areas are maximized. (For possible land use and activities see Table 2.1 pg 31 col 3, RLUPMG, 2009)		Municipality SANParks CapeNature Tourism organisations
Core 1b	Critical Biodiversity Areas (CBAs) outside of formally protected conservation areas	Conservation of endangered vegetation areas shall be encouraged through the promotion of conservancies and stewardship projects with limited eco-tourism development rights and/or donations to formal conservation agencies. All CBAs should be ground-truthed before they are finalized. Conservation of CBAs should be incentivized through the granting of limited development rights as per the rural Land Use Planning and Management Guidelines for Holiday Accommodation, low density rural housing, low impact tourist and recreational facilities (CapeNature 2010). (For possible land use and activities see Table 2.1 pg 31 col 3, RLUPMG, 2009)		Municipality Dept of Nature Conservation Dept of Tourism SANBI
Core 2	River corridors and wetlands	River corridors and wetlands, including ephemeral pans, must be protected from urban, agricultural and mining activities to a distance of at least 32 metres from their banks unless closer setback lines have been determined by a geohydrologist and freshwater ecologist. In addition the waste water treatment facilities near water courses shall be compliant with the Water Act. (For possible land use and activities see Table 2.1 pg 31 col 3, RLUPMG, 2009)		Municipality, DWAf, Dept of Agriculture, SANBI
Buffer	Extensive agriculture / grazing	Rotational grazing and other veld management best practices shall be promoted livestock grazing so as to improve biodiversity and stocking rates (For possible land use and activities see Table 2.2 pg 34 col 3, RLUPMG, 2009)		Municipality Dept of Agric
Intensive Agriculture	Irrigation and dry land crop and pasture farming	All existing and potential land suitable for intensive agriculture shall be protected from conversion to other uses including conservation. Agriculture water demand management must be practiced and intensive agriculture water supplies shall be protected and not diverted to other uses. Investigate methods to bring the agricultural land currently lying fallow back into production if possible. (For possible land use and activities see Table 2.3 pg 39 col 3, RLUPMG, 2009)		Municipality Dept of Agric Consultant
Urban Settlement	All land used for urban purposes in towns, villages and hamlets.	Urban development shall be promoted within urban settlements according to the settlement planning principles, see Section 5.4.		Municipality
Urban Edge	Outer boundary of urban settlement aligned to protect natural and agricultural resources and to promote more compact settlements	No urban development shall be permitted outside of Urban Edges.		Municipality Dept of Agric

Table 5.3.2.1 Spatial Planning Categories

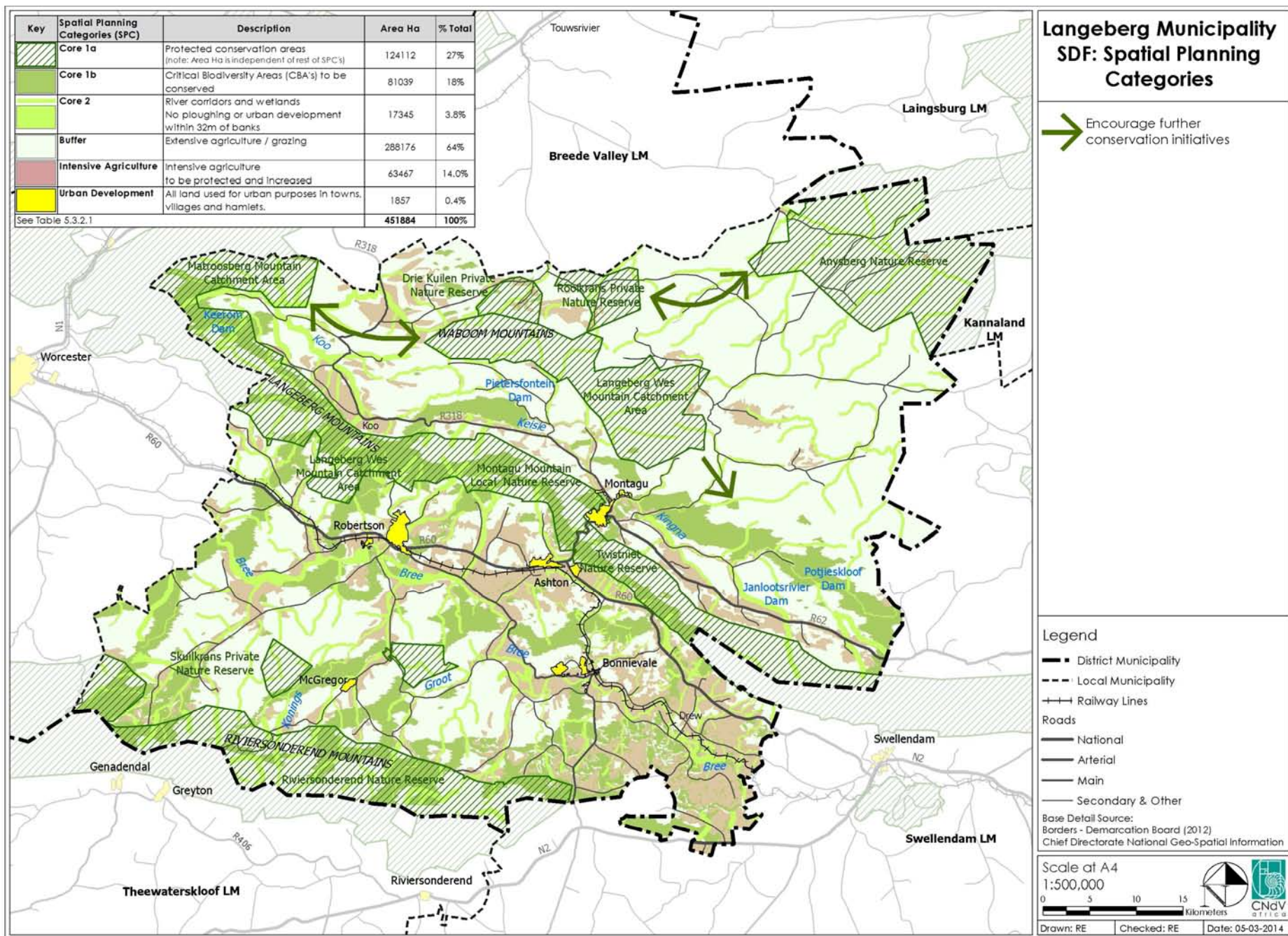


Figure 5.3.2.1 Langeberg Municipality: Spatial Planning Categories

5.3.3 MAJOR INFRASTRUCTURE PROJECTS

The following projects should be considered:

- Implement a multi-pronged water management strategy:
 - Rainwater harvesting;
 - Grey water recycling;
 - Reducing unaccounted for water;
 - Extension of regional water service delivery; and,
 - Water demand management for large users.
- Promote domestic and large wind and solar energy projects subject to appropriate guidelines and siting principles, see Section 5.4.1.6.

Figure 5.3.3.1 shows the infrastructure projects per town as listed in the IDP. Table 5.3.3.1 below sets out the various IDP Infrastructure Projects.

No.	Description	Location	2013/2014 Rm	2014/2015 Rm	2015/2016 Rm	Total
Infrastructure: Water						
1	Upgrade of network (Siphor – Phase 2)	Robertson	-	-	2.0	
2	Upgrade of Water Works	Montagu	-	-	1.3	
3	Upgrading of flow meter	Robertson	0.25	-	-	
4	Upgrading of flow meter and dosing system	Bonnievale	0.25	-	-	
5	Replacement of electrical switchgear	Bonnievale	0.12	-	-	
6	Upgrade of bulk water line	Montagu	-	0.35	-	
	Sub-Total		0.62	0.35	3.3	4.27
Infrastructure: Sewerage						
7	Upgrading of WWTW	Municipal wide. No detail provided	-	0.56	-	
8	Upgrading of WWTW Phase 3	Municipal wide. No detail provided	0.35	-	-	
9	Construction of sewer line (Barlanka Ave)	Montagu	0.35	-	-	
10	Upgrade of WWTW	Ashton	0.7	0.56	-	
11	Replace clarifiers scraper	Ashton	0.12	-	-	
12	Replace sludge return pumps	Ashton	0.11	-	-	
	Sub-Total		1.63	1.12	-	2.75
Infrastructure: Roads and Stormwater						
13	Upgrading of Stormwater	Robertson	-	0.72	-	
	Sub-Total		-	0.72	-	0.72
Infrastructure: Electricity						
14	Street Lighting	Robertson	0.1	-	-	
15	Upgrade of cable feeder between substations	Robertson	0.3	-	-	
16	Upgrade of PV Lines	Robertson	0.09	-	-	
17	Installation of substation and	Robertson	-	-	2.4	

No.	Description	Location	2013/2014 Rm	2014/2015 Rm	2015/2016 Rm	Total
	feeder					
18	Installation of high mast lighting	Robertson	-	0.3	-	
19	Upgrade of 11kV Line	Ashton	0.26	0.25	-	
20	Upgrade of Klaasvoogds 11kV Line	Ashton	0.21	0.25	-	
21	Upgrade of substation (PEP)	Robertson	-	0.53	-	
22	Installation of high mast lighting (Ekuthumleni and Emlanjeni)		-	-	0.2	
23	Installation of high-mast lighting	Bonnievale	0.2	-	-	
24	Upgrade Boesmansrivier 11kV line	McGregor	0.15	-	-	
25	Install 11kV line and switchgear to Eilandia	McGregor	1.0	0.8	-	
26	Upgrade Eilandia 11kV line	McGregor	-	0.26	-	
27	Upgrade 11kV line to Uitvlugt	McGregor	-	0.2	-	
28	Upgrade 11kV line	McGregor	0.06	-	-	
29	Upgrade of 11kV Line	McGregor	-	0.4	-	
30	Reroute 11kV line at sportsfields	McGregor	-	0.3	-	
31	Upgrade Koelkamer substation	Municipal-wide	0.26	0.21	-	
32	Installation of new street lights	Robertson	0.07	-	-	
33	Upgrade Angora 11kV line	Municipal-wide	0.13	-	-	
34	Upgrade 11kV Line (Wakkerstroom)	Robertson	-	0.2	-	
35	Upgrade streetlights	Ashton	-	0.1	-	
36	Upgrade 11kV Line (Goree)	Municipal-wide	0.15	-	-	
37	Installation of high mast lighting	Zolani, Ashton	-	0.5	-	
38	Install new street lights	Montagu	-	0.1	-	
39	Upgrade 11kV line	Montagu	-	0.3	-	
40	Install Switchgear in substation	Montagu	0.28	-	-	
41	Upgrade 11kV feeder lines	Montagu	-	0.32	0.32	
42	Install electrical services for plots	Robertson	-	1.1	-	
43	Replace 11kV Oil Insulated switch gear	Municipal-wide	0.18	-	-	
44	Upgrade Eskom supplies	All towns	-	-	1.5	
45	Install 11kV primary feeder	Robertson	1.0	2.5	-	
46	Install Telemetry System for Electrical Services	Municipal-wide	0.38	-	-	
47	Replace 11kV Oil Switch gear	Municipal-wide	0.13	-	-	

Table 5.3.3.1 IDP Budget 2012-2017 (source: IDP 2012-2017)

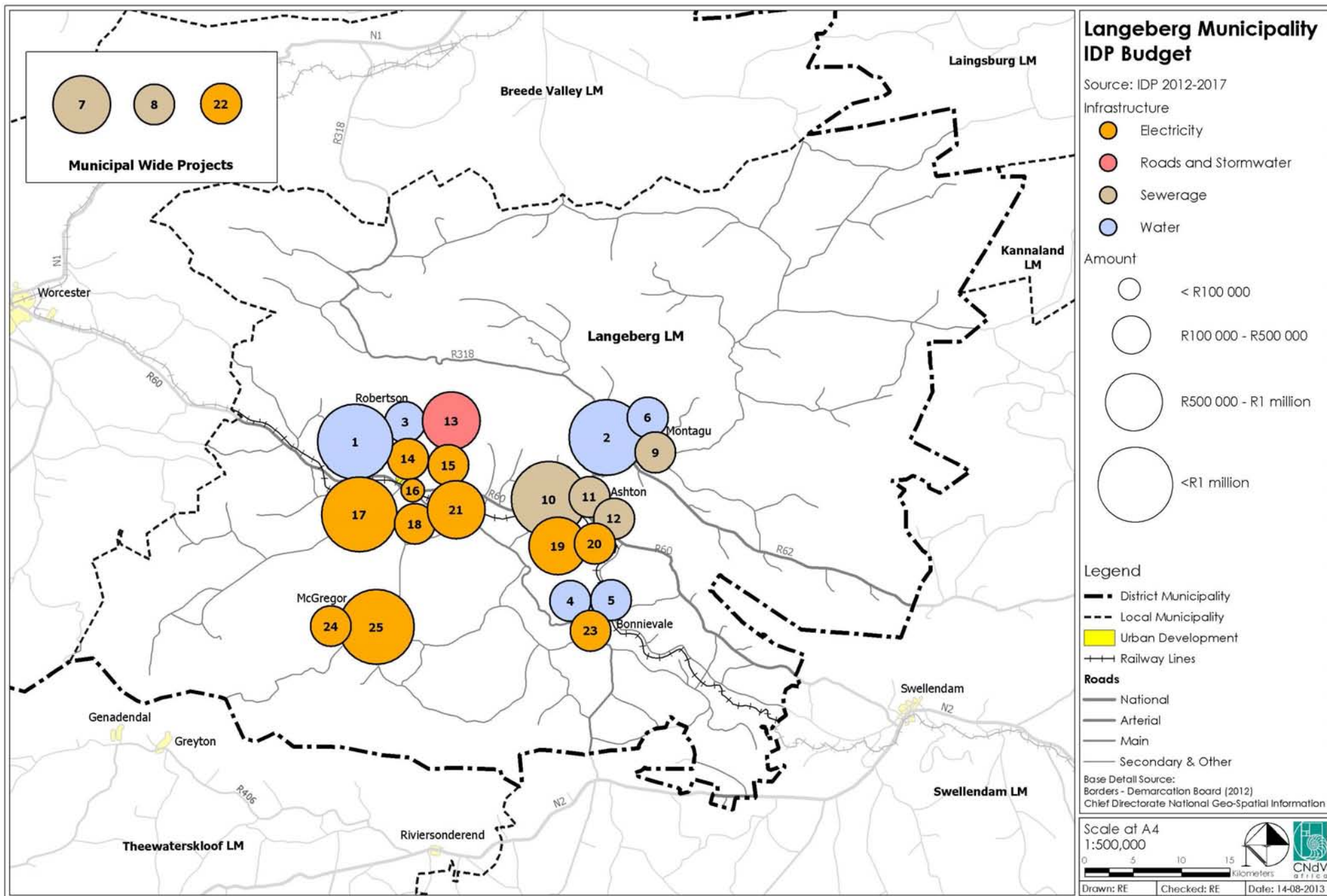


Figure 5.3.3.1 Major Infrastructure Projects

48	Replace 66kV Switchgear	Municipal-wide	0.23	0.3	-	
49	Install new connections	Municipal-wide	0.65	0.65	0.7	
50	Replacement of Prepaid and Bulk Supply Meters	Municipal-wide	0.33	-	-	
51	Replacement and Repairs to network	Municipal-wide	1.0	1.3	1.5	
52	Install streetlights for housing projects	Municipal-wide	0.08	-	-	
53	Replacement and Repairs to streetlights	Municipal-wide	0.1	0.16	0.2	
54	Replace Mobile Compressor	Municipal-wide	-	0.25	-	
55	Install 11kV Capacitors	Municipal-wide	-	-	0.1	
	Sub-Total		7.34	11.28	6.92	25.54
Infrastructure: Landfill						
56	Landfill Site	Municipal-wide	1.9	2.7	-	
57	Development of New Landfill site (Stockwell)	Municipal-wide	1.0	-	-	
	Sub-Total		2.9	2.7	-	5.6
Community Facilities						
58	Construction of Fire facility	Robertson	-	-	0.9	
	Sub-Total		-	-	0.9	0.9
Housing						
59	Installation of services	Municipal-wide	2.0	4.0	4.0	
	Sub-Total		2.0	4.0	4.0	10.2
	TOTAL		14.49	20.17	15.12	49.78

Table 5.3.3.1 IDP Budget 2012-2017 cont. (source: IDP 2012-2017)

5.3.4 MAJOR TOURISM DESTINATIONS

The following main tourism destinations with major related attractions are identified, see Figure 5.3.4.1:

The natural beauty of the area creates a unique environment offering a variety of activities to tourists. These include:

- Wine routes (wine tasting) as shown on Figure 5.3.4.1;
- Wine festivals which include:
 - Robertson Wine Valley's Hands-on Harvest;
 - kykNET and Robertson Wine Valley's Wacky Wine Weekend;
 - Robertson Slow Lifestyle Festival; and,
 - Robertson Wine on the River.
- Hiking;
- Cycling/mountain biking;
- River boat trips and rafting along the Breë River:
 - Goedereede Canoe Adventure;
 - Rafting Route 62;
 - Breede River Goose Boat Trips;
 - Kolgans River Boat; and,
 - Viljoensdrift River Cruises & Picnics;
- Resorts: Camping, caravan parks, hot springs and game reserves; and,
- Fishing.

Nature reserves located in the Municipality include:

- Provincial:
 - Anysberg Nature Reserve; and,
 - Vrolijkheid Nature Reserve.
- Local:
 - Dassieshoek Nature Reserve; and,
 - Montagu Mountain Nature Reserve.
- Forest Act Protected Area:
 - Twistniet Nature Reserve;
 - Marloth Nature Reserve;
 - Witbosrivier Nature Reserve; and,
 - Riviersonderend Nature Reserve.
- Mountain Catchment Area:
 - Matroosberg;
 - Langeberg-West; and,
 - Riviersonderend.

A number of tourism sites are found throughout the municipality such as:

- Myrtle Rigg Memorial Church (Erf 494, Bonnievale);

- Hodges Bridge (located approximately 700m from the R60 and R62 intersection towards Montagu)
- Voortrekker Monument (c/o Bath and Cross Streets, Montagu);
- Powder Magazine (located along R60 outside of Robertson, towards Worcester);
- Guano Caves (located along the R62, Portion 16 of Farm 149 Montagu); and,
- The Fort (located approximately 2.5km south of Montagu).

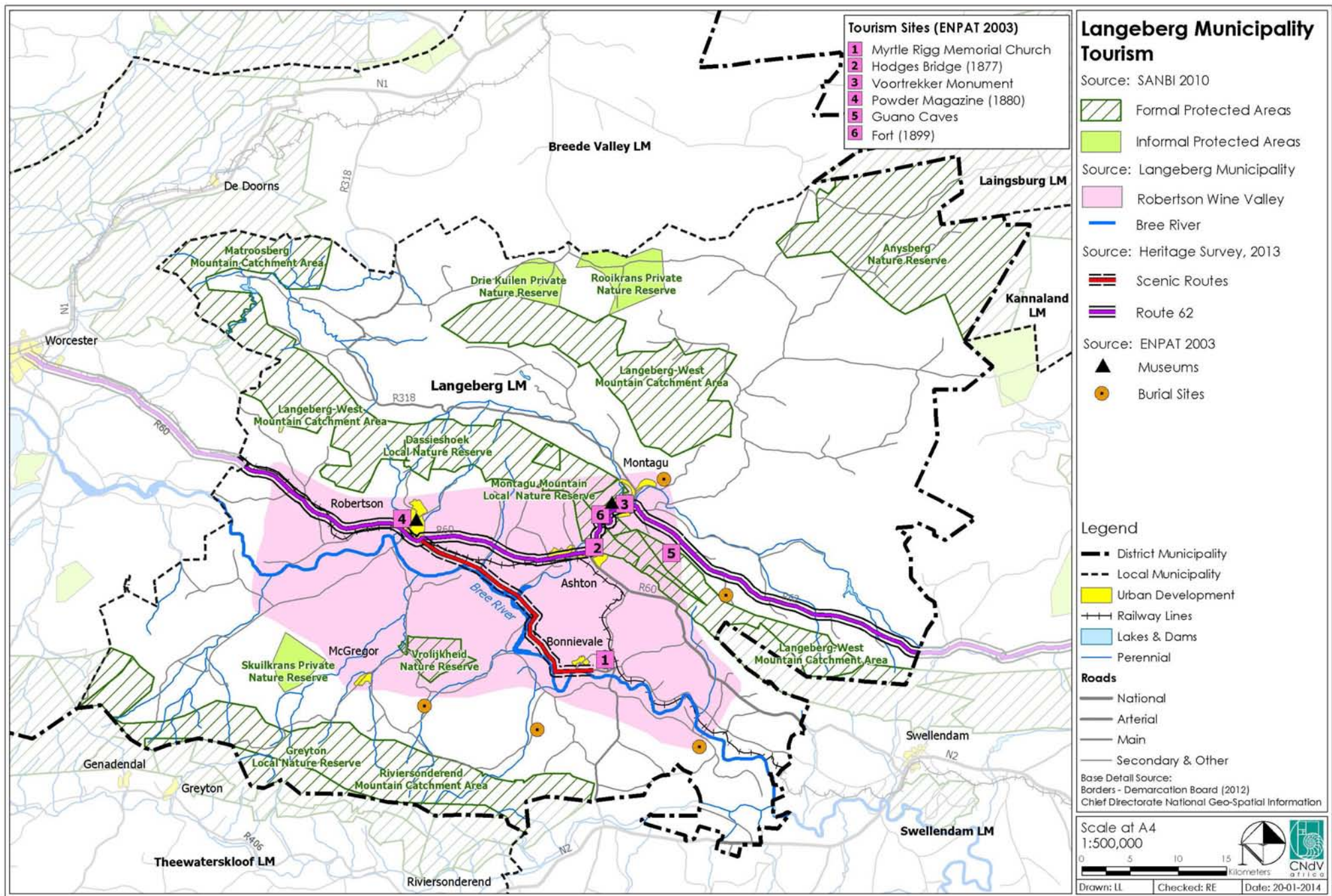


Figure 5.3.4.1 Major Tourism Destinations

5.3.5 LAND REFORM

- Land reform opportunities should not be targeted only at agricultural operations although this will always be the major activity;
- Bio-diversity conservation and eco and agri-tourism operations should also be considered;
- Future land reform projects should carefully consider the context in which they are located and then seek to take advantage of that area's opportunities, not only in agriculture.

No	Project Name	Property Description	Type	Beneficiaries	Production Type	Size (Ha)
1	Goudmyn	Ptn 7 of Farm No. 149	Prod	6	Fruit, Vegetables, Livestock	128.16
2	De Goree	Rem ptn 19 Farm 100	Fwes	116	Vineyards	117.15
3	De Goree	Rem ptn 19 Farm 100	Fwes	116	Vineyards	19.71
4	Bordeau Trust	Rem ptn 49 Farm 223	Lrad	50	Vineyard, Fruit, Lucerne	2.62
5	Bordeau Trust	Rem ptn 35 Farm 223	Lrad	50	Vineyard, Fruit, Lucerne	23.11
6	Bordeau Trust	Rem ptn 38 Farm 223	Lrad	50	Vineyard, Fruit, Lucerne	25.15
7	Robertson Development	Rem ptn 6 farm Appel	Lrad	3	Fruit, Vineyard, Recreation, Tourism	124.62
8	Bonnita	Ptn 100 Farm 174 Bosjesmansdr	Sett	39	Housing Project	32.45
9	Bonnita	Ptn 100 Farm 174 Bosjesmansdr	Sett	39	Housing Project	13.73
10	Na-Die-Oes	Rem ptn 6 Farm 174 Bosjesmansdr	Fwes	44	Vineyard, Fruit, Lucerne, Cashcrops	78.15

Table 5.3.5.1 Langeberg Municipality Land Reform Projects (Source: DRDLR, 2011)

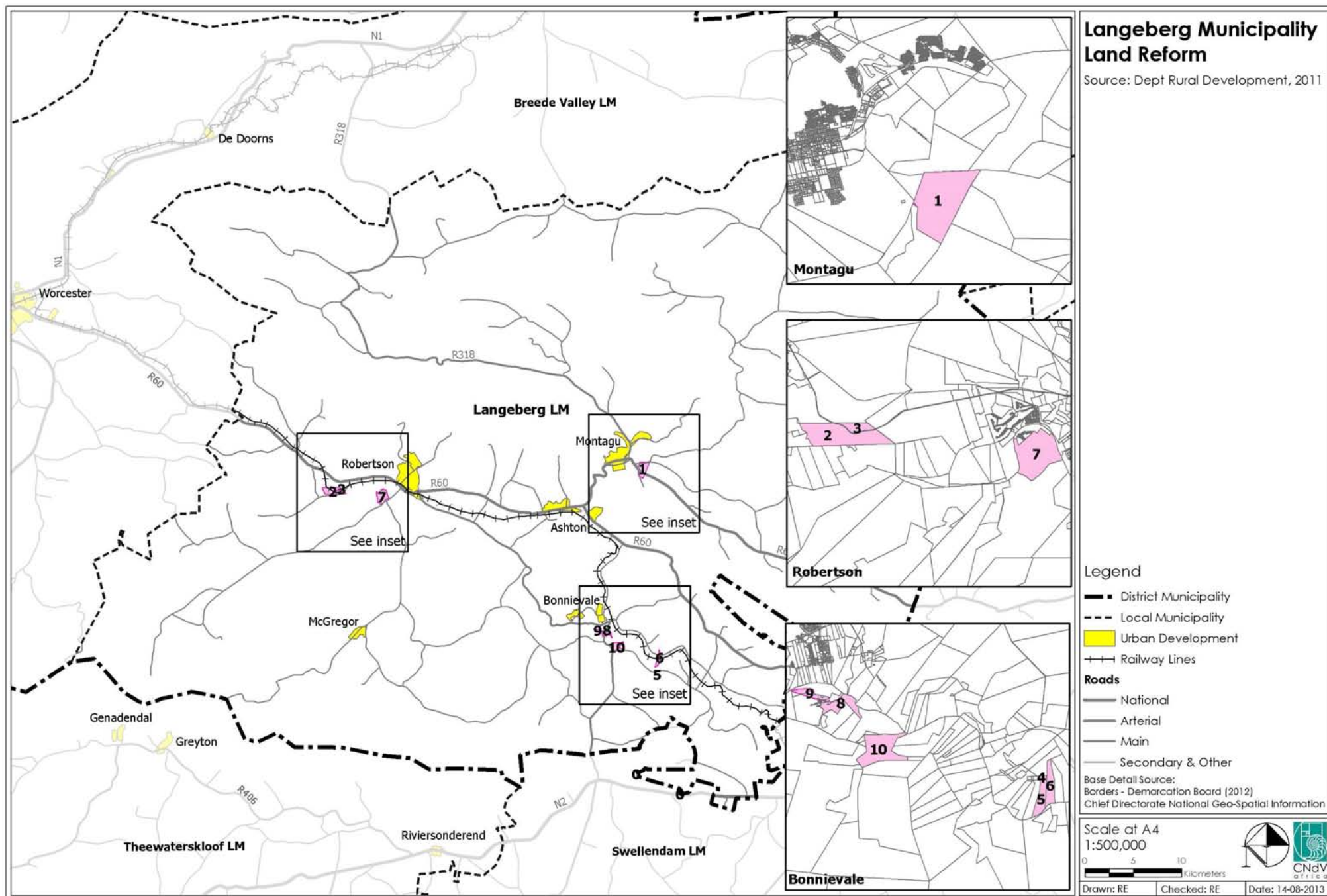


Figure 5.3.5.1 Land Reform Projects (Rural Development, 2011)

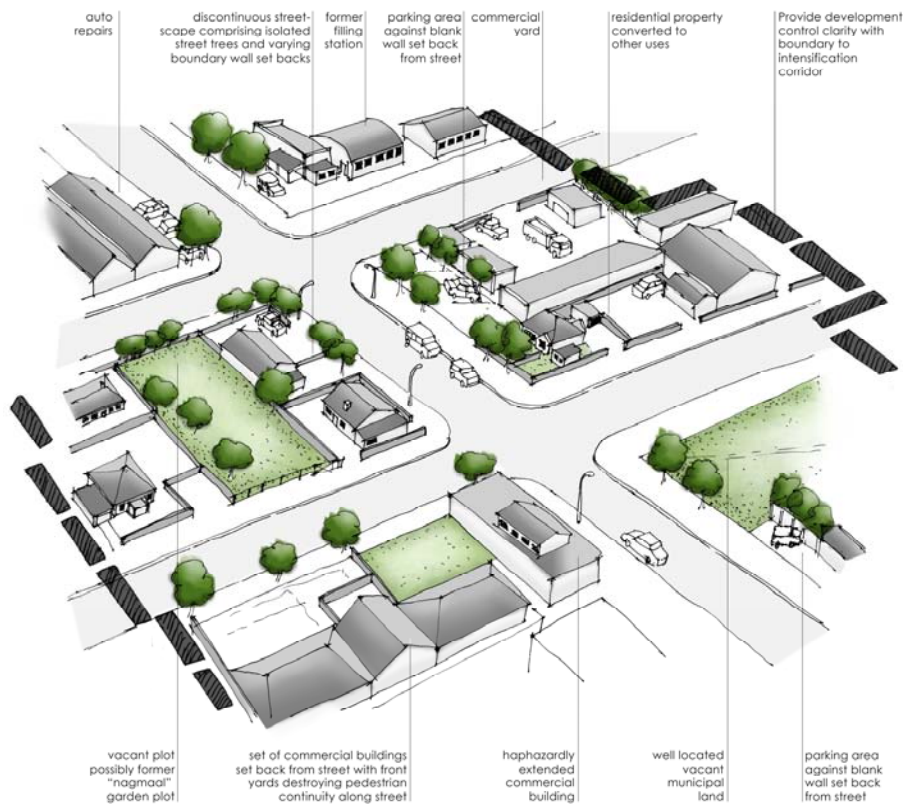
5.4 URBAN RELATED DEVELOPMENT

5.4.1 SETTLEMENT GUIDELINES

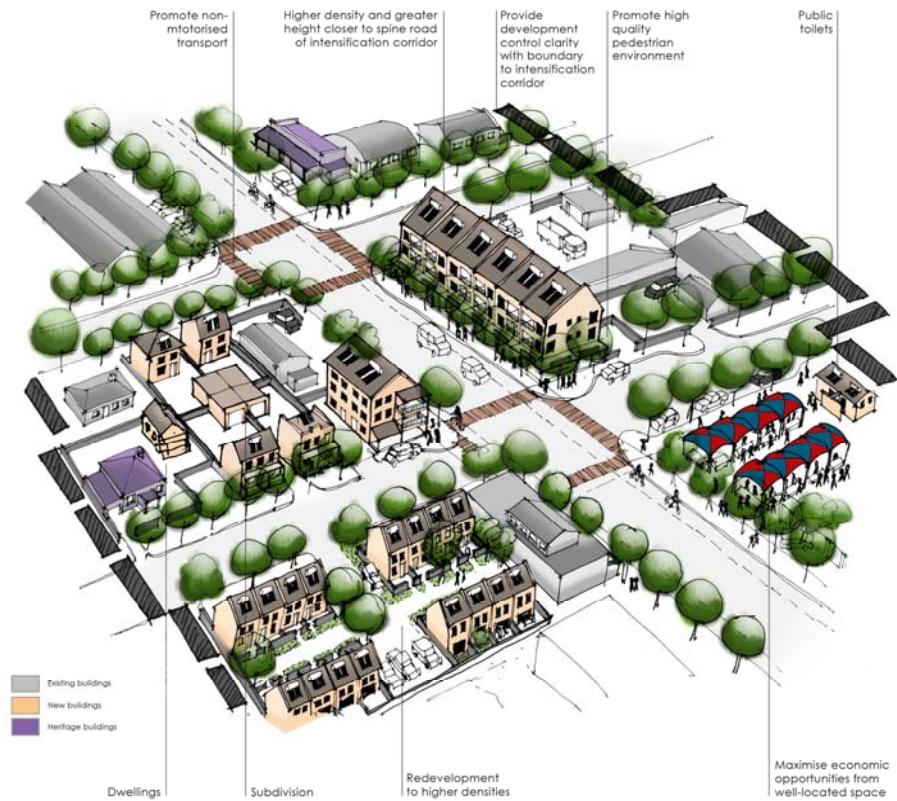
5.4.1.1 *Intensification Corridors and Linkages, see Figure 5.4.1.1.*

Principles:

- Sensitive infill and redevelopment of major arterial axis in clearly defined precincts;
- Corridors to concentrate activities and support its speedy initiation especially in more rural areas, should be delineated to include one erf on either side of the identified street, otherwise called the spine of the corridor;
- Show sensitivity towards existing heritage buildings;
- Enhancing the street experience through landscaping and guiding the architecture of new developments;
- Encourage a multiple level of entry into the economic market and enhance job creation, the intensification corridors should be limited to residential, office and retail uses and only compatible light industrial uses, e.g. non-nuisance manufacturing or craft activities that may require a retail outlet on the same premises;
- Define a single uniting structure of intensification corridors, nodes and linkages between town and township; and,
- Encourage supporting densification pattern and infrastructure provision.



Before Development



After Development

Figure 5.4.1.1 Intensification Corridors

5.4.1.2 Nodes

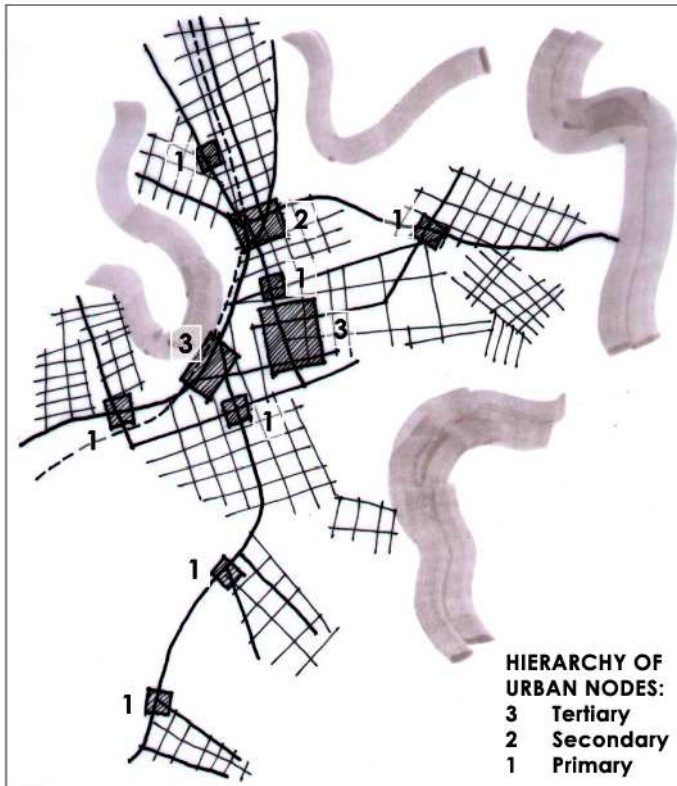
This will be shown at town level.

Three levels of hierarchy of urban nodes containing business and community facilities shall be clustered together as far as possible to provide satisfactory access and clustering of activities, see Figure 5.4.1.2:

- Tertiary: technikons, hospitals, courts, multi-purpose centres, regional or metropolitan transport interchanges, museums, art galleries, indoor sports complexes, regional shopping centres;
- Secondary: high schools, day care centres, hospitals, libraries, sports and community halls, sportsfields;
- Primary: primary schools, crèches, clinics, bus and mini-bus taxi stops; and,
- Nodes should be managed to concentrate the business therein and where growth is required, the node should be encouraged to grow along the corridor towards each other. This is to manage and prioritise in a strategic manner, the implementation of needed infrastructure and to provide the greatest opportunity of success of these business.

Principles

- ***Implement projects on a focused, strategic and hierarchical basis with the largest investments for higher order facilities that will be enjoyed by the greatest number of people.***



Clustering Civic, Commercial and Residential Activities

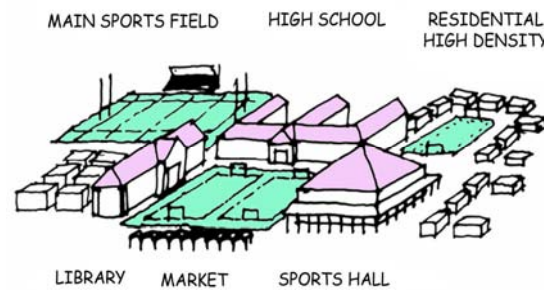
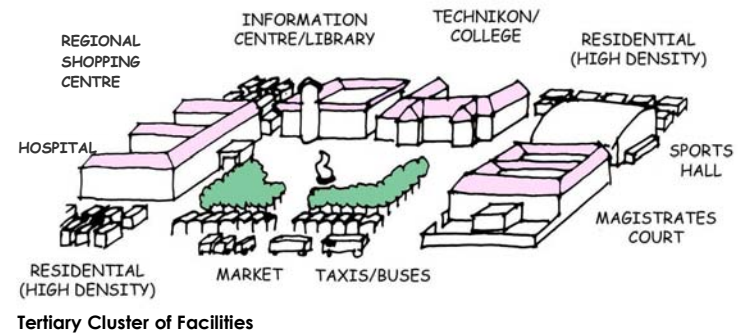


Figure 5.4.1.2 Sub-Centre Nodes

5.4.1.3 Land use integration and interface

The intensification areas are seen as the prime instruments for promoting integration between the towns and townships of the urban settlements.

Principles:

- **Locate activities (residential, transport, work, recreation, etc.) so that at least 50% of them are in walking distance;**
- **Sensitively locate the income groups within the 1km radius : e.g. very low not right next to the very high income;**
- **Locate most frequented activities in the most central / accessible localities, e.g. industrial and commercial;**
- **As a general rule Human Settlement schemes should not be targeted at a single income group exclusively, usually subsidy or Site and Service, but should always include at least a GAP housing and top structure subsidy component even if only comprising 10% or 20% of the units;**
- **The arrangement of the housing for the various income groups should be according to the principle of the socio-economic gradient with the higher end of the market closest to the main thoroughfare, see Figure 5.4.1.3;**
- **Use all well located vacant land, i.e. within 1 to 2kms of urban centres; and,**
- **Locate all future residential areas within walking distance of urban centres where space permits; and,**
- **Locate all future subsidy housing within walking distance of nodal centre where space permits.**

Interface principles:

- **The change between different schemes must happen along the midblock and not across the street;**
- **Residents must be given freehold tenure, i.e. title deeds immediately so that shack upgrading will commence as soon as possible;**
- **In Montagu, Robertson, Bonnievale and Ashton there are developed housing projects that are still owned by the municipality, i.e. transfers to beneficiaries has not taken place as yet;**

- **The Provincial Department of Housing could consider establishing a task team of conveyancer's experienced in human settlement scheme transfers; and,**
- **The more formal the units the closer they should be to the main public thoroughfare or adjacent upmarket housing.**



Well-located BNG housing project in Langebaan surrounded by up-market housing

Commercial	7%
Industrial	7%
< R800 pm	8% (VLIG/S)
R800-2399 pm	17% (NHS)
R2400 - 3499 pm	10%
R3500 - 8199 pm	31%
R8200 - 11400 pm	13%
Public Open Space	

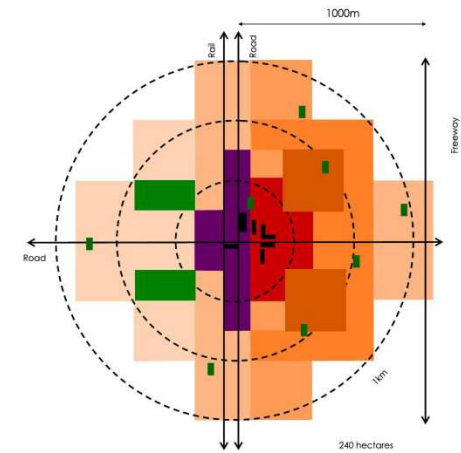
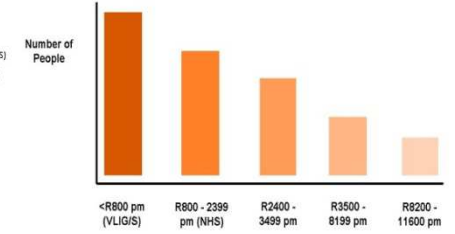


Figure 5.4.1.3 Socio-economic integration and Interface Treatment

5.4.1.4 Urban Edge

These should be reviewed to ensure that:

- Sufficient protection is given to land requiring protection, inter alia, the agricultural land currently under cultivation;
- That compaction rather than expansion of urban settlements is encouraged to promote non-motorised transport modes where appropriate;
- Furthermore, it should be noted that all of the low income settlements are located in one side or "slice" of the settlement only and their extensions all move outwards along this axis;
- Urban Edges which provide sufficient land for the industrial, residential and commercial development of the needs of the area for about 20 years, given the current growth rate, is proposed around the existing urban footprint; and,
- It is proposed that these urban edges only be realigned based on actual need and once all the existing under or unutilized vacant land has been developed.

5.4.1.5 Infill, Densification and the Suburbs

It is clear that significant infill and densification is required in order to restructure the settlements in the Municipality.

Well located land has been identified to contribute to this important goal.

Guidelines for the settlements will be given.

5.4.1.6 Wind and Solar Farm Siting Principles

The following wind farm siting principles are proposed to be used as a first set of questions to guide potential developers of wind and solar farms. Terrain suitability need to be investigated and should include the following typical aspects in the design process:

- Slopes by gradient classes;
- Rocky areas;
- Soil type and permeability;
- Natural watercourses and areas with high water table, Rainfall data; and,
- Vegetation.
- **Slope**
 - Wind Potential – slopes up to a certain gradient orientated towards prevailing wind directions tend to augment average wind speed;
 - Visibility – wind farms on slopes have increased visibility;

- Road layout and design – slopes to be considered in road layout to reduce erosion potential of road run-off, rock-fall and landslide potential;
- Tower foundation design – need to consider falls across the platforms; and,
- Re-vegetation – steep road verges and cuts require re-vegetation to reduce sedimentation from run-off.

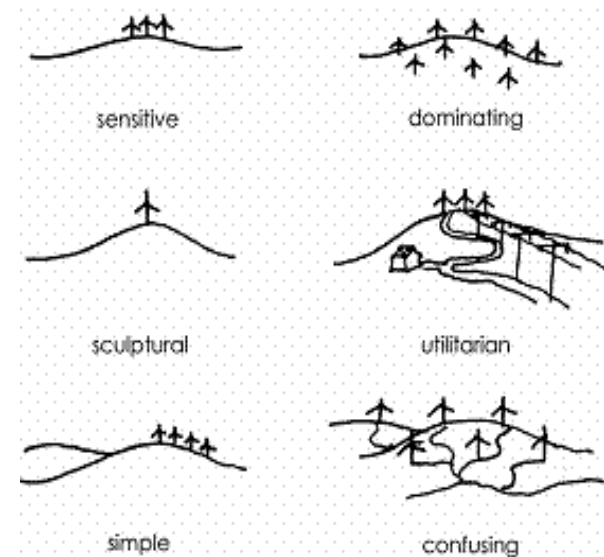


Figure 5.4.1.6a Location options for wind turbines

- **Geology**
 - Need highly stable underlying geology for heavy wind turbines; and,
 - Investigate existence of bedrock, subterranean voids and possible seismic activity.
- **Soils**
 - Potential for erosion; and,
 - Soil types influence road construction and re-vegetation.
- **Surface Hydrology & Groundwater**
 - Design of roads and treatment of runoff from roads and disturbed surfaces to reduce sedimentation and eliminate erosion.



Figure 5.4.1.6b Wind farm near Klipheuwel outside Durbanville, Western Cape

- **Vegetation**
 - Detailed vegetation assessment if the proposal is not in an agriculturally disturbed area;
 - Assessment should include location and condition of:
 - Extent of disturbed or alien vegetation;
 - Extent of any natural vegetation;
 - Indigenous and endemic species; and,
 - Rare and threatened species.



Figure 5.4.1.6d Solar farm in Touws River



Figure 5.4.1.6c Visual simulation of wind turbines, Western Cape

5.4.1.7 Infrastructure

The following principles shall apply:

- Ensure a base level of services only is available for all residents in the Municipality including those households qualifying for indigent grants;
- Where possible implement GAP housing schemes as part of subsidy projects so as to help cross-subsidise required infrastructure projects;
- For low density settlements, where the high cost of conventional grid services are prohibited and not preferred and to promote sustainable use of natural resources reduce dependency on conventional grid services, the following are proposed:
 - Promote the use of solar hot water projects so as to help cross-subsidise infrastructure costs;
 - Promote use of solar of water heaters, PV panels, grey-water recycling, waste separation at source, and passive building design to as to minimize energy, solid waste and water demand, see Figures (a) and (b); and,
 - Encourage rainwater harvesting and grey water (water from hand basins and kitchen sinks) recycling, see Figure (c).

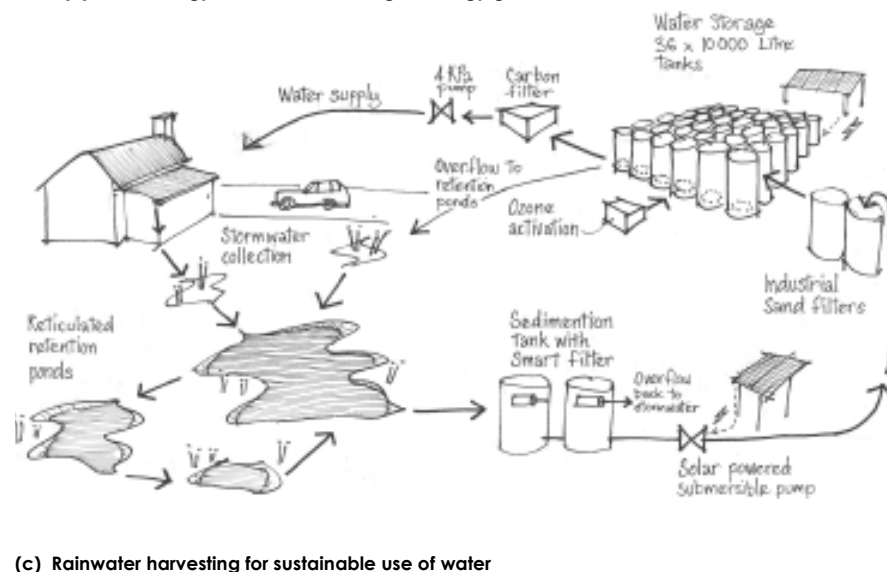
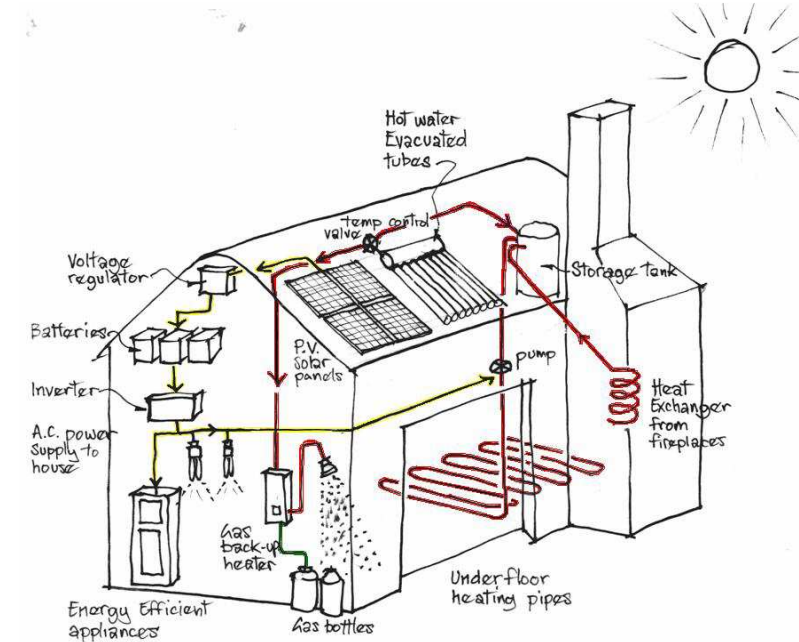
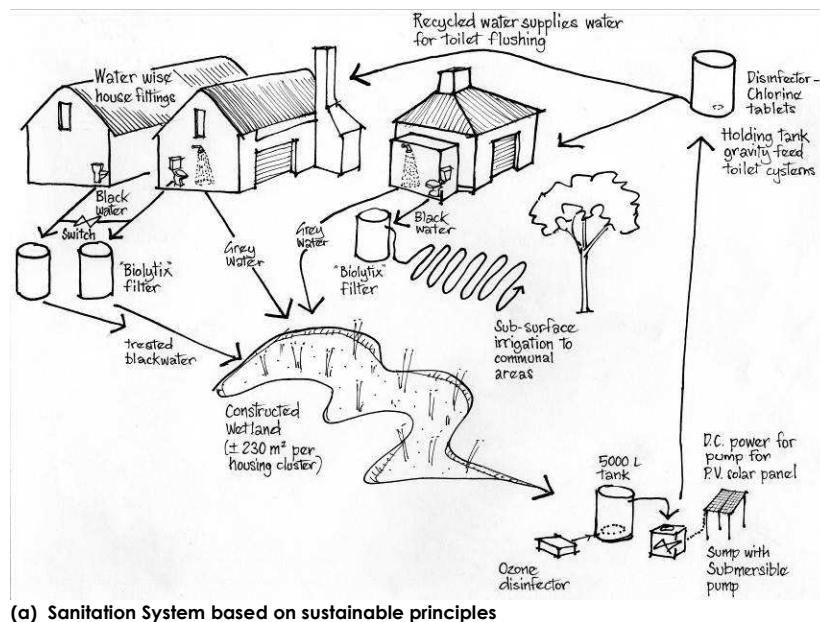


Figure 5.4.1.7 Off-grid infrastructure options

5.5 URBAN DESIGN GUIDELINES

- | | |
|--|--|
| <p>UD1 Create open space systems that integrate the elements of a settlement to contribute to a meaningful urban structure. This can be done by:</p> <ul style="list-style-type: none"> • Providing connectivity between open spaces; • Establishing linkages between open spaces; • Aligning the open space system with public buildings; and • Ensuring an improved quality of linkages through the continuation of special activities or functions along major routes. <p>UD2 Link symbolic elements (statues) or public facilities (library, clinic, etc.) to open spaces in relation to their importance and character.</p> <p>UD3 Ensure the definition of the public spaces through the effective design of an interface between public and private domains.</p> <p>UD4 Create visual recognition and surveillance along open spaces and public routes. This can be achieved through:</p> <ul style="list-style-type: none"> • Locating buildings around open spaces and streets so that sufficient enclosure is created; • The appropriate height of buildings; and • Locating the highest buildings to the southern side of the open space, with lower buildings or trees on the northern side. <p>UD5 Markets should be permitted at highly accessible locations in terms of the movement network and urban structure to ensure the greatest viability possible. These locations could be modal interchanges and intersections.</p> <p>UD6 As a general rule the erection of shopping centres on the periphery of settlements should be discouraged. This should only be permitted if the intention is to initiate a new urban node at the specific location and the proposed shopping centre development is in line with the growth direction of the settlement.</p> <p>UD7 Accommodate a variety of users in and uses along the streets by doing the following:</p> <ul style="list-style-type: none"> • Concentrate intensive activities along major vehicular and public-transport routes; • Locate majority of public buildings and increase densities along these routes; and • Locate buildings closer rather than further from the streets to increase pedestrian activity, a sense of enclosure and surveillance. | <p>UD8 Create appropriate road cross-section widths that can provide for vehicle traffic, parking, pedestrian movement, cycling and landscaping.</p> <p>UD9 Urban block length should promote access (penetration) and encourage economic activity by orientating the short side of blocks to major streets wherever possible.</p> <p>UD10 Space buildings from each other to provide adequate solar access to buildings. In this regard the roof pitch of buildings should be orientated so that roof solar panels have a maximum continuous direct access to the sun.</p> <p>UD11 Any proposals for the redevelopment of existing buildings should consider their heritage value, elements of the vernacular architecture and, where possible, retain these important elements. Similarly, the historical characteristics of existing buildings should be considered to draw from their elements that could be integrated into the design and construction of new buildings close by.</p> <p>UD12 The use of local materials should be encouraged in the construction of new buildings.</p> <p>UD13 Encourage appropriate water-wise landscaping.</p> <p>UD14 Ensure that the main streets of the urban areas are appropriately landscaped to encourage a pleasant gateway treatment into the settlements.</p> <p>UD15 The public realm and buildings must be designed and managed to maximise, consistent with other legitimate goals, the potential for passive surveillance.</p> <p>UD16 Built environments must be designed, detailed and managed to make them legible for users, especially pedestrians and cyclists, without losing the capacity for variety and interest.</p> <p>UD17 Legibility must be promoted in both the overall structure and form of the environments and in appropriate detail within them.</p> <p>UD18 Security must be supported by designing and managing spaces and buildings to define clearly legitimate boundaries between private, semi-private, community-group and public space.</p> <p>UD19 Territoriality must be delivered without significant loss of surveillance.</p> |
|--|--|

- UD20 A feeling of individual and community ownership of the public realm and associated built environments must be promoted to encourage a level of shared responsibility for their security.
- UD21 The built environment must be designed and managed to reduce or limit risk from assault by providing well-lit, active and overlooked places and pedestrian and cyclist systems and routes to important places.
- UD22 The design and management of places must avoid creating or maintaining hidden spaces close to pedestrian /cyclist travel routes in the public realm, in ways that remain consistent with the purpose of the place.
- UD23 The design and management of places should provide a variety of routes and other ways to avoid potential or actual problems.
- UD24 The pursuit of safety should be delivered in ways consistent with the purpose of the place. (Queensland Government, 2007)

5.6 POTENTIAL RURAL NODES AND PERIODIC RURAL MARKETS

The potential of rural nodes is derived from the rural economic opportunities that are generated by their location and “attracting force”. However, in some nodes these forces are so small that permanent infrastructure or services cannot justify permanent buildings or staff.

Initially, these nodes, can be supported through periodic markets at which mobile services, for instance, home affairs, pension pay outs, clinics, libraries can be dispensed.

This approach could be applied at settlements with low threshold populations to ensure that the necessary services can be provided.

Where such facilities do not exist, periodic service centres should be established for co-ordinated use by a wide variety of government, non-government and private organisations.

These periodic service centres should be located at points of highest access according to the same principles.

The services of various government departments and private sector organisations should be co-ordinated into a mobile caravan of dedicated buses and vans which travels from periodic service centre to periodic service centre stopping for morning or afternoon sessions as appropriate.

Local arts and crafts people and business people should be encouraged to trade in the stop-over periods of the mobile service caravans at the periodic service centre. The location of shops and abattoirs should also be encouraged here.



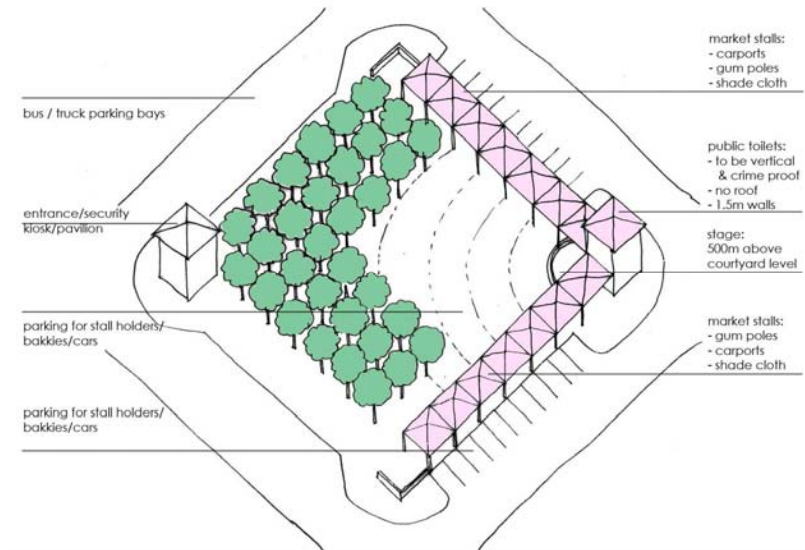
Library bus



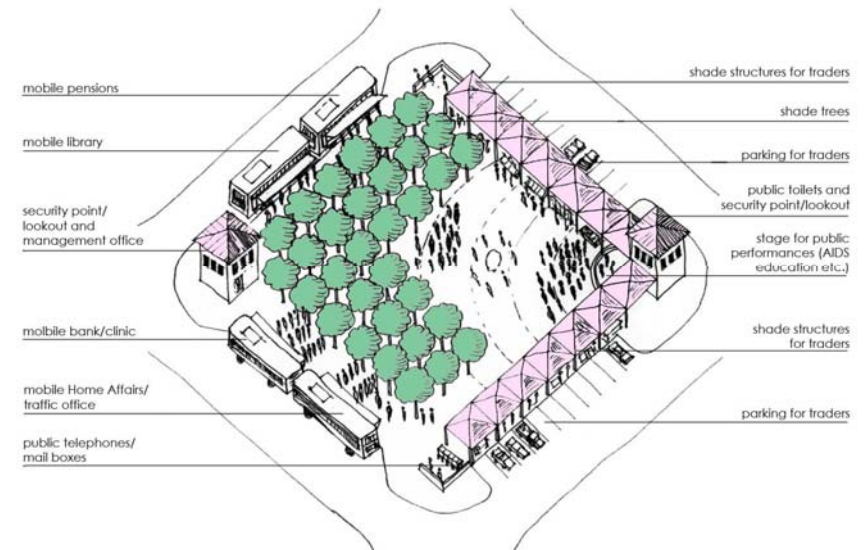
Home Affairs bus



Mobile clinic



Periodic service concept



Periodic service activities

5.7 SETTLEMENT HIERARCHY AND STRUCTURE

Langeberg Municipality's settlement hierarchy and structure comprises the following:

- Robertson – administrative, retail, tourist centre – gateway to the municipality:
 - Wine industry is important in the municipality (wine grapes account for 57% of the permanent crops in the municipality);
 - Its heritage resources require greater promotion and conservation initiatives; and,
 - Care needs to be taken with the architecture, urban design and landscaping for existing development and new proposals at the eastern entrance to the town;
- Montagu – heritage and tourist centre as well the processing of agricultural products especially dried fruit;
- Ashton – industrial centre particularly in need of urban upgrading, restructuring and integration;
- Bonnievale – agricultural service and agri-industry centre in need of urban upgrading, restructuring and integration; and,
- McGregor – heritage and tourist village – care must be taken to ensure that low income housing is sensitively designed, see section 5.4.1.3.

Sections 5.8 – 5.12 describe the SDF proposals per town in the municipality. Each section contains the following maps:

- Aerial photograph;
- Analysis map;
- Initial draft conceptual development framework; and,
- Draft Spatial Development Framework.

It is important to note the following:

1. The initial draft Conceptual Development Framework is the first proposal map prepared for each town. This initial draft CDF was then workshopped with the Department of Environmental Affairs and Development Planning and the Langeberg municipality. These initial proposals were also advertised for public comment for a period of 30 days.
2. The draft SDF is the final SDF for each town incorporating the various comments received during the workshops and meetings noted above.

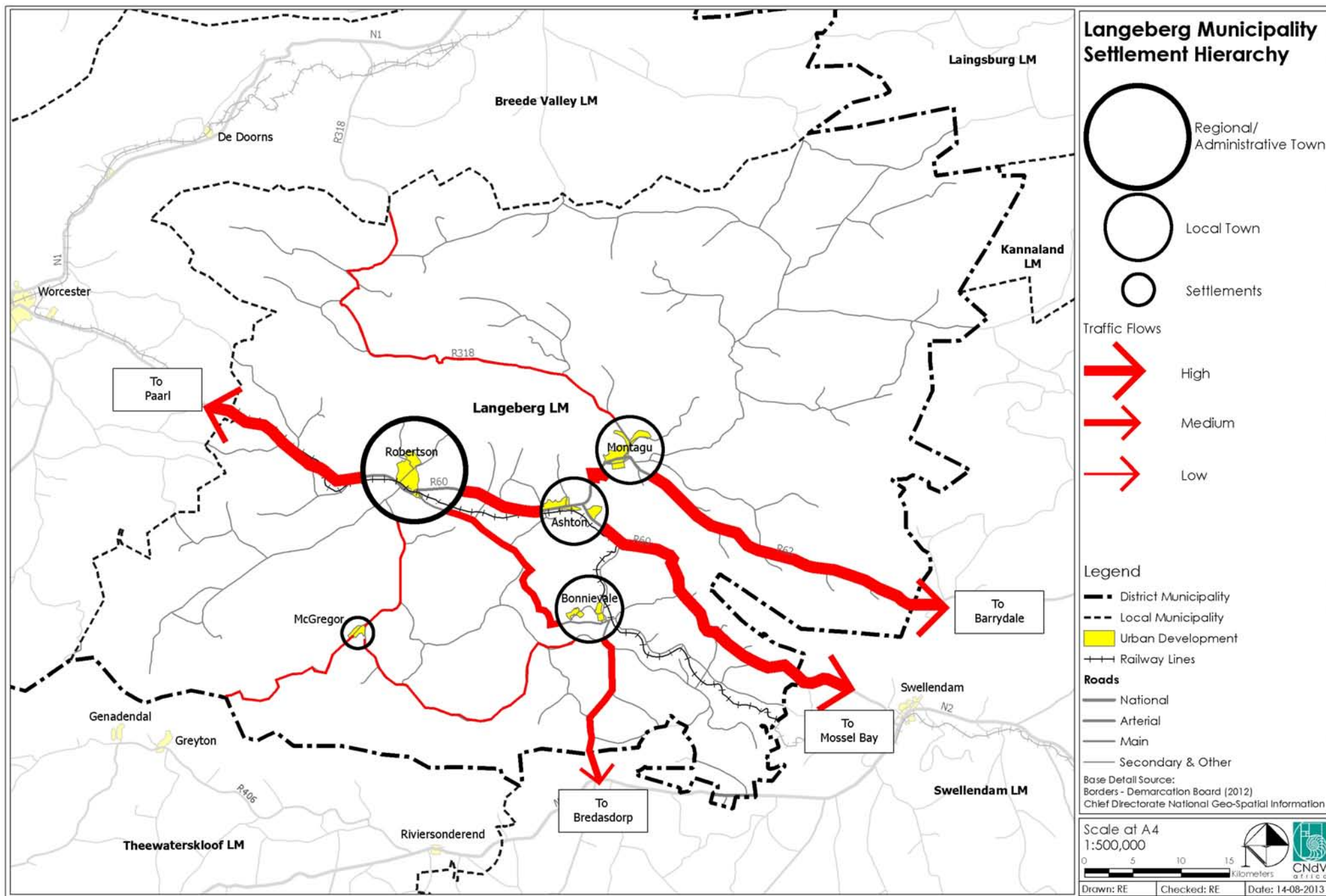


Figure 5.7.1 Settlement Hierarchy

5.8 ROBERTSON (population: ± 28 000)

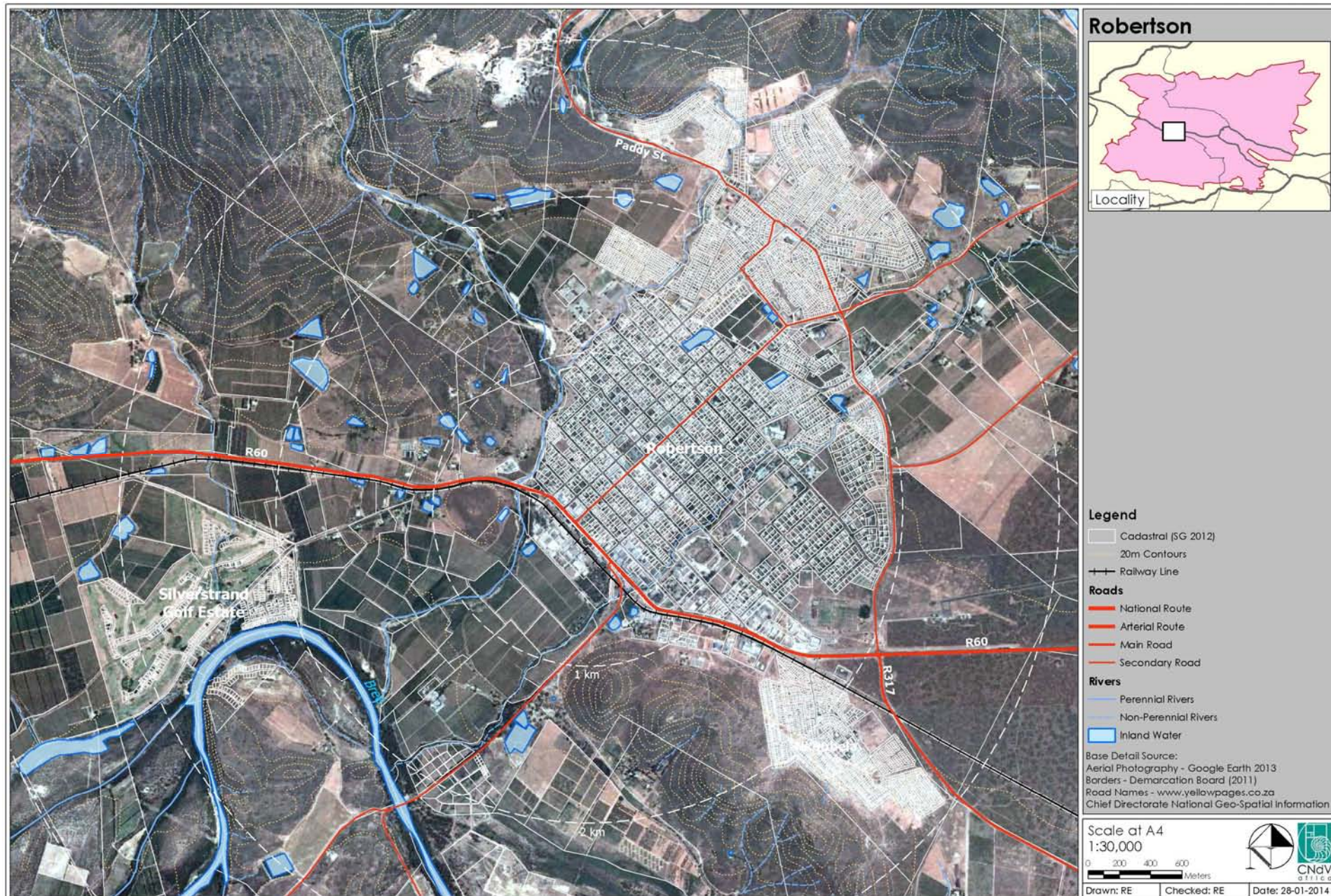


Figure 5.8.1.1 Robertson: Aerial photograph

5.8.1 SPATIAL ANALYSIS, see Figure 5.8.1.2

Sub-regional location

- Strategically located on the R60 between the N2 at Swellendam and the N1 in Worcester. This route is increasingly used as an alternative route to Cape Town by travelers along the N2/Garden Route;
- Robertson is fortunate that this route cuts through the western periphery of the town and does not bypass it, although this gives rise to the need for careful management of road freight traffic. This situation is unlikely to change due to the challenges of the surrounding topography; and,
- The rail line between Cape Town and George also passes through the western periphery of the town and again Robertson is well located as this line is likely to see increased traffic in the future as attention is turned to this mode for freight and even a high speed passenger link between these two areas.

Layout pattern

- The historic part of Robertson was laid out as a rectangular Voortrekker Rydorp with the long streets leading water from the Willem Nels river laid out perpendicular to the contours;
- The main routes of the town are Church street, terminating at the church and leading to Ashton, and Paul Kruger which led from the rail station, and intersects with Church street in front of the church;
- Robertson North developed during the apartheid area as a series of extensions with mainly curvilinear street grids on the hills to the north of the town. Its main access route is via a dogs-leg away from Paul Kruger, the more direct route to the north, along Wesley street;
- Nqubela to the south is also laid out as a series of extensions with curvilinear grids. The township is relatively cut off from the rest of the town across the R60 and the rail line over two level crossings. It is likely that these unprotected level crossings cannot remain if the rail service is to be increased, even if controlled; and,
- Paddy street/Johan de Jongry avenue has become an important north south link between Robertson north and Nqubela. It intersects at the R60/R317 traffic circle at the important eastern gateway. The design of future development could either introduce Robertson as a unique and exciting Breede Valley tourist and service town or reduce it to a standard shopping mall and service station as found in most South Africa towns.

Urban quality

- Robertson's urban quality ranges from:
 - an increasingly exciting and edgy range of restaurants, wine and specialty retail shops along the upgraded and landscaped R60/Voortrekker road corridor parallel to the rail line;
 - a large but sometimes shabby and not well publicized group of heritage building in the town centre;
 - a Victorian and Art Deco shopping precinct with some out of character recent additions in a block bounded by Adderley, Paul Kruger, van Reenen and Reitz streets;
 - Robertson North's upgraded, in many cases substantially, subsidy housing from the 1960s and 1970s on relatively large plots and wide streets. The older areas have relatively mature trees and landscaping; and,
 - Nqubela comprises mainly small subsidy housing, some of which has been upgrading but much of which is relatively new. There are a significant number of informal dwellings and many of the streets are gravel.

Challenges and potential

- Approx. 80 hectares of land is required to house the existing backlog (gross 40 du/ha) and the demand for more middle income retail, commercial and industrial space can be anticipated, particularly if the town improves its appearance and urban management still further and realizes its potentials;
- Residential development immediately north of the Cactus Garden site will be constrained by the airfield safety approach zones and possibly in the future by the 55dba noise contour should air traffic increase substantially; and,
- These include the opportunity presented around the traffic circle to integrate Nqubela and present a new and exciting eastern entrance to the town if urban design, architecture, landscaping and engineering is properly managed.



R60/Voortrekker Road upgrading



Robertson North: Open space cnr Paddy/Wesley street



Nqubela: Informal settlement

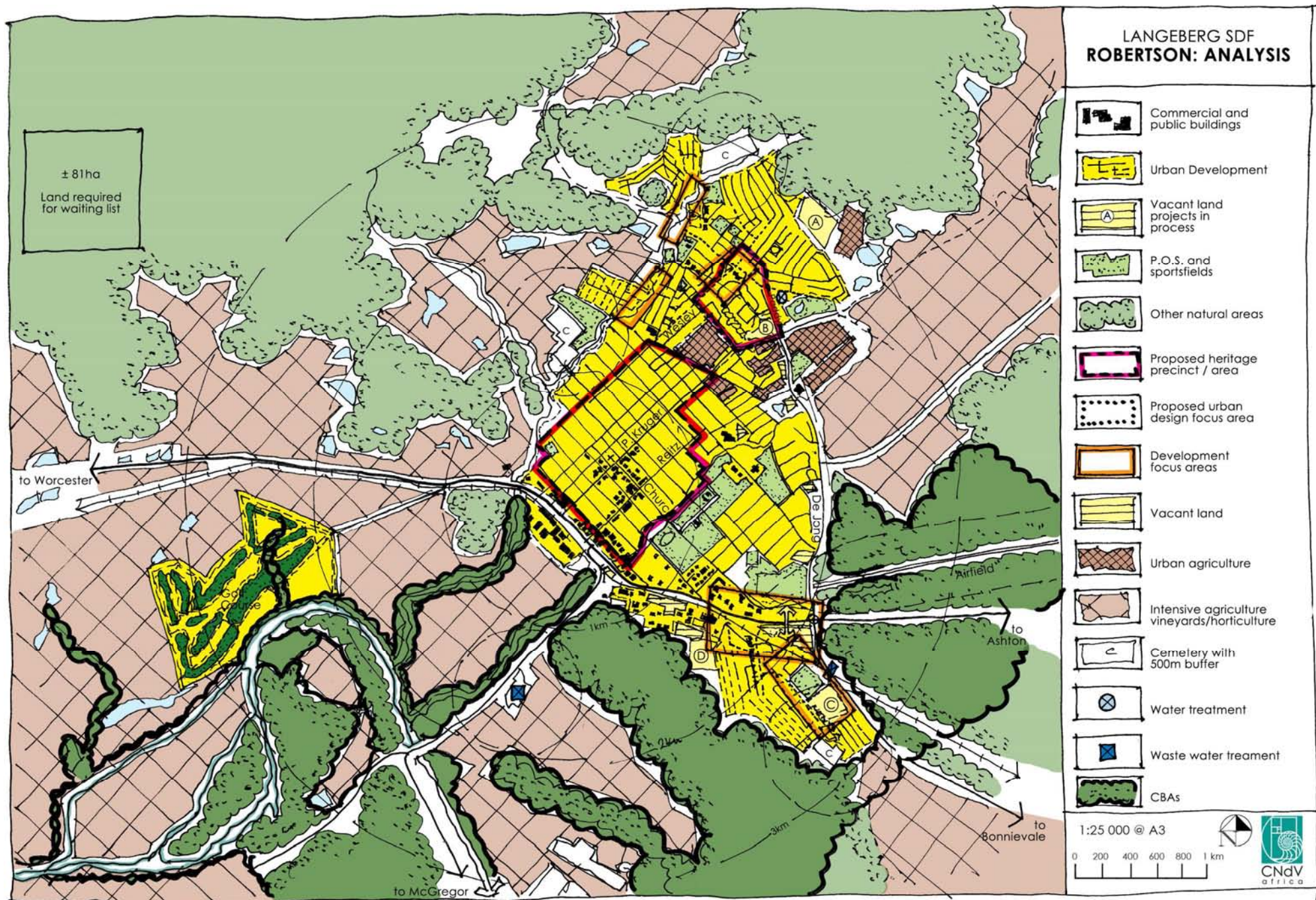


Figure 5.8.1.2 Robertson: Analysis

5.8.2 ROBERTSON: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.8.2.1

General: Robertson is well placed In terms of the National Development Plan's (NDP) key economic drivers of agriculture, agri-industry and tourism and can expect considerable growth in the future, especially if the town is well managed spatially and aesthetically, and with respect to services, including "crime and grime". Due regard must be paid to the attractiveness of its townscapes for residents and visitors alike.

5.8.2.1 Core landscape areas

- Upgrade river corridors through the town as positive open spaces lined with pedestrian/cycle ways and street lights including two NDP Focus Areas along the upper reaches of the Willem Nels River in Robertson North;
- Retain Urban Culture (Urban Vineyards) as important heritage and sense of place elements in Robertson North. Investigate further urban agriculture opportunities, especially for community gardeners;
- Investigate necessary steps including offsets to realign CBAs impacting on proposed New Development Area 20; and,
- Investigate the agricultural potential of New Development Area 21.

5.8.2.2 Urban Development

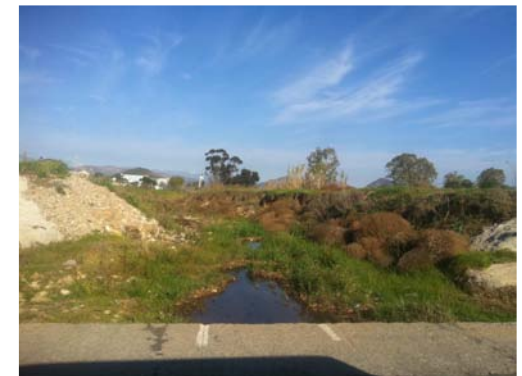
- Demand for urban development is expected in all economic sectors and income groups beginning with 80 ha required for waiting list;
- It is proposed that this should be accommodated as a series of integrated components in a number of smaller mixed use, mixed income projects including GAP (Flisp) housing and open market housing where appropriate, see section 5.4; and,
- 25 potential New Development Areas have been identified requiring further investigation. There have already been proposals on some of them.

5.8.2.3 Heritage Areas

- Robertson has a large and intact resource of historic buildings sufficient to create a heritage precinct of provincial or even national significance on a scale of towns like Stellenbosch and Graaff Reinet; and,
- The centre of the town should be proclaimed a heritage precinct and a major campaign launched to encourage building owners and tenants to improve their buildings. This should be supported by the municipality upgrading the public realm; trees, sidewalks, street furniture paving of intersections and facilities for NMT traffic.

5.8.2.4 Urban Restructuring

- Historically Robertson has accommodated growth by expanding on the northern and southern peripheries;
- This growth direction incurs significant costs in terms of rendering services, the distances that residents have to commute and the difficulty of creating economic opportunities and employment creation in such marginal locations;
- Therefore, it is proposed that the current NDP proposals around the Cactus Garden be elevated into a major urban restructuring program This would include:
 - Promoting and/or consolidating 3 nodes; 1)Voortrekker road as the western gateway; 2) Cactus garden and the traffic circle and its surrounds as the eastern gateway and a new node at the P Kruger/Johan de Jongry/Paddy street intersection;
 - Upgrade Johan de Jongry avenue as one of the major boulevarded mixed use activity routes of the town; and,
 - Upgrade Church street as a direct link from Cactus Garden to the historic retail core;
- Node 1: - continue the upgrading and encourage buildings to have a contemporary high quality appearance;
- Node 2: this should be a new node. This node is seen as having more potential than the Wesley/Paddy street T intersection as this can only accessed via a dogs leg and T intersection, because it is on the direct routes of P Kruger and Johan de Jongry If possible the existing project on site B should be amended to take advantage of the potential of this intersection;
- Node 3: This should be a major urban restructuring project attracting National Treasury finance for the public infrastructure. This should include a rail viaduct to raise the rail line over Burwa road and the R317. (1500m at 2%, 5.6m clearance over the roadways (SANRAL guidelines)) This will open up land at grade to Nqubela;
- It is extremely important that all the currently proposed and future projects for this area are guided by an overall urban design precinct plan covering architecture, landscaping, public facilities, road geometric design and signage; and,
- Stormwater management should be undertaken for NDA 16 as the site currently performs a stormwater retention function.



Robertson North: upper reach of Willem Nels River requiring upgrading as ecological corridor and user friendly public open space



Reitz street: Examples of buildings with heritage character



Section of rail line to be elevated to enable linkages from Nqubela (right) across to Cactus Garden site (left)

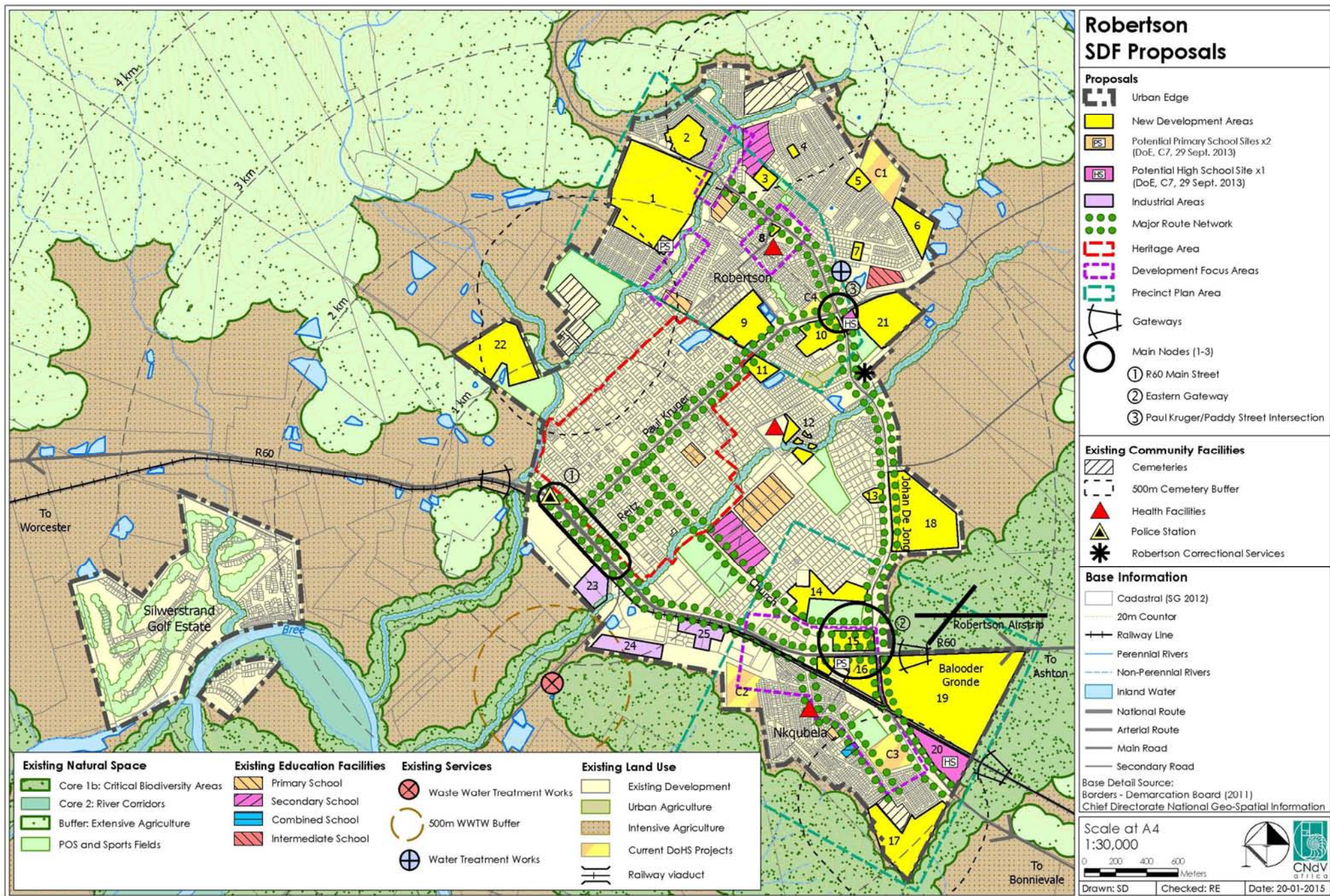


Figure 5.8.2.1 Robertson: Draft Spatial Development Framework

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	26.35	Mixed use residential with possible school site and allow for POS corridor linkage from Urban Edge through to portion of Site 2. Encourage urban agriculture where possible.	
2	4.59	GAP, social housing with good views, allow for POS corridor linkage to west across Site 1 to Urban Edge.	
3	1.30	Residential	
4	0.40	Residential: 50% retain balance as centrally located kick-about to serve surrounding residential area.	
5	1.26	Residential; Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
6	4.33	Residential; Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
7	0.67	Residential: Retain 2000m ² to serve as kick-about for surrounding residential area.	
8	0.31	Possible market site, investigate Site 10 also for optimum location.	
9	7.59	Mixed use residential: Encourage urban agriculture where possible.	
10	4.76	Mixed use residential with small scale commercial abutting intersection. Investigate possible location for market site, see Site 8 also.	
11	2.05	Mixed use residential: Encourage urban agriculture where possible.	
12	2.13	Residential with single sided roads to be planned along POS abutting river corridor.	
13	0.97	Residential with possible small scale commercial. Investigate taking minor access off Johan de Jong.	
14	5.97	Medium density residential with single sided road abutting dual purpose POS as community recreational area and protecting western runway approach.	
15	3.37	Mixed use commercial – design to be guided by overall gateway precinct urban design framework to be strictly managed so as to maximise entrance quality to Robertson from east.	
16	6.21	Mixed use commercial – design to be guided by overall gateway precinct urban design framework to be strictly managed so as to maximise entrance quality to Robertson from east – optional high school site.	
17	11.07	Existing informal settlement: GAP, social housing on higher north facing slopes with better views and IRDP at lower levels (Draft layout under consideration). Urban Design and landscape guidelines to be prepared and strictly enforced due to high visibility of this site to tourist traffic from west. Open space link abutting eastern boundary to be as wide as possible.	
18	16.67	Property sold to private developer.	
19	38.92	Mixed use residential with possible school site. Encourage urban agriculture where possible. New urban village site with TRA and primary school in centre enclosed by IRDP housing which, in turn, is surrounded by GAP/social housing. The R60 and R317 edges can contain mixed use small scale commercial facing frontage/service roads and strongly treed and landscaped.	
20	5.36	Investigate for high school site.	
21	9.31	Mixed use residential. Encourage urban agriculture where possible.	
22	11.78	Market related residential.	
23	3.68	Industrial extension: check flood lines.	
24	3.98	Industrial extension	
25	3.24	Industrial extension: check access rights to all properties	
Total	178.78		

Table 5.8.1 New Development Areas: Robertson

5.8.3 RELATIONSHIP BETWEEN THE SDF AND HSP

The Robertson housing backlog is approximately 3 231 units. This represents a land requirement of approximately 80.8 ha (density of 40u/ha).

The following projects, see Figure 5.8.2.1 and Table 5.8.3.1, forms part of the housing pipeline for Robertson and are in various stages of implementation:

Project Description	Earliest Implementation	Number of Units
3151: C1 Robertson Nkqubela Erf 136 IRDP/FLISP	Current	125 Erven 123 Top Structures
3153: C2 Robertson Muiskraalkop Erf RE/2 IRDP	Current	132 Erven 128 Top Structures
3152: C3 Robertson Erf 4024 IRDP	Current	53 Erven 52 Top Structures
3198: C4 Robertson Heights Erf 2981 IRDP	2014/15	106 Erven 106 Top Structures

Table 5.8.3.1 Robertson Project Pipeline Projects (Source: HSP, 2014)

Various sites have been identified for BNG and GAP housing, see Figure 5.8.2.1.

Other general information is as follows:

Town Hierarchy /Housing Pipeline / SO6 and Informal Areas	
First Hierarchy Town	Largest town
BNG Units Planned in HSP as per Project Pipeline	291 Units
GAP/CRU Units Planned in HSP as per Project Pipeline (Need of 680 units – 30-35 u/ha)	134 Units
Bulk Services	To be addressed where applicable
Informal Areas	Municipality cleared 2010 informal area / Balance to be planned as a new transfer camp
Available Land / CNdV 2014 SDF BNG, Mixed Use and GAP (Depending on actual demand)	86.35 ha 3 454 Units 223 Units Surplus

Table 5.8.3.2 Robertson General Information (Source: HSP, 2014)

The various sites identified are subject to the final/detailed SDF plan for Robertson, see Figure 5.8.2.1.

5.9 MONTAGU (population: ± 15 100)

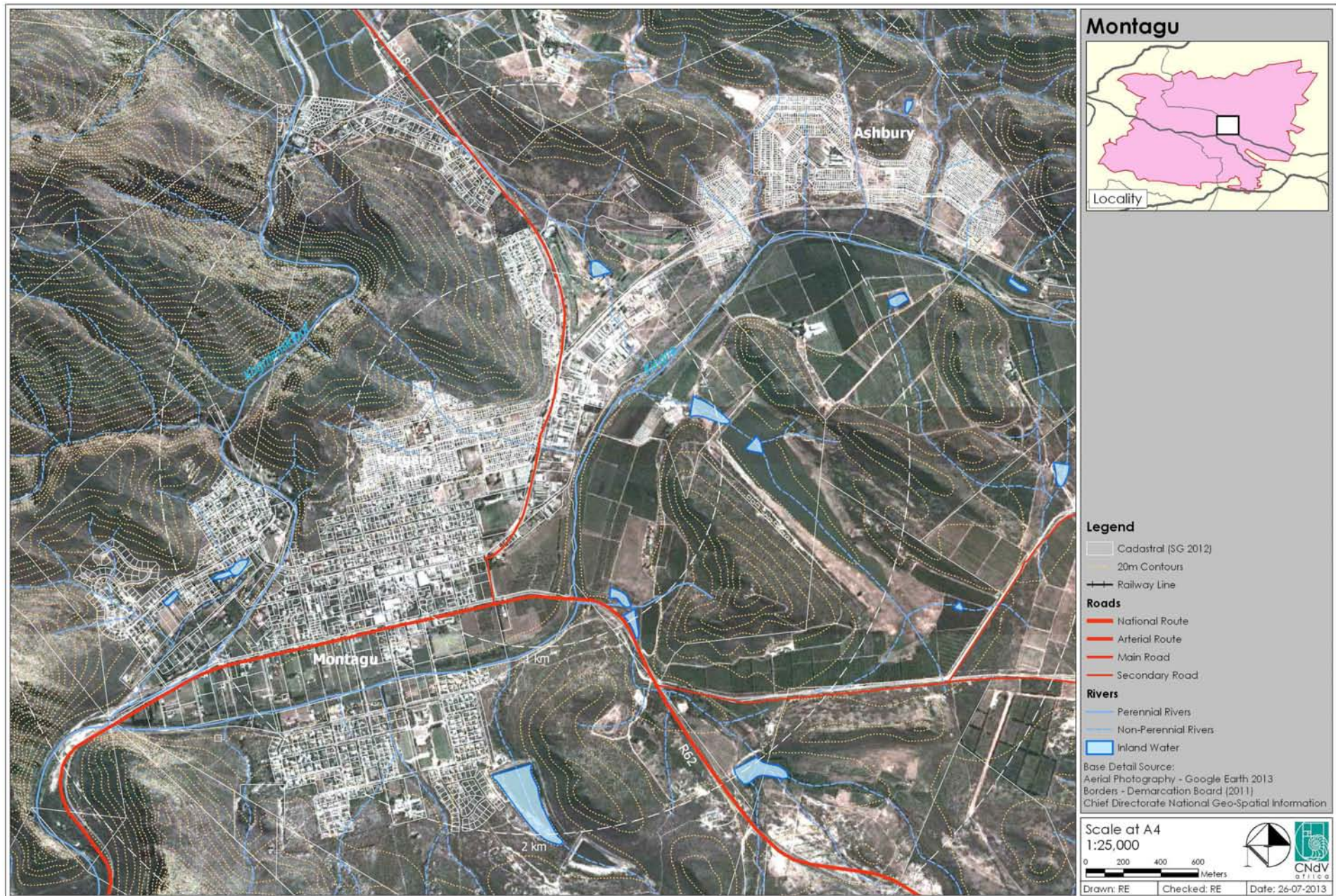


Figure 5.9.1.1 Montagu: Aerial photograph

5.9.1 SPATIAL ANALYSIS, see Figure 5.9.1.2

Sub-regional location

- Few towns in South Africa have such a dramatic location. The Breede River Valley entrance through the Kogmanskloof gorge passes under a spectacular "hole-in-the-wall" blasted by Andrew Geddes Bains in 1854; and,
- This location is the confluence of both river, Kogmanskloof, Keisies and Kingna river, and road systems; the R318 from the N1 national route passing through the Koo valley and the R62, passing through the Keisies river en route to Barrydale and the remainder of this well-known tourist route terminating in Uniondale some 400kms to the east.

Layout pattern

- The town is so constrained by the topography that this is the major determinant on the layout of the various extensions;
- Historically the town began as a Voortrekker Rydorp with long streets aligned perpendicular to the contours in the upper town and then similar to other "nagmal" settlements like Swellendam, Oudtshoorn and Mamre there is a strip of water erven through the centre of the town along which the river passes. There are two of these urban agriculture strips, both largely intact, along the Kogmanskloof river in the upper town and the Kingna river through the centre. They are a central part of the town's image and identity;
- This central layout continued to the south of the town but was only developed much later and comprises mostly modern residential buildings, many of which are laid out according to suburban principles rather than the geometry of the historic town. This layout, as well as the building styles, have compromised the performance, as different to the heritage, character of the original town. Performance character relates to how buildings enclose space and relate to the street as different to the age of their buildings materials and historic nature of their design (heritage character) It is interesting to note that the latest upmarket extensions, both designed on suburban principles, remain largely undeveloped. The recession obviously has a lot to do with this but it raises the question whether layouts and buildings more complementary to the existing heritage character of the town would have been more successful;
- Later additions to the town, beginning with Kogmanskloof extension abutting the historic town along Buitenkant, and increasingly with Ashbury, and the two Bergsig extensions overlooking the golf course and around the spa, are designed according to curvilinear suburban design principles; and,
- Currently Bath street is the major shopping street while Long street is the main entrance and heritage route. There is pressure to locate more commercial activities along Long street due to its better access to through traffic.

Urban quality

- The buildings in the older parts of town in both low and high income areas have a strong Victorian and Georgian character with buildings orientated onto streets which are lined with mature trees in many instances thus creating a high quality streetscape; and,
- In the newer extensions buildings are set back as far from the road as possible, streets are much wider and there are fewer if any street trees.

Challenges and potential

- Montagu is one of the three towns in the municipality that experienced growth over the past decade. Its attractiveness is likely to continue given the ever increasing tourism market which is likely to take another step up as the world comes out of recession. Montagu offers a high quality, unusual and authentic cultural tourism opportunity that can be elaborated by broadening the range of attractions, especially the cultural history of the wider community;
- Montagu has a waiting list of 1170 requiring ± 30 ha (gross 40du/ha) It is also likely to attract upmarket retirees and city migrants, especially if IT functionality is improved;
- It is fortunate in that notwithstanding its constraining topography it has significant vacant land in Ashbury and the southern part of the historic land. Care must be taken to ensure that all future development RDP, GAP and market housing is informed by a set of urban design and architectural principles. Removing large stands of gums could lead to rising groundwater problems and should be carefully investigated; and,
- The IRDP projects are scheduled for 2016/2017 and 2017/2018. This provides time to investigate incorporating appropriate urban design guidelines into this housing and the future development of the town to the south of Muskadel Road.



Long street: heritage buildings and historic urban agriculture



Ashbury: Ficus ave formal and informal housing towards Kingna river



Bath street: nature of commercial shop fronts devoid of landscaping weaken positive urban design character

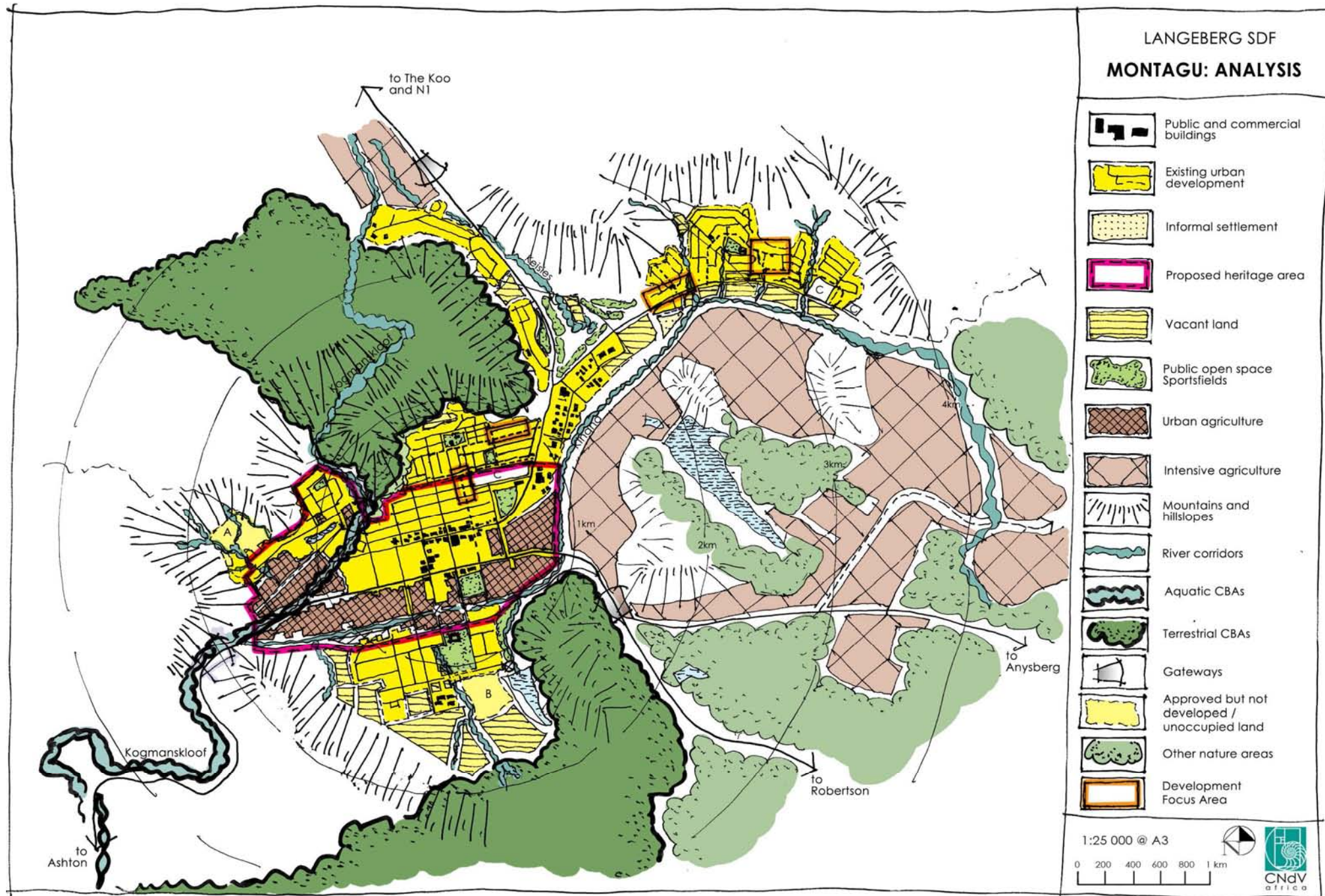


Figure 5.9.1.2 Montagu: Analysis

5.9.2 MONTAGU: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.9.2.1

General: Montagu appears well placed to benefit from future growth in the tourism, retirement and big city migrant markets being close to the Breede River Valley and its amenities but 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 give it its attraction.

5.9.2.1 Core landscape areas

- Boulevard network of primary streets that integrates the town from south of the Kingna river through to east Ashbury;
- Landscape Kogmanskloof, Kingna and Keisies as ecological river corridors as positive public open spaces with walking and cycling trails where possible. Urban development and intensive agriculture should be more than 32m from banks;
- Protect and consolidate urban agricultural areas as important ecological and heritage resource including incentives to property owners – e.g. agricultural and not urban rates for those portions of properties under this use.

5.9.2.2 Urban Development

- ± 30 ha of land are required for the current waiting list comprising IRDP and FLISP (GAP) housing;
- If the town is managed successfully, e.g. urban quality is managed and improved, IT systems are improved, demand can also be expected from the middle and upper income groups;
- The town is fortunate in having relatively large amounts of vacant land. Among others these include:
 - ± 12 ha along the banks of the Kingna river in Ashbury. This land should be developed as mixed income, mixed use project with a significant GAP component. It abuts Ashbury main road making it a good location for small business and enjoys good views over the farmlands to the south. The flood line should be determined and there should be a single sided road abutting the river corridor which should be upgraded as a positive recreational open space;

5.9.2.3 Heritage Areas

- The existing Urban Conservation Area (Montagu Zoning Scheme) should be extended to include an area bounded by Mount street, including Grave street extension, linking to Buitenkant street, to the Kingna river, and van Riebeeck street in which the design and renovation of all buildings, not only those older than 60 years, conform to the guidelines, see Appendix A. Including all buildings will ensure that the urban quality of the precinct as a whole is improved. Experience elsewhere has shown that an overarching precinct approach has benefits for all stakeholders in terms of improving property values and business thresholds; and,
- The heritage layout principles and design guidelines should be extended through to the new development areas. Recent seemingly unsuccessful developments have radically departed from the historic grid. While the infrastructure of Area A, see figure 5.9.2.1, has already been constructed, Area B should be redesigned as an extension of the historic grid layout which should also inform the design of the layout of all the other potential New Development Areas in this area.

5.9.2.4 Urban Restructuring

- The primary restructuring element is to upgrade the main street network including Church, Du Toit, Long, Bath, Mark, Buitenkant and Muskadel streets from south of the Kingna river to Ashbury as an interlinked system of high quality boulevards with a similar paving and tree planting theme. This type of upgrading can be implemented over time as an EPWP program. A similar program is currently underway in the Eastern Cape;
- A key issue here is the respective roles of Bath (main commercial strip) and Lang (tourist through route) streets where there is pressure from retailers to move their operations to Lang street, presumably to capture greater levels of passing trade due to the through tourist traffic. There is a danger that such a move could undermine the current tourist and heritage quality of this route, especially considering the nature of the current signage, parking and landscaping of the larger supermarket operations;
- Rather than moving retail operations to Lang street a more preferable solution is seen in a two-fold approach that improves the attraction of Bath street. This can be achieved by 1st: upgrading key intersections on Lang street and their linking routes to Bath street, e.g. with brick paving, landscaping these links and providing appropriate signage so that visitors along Lang street are attracted to Bath street; and,
- 2nd: upgrading the urban quality of buildings, sidewalks and parking in Bath street using the heritage guidelines as a start.



Kingna river crossing at Eysen street: Photo suggests POS potential but serious need for river rehabilitation



South Kerk street: Dense stands of gum trees on vacant land



Grave street: part of proposed heritage area: Layout and building typologies could serve as informants for new development schemes

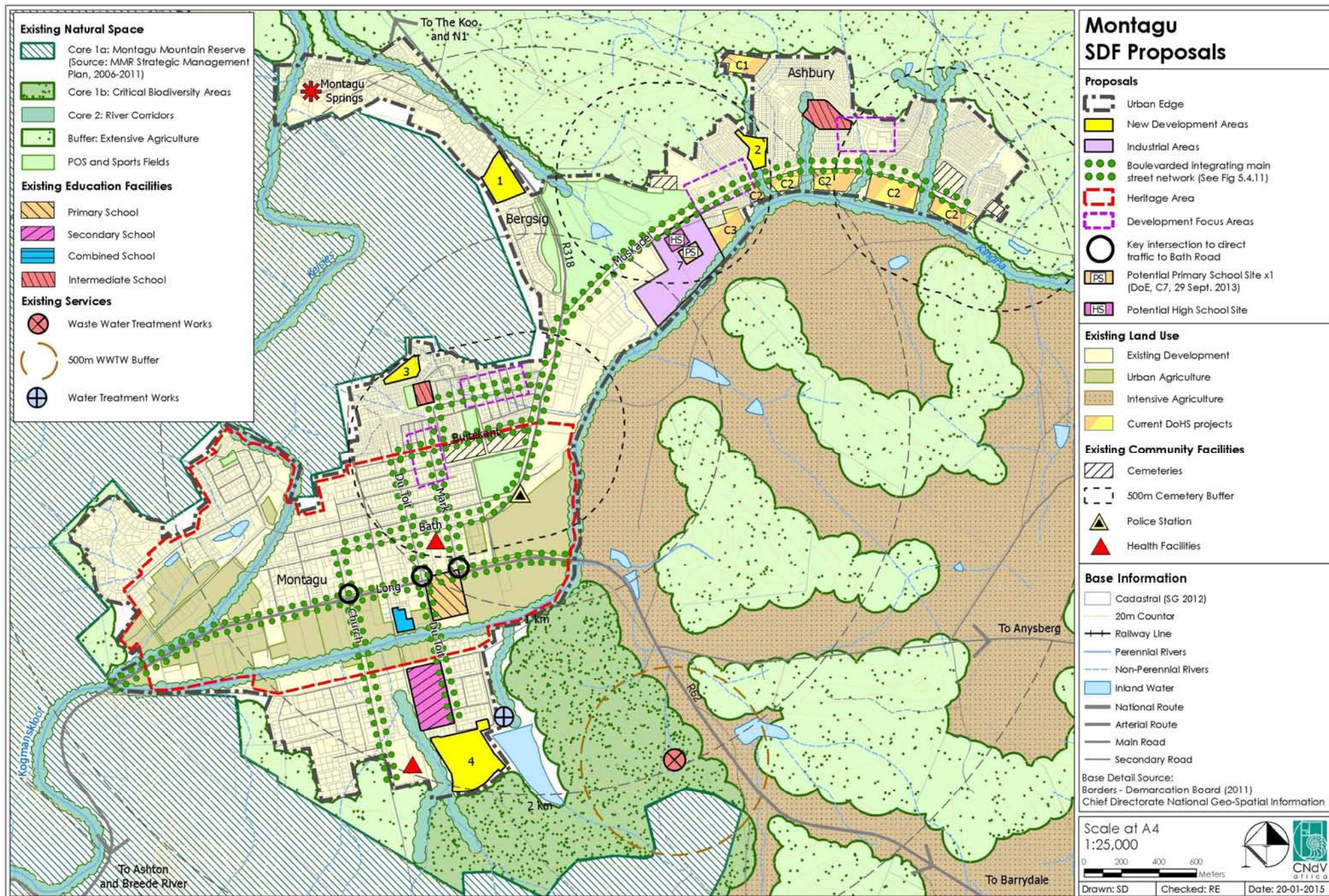


Figure 5.9.2.1 Montagu: Draft Spatial Development Framework

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	3.31	Middle income residential with POS corridor retained linking nature reserve to river corridor.	
2	1.73	Residential, retain POS river corridor between Urban Edge and Kingna river.	
3	1.43	Social, GAP residential on site with good views, slope to be checked.	
4	8.16	Market related housing with single sided road along river corridor.	
5	13.94	Mixed use, industrial, education, see Annexure B for revised spatial standards.	
Total	28.57		

Table 5.9.1 New Development Areas: Montagu

5.9.3 RELATIONSHIP BETWEEN THE SDF AND HSP

The Montagu housing backlog is approximately 1 076 units. This represents a land requirement of approximately 27 ha (density of 40u/ha).

The following projects, see Figure 5.9.2.1 and Table 5.9.3.1, forms part of the housing pipeline for Montagu and are in various stages of implementation:

Project Description	Earliest Implementation	Number of Units
3240: C1 Montagu Krieketveld IRDP (Site C1 on Figure 3.4)	Current	65 Erven 65 Top Structures
3241: Montagu Mandela Park IRDP/ UISP (Sites C2 and C3 on figure 3.4)	Current	500 Erven 500 Top Structures

Table 5.9.3.1 Montagu Project Pipeline Projects (Source: HSP, 2014)

Various sites have been identified for BNG and GAP housing, see Figure 5.9.2.1.

Other general information is as follows:

Town Hierarchy /Housing Pipeline / SO6 and Informal Areas	
First Hierarchy Town	Larger town
BNG Units Planned in HSP as per Project Pipeline	565 Units
GAP Units Planned in HSP as per Project Pipeline (Need of 18 units – 30-35 u/ha)	0 Units
Bulk Services	To be addressed where applicable
Available Land / CNdV 2013 SDF BNG, Mixed Use and GAP (Depending on actual demand)	17.8 ha 713 BNG/GAP Units 363 Shortfall Another 20.42 ha available for mixed housing opportunities/ or 405 units at 20 units /ha

Table 5.9.3.2 Montagu General Information (Source: HSP, 2014)

The various sites identified are subject to the final/detailed SDF plan for Montagu, see Figure 5.9.2.1.

5.10 ASHTON (population: ± 13 000)

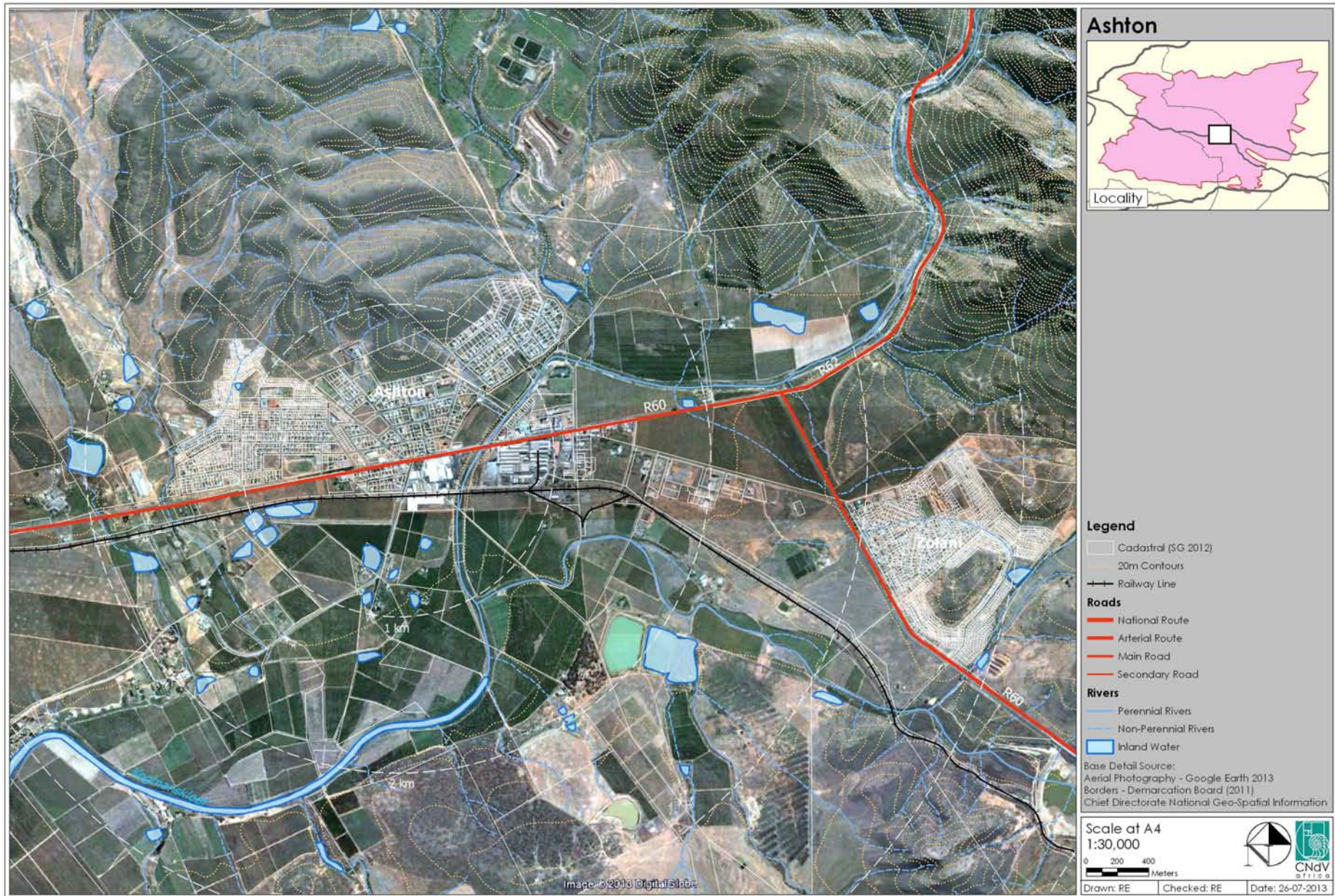


Figure 5.10.1.1 Ashton Aerial photograph

5.10.1 SPATIAL ANALYSIS, see Figure 5.10.1.2

General:

Sub-regional location

- Ashton is strategically located on the R60 route along which all traffic travelling between the N1 and the N2 has to pass;
- Between Ashton and Zolani this route intersects with the R62 to Montagu and the tourism route; and,
- All of this regional traffic has to pass through the town.

Layout pattern

- The town is very spread out with eastern most extensions in Zolani and western most extensions in Kogmanskloof, over 7kms apart;
- It is relatively young having only really developed in the 1940s when the canning factories were established and the original layout focused on the town hall;
- Ashton north is laid out on a curvilinear grid and has a significant number of plots still undeveloped in its northern section;
- At the same time Kogmanskloof was established for worker housing. Earlier extensions were laid out as a grid with later ones following a curvilinear street pattern. The Development Focus Area proposals identified a focus area along Bloekom and Jakaranda street either side of a square framed by Maroela and Karee streets. This square is currently occupied by an arbitrarily located shop and hall. A significant intervention will be required to realize the urban design potential inherent in this section of the layout;
- In the 1970s Zolani was developed as a separate stand-alone leapfrog township across the R60; and,
- It is situated between the overall municipal solid waste site and the waste water treatment works. The latter's 500m exclusion zone cuts off Zolani from the remainder of the town and makes it difficult to achieve urban integration. There is only a direct pedestrian link. The northern boundary of this pedestrian link is lined with a large vineyard.

Urban quality

- There are a number of commercial buildings in the main street still displaying Art Deco design elements distinctive of South rural commercial buildings constructed in the 1940s and 50s;
- Sections of the main street are treed creating an attractive appearance. Other sections are devoid of trees often where there are commercial buildings. Retail businesses in small towns often discourage trees because they can obscure signage. However both goals, creating a pleasant street scape that encourages travelers to stop as well as publicizing building signage can be achieved through careful design and sensitive placing of trees rather than omitting trees altogether; and,
- Kogmanskloof mainly comprises houses constructed through various subsidy schemes over the past decades with major upgrades in some cases. There have also been recent IRDP infill schemes and there are many backyard shacks. Peripheral streets are gravel.

Challenges and opportunities

- Ashton has a large housing waiting list of approximately 1 300. The investment to address this need can be seen as an opportunity to integrate the town with a series of well-located mixed income, mixed use projects;
- The main street's landscaping and buildings require significant upgrading in order to improve the impressions of the town and its attractiveness to passing trade;
- The opportunities created by exposure to passing trade for SMME businesses including periodic informal markets in well-designed facilities should be extended to the frontages of Kogmanskloof and Zolani along the R60. There is sufficient space in front of these settlements to install a single sided service road providing direct access without interfering with the access management requirements of regional through traffic along the R60;
- Ashton is one of only two towns in the municipality that has had a declining population in all ethnic groups between the 2001 and 2011 Censi yet it is well located, straddling the main regional routes between Robertson, Montagu and Swellendam; and,
- It also has a significant agricultural hinterland and agri-industrial resource base and is located in scenic surroundings.



Sections of high street along R60 require landscaping and building upgrading – Distinctive Art Deco interpretation of Cape Dutch gables hidden behind IBR hoardings on shop fronts



Kogmanskloof: Recent infill housing abutting R60. Could have mixed use/business potential if service road and access provided



Zolani: Typical street scene. Note how parapet on house in background echoes those on commercial building on main road, (see top)

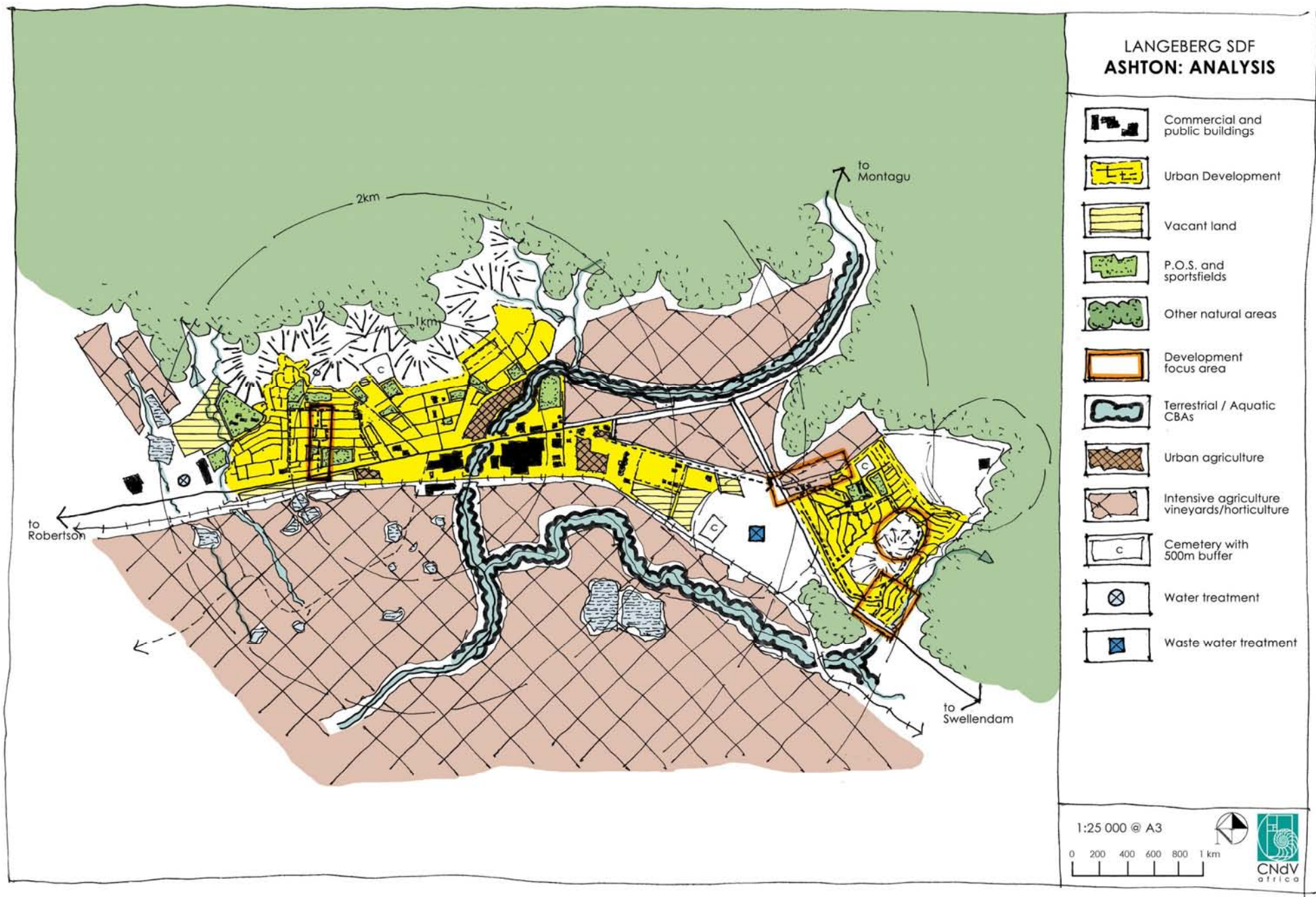


Figure 5.10.1.2 Ashton: Analysis

5.10.2 ASHTON: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.10.2.1

5.10.2.1 Core landscape and agricultural areas

- Complete and extend a high quality landscaped and treed boulevard along the frontages of Kogmanskloof, the CBD and Zolani along the R60 taking into account the need for signage advertising businesses to be visible.

5.10.2.2 Urban Development

- Although Ashton's population is currently declining there is a need to accommodate the housing waiting list. If the quality of the town improves as well as improved economic prospects there could be further growth;
- Future urban development should be located to support the Urban Restructuring Proposals below;
- As a general rule intensive agriculture should not be converted to urban use and it is not proposed that the vineyards abutting the northern boundary of Zolani be used for this purpose;
- However the vineyards lining the pedestrian link between Zolani and the CBD occupy such a key strategic location that a 100 metre strip abutting this link should be developed for IRDP, FLISP and commercial uses;
- The remainder of the vineyards abutting the R60/R62 intersection should be retained because of the rural character together with views of the surrounding mountains that they give this intersection; and,
- There is a similar opportunity with the land between the rail line and R60 south of Kogmanskloof.

5.10.2.3 Heritage Areas

- Although Ashton is not considered to have the same quality of heritage resources as Robertson, McGregor and Montagu it has some remnants of an Art Deco character along the main street. This could be built upon through the use of urban design and architectural guidelines as a theme to promote an improvement in the town's appearance and presentation to through travelers, visitors and residents.

5.10.2.4 Urban Restructuring

- Integrating Zolani with the remainder of the settlement requires a bold intervention. The current degree of separation is so extreme in terms of distance, location of inappropriate land uses such as a WWTW in between and vineyards will not be overcome by incremental additions to the periphery of each settlement component, even if these are in the direction of each other. Therefore the following is proposed:
 - Upgrade pedestrian link between the CBD and Zolani to a boulevarded urban street carrying vehicle traffic;
 - Celebrate the intersection with this upgraded street and Building Ave in Zolani across the R60 with tree planting, brick paving, pedestrian crossings and, if necessary, traffic signals. An overhead pedestrian bridge is not recommended because of the number of pedestrians that are likely to continue to cross at grade;
 - Zolani is even more strongly emphasized as the gateway to Ashton than the Development Focus Area project at the Mantlana/R60 intersection proposes by similarly treating this intersection, reducing the operating speed limit to 60km/h and designating the Access Management Guidelines Roadside Development Environment as Suburban or even Intermediate from this point on;
 - There should be a service road between the Mantlana and Building Ave intersections. This will provide direct access so that local SMMEs are visually exposed to passing traffic on the R60 which can access their businesses via the two intersections and service roads;
 - The link route between Zolani and the CBD is strengthened by a strip of abutting New Development Areas accommodating mixed income, mixed use development, including IRDP and FLISP housing. Due to the 500m WWTW odour zone land uses south of this route should not include residential unless the plant is optimally managed to eliminate odour; and,
 - To further strengthen the integrating role of this linking route the same service road, landscaping and paving treatments should be applied where necessary along the entire length of the R60 to the Ashton cellars at the western gateway.



Zolani: current pedestrian link to CBD to be upgraded to high street



Zolani: space for boulevarded service road along R60



Kogmanskloof: section of already existing service road along R60 requiring landscaping, tree planting and urban design upgrading (colonnades etc.)

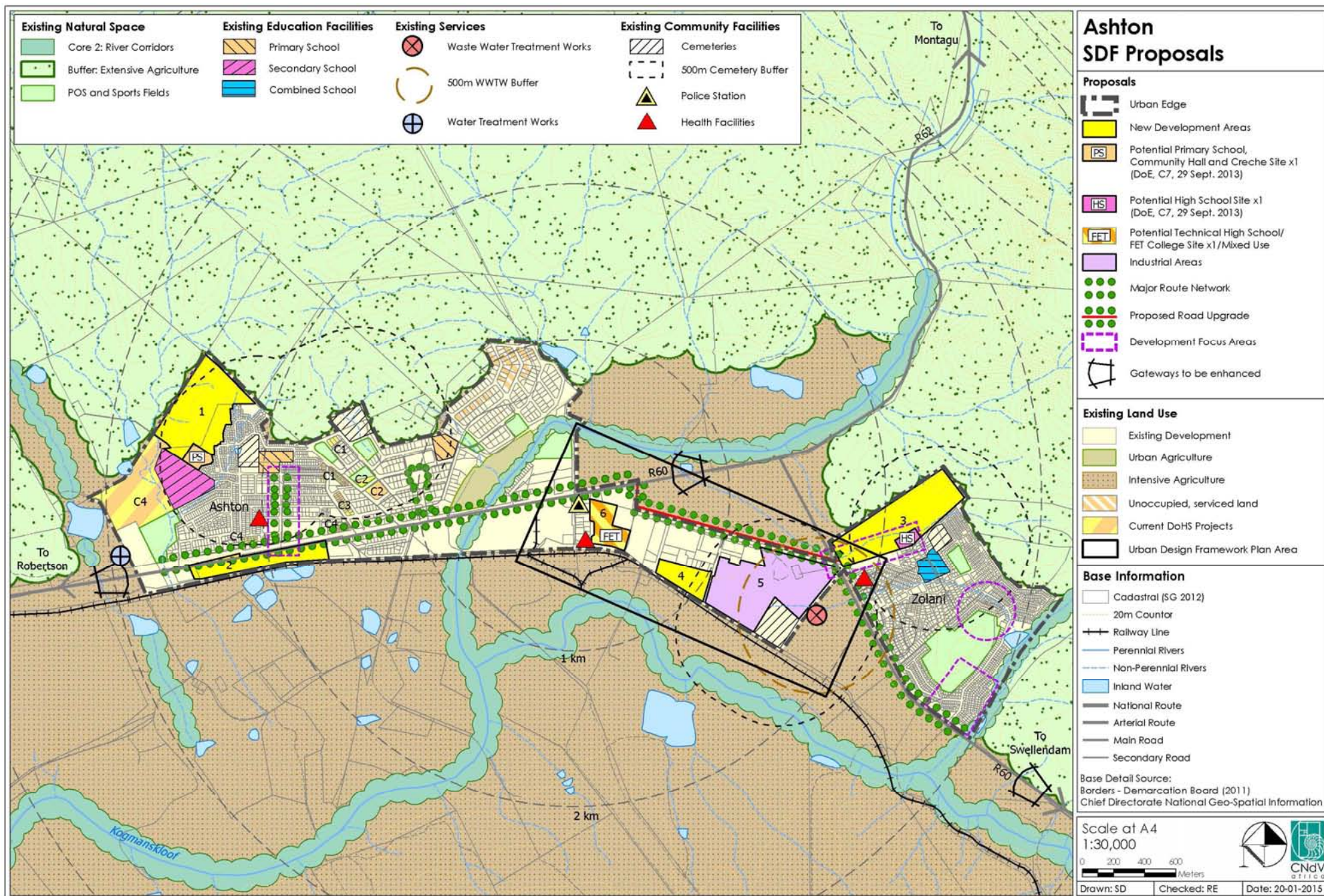


Figure 5.10.2.1 Ashton: Draft Spatial Development Framework

These projects could be funded with:

- Land in Site 5 outside of the 500m WWTW buffer could be used for residential purposes; and,
- This land could be alienated by the municipality in terms of NEMA or developed by them.

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	20.70	Mixed income residential, IRDP on lower slopes with, GAP, social and market housing on the higher slopes with good views with possible school site, community hall and creche	
2	9.02	Mixed use with commercial facing main road with suitable access	
3	20.92	Mixed income residential with small commercial node abutting intersection with R60 and direct route to CBD	
4	4.97	Mixed use residential	
5	25.97	Mixed use with commercial facing proposed Ashton-Zolani link road with suitable access	
6	5.23	Residential / mixed use, industrial / commercial	
Total	86.81		

Table 5.10.1 New Development Areas: Ashton

5.10.3 RELATIONSHIP BETWEEN THE SDF AND HSP

The housing backlog in Ashton is approximately 2 416 units. This represents a land requirement of approximately 60.4 ha (at 40u/ha).

The following projects see Figure 5.10.2.1 and Table 5.10.3.1, forms part of the housing pipeline for Ashton and in various stages of implementation:

Project Description	Earliest Implementation	Number of Units
2003(21): C1 Ashton Infill IRDP (Site C1 on Figure 3.2)	2016/17	73 Erven 73 Top Structures
3204: C2 Ashton 313/314 IRDP/FLISP (Site C2 on Figure 3.2)	2015/16	53 Erven 53 Top Structures
3205: C3 Ashton Uitspan IRDP/ FLISP (Site C3 on Figure 3.3)	2014/15	22 Erven 22 Top Structures
3239: C4 Ashton Various IRDP (Site C4 on Figure 3.4)	2016/17	100 Erven 100 Top Structures
3201: Ashton Rem Farm 158/71 IRDP (Project await PPC go-ahead) (Site 4 on Figure 3.4)	2015/16	161 Erven 161 Top Structure

Table 5.10.3.1 Ashton Project Pipeline Projects (Source: HSP, 2014)

Various sites have been identified for BNG and GAP housing, see Figure 5.10.2.1. Other general information is as follows:

Town Hierarchy /Housing Pipeline / SO6 and Informal Areas	
Second Hierarchy Town	Larger town
BNG Units Planned in HSP as per Project Pipeline	173 Units
GAP Units Planned in HSP as per Project Pipeline (Need of 93 units – 30-35 u/ha)	75 Units
Bulk Services	To be addressed where applicable
Available Land / CNdV 2013 SDF BNG, Mixed Use and GAP (Depending on actual demand)	48 ha 1925 Units (BNG,GAP,MIXED) 491 Units Shortfall

Table 5.10.3.2 Ashton General Information (Source: HSP, 2014)

The various sites identified are subject to the final/detailed SDF plan for Ashton, see Figure 5.10.2.1.

The Ashton Farm 158/71 project was not supported by the DoHS Project Committee (PPC). The committee provided the following statement:

“Project not supported in its current location, municipality to investigate site adjacent to Ashton or Zolani”.

It was agreed at a meeting (06 January 2014) held with officials from the Municipality, officials of both DEADP and DoHS as well as consultants from CNdV Africa, that this section will include a detailed discussion and spatial argument in support of the Ashton Farm 158/71 project in order to allow a resubmission to the PPC during the 2014/15 financial year.

5.11 BONNIEVALE (population: ± 9 000)

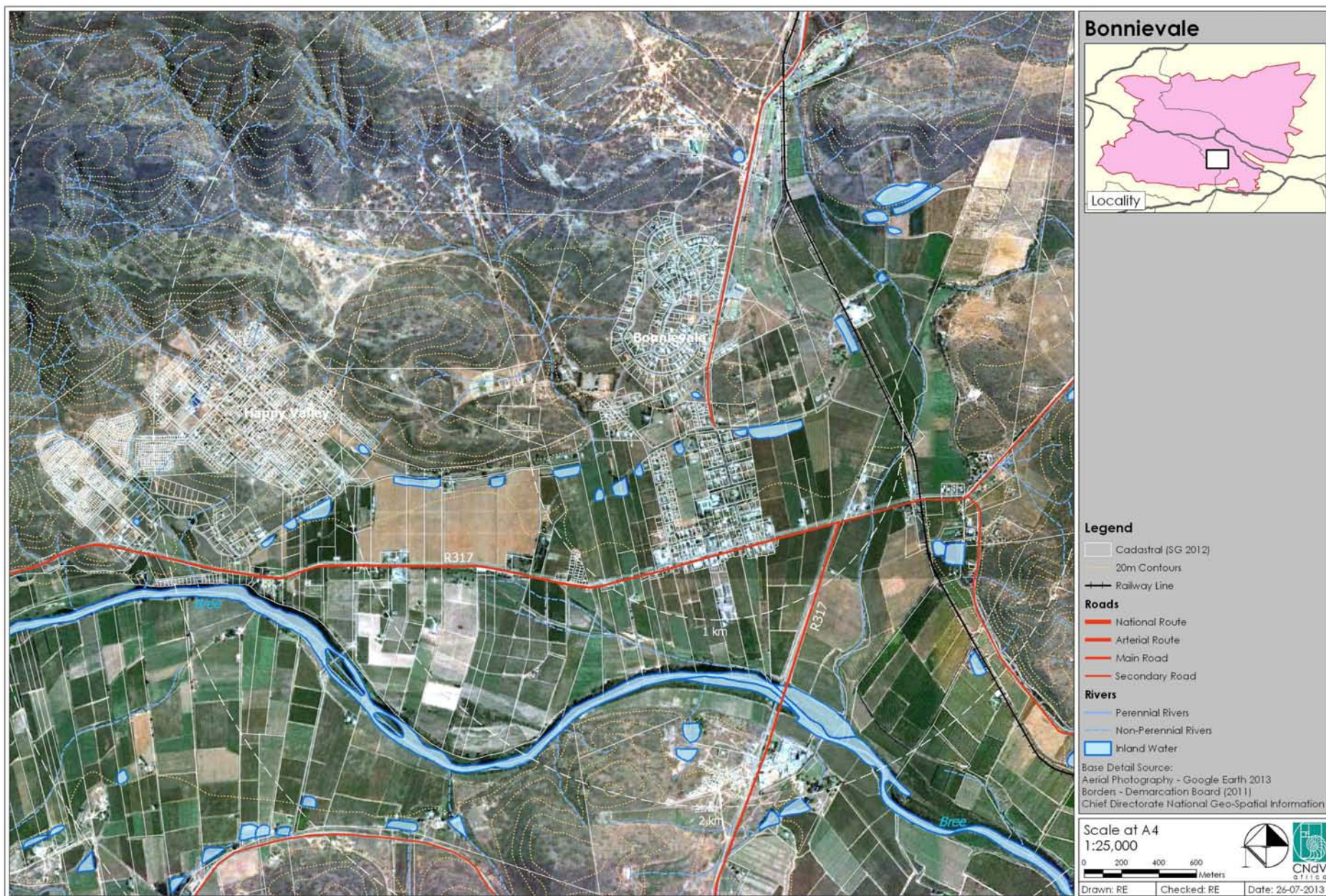


Figure 5.11.1.1 Bonnievale: Aerial photograph

5.11.1 SPATIAL ANALYSIS, see Figure 5.11.1.2

5.11.1.1 Sub-regional location

- The settlement owes its location primarily to the agricultural resources in its hinterland, mainly wine and dairy products. This high value farming area has received intensive investment in the form of irrigation infrastructure and agri-industries including wine cellars and the Parmalat dairy factory;
- The settlement is off the major regional route, the R60 but links to this route via MR 291 to Ashton, and MR 258 to Swellendam. The R317 links to Robertson in the north and then turns south off Bonnievale main road to Stormsriver and the N2 past the Parmalat factory; and,
- Bonnievale is thus more of a destination that has to attract business directly that being able to access large volumes of passing traffic.

5.11.1.2 Layout pattern

- The settlement is extremely fragmented and comprises the following:
 - CBD structured on the intersection of MR291 from Ashton and the R317 from Robertson;
 - north of the CBD a large plot, curvilinear, upmarket, partially developed township taking a single access off MR291;
 - Happy Valley, a low income township between 2 - 3.5kms from the CBD, and 500m back from the R317; whose earlier extensions are on a rectilinear grid and later extensions on a curvilinear layout;
 - Small informal settlement opposite Parmalat factory on the R317 to Stormsriver; and,
 - Brickfields informal settlement laid out with an informal street grid hidden in a valley \pm 2.5kms from the CBD.

5.11.1.3 Urban quality

- Bonnievale's urban quality, like Ashton, also developed in the 1940s. It has very little of the heritage quality of the other settlements in the municipality;
- The main street generally comprises simple commercial buildings set back across road verges devoid of tree in most cases. In some instances retail business facing this road have improved the street scape with the addition of colonnades;
- The contemporary church provides a strong focal point and land mare feature;
- Happy Valley generally comprises subsidy housing from various government schemes over the past decades. These have been substantially upgraded in a few cases; and,
- Brickfields informal settlement is a typical shack settlement.

5.11.1.4 Challenges and potential

- Bonnievale's population decline may be due in part to the greater challenge of attracting business, especially tourism, to its relatively isolated location as well as the mediocre urban quality it presents compared to some of the other settlements in the municipality. These factors weaken its ability to cope with increasing mechanization and efficiencies in agriculture and agri-industry;
- In Happy Valley there are a number of vacant properties suitable for small scale infill schemes probably preferably in the GAP (FLISP) market. These could be developed by farmers whose staff want freehold tenure;
- Brickfields informal settlement appears to be inconveniently located in an area with little economic resource other than the brickfields for some residents. Others appear to work in town as shop assistants, farm and builders labourers or domestic workers. Living costs are likely to be low as residents will not pay rates; and,
- However, the location appears to suit residents' needs. Using better located land for their housing will require taking land out of agricultural production.



Bonnievale: Main Road with view of church



Bonnievale: view over Happy Valley



Bonnievale: Brickfields in formal settlement

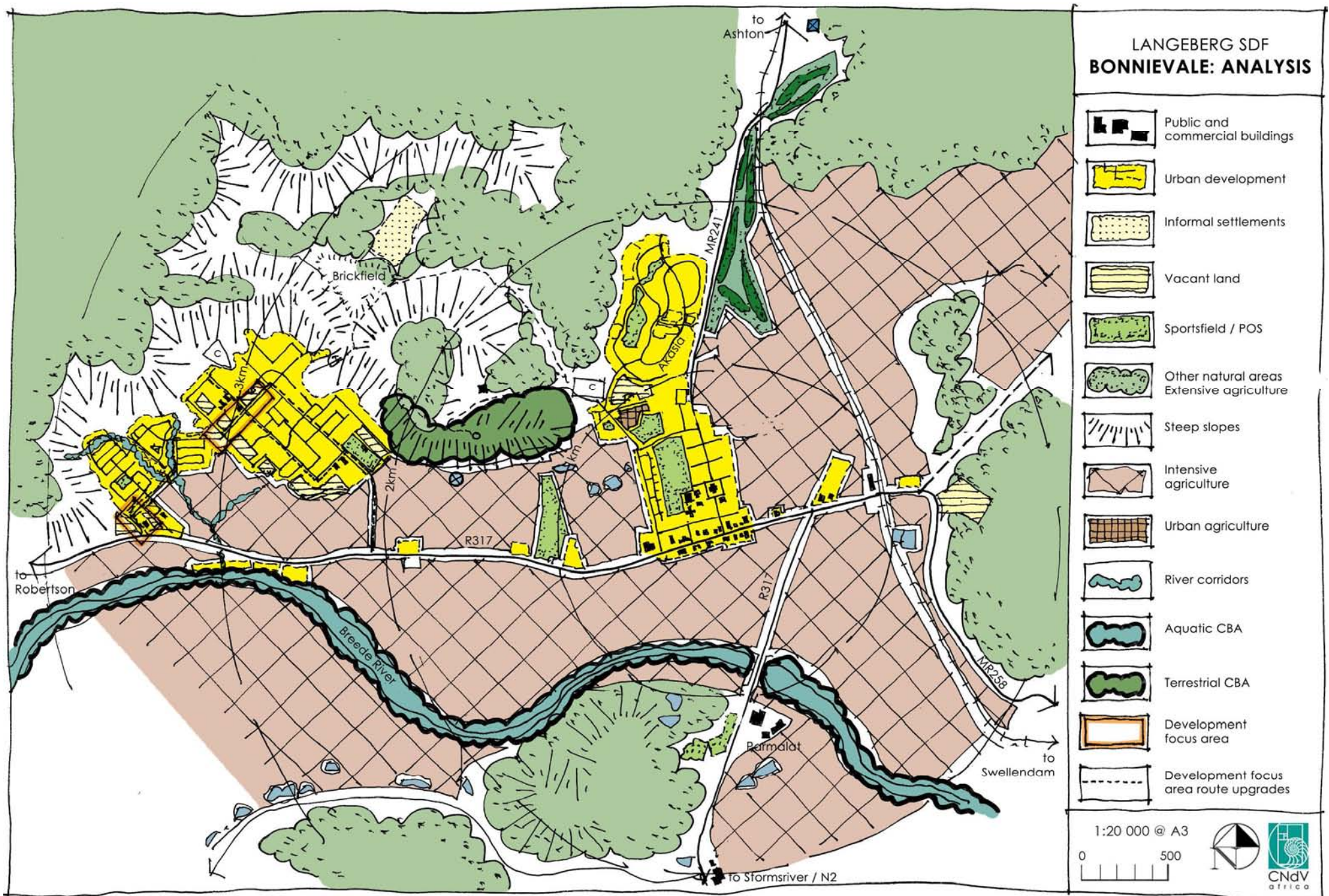


Figure 5.11.1.2 Bonnievale: Analysis

5.11.2 BONNIEVALE: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.11.2.1

General: Bonnievale represents a significant spatial planning challenge due to its extremely fragmented layout interspersed with high quality intensive agriculture, much of it with expensive irrigation infrastructure. This resource has the ability to contribute to economic growth and employment creation for the long term if well managed and protected. Furthermore, some of this fragmentation is not due so much to apartheid but because residents seek to locate themselves close to their source of livelihood, for example, some of the members of the Brickfields and Parmalat communities. Therefore, it appears that a different spatial planning model to the integrated, sustainable and convenient framework usually and correctly promoted by planning and development policy is warranted in this case.

5.11.2.1 Core landscape areas

- Upgrade existing POS and sports fields;
- Create an interlinking and continuous treed and landscaped main street network;
- Protect the natural areas surrounding the settlement as incentivized private nature reserves such as Cape Nature's stewardship program; and,
- Designate and protect river corridors, including the Breede River aquatic CBA by excluding urban development and ploughing for 32m from the river/wetland banks.

5.11.2.2 Urban Development

- Bonnievale has 2400 names on the waiting list (60 ha at gross 40 du/ha);
- Some of these names live in backyards in Happy Valley and there are a number of vacant sites here that should be investigated for an infill program to address some of this need;
- People already live in the Brickfields and Parmalat informal settlements;
- Although the current location of these settlements does not comply with the various urban development principles and policy of the DFA, SPLUMA, PSDF and the Dept of Human Settlements for the reasons set out under General above it is proposed that Brickfields, Parmalat in-situ as green economy settlements using innovative off-grid sustainable technologies including rainwater harvesting, grey water recycling, solar HWCs PV panels, enviro-loos, methane gas digesters and passive building design. The area around brickfields is large enough to accommodate food gardens providing adequate water can be found. Dwellings should be built using local materials, for example, the bricks made by the Brickfield residents ensuring that they are of the required strength and quality; and,
- In line with the overall declining population of Bonnievale there does not seem to be much demand for further development in the rest of the market with the township next to the resort on the R317 and the upmarket township overlooking the golf course remaining undeveloped.

5.11.2.3 Heritage Conservation and Frontage Urban Design Control Areas

- No heritage precinct was identified for Bonnievale but the main roads network should be declared a frontage urban design control area in which buildings are encouraged to positively contribute to the street scape through stoeps, colonnades, street furniture, landscaping, tree planting and appropriate signage.

5.11.2.4 Urban Restructuring

- The main urban restructuring element will be implementing the continuous network of boulevardised main streets. Little can be achieved with locating new urban development extensions appropriately because of the fertile agricultural land that would have to be taken out of production to achieve this.



Western gateway to Bonnievale, 1st Happy Valley entrance



Ring road to Happy Valley via Brickfields – trees can be planted prior to paving surface as part of EPWP project



Potential satellite sustainable eco-village site at eastern gateway on MR 258 from Swellendam

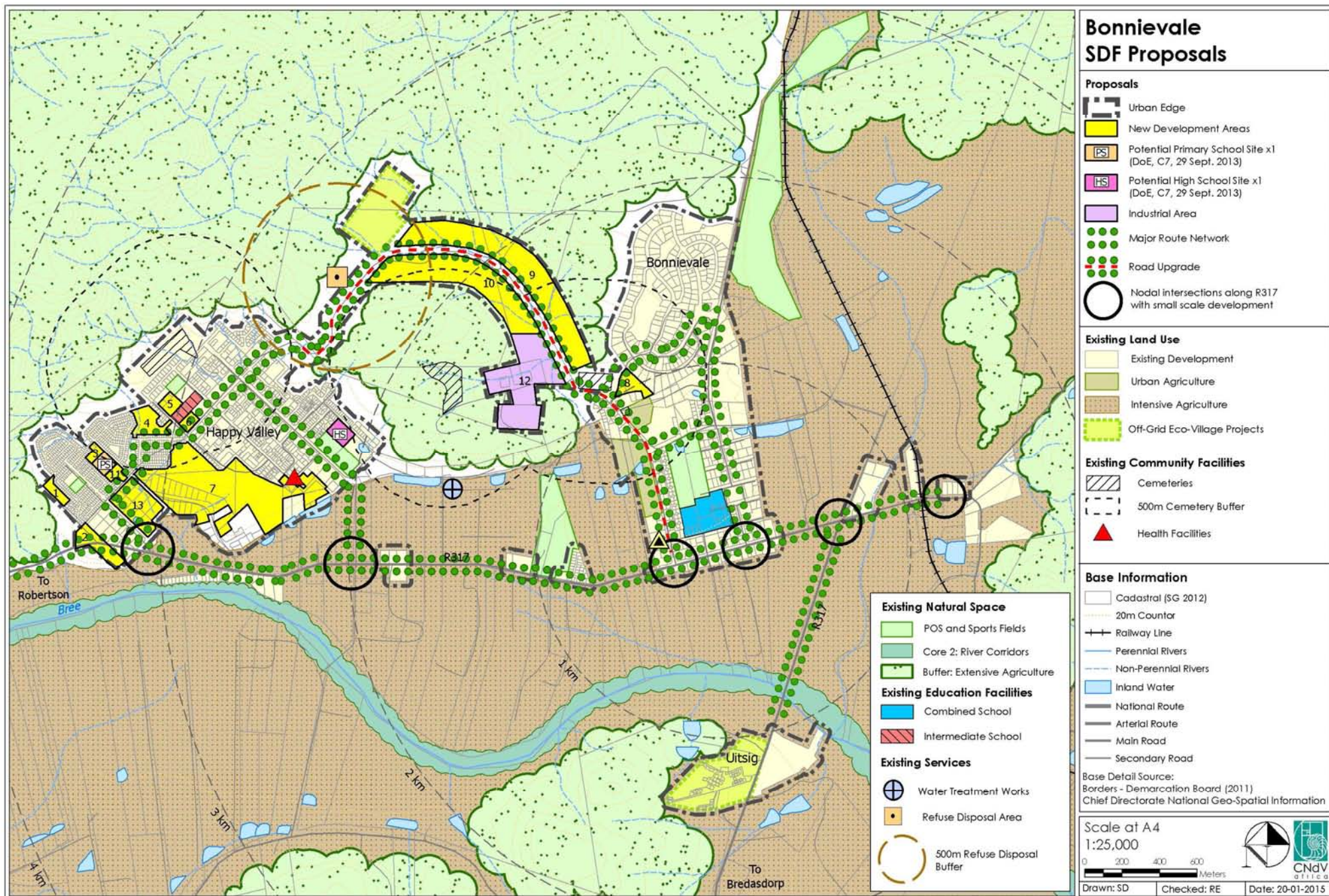


Figure 5.11.2.1 Bonnievale: Draft Spatial Development Framework

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	0.78	Mixed use with commercial facing main road with suitable access.	
2	2.41	Gateway redevelopment / mixed use / residential (Densification).	
3	0.54	Residential.	
4	2.10	Residential: Retain 2000 – 4000m ² to serve as kick-about for surrounding residential area.	
5	0.90	Residential.	
6	0.61	Mixed use residential with small scale commercial abutting Almeria Avenue.	
7	22.59	Mixed income residential, IRDP on lower slopes with, GAP, social and market housing on the higher slopes with good views and POS corridor to protect ridgelines to be retained.	
8	1.51	Mixed income residential.	
9	17.03	Mixed income mixed use residential fringing road to informal settlement to be upgraded.	
10	13.45	Mixed income mixed use residential fringing road to informal settlement to be upgraded.	
11	0.62	Residential.	
12	11.76	Industrial.	
13	4.4	Mixed use residential – Gateway node	
Total	78.73		

Table 5.11.1 New Development Areas: Bonnievale

5.11.3 RELATIONSHIP BETWEEN THE SDF AND HSP

The Bonnievale housing backlog is approximately 2 053 units. This represents a land requirement of approximately 51.3 ha (at 40u/ha).

The following projects, see Figure 5.11.2.1 and Table 5.11.3.1, forms part of the housing pipeline for Bonnievale and are in various stages of implementation:

Project Description	Earliest Implementation	Number of Units
3071: Rectification project inclusive of Montagu/Ashton	Current	62 Units
Xxxx: Bonnievale North Squatter area – Boekenhoutskloof. UISP/IRDP (Site 10 on Figure 3.3) (Project await PPC go-ahead)	2015/16/17	563 Erven 563 Top Structure

Table 5.11.3.1 Bonnievale Project Pipeline Projects (Source: HSP, 2014)

Various sites have been identified for BNG and GAP housing, see Figure 5.11.2.1.

Other general information is as follows:

Town Hierarchy /Housing Pipeline / SO6 and Informal Areas	
Second Hierarchy Town	Larger town
BNG Units Planned in HSP as per Project Pipeline	0 Units
GAP Units Planned in HSP as per Project Pipeline (Need of 5 units – 30-35 u/ha)	0 Units
Bulk Services	To be address where applicable
Available Land / CNdV 2013 SDF BNG, Mixed Use and GAP (Depending on actual demand)	53.8 ha 2 153 Units (BNG, GAP, MIXED) 100 Units Shortfall

Table 5.11.3.2 Bonnievale General Information (Source: HSP, 2014)

The various sites identified are subject to the final/detailed SDF plan for Bonnievale, see Figure 5.11.2.1.

5.12 MCGREGOR (population: ± 3 100)



Figure 5.12.1.1 McGregor: Aerial photograph

5.12.1 SPATIAL ANALYSIS, see Figure 5.12.1.2

5.12.1.1 Sub-regional location

- Located approximately 20kms from Robertson, on a tarred road up the Houtbaais river valley. Originally a road was intended to connect through the Riviersonderend mountains to Greyton but this has never progressed beyond a popular hiking trail;
- Its proximity to Robertson means that it has never developed as an agricultural service centre and instead has remained as a rural holiday and tourism village for its upmarket residents and an agricultural dormitory centre for the low income residents many of whom work or used to work on nearby farms.

5.12.1.2 Layout pattern

- The town was deliberately located on less fertile land to the west of the Hoek River along which most of the farming took place. The current proposal to locate IRDP housing on vineyard blocks between the town and the Hoek River is counter to this approach. The cemeteries and a field are located to the west also on less fertile land;
- Historically, low income housing was well integrated into the overall settlement as it occupied and continues to do so the north eastern blocks on the same grid shared by the rest of the settlement;
- The town is laid out on the British pattern, i.e. grid pattern, with mostly square block. Water is lead down street side furrows from the dams at the top of the settlement. This is an extremely robust layout as it is able to accommodate a process of densification ;
- However, this has given rise to an urban management challenge in that the urban agricultural plots are seen as an essential part of the village's character and there is the notion of a threshold beyond which there should not be further subdivisions if this character is to be retained; and,
- There have been recent township extensions catering for IRDP (clip-ons to the original grid layout) and market housing (subdivisions within the original grid) The two upmarket ones at the bottom (A) and top (B) of the settlement have been approved but not developed. These include a site and service scheme.

5.12.1.3 Urban quality

- The village's urban quality consists of rows of simple, generally rectangular, small houses or a homestead of small buildings with either double pitched, often thatched or flat roofed set in treed streets. Most of the blocks, except in the north east corner have large open areas many of them used for urban agriculture;
- Unlike most government schools McGregor Primary School's architecture reinforces the architectural quality of the village and it has taken urban design considerations into account such as orientating the main building to an axis along Loop street thus linking it visually to Voortrekker main street; and,
- There are a few shops and offices along the lower (northern end) of the main street, Voortrekker street.

5.12.1.4 Challenges and potential

- Ideally, arable land under cultivation should be retained where possible. An average farm in the municipality comprises 67 ha of arable land, supports 26 jobs and contributes about R4m GVA and R0.5m to exports;
- Lower income population growth has led to a housing waiting list of 581;
- Area 1, ± 16 ha, see Figure 5.12.1.2, has been identified for a low income housing project;
- There would seem to be three options open to addressing the low income housing need:
 - Build a conventional IRDP scheme on the vineyards abutting Buitenkant street and take this land out of agricultural production; or,
 - Establish an off grid, alternative technology eco-village including food gardens, possibly catering for displaced or casual farm labour on the field between the cemeteries (0.8has = ± 24 du @ 30du/ha gross). This would require geo-tech, flood line and water supply investigations to check land suitability; or,
 - Continue with the infill approach that has created a number of labourers' houses on small plots clustered together in the Loop/Barry/Buitenkant area. There are a number of vacant plots in this vicinity which could be used for small infill schemes, 10 – 50 units at a time;
- All population groups increased over the period 2001 to 2011.



Long street: typical street scene



Loop street: view of primary school from Voortrekker street



Buitenkant street: site and service scheme with communal toilets

5.12.2 MCGREGOR: DRAFT SPATIAL DEVELOPMENT FRAMEWORK, see Figure 5.12.2.1

5.12.2.1 Core landscape areas

- Boulevard network of main streets that help to integrate the various components of the village. Many of the streets are already well treed and this project should infill street trees where there are gaps. The network should be extended into the future township extensions so that they are part of a single integrated network;
- Public open space in the form of recreational kickabouts should be incorporated into the new layouts as there is very little public open space other than the sportsfields in the north east corner;
- The aquatic CBAs along the Houtbaais and Hoek rivers should be protected. The extent of the Houtbaai river CBA should be amended if other investigations indicate that settlement on the field between the cemeteries is viable;
- The agricultural plots in the centre of the blocks are a key component of the character of the village as well as a significant productive landscape being used for food gardening in many instances;
- To protect this resource two minimum subdivision overlay zones are proposed:
 - Overlay Zone I: Most of the village west of a line along Long street from the entrance to the town cutting back midblock between Kantoor and Tindall streets through to Church street is not permitted to subdivide less than 1000m² with not more than 50% hardened surfaces; and,
 - Overlay Zone II: East of this line a minimum subdivision of 200m² (gross 30 du/ha) should be permitted with 50% minimum hard surfacing so that gardening is still encouraged on these smaller plots. There should be 2 storey height restrictions on all properties.
- Retaining the urban agriculture usage should be incentivized using rates rebates or other measures.

5.12.2.2 Urban Development

- It is likely that the village will continue to appeal to urban migrants, retirees and the B&B industry. This development can be accommodated in the proposed Overlay Zone I up to the parameters noted. All buildings should be in keeping with the proposed heritage guidelines; and,
- Similarly Overlay Zone II is intended to cater for the affordable and GAP (FLISP) housing market and possibly also IRDP housing in small (10 – 20 units) schemes. It is important that these units also generally follow the heritage guidelines, see Langebaan example, including layouts whose design is based on extensions of the existing grid and not a totally separate curvilinear “Blue Book” planning layout.

5.12.2.3 Heritage Areas

- Figure 5.12.2.1 shows the proposed heritage area. All new buildings and renovations within this area must be guided by the heritage guidelines. These should also inform new GAP (FLISP) and IRDP housing design and layout.

5.12.2.4 Urban Restructuring

- McGregor, due to its small size and development history, has remained fairly integrated with its residents all mainly living on the same settlement grid without the buffer areas seen separating communities in many other settlements. Care must be taken with the proposed new low income housing developments that these qualities are not lost;
- There are three options for accommodating this housing which are not mutually exclusive:
 - Option 1: further subdivision of existing blocks within the proposed Overlay Zone II area;
 - Option 2: development of Area 8 as proposed in the IHSP and supported by provincial DHS. It is important that the layout and building design of this extension follows the guidelines mentioned above. This option requires taking developed vineyards out of production with associated loss of jobs and GVA; and,
 - Option 3: investigate land between the cemeteries and, if suitable, extend the grid to accommodate urban extension here. This land has the advantage of not taking developed agricultural land out of production although it may require amending an aquatic CBA. This land in any event will probably have to go through an EIA process.



Kantoor Close: example of infill scheme with IRDP house informed by vernacular design (Option 1)



Buitenkant street: Vineyards: proposed IRDP/FLISP housing site (Option 2)



Cemeteries north of the village

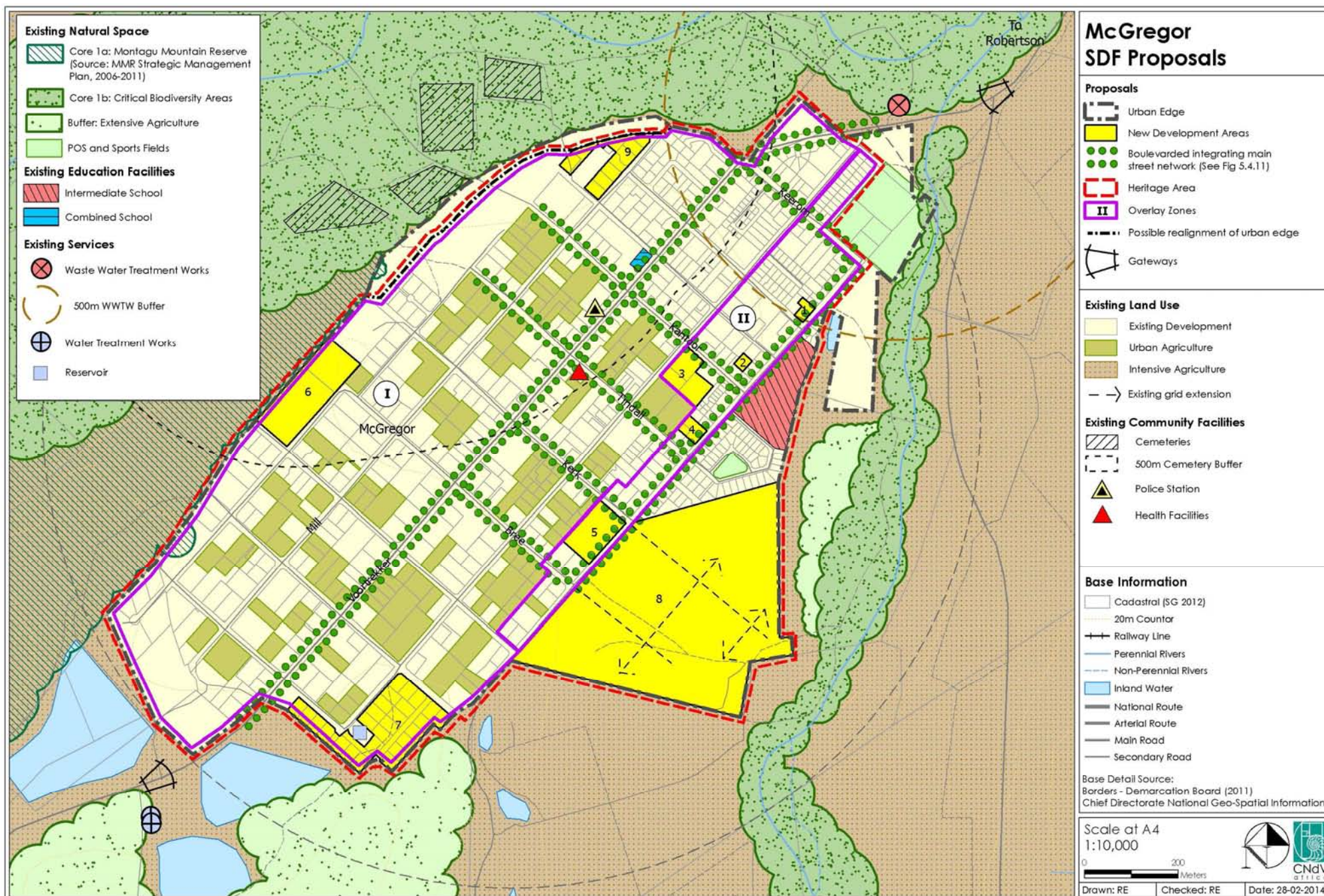


Figure 5.12.2.1 McGregor: Draft Spatial Development Framework

Site No	Area (Ha)	Proposed Use	Engineering Services (to be completed by Municipality)
1	0.12	Residential	
2	0.08	Residential	
3	0.72	Residential	
4	0.20	Retain as kick-about for surrounding residential area	
5	0.90	Residential, retain 2000m ² as kick about for surrounding community	
6	2.07	Residential (Market Related/Retirement Village)	
7	2.95	Residential (Market Related) – off-grid services may be required	
8	17.57	Mixed use residential with possible school site and allow for POS corridor linkage from Urban Edge. Encourage urban agriculture where possible.	
9	0.98	Residential (Market Related)	
Total	25.59		

Table 5.12.1 New Development Areas: McGregor

5.12.3 RELATIONSHIP BETWEEN THE SDF AND HSP

The housing backlog for McGregor is approximately 564 units. This represents a land need of approximately 15 ha (at 30u/ha).

The following projects, see Figure 5.12.2.1 and Table 5.12.3.1 forms part of the housing pipeline for Robertson and are in various stages of implementation:

Project Description	Earliest Implementation	Number of Units
3041: McGregor Erf 360 IRDP (Site 9 on Figure 3.5)	Current	450 Erven 450 Top Structures

Table 5.12.3.1 McGregor Project Pipeline Projects (Source: HSP, 2014)

Various sites have been identified for BNG and GAP housing, see Figure 5.12.2.1.

Other general information is as follows:

Town Hierarchy /Housing Pipeline / SO6 and Informal Areas	
Second Hierarchy Town	Smallest town
BNG Units Planned in HSP as per Project Pipeline	450 Units
GAP Units Planned in HSP as per Project Pipeline (Need of 3 units – 30-35 u/ha)	0 Units
Bulk Services	To be address where applicable
Available Land / CNdV 2013 SDF BNG, Mixed Use and GAP (Depending on actual demand)	19.2 ha 576BNG/GAP Units 8 Surplus Another 6.54 ha available for market related housing opportunities/ most serviced single residential erven

Table 5.12.3.2 McGregor General Information (Source: HSP, 2014)

The various sites identified are subject to the final/detailed SDF plan for McGregor, see Figure 5.12.2.1.

The following site as identified by the Municipality was not supported by the PPC follows:

3201: Ashton Rem Farm 158/71

“Project not supported, beneficiaries should be accommodated on Erf 360.”

6. IMPLEMENTATION FRAMEWORK

6.1 IMPLEMENTATION

6.1.1 MUNICIPAL SDF POLICY/ PROJECT LIST

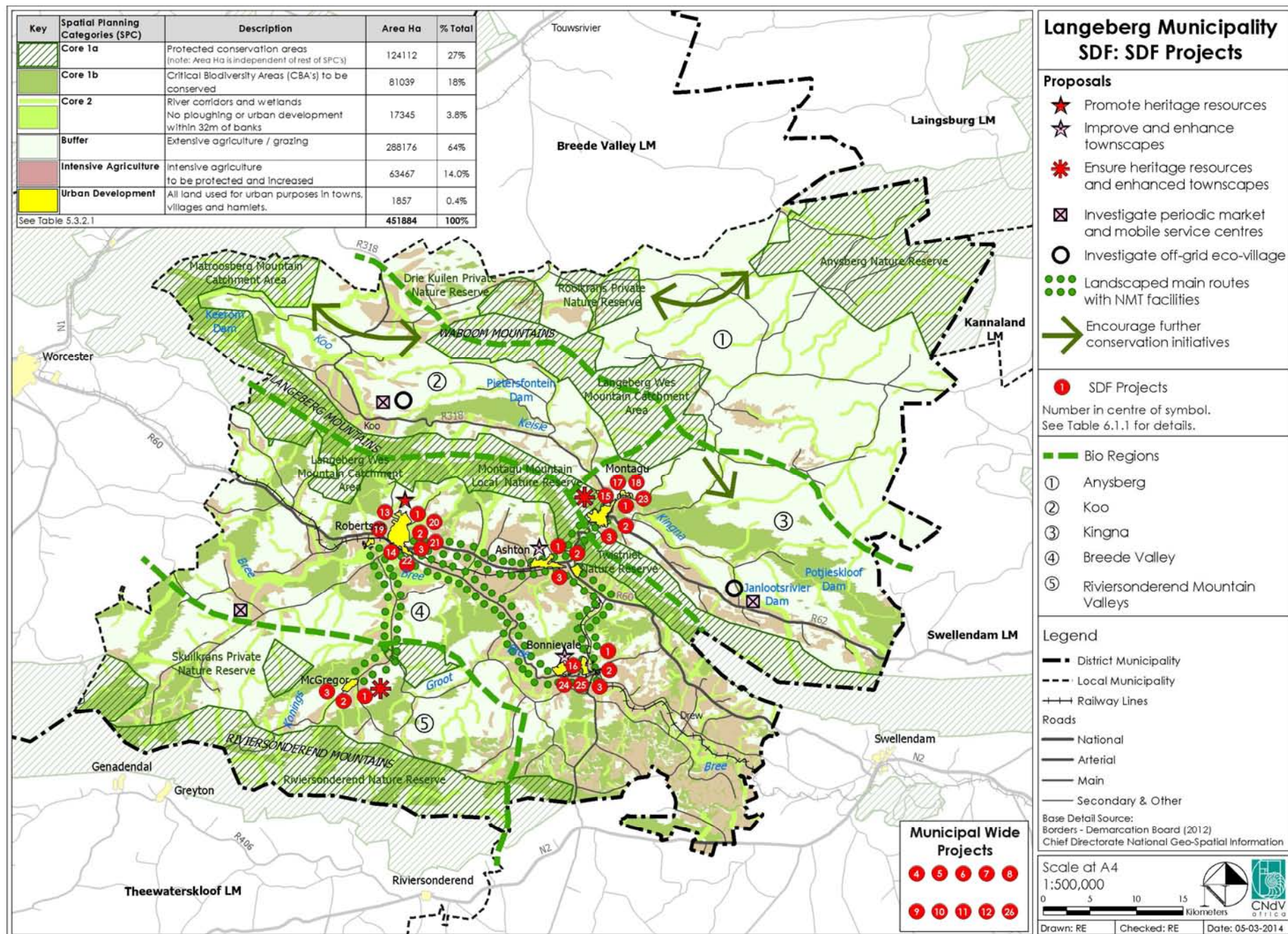
The following table of projects is compiled from the various projects from the SDF proposals:

Proposal		Project / Policy Description	Approx. Budget	Implementation Agent
SDF1	Urban Design and Landscaping Frameworks	Prepare detailed urban design and landscaping frameworks 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.	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	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	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

Table 6.1.1 SDF Project List

Proposal		Project / Policy Description	Approx. Budget	Implementation Agent
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
SDF 15	Precinct Plan: Ashbury (Montagu)	Prepare a precinct plan for Ashbury (Montagu)	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

Table 6.1.1 SDF Project List cont.



6.1.2 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 6.1.2 IDP Project List

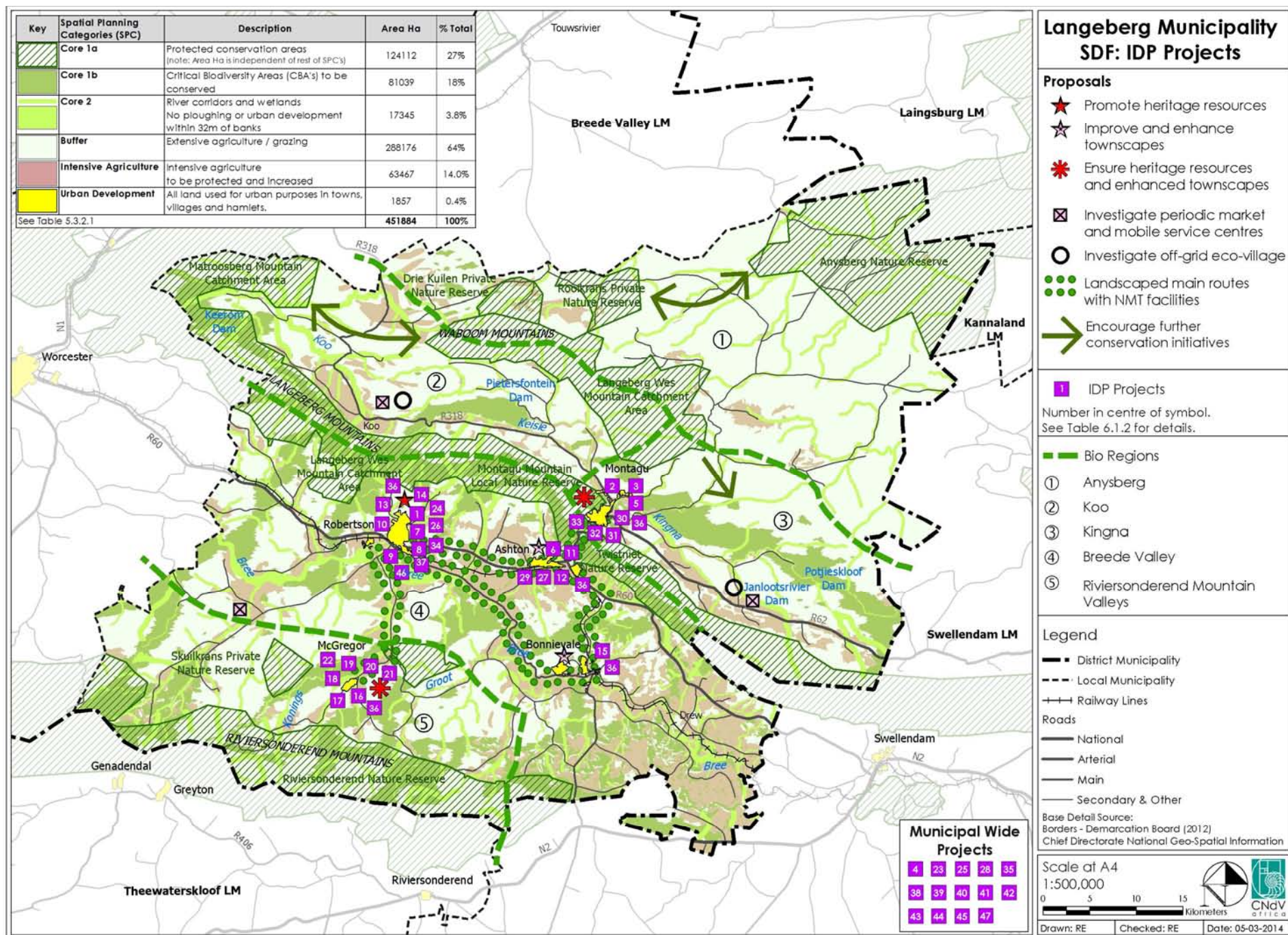


Figure 6.1.2 Langeberg Local Municipality: Priority IDP Projects

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 1 000 000	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 6.1.2 IDP Project List cont.

6.1.3 MUNICIPAL POLICY / PROJECT PRIORITISATION

The SDF and IDP projects as per section 6.1.1 and 6.1.2 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 6.1.3 Project Prioritisation

6.2 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:

6.2.1 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.

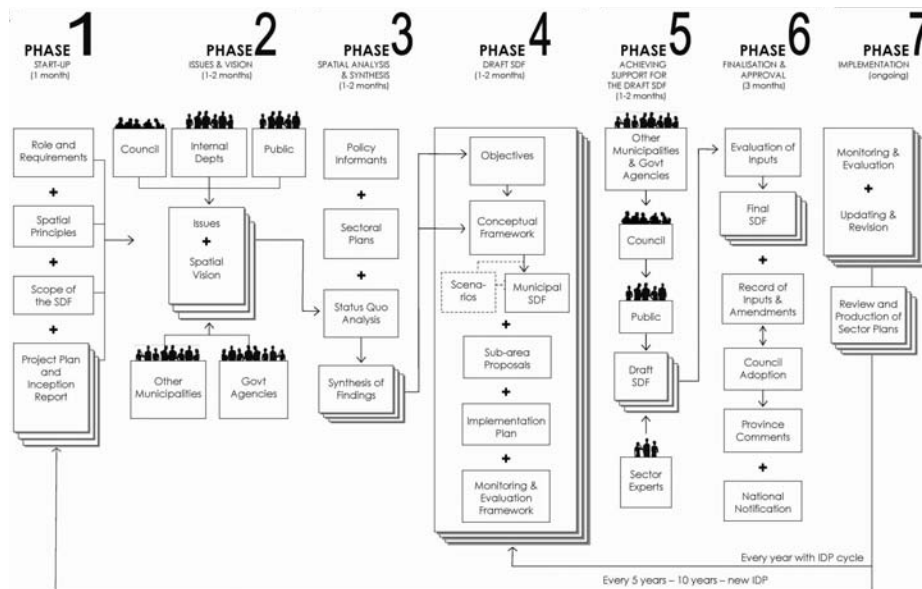


Figure 6.2.1 Phases in the process of completing and SDF (source: DRDLR, 2010)

Figure 6.2.1 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 6.2.2. 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 6.2.1.

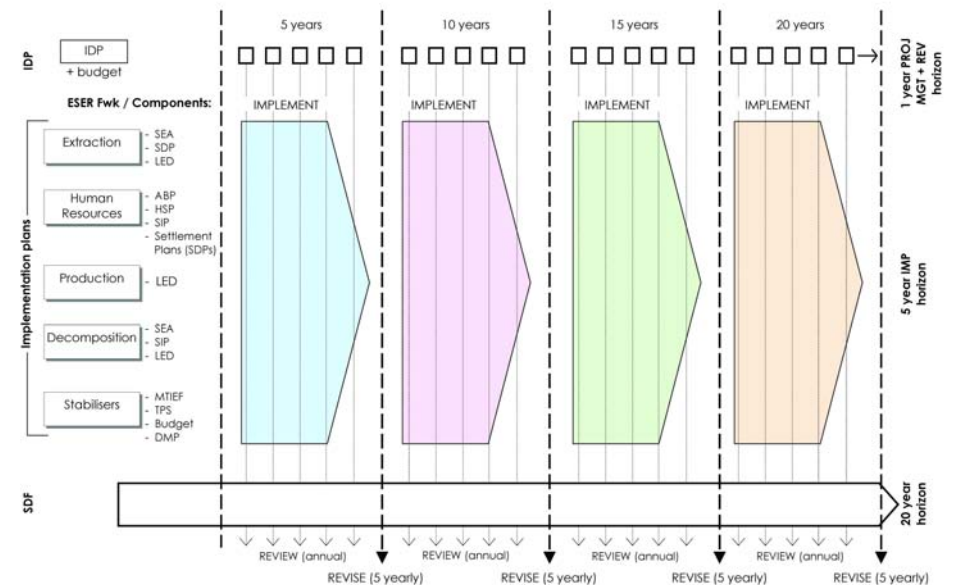


Figure 6.2.2 Proposed Relationship between IDPs, Implementation Plans, including HSPs and SDFs (source: CNdV, 2010)

Figure 6.2.2 further shows that the SDF is the common spatial base on which all the implementation plans should be executed.

Figure 6.2.2 also shows that the SDF should be revised and updated at least every each 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.

6.2.2 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.

6.3 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				
Core: • 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.
Buffer: (Extensive Agriculture)	• N/A	• N/A	• N/A	• N/A
Intensive agriculture: 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
Urban development:				

Table 6.3.1 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
• N/A	• Ensure protection of ecological corridors around wetlands and rivers	• N/A	• N/A
• N/A	• Promote veld rehabilitation and rotational grazing to enhance bio-diversity	• Ensure livestock farming does not damage bio-diversity through poor grazing methods	• Ensure adequate fire protection and burn management
• N/A	• Monitor water quality • Promote bio-farming • Ensure water	• Ensure water rights for land reform projects	• N/A
• N/A	• Monitor borehole abstraction water and ground water levels and recharge rates • Provide extension services to emerging farmers	• N/A	• N/A
• N/A	• Promote bio-farming on commonage • Provide extension services to emerging farmers	• Promote bio-farming on commonage • Draw up commonage development plan	• N/A

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

Table 6.3.1 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"> • commonage farms and promote • animal traction, cycling and • walking Main routes / spines through <ul style="list-style-type: none"> • development corridors to be • designed with cycle lanes and • pedestrian footways Should be declared public <ul style="list-style-type: none"> • transport routes (with embayments etc.) 	<ul style="list-style-type: none"> • Promote indigenous or fruit trees for use in the landscaping of development corridors 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
Urban settlements should be <ul style="list-style-type: none"> • designed to minimize the need to travel and avoid costs of public • transport 	<ul style="list-style-type: none"> • Promote integrated stormwater design including the use of permeable paving and swales in urban development areas 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Ensure residential development not located below 1:50 floodlines
Ensure high densities of urban <ul style="list-style-type: none"> • development coincide with main • non-motorised routes 	<ul style="list-style-type: none"> • Promote off-grid sustainable technologies and passive building design 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Ensure adequate fire protection: • Building setbacks • Electrical compliance • Careful use of combustible materials
Ensure industrial areas provided with <ul style="list-style-type: none"> • cycle and pedestrian routes 	<ul style="list-style-type: none"> • Industrial and toxic waste to property managed and disposed of 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
Community facilities should be <ul style="list-style-type: none"> • located on public transport and • NMT routes to promote • convenience and security 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
Non-motorised transport networks <ul style="list-style-type: none"> • should pass through recreational areas 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
Non-motorised transport networks <ul style="list-style-type: none"> • should pass through ecological • corridor areas 	<ul style="list-style-type: none"> • Ensure continuity between connected rural and urban ecological corridor areas • Provide highest level of protection in ecological corridor areas 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A

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ANNEXURE A

LANGEBERG MUNICIPLAITY: HERITAGE SURVEY

DESKTOP HERITAGE SURVEY
FOR THE LANGEBERG MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK



August 2013

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Cover images:
Above View along the R317 showing the vineyards and flower-lined verges within the Breede River Valley, and the mountain backdrop below (Source: panoramio).
Below View of McGregor from the dam to the west. (Source: Claire Abrahamse).

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 - 5.3 Local area analysis
 - 5.4 Single point heritage resources
- 6. Heritage site inventory/database
- 7. Conclusion and recommendation

PART II: HERITAGE MANAGEMENT FRAMEWORK

- 8. Conservation and development guidelines for Langeberg Municipality

BIBLIOGRAPHY

ANNEXURE

- A. Heritage Western Cape: A Short Guide to and Policy Statement on Grading (May 2006)
- B. Heritage Western Cape: Guidelines for Built Environment Heritage Surveys (Dec 2011)

i. Definitions

All definitions in accordance with those found in the National Heritage Resources Act (1999)

ii. Abbreviations

GIS Geographic Information System
HWC Heritage Western Cape
ICOMOS International Council on Monuments and Sites
NHRA National Heritage Resources Act
SAHRA South African Heritage Agency
UCA Urban Conservation Area
UCT University of Cape Town
VoC Dutch East India Company

iii. Glossary of Architectural Terms

Board-and-Batten: A type of door or shutter consisting not of panels in an enclosing frame, but of boards held together by two or more cross-battens nailed to the back. It takes less skill on the part of the joiner and it cheaper, and occurs mainly in country districts and on farm outbuildings.

Bolection Moulding: In a door or cupboard panel, a profiled moulding covering the joint between panel and frame, often used as a decorative device.

Casement (window): A window with the moving part (sash) vertically hung and opening (mostly) inwards.

Gable: The upper part, usually triangular, of an outer wall at the end of a pitched roof. A centre gable or dormer gable, set in the long, sloping side of the roof, is a gable only by virtue of its having a built-out section of roof behind it.

Holbol Gable: An Afrikaans work denoting a gable with an outline formed of alternate convex and concave curves, separated by short lengths of straight edge. It is a late-Baroque shape, fashionable during the greater part of the late 18th Century.

Lean-to: In Afrikaans, “afdak”; a sloping roof, at its highest point leaning against a taller adjoining wall.

Misvloer: ‘Literally a dung floor’. Floors made of clay. Ant-hills, which had been deserted by the ants, were used for this purpose; and, when properly laid, they made hard and level floors, which were kept in order by being often smeared over with a mixture of fresh cow-dung and water.

Opstal: Afrikaans word for farmstead or a complex of farm buildings.

Stoepkamer: Simplistically-speaking, a flat-roofed room built on either end of a stoep or veranda, with doors opening directly onto the stoep.

Transom: The horizontal bar, part of the frame, dividing the upper and lower halves if the pre-British period sash-window, or a door from its fanlight; in the latter case it is sometimes shaped and enriched with carving.

Victorian: The period during the reign of Queen Victoria, 1837 – 1901, and its styles. It is not easy to define, being essentially diverse, romantic, and containing elements of many different styles. The style is synonymous with a love of excessive ornament and fuzzy detail. It changes almost imperceptibly into the Edwardian style after the turn of the century.

Voorhuis: The large room to which the front door gave direct access.

Werf: The Afrikaans word for “farmyard”, including the buildings and other physical elements on and within it.

INTRODUCTION

1. SUMMARY OF LEGAL CONTEXT

Summary of legal context and compliance with Provincial and National heritage statutory framework at a municipal level.

The National Heritage Resources Act (1999) (see Annexure A) is the guiding legislation for Provincial and National heritage. This act is the primary statutory framework for this heritage survey. The sections of the NHR Act (1999) directly relating to heritage surveys are S.30 (5) and (6). Other sections that are highly relevant to this survey include S.27, S.34, S.35, S.36 and S.38.

The Langeberg Municipality zoning scheme does not appear to integrate or include Urban Conservation Areas or Heritage Overlay Zones, despite two having been suggested by conservation architects Todeschini and Japha for the towns of Montagu and McGregor in the 1990s. It is hoped that studies such as this will highlight the need for a “heritage layer” within the municipality’s spatial development plan for all of the towns and heritage sites in the area, and possibly integrate this layer of information within its zoning scheme in the future.

2. ACKNOWLEDGMENT OF PROFESSIONAL LIMITATIONS

South Africa’s “heritage”, as defined in the National Heritage Resources Act, includes sites of archeology, paleontology, social history and the built environment. A complete “heritage survey” is one that includes comprehensive reports in each of these fields.

As heritage consultants specializing in the built environment, we are only able to give professional input pertaining to the built environment. By definition, the heritage within the built environment includes all structures of 60 to 100 years of age and inhabited structures older than 100 years of age, as well as the cultural landscape patterns related to these man-made structures. Structures older than 60 years thus receive automatic heritage protection under the NHRA, and any alterations to them require a permit from the provincial heritage authority, in this case Heritage Western Cape.

The Langeberg region is rich in archaeological heritage. The Montagu area in particular is rich in fossil sites. The Montagu Museum oversees the Ar de Vries Fossil Collection, which includes some of the oldest fish fossils found in South Africa (Montagu Museum Annual Report, 1992/3). In this light, it is essential that an archeologist be commissioned to complete a parallel desktop study to be read alongside this work in order that it might constitute a competent and thorough heritage desktop survey of the municipality.

The social history of this part of the province has been documented in various sources, which have been referenced and condensed herewith. However, this does not amount to a formal social historical study, and a similar, separate desktop study is recommended.

To ensure an ultimately useful heritage survey, it is appropriate to question the extent and intent of the Langeberg Municipality’s heritage survey. Heritage Western Cape have recently published guidelines on how heritage surveys should be conducted (see Annexure B), and it is strongly recommended that the municipality commit to providing additional resources in order to develop this baseline heritage survey into a document that might receive official endorsement from the provincial heritage authority. The scope of works as defined for this project is not extensive enough to achieve the depth and breadth of detail specifically requested by Heritage Western Cape in these survey guidelines.

It is recognized that the current intent is to use this survey to provide a more “lightweight” heritage layer within the proposed spatial development framework. However, in our recommendations and conclusions we will attempt to set out the way forward for developing this baseline, desktop study into a comprehensive heritage survey that will meet Heritage Western Cape’s requirements and standards.

The extent of the heritage report could be described by the following “ranges:”

30% A desktop study of built environment and socio-historical heritage. This is the level achievable with the current scope of works.

50% An extensive study (of Provincial standard) of the built environment and socio-historical heritage. This requires that “on-the-ground” surveys of the built environment and landscape be conducted.

80% An extensive study (of Provincial standard) of the built environment and the social history of this region. In addition, a desktop study of archeological heritage.

100% An extensive study of the built environment, socio-historical and archaeological heritage. The outcome is a comprehensive report that can be submitted to Heritage Western Cape for official endorsement. A study of this detail can only be achieved by hiring professionals in every heritage-related field.

PART I: HERITAGE INVENTORY

3. DESKTOP STUDY OF EXISTING STUDIES AND DATA

3.1 Current Heritage Studies

Langeberg Municipality is rich in built environment heritage resources, which are largely concentrated within the towns of Robertson, Montagu, McGregor and to a more limited degree in Ashton and Robertson. Additionally, several historic farm werfs exist in the area, mainly sited against the Langeberg Mountain Range.

The Langeberg Municipality also has significant archaeological heritage resources throughout the area, specifically fossil sites, and it is strongly recommended that an archaeologist be engaged to undertake a parallel desktop study of the archaeology of the region, as this is beyond the scope of this study and the expertise of its authors.

The most detailed conservation studies previously undertaken in the area include the Montagu and McGregor studies, undertaken by Todeschini and Japha Associates in 1990 and 1993 respectively. These detailed studies give information of all of the significant buildings in the towns at that time.

However, no comprehensive heritage survey of the Langeberg Municipality has been conducted since the National Heritage Resources Act was passed in 1999, and the Provincial Heritage Authority established guidelines for heritage surveys.

3.2 Previous Heritage Studies

A number of heritage studies and related studies that incorporate heritage and historical information and study of the areas that fall within the region of the Langeberg Municipality have been conducted. Some of the key reference documents that were used in the compilation of this baseline heritage report include:

Built Environment Heritage Studies:

- Fransen, H. *The Old Buildings of the Cape* (2004).
- Fransen, H. *The Old Towns and Villages of the Cape* (2006).
- Todeschini, F. *Vernacular Settlement Formation, predominantly in the Western and Southern Cape, 1813 – 1912* (2000).
- Walton, J. *Homesteads and Villages of South Africa* (1962).
- Walton, J. *Old Cape Farmsteads* (1989).
- Obholzer, A., Baraitser, M. and Halherbe, W. D. *The Cape House and its Interior (1985); particularly the section on the "Upper Breede Valley*, which includes the towns and other heritage sites that fall within the Langeberg Municipal area.
- Picton-Seymour, D. *Historical Buildings in South Africa* (1989).

Town-specific Local Histories:

Several town-specific local histories and recent tourist guides have been used in order to establish existing heritage sites within each town locale.

Robertson

Although no extensive heritage-specific studies could be found for Robertson within the South African National Library and University of Cape Town Library, the following works described the history and development of the town:

- Robertson Municipality. "The Centenary of Robertson, 1853 – 1953" (1953).
- Chapman, R. A. "The Anatomy of a Small Town: the case of Robertson" (1983).

Montagu

- Todeschini, F, Japha, D and Japha, V. Conservation study: Montagu (1990).
- Japha, D and Japha, V. The Landscape and Architecture of Montagu, 1850 – 1915 (1992).
- Vermeulen, F. S. Montagu: urban conservation in a small town (2011).
- Fransen, H. and Malherbe, W. Montagu, 2-3 October 1976, tour leader Willem Malherbe: notes for the use of members extracted (with permission) from: The old houses of the Cape (2nd ed.) for the Vernacular Architecture Society of South Africa (1976).

McGregor

- Todeschini, F., Japha, D and Japha, V. McGregor: Conservation and Development Plan (1994).
- Robinson, L. Conservation Study of McGregor (1997).

Ashton and Bonnievale

These towns have had less historical research into their founding and development than the above, 19th Century towns in the area. This is primarily due to their founding in the mid 20th Century. However, I. L. de Villiers has written about the "Geschiedenis van ons Dorp en Gemeente" (1947), which gives a broad overview of the history of Bonnievale. D. L. Van den Berg's "Gedenkboek van die Nederduitse Gereformeerde Gemeente, Van der Merwe (Bonnievale), 1922 – 1947" also gives an outline regarding the history of the town. Very little information could be found on the historic development of Ashton.

Primary Sources:

Historical maps and aerial photography of the region will be obtained from Chief Directorate, Surveys and Mapping/ Department of Rural Development and Land Reform: National Geo-Spatial Information in Mowbray.

The above studies will be drawn from as significant, but not exhaustive, references.

4. Summary of Assessment Criteria and Categories of Heritage and Grading Significance.

After an inventory of heritage sites within the Langeberg Municipality is complete, a grade will be assigned to each site. The grade will reflect the site's heritage value as outlined in the NHR Act (1999), Section 7 (see Annexure A):

- (a) Grade I: Heritage resources with qualities so exceptional that they are of special national significance;
- (b) Grade II: Heritage resources which, although forming part of the national estate, can be considered to have special qualities which make them significant within the context of a province or a region; and
- (c) Grade III: Other heritage resources worthy of conservation at the local level.

The grade of each site will be assessed according to the criteria laid out in Heritage Western Cape's A Short Guide to and Policy Statement on Grading (May 2006, see Annexure B).

Urban conservation areas will be suggested where concentrations of significant sites occur. The probable location of urban conservation areas within the towns shall be determined by analysing historic aerial photography of the area, available at the Department of Rural Development and Land Reform: National Geo-Spatial Information in Mowbray.

Examination and analysis of these images, combined with old maps and Surveyor General diagrams, shall allow for the urban evolution of the towns to be determined and the areas with the highest concentration of heritage structures to be identified.

Where enough information is available, several of these areas shall be proposed as potential urban conservation areas or special heritage areas. It is beyond the scope of this study, but strongly recommended, that the most significant and intact of these proposed historical areas/urban conservation areas be evaluated "on the ground" for worthiness of being included in an urban conservation area, and the heritage-worthy structures be assigned an appropriate heritage grading within the Grade III category (Grade IIIA, IIIB, or IIIC):

- (a) Grade IIIA: This grading is appropriate for sites and buildings that have sufficient intrinsic significance to be regarded as local heritage resources and are significant enough to warrant any alteration being regulated. The significance of these sites should include at least some of the following characteristics:
 - Highly significance association with a historic person, social grouping, historic events, historical activities or role or public memory;
 - Historical and/or visual-spatial landmark within a place;
 - High architectural quality, well-constructed and of fine materials;
 - Historical fabric is mostly intact;
 - Fabric dates to the early origins of the place;
 - Fabric clearly illustrates an historical period in the evolution of a place;
 - Fabric clearly illustrates the key uses and roles of a place over time;
 - Contributes significantly to the environmental quality of a Grade I or Grade II heritage resource or conservation/heritage area.
 - Site or structure is representative – an excellent example of its kind – or extremely rare.
- (b) Grade IIIB: This grading is applied to structures and sites of marginally less significance than Grade IIIA, and such lesser significance mitigates against the regulation of internal alterations. Such buildings or sites may have similar significances to those of a Grade IIIA site, but to a lesser degree.
- (c) Grade IIIC: This grading should be applied to structures and sites whose significance is, in large part, a significance that contributes to the character of significance of the environs. These structures and site should thus only be protected if the environs are sufficiently significant to warrant heritage protection: in other words, if they are located within an urban conservation area. Heritage protection should extend only to the external envelope of the structure under this grading.

Due to the fact that "on the ground" research and evaluation is not possible within the scope of work of this report, a simple Grade III grading shall be recommended, with A/B/C indicated only where possible and appropriate. The suggested urban conservation area/special heritage area overlay suggests that a concentration of Grade III heritage resources exists in a particular area, and identifies the need for the individual survey of the structures falling within this area.

Further, the heritage overlay zone places restrictions on the development potential of sites within these areas not identified as heritage resources, as their future development must be sensitive in scale and grain to the adjacent heritage resources within the heritage overlay zone.

5. CULTURAL LANDSCAPE OVERVIEW

5.1 Regional Heritage Overview of the Langeberg Municipality

The Langeberg Municipality forms part of the green Western Cape coastal belt along the southern-most stretch of the South African coastline. Most of the region falls within the valley of the Breede River, although Montagu – the only town to the north of the Langeberg Mountain Range – is located on the edge of the Little Karoo semi-desert region.

The Breede River and the rain-giving Langeberg Mountain Range are the geographic elements of the landscape that are the most influential in the development of the region (figure 1).

The Langeberg creates a rain shadow that, together with the river itself, makes the Breede River Valley among the most well-watered regions in South Africa (www.capenature.co.za), while just to the north of the mountain range the dry Karoo landscape begins. The abundant fertility of the region, set within the broad river valley, made it particularly suitable for agriculture, but this suitability had to be weighed up against the region's relative isolation for many years during the early years of the Cape Colony, particularly during the period of Dutch Colonisation.

It was only when shipping trade between the Breede River Valley and Cape Town was introduced, during the era of British occupation, that the economic conditions and associated growth in population were such that towns began to be established within the area.

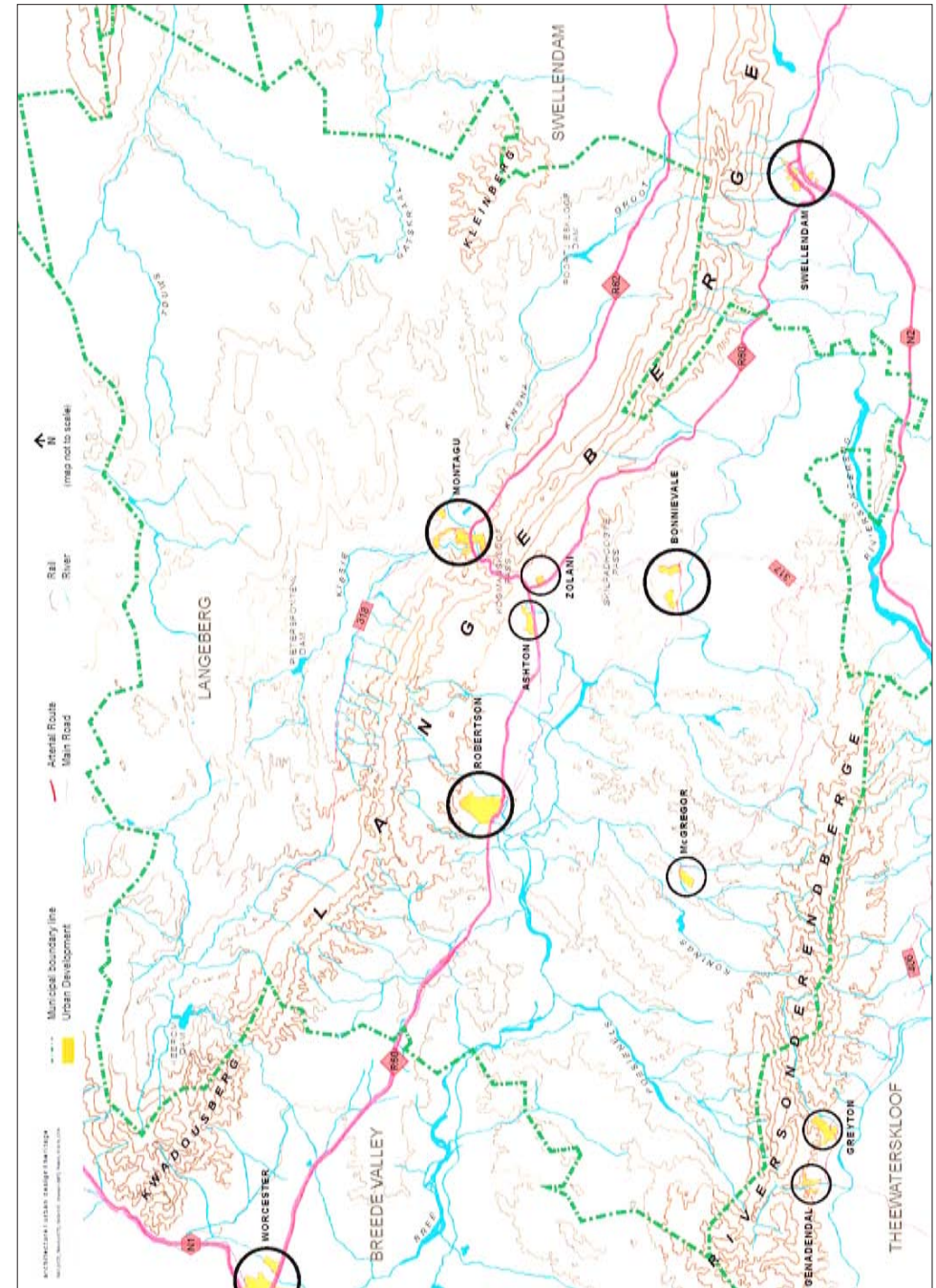
The population boom within the Langeberg region slowed down in the first few decades of the 20th Century, although the region still produces internationally renowned wines and brandies to this day, and has a vibrant agricultural economy.

The 2001 census showed that the “main places” in the municipality are Ashton, Bonnievale, McGregor, Montagu, Robertson and Nkqubela - which is situated on the outskirts of Robertson. Together, the towns of the Langeberg Municipality account for a population of 52,622 people, while a further 28,651 people lived outside the towns (2011 Census).

The municipality is therefore a largely urbanized one, with the towns strung out along the Breede River and its tributaries in a regular rhythm.

Significant features and characteristics of this landscape include:

- The magnificent natural setting, comprising mountain backdrops and the green and fertile river valley of the Upper Breede River;
- Some of South Africa's most important fossil sites;
- Evidence of human landscape modifications and patterns of land use over millennia, including seasonal grazing, pastoral uses and crop production;
- Remnants of pioneer transport and communication networks, including the Breede River itself;
- Significant Cape farmsteads, primarily set hard-up against the Langeberg range in order to take advantage of its rain shadow;
- Towns and settlements with dwellings, civic buildings and streetscapes typical of the 19th Century, particularly Robertson, Montagu and McGregor;
- Social history of the area, from the early Khoi pastoralists to the trekboers, colonists and post-apartheid societies;
- Associations with important and influential individuals in the history of the country, including the Barry family, the poet Breyten Breytenbach and apartheid-era prime minister of South Africa, Dr. D. F. Malan.



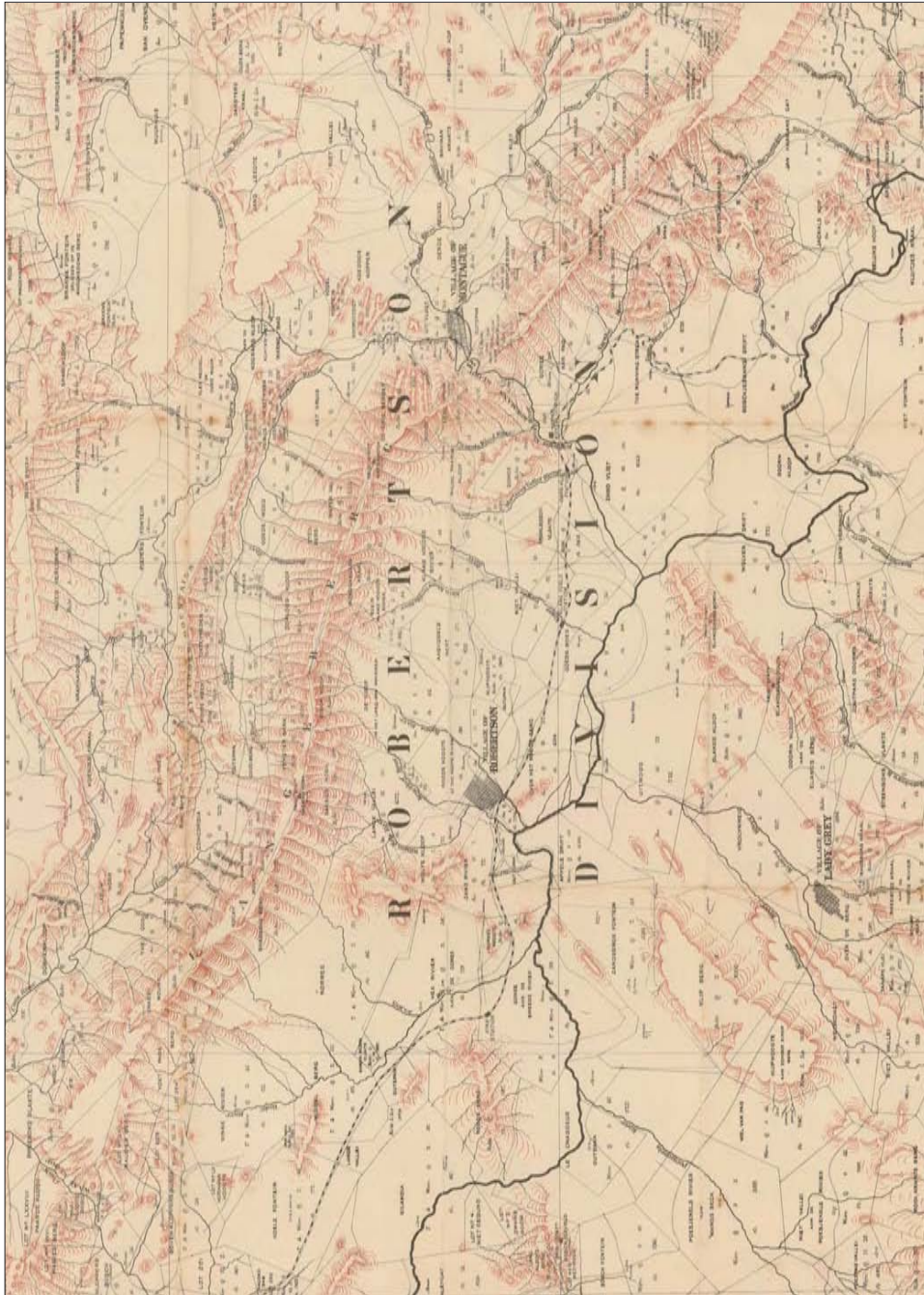


Figure 1.2: Langeberg Municipality, Mid 19th century plan of the region (source: NGSI)

Regional Environmental Context

The environmental context and character of the Langeberg Municipality is made up of the following primary elements, which together constitute the cultural landscape of the area:

- Mountain backdrop (natural wilderness);
- Framing hills;
- Watercourses, including valley streams, the Breede River and its tributaries, as well as man-made dams and historic water channels;
- Farmland, including the pastoral landscape of vineyards and orchards, as well as open pastureland and tree belts/windbreaks;
- Historic homesteads and farm nuclei;
- Routes;
- Cadastral patterns;
- Villages and towns.

The towns and villages of the Langeberg Municipality have several structuring elements in common which seem to persist throughout the region:

- They are sited along water courses, where water flows for most of the year;
- They are sited along major roads and railway lines, often laid over old wagon routes that were established during the 1700s;
- They are sited against the Langeberg and Riviersonderend Mountain ranges, where the westerly winds create a rain shadow that makes these regions among the highest rainfall areas in South Africa.

Because of the abundance of water and the fertility of the soils within the broad alluvial plain, this area is particularly suited to agriculture, and its landscape is therefore a cultivated, pastoral one.

Topography (figure 2)

The Breede River Valley is geographically distinct, being defined to the north and south by the Langeberg and Riviersonderend mountain ranges, which enclose the valley to each side. The valley floor slopes south-eastwards. However, within this larger framework the valley topography is complex, with several folds that create hills and many sub-valleys with different orientations and micro-climates.

Watercourses and Streams (figure 3)

As a river valley, the area is well-watered. This is added to by the existence of a rain shadow along the edge of the Langeberg Range. The Breede River is the main water course. Tributaries include the Kogmanskloof River, Willem Nels River, Hoops River, Konings River, Groot River and Boesmans River. These are fed by numerous springs and streams originating in the folds of the hills and mountains to either side of the Breede River.

The natural water network has been significantly altered by the construction of dams and irrigation canals within the landscape during the 19th and 20th Centuries. These are now important elements within the cultural landscape of the region, and contribute to the fertility of the valley.

Vegetation (figure 4)

The vegetation of the valley is made up of both natural vegetation and cultivated vegetation. The sandy boulder gravel soils of the mountain slopes and rich alluvial soils of the valley floor support a rich variety of natural and cultivated flora.

D. J. McDonald has written extensively about the montane fynbos flora of the Langeberg (1994, 1999). It forms part of the Cape Floristic Region, which ranks as having one of the highest levels of local plant species endemism in the world (McDonald, 1999: 1). Further, the municipal area is divided between two floristic regions: to the south of the Langeberg lies fynbos vegetation, while to the north begins the winter-rainfall succulent Karoo (little Karoo). The transitions from one veld type to another makes the Langeberg Municipality particularly botanically rich and diverse. The natural, protected areas located along the mountain ranges display the natural flora in each area.

Farming activities have responded to the particular conditions of each sub-valley, as well as to external factors such as economic demands and technological advances. As example of this is ostrich farming, which after huge demands at the turn of the century, became rapidly unsustainable after the First World War when fashions changed the demand for feathers ceased. However, the area has long been characterized by its vineyards, as well as its orchards of apricots, apples and pears (KVW, 1979: 2). The valley floor is also characterized by pasturelands, where champion racehorses are bred and cattle grazed (KVW, 1979: 7).

Routes, major homesteads, villages and towns (figure 5)

Anton Obholzer notes that, “in contrast with the magnificent mountain scenery against which many dwellings in this area are set, the existing historic buildings are modest in appearance and hardly ever grouped in the impressive complexes” seen closer to Cape Town (1985: 314). This modesty is evident in individual homesteads, but also characterizes the towns, which “despite the prosaic grid pattern of the streets, the configurations of long mellow thatch roofs, neatly contained between the white lines of their ridges and end-gables, make for quality townscapes” (Fransen, 2008: 29). Fransen goes on to describe how McGregor and Montagu are two of the very few Western Cape Towns that retain this quality today.

Typical isolated farm werfs are located close to streams, and are “tucked in” to the folds of the surrounding mountains and hills, often looking out over the valley below. Towns are all gridded, but with variations made to accommodate river courses and peculiarities in topography. Between the towns are important linear networks of “country” access roads, often lined with trees and flowering verges. The roads often follow the river courses, and between Ashton and Bonnievale are accompanied by irrigation channels. The railway line also follows the lower contours, adjacent to the Breede River, and links Robertson, Ashton and Bonnievale.

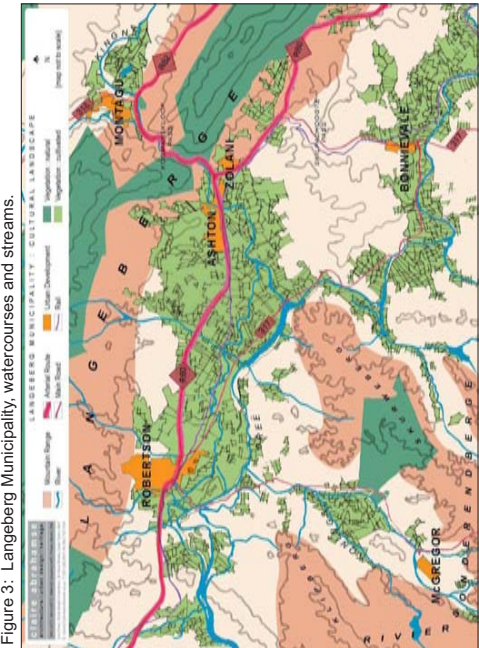
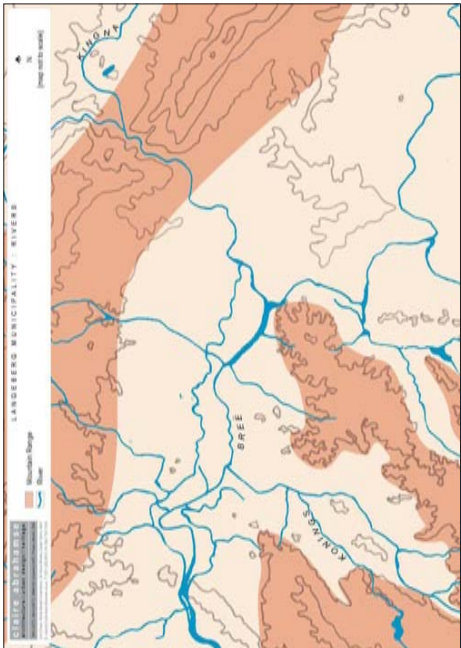


Figure 3: Langeberg Municipality, watercourses and streams.

Figure 5: Langeberg Municipality, settlements and routes.

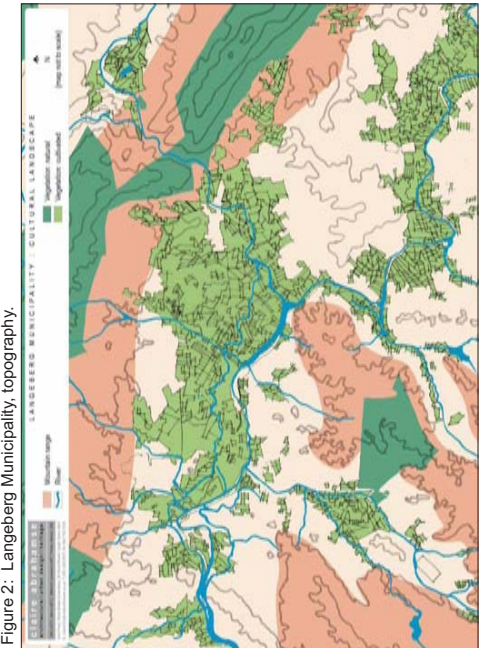
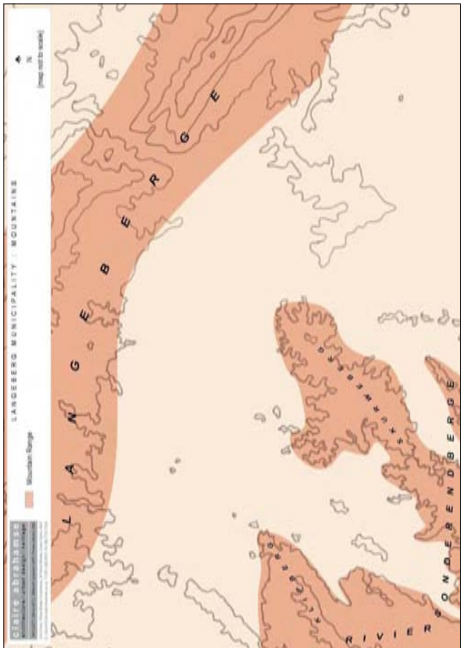


Figure 2: Langeberg Municipality, topography.

Figure 4: Langeberg Municipality, vegetation.

Historical Development of the Area

The Breede River and the embracing arms of the Langeberg and Riversonderend Mountain Ranges are the geographic elements of the landscape that are the most influential in the development of the region.

The Langeberg creates a rain shadow that, together with the river itself, makes the Breede River Valley among the most well-watered regions in South Africa (www.capenature.co.za), while just to the north of the mountain range the dry Karoo landscape begins. The abundant fertility of the region, set within the broad river valley, makes it highly suitable for agriculture, but in the early years of the colony this suitability had to be weighed up against the regions' relative isolation from Cape Town.

Swellendam was the third town established at the Cape, centered on a new Drostdy. A landdrost, an institution of Dutch origin, was a post created in the newly-settled districts of the colony that extended rights to collect tax, police, prosecute and carry out sentences to a local representative of the government authority. Swellendam landdrost was established in 1743.

However, as Muller describes, although Swellendam was located geographically close to the Cape market, centered in Cape Town, practically the journey to Cape Town involved a travelling time of sixty hours by ox wagon (1985: 10). The damage to ox wagons along this route, and the loss of draught animals along the way, were two of the factors responsible for the high costs of overland transportation of agricultural goods to Cape Town. At that time, grain and other bulky, low-priced products could not be marketed at a profit if they were produced beyond a radius of about 100 kilometers from Cape Town (Muller, 1985: 10).

As a result, the farmers within the area operated under severe commercial limitations, and although they were able to produce excellent fruit, grain, wine and brandy, their market was limited to the immediate community and sporadic travellers through the region.

The individuals who took up grazing licenses in the Breede River Valley from the mid 18th century onwards must have struggled in relative isolation, and would have had to be extremely self-sufficient.

The possibility of reducing the transport costs of goods to market by introducing a shipping route between the Breede River Valley and Cape Town was often raised during the period of Dutch occupation at the Cape, but the Company's strict control of internal trade reduced incentive for farmers to cooperate in this scheme, and only occasional shipments to Cape Town in VoC vessels occurred towards the latter half of the 18th Century (Muller, 1985: 11-12).

After British occupation at the Cape, the desirability of introducing a coastal trade between Cape Town and various suitable bays along the southeastern coast was again raised. In 1801 Robert Percival made an analysis of the influence of transport systems on the economic development of the Colony. He noted that while the colony possessed many natural advantages, it remained unproductive. He concluded that "butter, corn, wine and other articles of husbandry become incalculably dearer in Cape Town by being conveyed in wagons instead of being put on board... coasting vessels at the different harbours or mouths of rivers.... If the transporting of articles by water were carried into effect, such a market would be opened for the produce of the interior that it is impossible but industry must be stimulated; and these deserted and solitary harbours might be the means of enriching the colony beyond computation. Market towns would soon be necessarily erected in various ports along the coast..." (Percival, 1969: 213-215).

The Cape Governor shared Percival's interest in the coasting trade, and in 1800 Sir George Yonge instructed the landdrost at Swellendam to examine the suitability of the Breede River for navigation. He reported that it was navigable for six hours inland, and that there were numerous suitable landing places along its length (Muller, 1985: 12). In 1803 Governor Janssens also inspected the river, but it was only in 1816 when Lord Charles Somerset had the river re-examined, and it was found to be navigable for 50 kilometers inland, that a harbor was established at the Breede River mouth. It was named Port Beaufort (after Lord Somerset's father, the Duke of Beaufort). The very next year, Scottish colonialist Benjamin Moodie started a coastal trade route between Port Beaufort and Cape Town.

In 1822, Joseph Barry began his own trading activities at Port Beaufort. Unlike Moodie, Barry purchased farmer's produce on the spot and shipped them to Cape Town where he sold them for his own account.

This system created a regular cash market in the area and was far more popular than Moodie's system of selling produce on the relatively unstable Cape Town market at the risk of the producers (Muller, 1985: 13). In 1823 Barry opened his headquarters at Swellendam, and by 1825 his shipping business completely eclipsed Moodie's.

As a result of these developments and of Barry's efforts, the Swellendam and the Upper Breede Valley region obtained a regular market for its grain and a variety of other agricultural produce, including hides, skins, horns, wool, aloes, fruit, raisins, tobacco, ostrich feathers, butter, beans, peas and potatoes. Barry's return vessels began to supply the region with metropolitan products and technologies that in turn made life easier and increased productivity. Barry's business empire promoted the shift from subsistence to commercial agriculture in the Langeberg area (Muller, 1985: 13-15).

The new vibrant economy that Barry spurred in the Breede River Valley was later accompanied, in the 1840s, by expanding colonization and increased population in the Cape Colony as a whole (Todeschini, 2000: 46). This buoyed the economy, and opened the Cape up to more "universal" imperial, mass industrialised products. 19th Century Anglicisation began to influence institutions, economic practices and built form throughout the colony.

Todeschini notes a number of significant factors contributed to the changes that were to transform the scale and character of built environments throughout the colony:

- Revolutionary change in transport technology on land and at sea (the influence of Barry on opening up the Breede Valley region to markets at the Cape has already been explored);
- The establishment of municipal government, and village management boards throughout the towns and villages of the colony;
- The establishment of a range of commercial, semi-industrial, financial, administrative, educational, religious and cultural institutions;
- The "modernization" of the practice of land subdivision and the provision of essential services (this was directly the responsibility of the new municipal governments);
- The discovery of gold and diamonds in the interior, which led to successive economic booms within the Cape Colony;
- The introduction of more industrialised, mass-produced building components and technology.

Beyond Cape Town, these changes had dramatic effect on the development of towns.

Firstly, the sheer extent of new settlement formation for the mid-period of the 19th Century had been unprecedented and unparalleled in the history of the Cape. T. B. Floyd has suggested that 142 new towns were established during the period spanning 1791 and 1900 in the region that would become present-day South Africa (1960: 20-16). In terms of municipal proclamations registered at the Surveyor General in the same period (remembering that many existing towns only received official municipal status during the period of British Occupation), 120 towns were declared in those areas of the colony that today make up the Western Cape Province (Todeschini, 2000: 48).

Of the towns declared during this period within the Langeberg region, Robertson was founded in 1853 and declared a municipality in 1857; Montagu was founded in 1856 and declared a municipality in 1895, and McGregor was founded in 1861 and established a Village Management Board in 1892.

While each town has its particular history, they all showed broad commonalities in the way that they were laid out (refer to figure 6). Todeschini highlights a "relatively clear and simple model for settlement formation that comprised a few major elements that gave it spatial, developmental and experiential order":

- Astute site selection relative to fundamental needs such as potable water and the purpose of the settlement (military, agricultural, religious etc.);
- The application of a grid layout for the subdivision of land into private and public domains;
- The definition of road networks for access between and within settlements;
- The disposition of important public spaces, such as market squares and uitspans;
- The disposition of notable social, cultural, judicial government and administrative institutions such as churches, landmark pivots within the townscape, graveyards and so on;
- The application of this abstract model to specific contexts and unique site constraints and features, such as riverbeds and rocky outcrops.

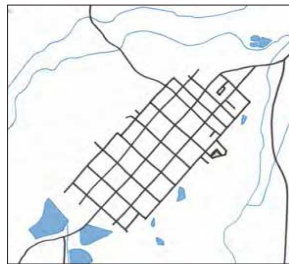
These elements can be clearly seen in the layout of the three oldest towns within the municipality, namely Robertson, Montagu and McGregor.



ROBERTSON
Date of founding: 1853
Date of declaration: 1857
Type: Grid between rivers



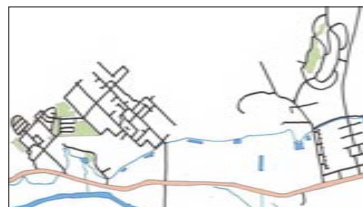
MONTAGU
Date of founding: 1856
Date of declaration: 1895
Type: Grid between rivers



McGREGOR
Date of founding: 1861
Date of declaration: 1892
(Village Management Board)
Type: Grid



ASHTON
Date of founding: 1853
Date of declaration: 1857
Type: Grid between rivers



BONNIEVALE
Date of founding: 1853
Date of declaration: 1857
Type: Grid between rivers

Figure 6: Comparative analysis of town morphologies.

ROBERTSON

Robertson's early history can be traced back to 1710, when the Cape Governor granted grazing rights to Pieter Joubert in the area within which the town is located today. Under the loan-farm system, this region had several tenants in succession during the VoC period, and the land therefore remained under the Company's ownership (KVW, 1975: 6). The challenges of farming in this relatively isolated area, with strict controls on internal trade, have been explored and outlined already.

In 1813 the British introduced a system of hereditary land tenure, and the tenant of the land at that time, Gustavus Wilhelmus Fouche, applied to have the farm and an adjoining piece of land registered in his name. By the time the deed of transfer went through (1838), the property was jointly registered in the names of Frederik Jacobus van Zijl and Stephanus Jacobus Fouche (KVW, 1975: 6).

By that time, Barry had established his sea route to the Cape, and the farmers of the region were experiencing unprecedented prosperity. The population of the region rose, and Dominee Robertson from Swellendam made regular trips through the region to hold religious services within the community.

In 1852 it was decided that the community needed their own religious centre, and the farm Het Rode Zand ann de Hoopsrivier was purchased from Hans van Zijl, who had inherited the farm from Frederick and Stephanus Fouche. Religious services had previously been held in a building on the farm, and the community elders believed that the establishment of a new town there would attract buyers from the region. Following tradition, they named the town after the dominee who had served them up to that point – Robertson.

The surveyor H. van Reenen was appointed to peg out three hundred erven to be auctioned, many of them with access to water ("water erven") due to the course of the Willem Nels and Hoops Rivers, which encircle the town. The town elders were correct, and of the three hundred erven, well over half were sold within two days (Fransen, 2008: 195).

Despite being embraced by two streams, the water supply to the town was not without problems, and an irrigation system was devised with furrows and sluices that were strictly rationed, and which led to all of the water-erven in town (Fransen, 2008: 195). Thus from the very earliest years, the town showed a Victorian approach to the provision of public infrastructure.

Fransen notes that the town layout of Robertson is fairly complex. It consists of rectangular town blocks on the level stretch of land between the Willem Nels River and Hoops River, with regularly spaced cross streets (north to south) running between the two rivers, about 100 metres apart. The church block is located in the centre of the town, and the adjoining blocks are halved so that the church block "intercepts" Church Street and affords axial views along this street. The church itself becomes a focal point within the town, and is designed in Gothic Revival style (2008: 195).

Another diversion from the strict grid pattern is in the perpendicular street system, running east to west. They are spaced closer together towards the central church block, and become spaced further apart as one moves outwards towards the river streams (figure 6 – town diagram).

Fransen draws attention to the fact that Robertson is among the five country towns within the Cape richest in building fabric pre-dating 1900; Stellenbosch, Paarl, Worcester and Graaf-Reinet being the other four (2008: 196). Like Worcester, many of the thatched roofs of historic buildings have been replaced with corrugated iron, and because the town in 30 years younger than Worcester the rectangular, two-rooms-deep plan predominates and the gables are therefore taller. There are also far more double storey, Georgian buildings, in the town, often found on the street corners (Fransen, 2008: 196) – see figure 7.3.

Like other Cape towns of a similar period, Robertson exhibits landscape patterns throughout, especially in the treatment of erf boundaries with hedges and the lining of streets with oak, jacaranda and other large and shady trees. Further, the gardens of individual houses often have an ornamental, formal front flower garden, with a productive garden of vegetables and fruit trees towards the back. The town also has several parks.

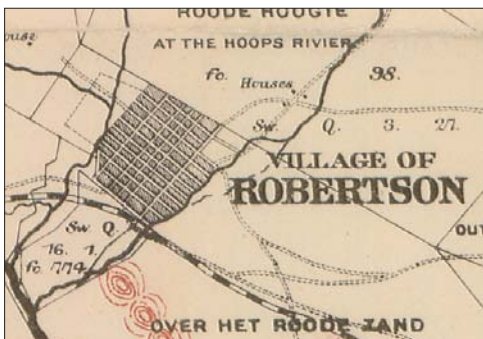


Figure 7.1-7.4: Historic images of Robertson, clockwise from top: 1945 aerial photograph of the town (source: NGSI), panoramic view of Robertson, c1910 (Ravenscroft, R1865), View along Church Street looking towards the church, c1900 (source: Ravenscroft), Mid 19th Century map of the region (source: NGSI).

MONTAGU

Montagu is situated on the fringe of the Little Karoo, and is the only town in the Langeberg Municipality that is not situated in the wider Breede River Valley. It is spectacularly situated, at a natural (though precipitous) gateway within the Langeberg Mountain Range. Fransen notes:

There is probably no town in the Cape that has quite as breathtaking an approach... as Montagu, with the winding Cogman's Kloof and its convoluted rock masses suddenly opening up to reveal an intimate, verdant valley and a charming cluster of old houses (2008: 254).

The area had been thinly populated from the mid 18th Century, when a group of trekboere had ventured over the Kogman's Kloof, and numerous quitrent grants had been issued in the area since the 1820s (Todeschini and Japha, Fransen).

The opening up of the region to trade by the Barry Family meant that the population grew, and in 1851 David Stephanus van der Merwe speculatively purchased the farm Uitvlugt on the Kingna River, intending to establish a town there for the parish he felt would be imminently established due to rising population pressures. He immediately had the surveyor William Atmore subdivide the area into erven in anticipation of developments resulting from the proclamation of a new congregation (Fransen, 2008: 254). Atmore laid out a gridded town typical of the mid-19th Century.

Van der Merwe's gamble paid off, and the erven were snapped up so quickly that in 1854 the surveyor Kannemeyer was employed to extend Atmore's grid to the west (Todeschini and Japha, 1990: 11).

As in Robertson, the plan provided two kinds of erven: "water-erwe" and "droe-erwe". Water-erven were between 1 and 4 acres in size and were located on the flat, alluvial soil of the river valley, irrigated by a communal "lei-water" system fed from the Bath River to the north of the town. The dry erven were located on the hilly slopes above the Bath River. The original plan also provided for a church square, a market square, and village pasturage on the hilly slopes surrounding the town (Todeschini and Japha, 2009: 11).

A temporary church was erected on one of the residential erven soon after the town was founded, and a Church Committee established in order to raise funds for a permanent building. In 1862 a substantial church building was completed, and a substantial town of over 500 inhabitants had grown up (Fransen, 2008: 254). The town received municipal status (was declared) in 1895 (Todeschini, 2000: 49) and was named after John Montagu, the Secretary of the Cape Government between 1843 and 1852.

The town itself has a characteristic layout, with some more specific elements in response to the site conditions.

The town was laid out on a tapering wedge of land at the confluence of the Bath and Kinga Rivers, before they descend through Cogman's Kloof as the Kogmanskloof River. The grid pattern of the town, laid out between these rivers, is entirely rectilinear. The plan of the town did not make any special concession for public buildings such as the church, which instead occupies an ordinary town erf, although Church Street does terminate on axis with it (figure 8.1).

Apart from the church, the other main institutions within the early years of the development of the town were the hotel, the Barry and Nephews shop and the distillery (Todeschini and Japha, 1990: 11).

The town grew rapidly in the 1850s and 1860s, and the bulk of its income came from the production of wine, brandy and dried fruit from the surrounding farms (Todeschini et al, 1990: 13). In this way Montagu started as a thriving agricultural centre, and "many of the buildings had common forms, mostly simple rectangular buildings, sometimes with gables, set in a landscape of vineyards and orchards, subdivided by... quince or pomegranate hedges. Sections of Long Street were defined by werf walls, punctuated at intervals by the more substantial walls of the houses, barns and cellars". This was still the prevailing pattern at the beginning of the 20th Century (Todeschini et al, 1993: 13, see figure 8.4 and 8.5).

After the 1870s a series of developments occurred that began to transform Montagu into a proper town. Among these were the provision of services, including piped water (installed in 1894), and the upgrading of

the notoriously bad Cogmanskloof Road in 1875. A Village Management Board was also instituted in 1889, becoming a full municipality in 1895 (Todeschini et al, 1993 and 2000: 13 -49).

These improvements saw the town grow in both population and building fabric: "[b]y the mid 1880s the town accommodated a wide range of artisans, as well as some professionals and others involved in commerce of various kinds. There were, for instance, a doctor, a midwife, a hotelkeeper and several lawyers, as well as masons, carpenters, dressmakers, tanners, wheelwrights, confectioners, shoemakers, and many transport riders" (Todeschini et al, 1993: 13).

By the turn of the century, Bath Street had become the main commercial spine of the town, with many double storey buildings. The residential density of the town also grew, with most erven being built upon to the extent that by 1901 the town had to be extended to the north.

While these turn of the century expansions marked the high point in the growth of the town, Fransen notes Montagu remains a unique town in the Cape, retaining many thatched, homestead-type houses with central gables, as well as a handsome church, "interspersed with noble double-storeys with decorative parapets – the work of the local builder Prins, the last gable-builder in the Cape" (2008: 259). Fransen also notes that Montagu remains a "green" town, with green gardens interspersed throughout the town, and with the river lands still largely undeveloped.

The town is also associated with the one-time prime minister of South Africa, Dr. D. F. Malan. The site of the original Uitvlugt homestead, near the intersection of Bath Street and Bath River, was replaced in 1906 by an enormous parsonage, occupied for a time by Dr. Malan while he was the dominee of the Montagu Dutch Reformed Church (Fransen, 2008: 260).

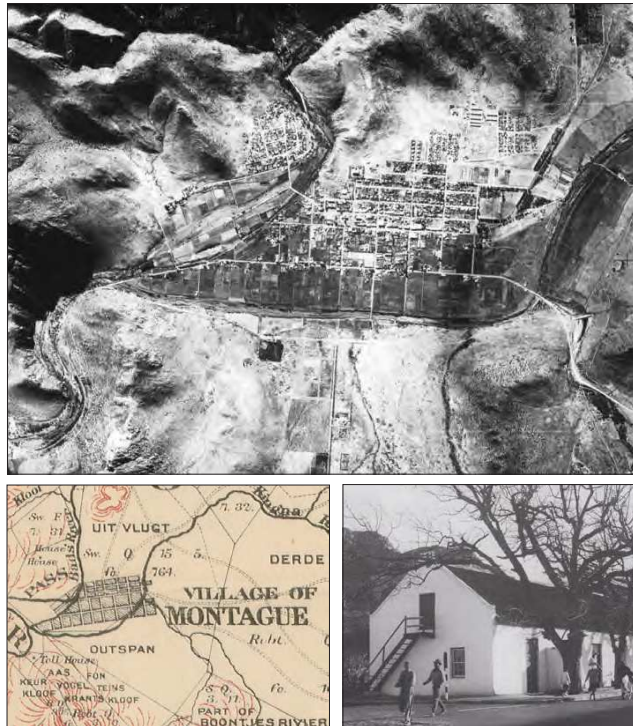


Figure 8.1-8.3: Historic images of Montagu, clockwise from top: 1945 aerial photograph of the town (source: NGS), 1965 image of a typical building along Long Street (source: Fransen, 2008), Mid 19th Century map of the region (source: NGS).



Figure 8.4: Panoramic view of Montagu looking south-west, c1910 (source: Ravenscroft, UCT)



Figure 8.5: Panoramic view of Montagu looking north-west, c1910 (source: Ravenscroft, R1345)



Figure 8.6: View of Long Street, looking west, c1910. A double storey appears amid the cottages (source: Ravenscroft, R1338)



Figure 8.7: Top of Church Street, with the Dutch Reformed Church spire terminating the view, c.1890 (source: Cape Archives, AG10585)



Figure 8.8: View along Bath Street, looking west, c.1910. Barry and Nephews' store can be seen in the righthand corner (source: Ravenscroft)

MCGREGOR

Like Montagu, McGregor is not a church town but was rather established speculatively. Fransen describes that the enterprise that led to its creation was the proposal for a new road and mountain pass over the Riviersonderend Mountain Range into the Breede River Valley – a still impenetrable 80-kilometer wide barrier (2008: 260).

The village was established in 1861, hoping to soon benefit from the surveyors, engineers and road-building teams who would flock to the area once the building of the pass commenced. This perhaps accounts for the "uninspiring grid layout and the absence of a nearby river with a watered strip alongside" (Fransen, 2008: 260), although a dam above the town feeds its leiwater system. The rectangular spaced town is made up of three-by-eight almost square blocks, with those blocks to the south being half the size in order to offer smaller erven for sale. Historically, this section became the "Coloured" part of the town, and is unique in that it remained part and parcel of the main town throughout the apartheid years, and remains so to this day (figure X).

Although the grid was rather monotonous, it was in-filled with attractive structures surrounded by verdant gardens (Fransen, 2008: 260). The church is located about mid-way along the main street – Voortrekker Street – but its tall steeple marks it as a landmark above the lower, single storey cottages.

The village was first named Lady Grey after the wife of the then-governor, Sir George Grey, but was changed in 1903 in honour of the Reverend Andrew McGregor, the minister at the Dutch Reformed Church in Robertson, in whose parish the village was situated until the formation of a separate congregation there in the same year (Robinson, 1997: 8).

Perhaps because of its relative isolation, McGregor is one of the best-preserved 19th Century gridiron towns in the Cape (Fransen, 2008: 260). It is situated in a shallow valley of the Riviersonderend Mountains, with several late gabled homesteads in its vicinity.

Because of its charm, the town has been somewhat gentrified by residents from Cape Town who look to retire there, or establish a holiday house. Despite the best efforts of the local community in ensuring new structures conform to the existing pattern, the finely balanced harmony of the historic townscape has been impacted.



Figure 9.1: View down Voortrekker Street, looking west, c1910. The DR Church appears to the left of the photograph (source: Ravenscroft, R225)

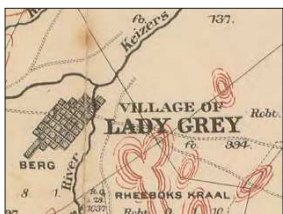


Figure 9.2: 1945 aerial photograph of the town (source: NGSI);

Figure 9.3: Mid 19th Century map, showing the layout of the town (source: NGSI).



Figure 9.4: View along Voortrekker Street, from the north-east, c 1910 (source: UCT)



Figure 9.5: Panoramic view from the north, c 1910 (source: Ravenscroft, R224)



Figure 9.6: Aerial view from the south-east, c 1990 (source: Fransen, 2008)

ASHTON

With the completion of the railway line from Worcester to the coastal regions in 1887, the trading post Roodewal became a railway station. Shortly afterwards it was renamed Ashton, in honour of Job Ashton, director and railway engineer of the New Cape Central Railways (Ltd).

For several years the settlement consisted of only a railway station, warehouse, hotel, post office, butchery, a little school, one shop and a few houses. During 1939 and 1940 extraordinary growth took place with the opening of the Langeberg Co-operative, resulting in the farmland being divided into plots around the fruit-canning factory that was the economic staple of the town. Development received a further boost with the establishment of a second canning factory in 1949.

In 1956 Ashton gained municipal status (www.montagu-ashton.info). In the latter half of the 20th Century, Ashton became famous for its racehorses, stud farms, vineyards and its canning factory. Its layout is thoroughly modern, with all of the curved roads and cul de sacs typical of town planning layouts of this era.

BONNIEVALE

In 1902 a railway halt was constructed between Robertson and Swellendam and was named "Vale". In 1917 the halt received full status as a railway station and was then called Bonnievale.

In 1922 a village management board was elected. The town received full municipal status in April 1953 (bonnievaletourism.com). Bonnievale became an important agricultural centre in the 20th Century, producing wine and cheese (the widely-known "Bonita" cheese is made in a factory in the town); canned peaches and apricots; muscatel wines, brandy and sherry and is the home of the poet Breyten Breytenbach (KVVW, 1975: 10).

Like Ashton, Bonnievale is a 20th Century town with the same modern layout: the curved roads and cul de sacs typical of town planning layouts of this era.



Figure 10.1: 1945 aerial photograph of Bonnievale (source: NGSI)

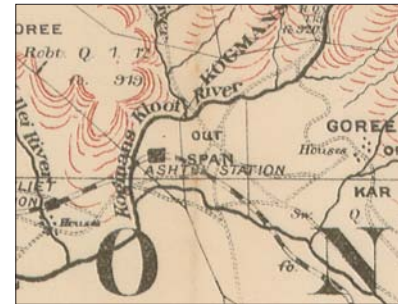


Figure 10.2 and 10.3: Mid 19th Century map of the area, showing the location of the two towns, at the time both railway sidings (source: NGSI)

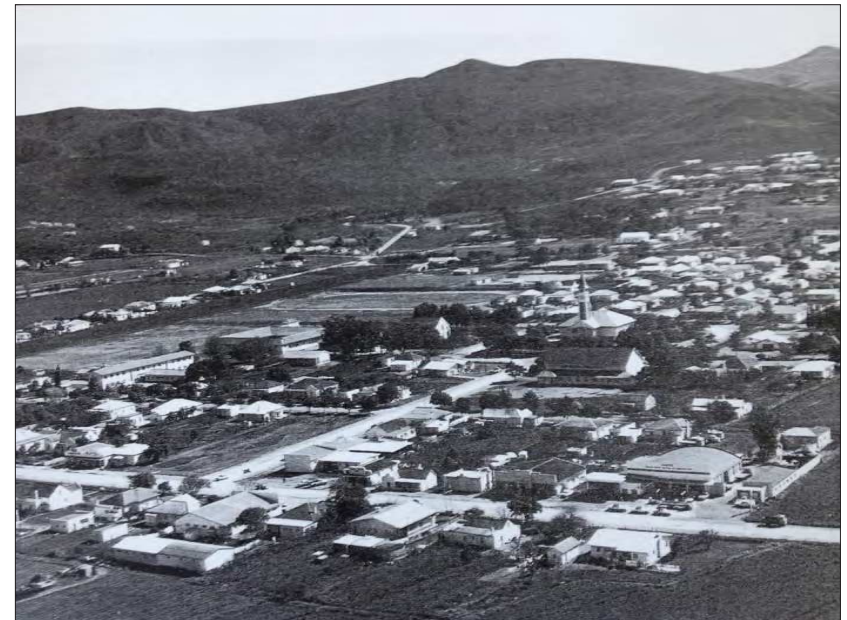


Figure 10.4: 1947 aerial photograph of Bonnievale (source: Van den Berg, D. L.)

Typical Architectural Character of the Area

In contrast to the magnificent mountain scenery against which the farmsteads and towns of this area are set, the existing historic buildings of the Langeberg Municipality are modest, possibly due to the fierce weather the region sometimes endures. The designs of the region are characterized by a greater simplicity and naivety in design, the use of neoclassical detailing, and the absence of teak (Obholzer et al, 1985: 289).

The materials at hand for the craftsman in this abundantly fertile area include young poplar saplings growing on the mountain slopes, clay from mountain deposits, as well as mature cedarwood for ornate timberwork or large structural beams. Slabs of slate were also readily available in the area, and for more modest structures a misvloer would be used (Obholzer et al, 1985: 289).

Robertson, Montagu and McGregor all generally exhibit “compressed-H” shaped ground-plans within their town houses, consisting of two rows of rooms under one roof: “The front row is divided into two by a narrow passage, for which light is provided by a fanlight above the front door, and a glazed passage door, also with fanlight” (Obholzer et al, 1985: 315).

Obholzer, Walton and Fransen, in their documentation and analysis of the vernacular architecture of the region, identify the key farmsteads that can be considered worthy of heritage protection in the area. Some enjoy national monument/provincial heritage site status.

All of the homesteads show “letters-of-the-alphabet” plans and simplified gables – whether simple triangles or holbols. Most of them seem to date from the mid-1800s, when the establishment of shipping trade between Port Beaufort and Cape Town made so many farmers within this region extremely wealthy. All of the farmsteads all display a variety of window types and show a level of alteration over the decades.

The key rural homesteads of heritage significance within the Langeberg region include:

- Baden
- Bakovens
- Bo-Noree
- Boesmansdrift
- Bruintjiesrivier
- Clairvaux
- Derdeheuvel
- Die Bos
- Die Erf
- Goedemoed
- Goedemoed
- Jan Harmansgat
- Joubertsdal
- Klaasvoogds
- Krugershof
- Kruispad
- Noree-Vinkrivier/Orange Grove
- Onderkruis
- Rhebokskraal
- Rietvlei
- Scheepersrus
- Steenboksvlakte
- Takkap
- Vinkrivier
- Warmwater

- Willem Nelsrivier
- Wolfkloof/Wolvekloof
- Zevenfontein
- De Hoop
- Temenos
- Olyfenbosch
- De Bon Cap
- Die Ou Huis, Wilde Paarde Kloof
- Excelsior

Each is described in some detail in Section 5.4 of this report – Single Point Heritage Resources (see figure 15).

Most of the townscapes in the area display a fine array of Cape Georgian and Victorian buildings, dating from between the 1850s and 1900s. Langeberg towns enjoy a fairly even spread of good examples of 19th Century domestic houses, many exhibiting fine examples of local craftsmanship during the Victorian Period, or imported metal and timber elements typical of Victorian architecture throughout the Cape, and indeed the British Empire, during this time.

5.2 Landscape Character Assessment

Detail landscape character assessment (natural features, built form, scenic resources).

The broader landscape character of the municipality has been outlined in Section 5.1: Regional Environmental Context. This section focuses instead on the landscape character of the towns themselves, and the scenic quality of their approaches.

The Landscape Character of the Towns

The best-documented town in terms of landscape character is Montagu. Derek and the late Viven Japha have argued that Montagu should first and foremost be read as a concentrated and intensely cultivated agrarian settlement, with more “urban” services like those of artisans, shopkeepers and the like forming a distinct minority (The Landscape and architecture of Montagu: 1850-1915, 1992). Montagu provides a good example, as it still retains its green, productive gardens throughout the town, and has virtually unimpeded river lands.

However, all three of the 19th Century towns in the municipality have similar landscape characters in this regard, perhaps still more evident in McGregor than in Robertson, which has grown and been subdivided significantly during the 20th Century. However, the 1945 aerial photographs of each town shown their underpinning landscape commonalities (see figures 7.1, 8.1 and 9.2), namely:

- The settling of cultivated and natural landscapes, namely the natural landscapes of the surrounding mountain peaks and river valleys, and closer to the towns the cultivated landscape of vineyards, meadows and orchards.
- The embracing riverine corridors, whose constant water source was a primary defining element for the location of each town where it was sited.
- The incorporation of orchards and vineyards into certain areas of the town, where the “leiwater” system allowed for irrigation of smaller fields. These “water-erwe” typically occurred towards the outskirts of the town, close to the rivers from which irrigation was led. Todeschini and Japha also point out that these sections of the town still have a “semi-rural” character, defined by thatched and parapeted buildings set amongst a landscape of orchards and vineyards. These structures architecturally had more in common with the outlying homesteads.
- The smaller and denser fabric of the “droe-erwe”, which were not irrigated and therefore came to accommodate a more urban type of fabric and use. The structures form a continuous edge to the street, but along with this, the streets are lined with avenues of trees on both sides, which create a very urban landscape pattern.
- In the larger towns, some of the areas between these two types of urban and landscape patterns have been set-aside as public parks, and these create green “lungs” within the townscape. Further, in all instances the central, Dutch Reformed Church is set within its own block, and surrounded by landscaped gardens.

Todeschini and Japha note in their 1990 study of Montagu that the factors which contribute to the town’s character are complex, and meaningful conservation measures cannot be limited to the protection of a few isolated buildings or groups of buildings. Unless the landscape features of the town are taken into account within any conservation and planning strategy, the uniqueness of the townscapes will be lost irretrievably (1990: 19).

This point cannot be emphasized enough. It is critical that the municipality undertakes a detailed study of the landscape character of each town within the area, and put in place systems to maintain them into the future. This will include, among other things, the maintenance of the leiwater systems, and the establishment of a tree-planting programme to ensure that old or sick trees are replaced, and the landscape pattern of tree-lined streets continued into the 21st Century.

Scenic Routes

Two scenic routes have been identified within the area, and both have entirely different characters.

COGMAN’S KLOOF PASS

The Cogman’s Kloof Pass extends across a poort (mountain pass), which runs through the Langeberg between Ashton and Montagu. The pass follows the path of the Kingna River and is therefore susceptible to flooding.

White settlement of the area occurred from 1725, when the first farms were granted beyond the Lanngeberg. The pass provided the primary link to the main settlement for transporting their produce to market, and was difficult to traverse and open to flooding.

The original track was a precarious one, running alongside the riverbed incorporating eight drifts. Some of these drifts were of thick and heavy sand while others were of rough beds of rock and boulders. To round the Kalkoenkrantz, wagons had no other option but to travel in the riverbed itself.

In 1861, a Parliamentary Select Committee authorised the building of a road using convict labour, but as convicts were in short supply, no work was possible. Six years later, the unfortunate drowning of 12 people prompted some action and a survey of the land was undertaken. A 5,5km stretch of road was approved and work began in 1867.

Construction using what is termed as “distressed labour” soon lost momentum. The work was arduous and the previously unemployed labourers were not up to the demands of such physical labour. Work stopped in 1870. Thomas Bain, son of Andrew Geddes Bain, then surveyed the pass and work was restarted in 1873. Included in the task was an unlined tunnel through the hard rock of the Kalkoenkrantz.

This section of work only addressed the 5,5km stretch of road, but the crossing of the Kingna River at the entrance to Montagu remained a problem, as it was liable to serious flooding in the harsh Cape Winters. A bridge was constructed in 1915. Tarring of the strip of road took place in 1931.

Approaching from the Ashton side, one is struck by the beauty of the area. The wide riverbed, running below the road, is flanked by vineyards in an idyllic setting, which give way to the stark, rugged beauty of the rock formations as one enters the kloof. The Cogman’s Kloof gorge provides a spectacular gateway into the town of Montagu, when the sheer cliffs of the gorge suddenly part to reveal the town set on an alluvial valley, nestled between two rivers (samountainpasses.co.za, see figure 11.1).

R317, ROBERTSON TO BONNIEVALE

The road between Robertson and Bonnievale hugs the Breede River, and takes in some of the most fertile wine and fruit farms in the region. The road itself is famously lined with trees and flower beds, and in certain seasons provides a riot of colour.

The road also follows a 20th Century canal in the stretch closer to Bonnievale, which irrigates the fields and vineyards between the road and river. The R317 exhibits all the elements that make up the cultural landscape of the area to great effect (figure 11.2).

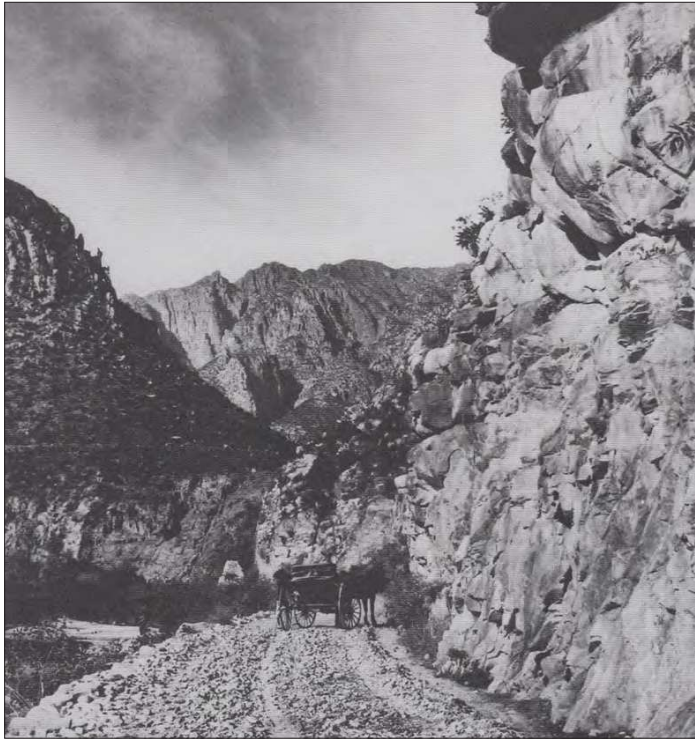


Figure 11.1: 1910 image of the road through Cogman's Kloof (source: Ravenscroft)



Figure 11.2: 2011 view of the layered cultural landscape of the Breede River Valley, as seen from the R317 (source: panoramio).

5.3 Local Area Analysis

Local area analysis and identification of broad heritage precincts and areas within each town if easily available. Buildings within these areas are considered to be worthy of further detailed study and possibly also of heritage grading.

At this stage, Montagu, McGregor and Robertson are considered worthy of urban conservation area/ heritage area overlays. Both Montagu and McGregor have had such heritage areas proposed for them (see Todeschini and Japha, 1990 and 1993, as well as Robinson, 1997). However, it is considered that Robertson is equally as deserving of a heritage area in the historic core of the town. This is because Robertson includes some of the oldest fabric in the region, has a high density of modest Cape Georgian and Victorian domestic buildings, and much of its civic and religious architecture is of high architectural and historic significance.

The suggested urban conservation areas (see map attached, figures 12.1, 12.2, 13.1, 13.2, 14.1, 14.2) have been determined by consulting 1945 aerial photography of the towns as well as existing maps and other heritage documentation, and identifying graded or grade-able sites within the towns through engagement with local historians and research into the towns' histories.

Some of the key heritage sites within the proposed heritage overlay/urban conservation areas are described in the attached heritage inventory that forms Section 6 of this report. The list is by no means comprehensive and Grade III A, B or C is only suggested and is contingent on a proper, "on-the-ground" survey of each town being undertaken. However, all of the proclaimed PHS/former national monument sites are identified.

The towns/settlements of Ashton and Bonnievale enjoy built environment resources of heritage significance, but these do not form a significant enough townscape to warrant a proposed heritage overlay zone/urban conservation area within the town.

The primary resources within these areas are listed in the Heritage Inventory/Database in Section 6 of this report.

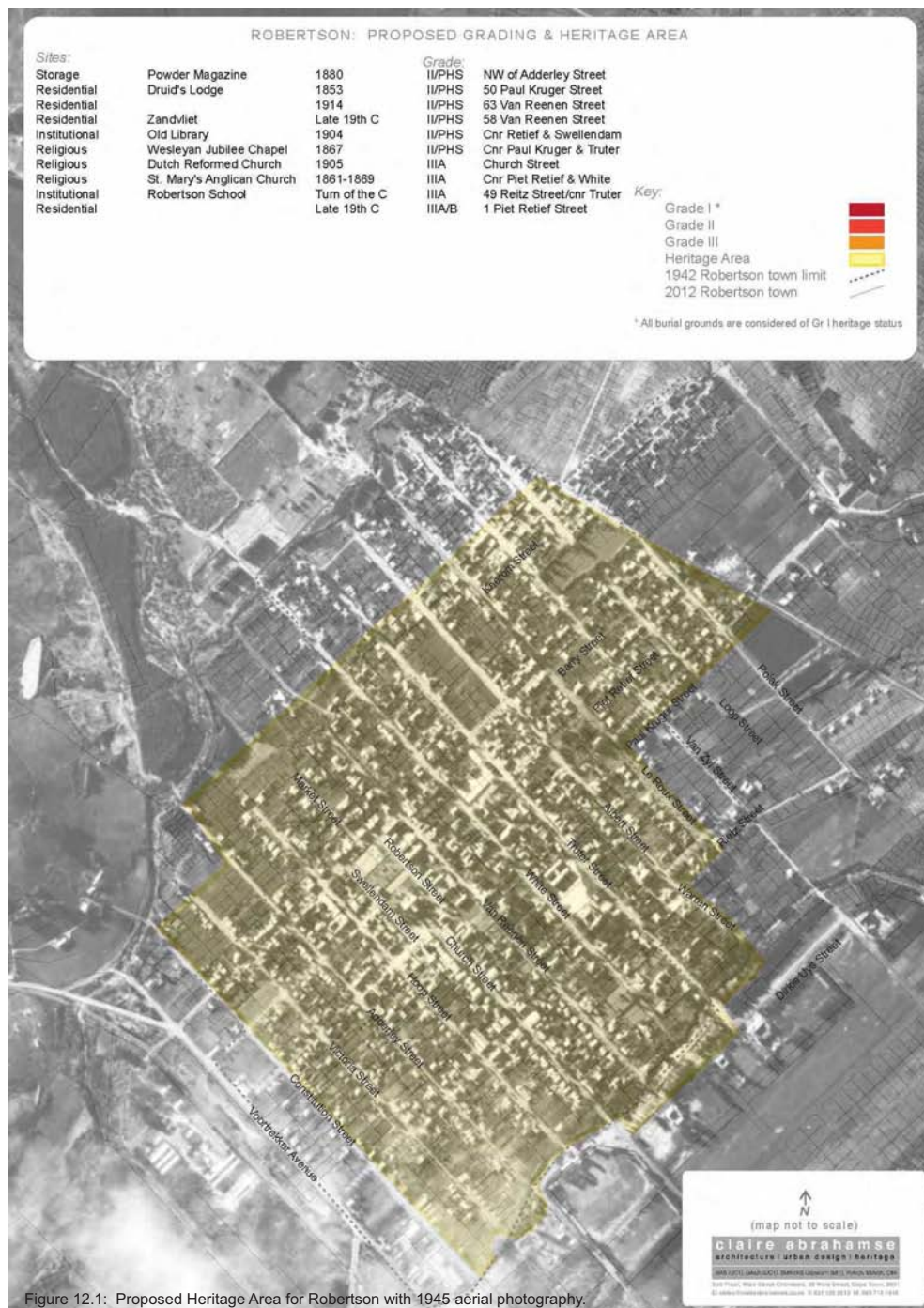


Figure 12.1: Proposed Heritage Area for Robertson with 1945 aerial photography.

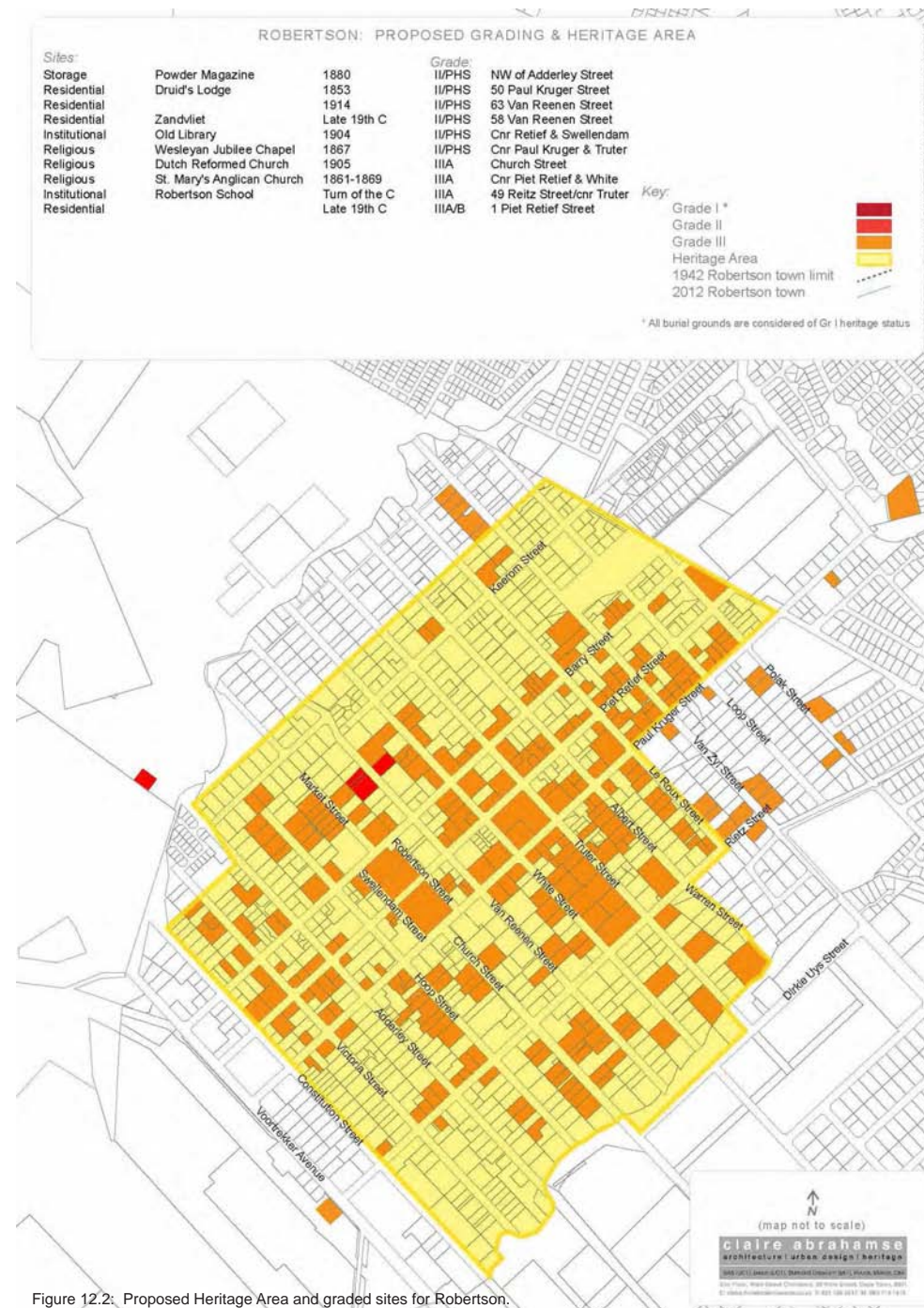
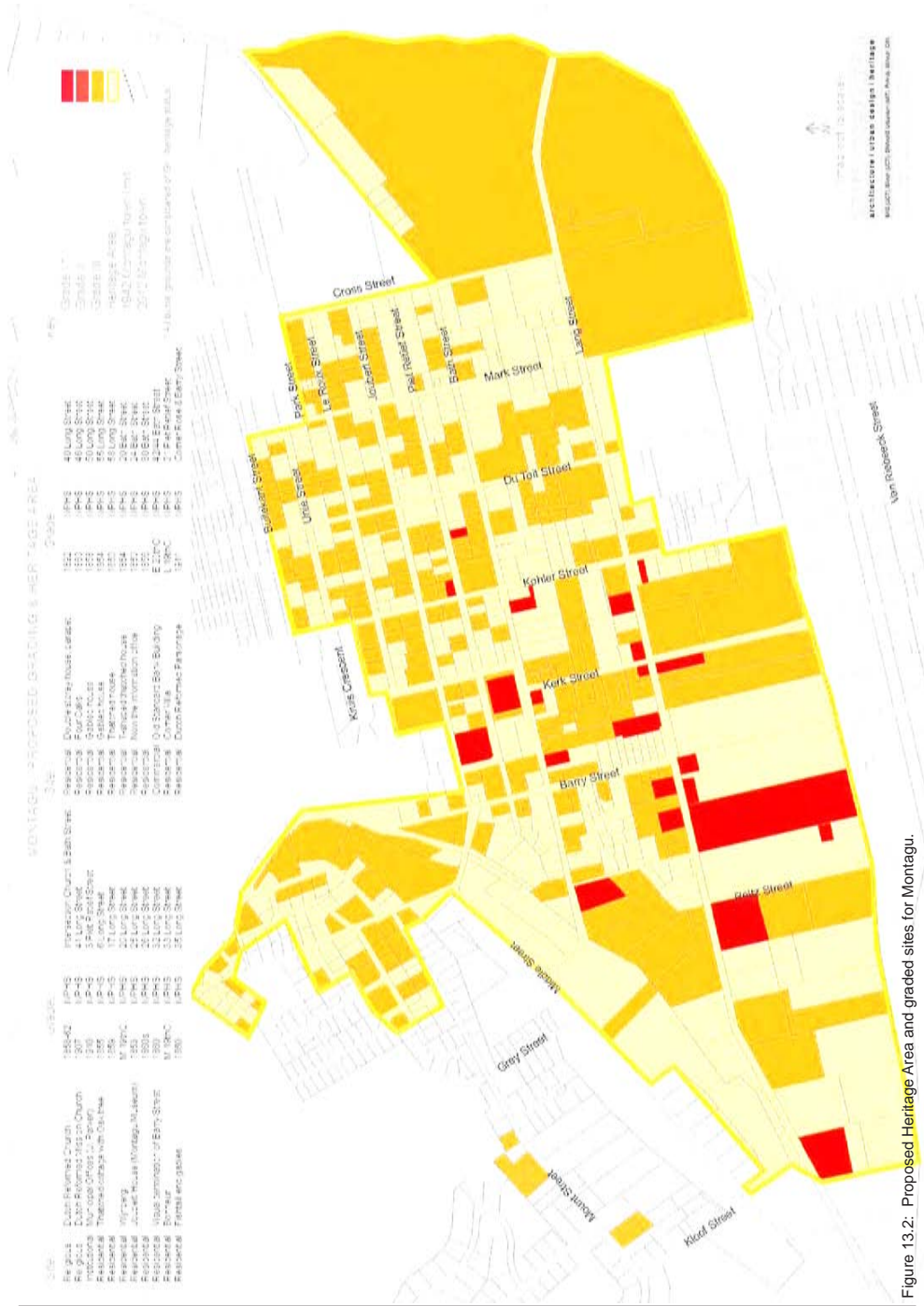


Figure 12.2: Proposed Heritage Area and graded sites for Robertson.



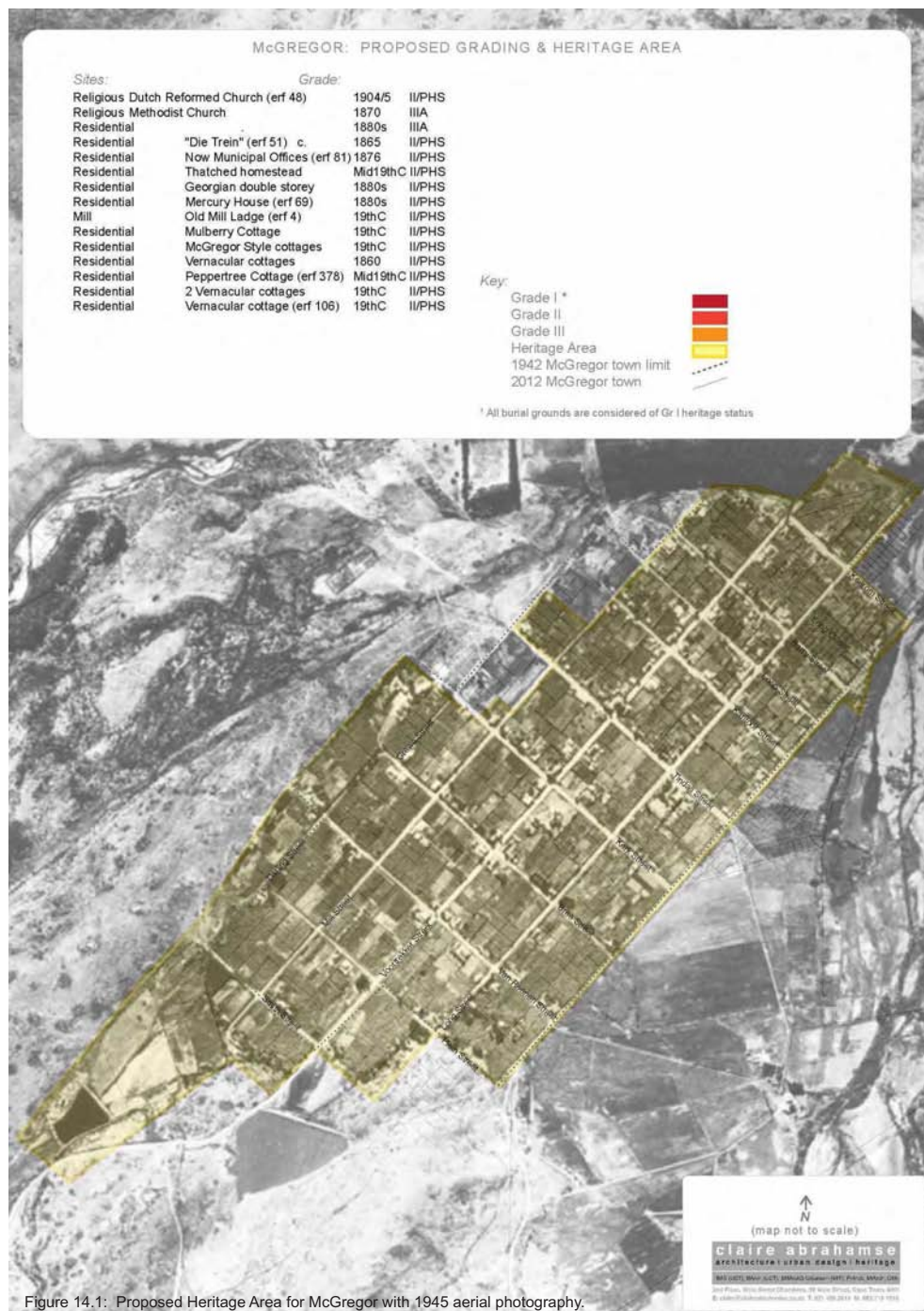


Figure 14.1: Proposed Heritage Area for McGregor with 1945 aerial photography.

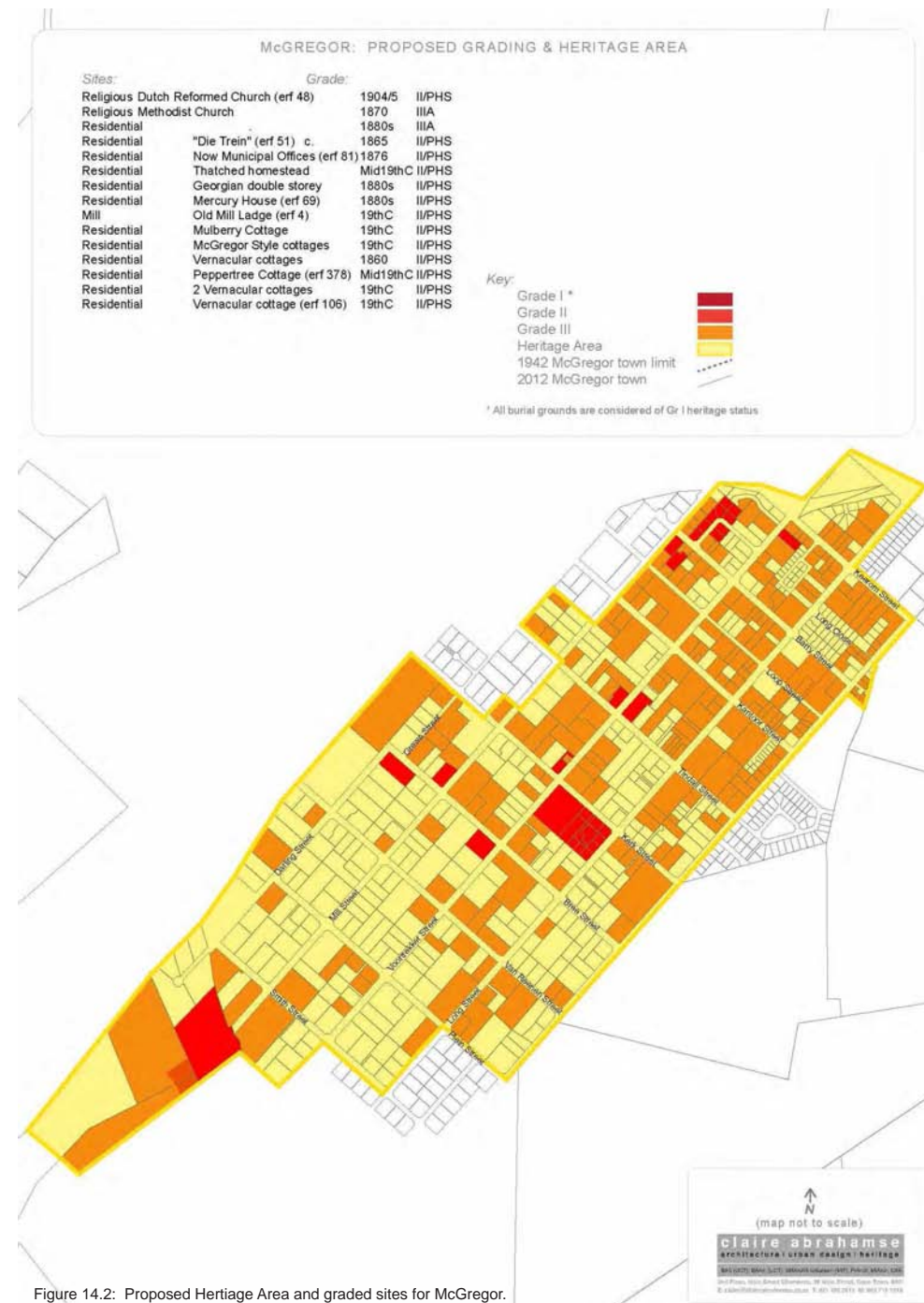


Figure 14.2: Proposed Hertiage Area and graded sites for McGregor.

5.4 Single Point Heritage Resources

Outstanding and known single point heritage resources, e.g. existing National Monuments etc.

The primary architectural monuments within the Langeberg Municipality have been roughly outlined above in the discussion of the architectural history of the area, and added to this are other built environment/ tangible heritage resources that have already been recognised as national monuments and enjoy heritage protection, as well as suggested heritage sites.

It should be noted that this list of single-point heritage resources does not include archaeological sites, but that this region is rich archaeological heritage resources (particularly with regard to fossil finds) and requires a full professional archaeological desktop and site survey be undertaken before anything like a comprehensive review of the single point heritage resources in the region can be obtained.

The primary single point heritage resources within these areas are listed in the Heritage Inventory/ Database in Section 6 of this report.

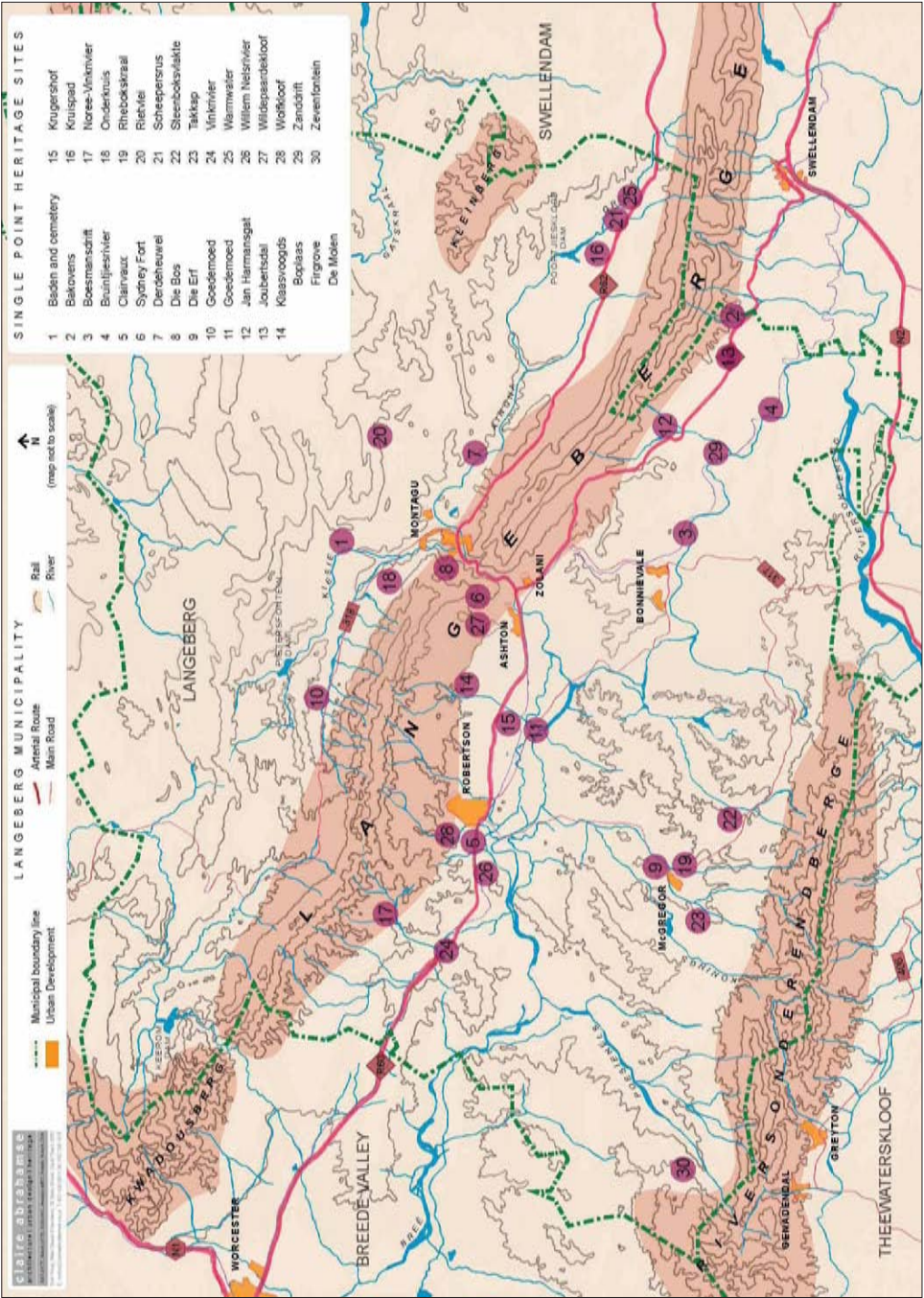


Figure 15: Single point heritage resources.

6. Heritage Site Inventory/Database

Database/spreadsheet of individual resources per local area (compatible with Municipal GIS). No primary research beyond a possible windscreen survey should be conducted.

Ideally a more detailed, “on-the-ground” survey of the area should be conducted by driven tour of the Langeberg region.

The survey should be conducted in accordance with Heritage Western Cape’s “Guidelines for Built Environment Heritage Surveys” (Dec 2012, see Annexure B). The resulting database should be compiled in the form of a heritage site inventory, such as the example circulated by Heritage Western Cape. The profile of each site should include:

- erf number
- street address
- type of building (e.g. religious, military, house, flats)
- date built
- style
- architectural period
- alterations and additions, and the corresponding dates
- present NHRA protection
- suggested grading, related to its significance in terms of NHRA
- photographs
- name of the building *
- description *
- history *
- social history *

* optional






















The GIS co-ordinates of each site will be provided in the format advised by the Langeberg Municipality to ensure compatibility with the existing Municipal GIS.

As mentioned in the introduction to this report, the scope of works for this report has only allowed for only a very preliminary study to be undertaken, relying heavily on prior reports and research. It focuses on previously-identified Grade I and Grade II sites, as well as potential urban conservation areas.

Should the Municipality wish to commit further resources to the compilation of this database, a more thorough survey could be undertaken in accordance with Heritage Western Cape’s guidelines, and would identify individual sites of local significance (Grade IIIA, IIIB and IIIC). Such a survey could also be submitted to Heritage Western Cape for official endorsement. At this stage, any indication of A, B, or C categorization of Grade III sites is strictly preliminary.

The beginnings of a database recognizing structures and sites of heritage significance in the Langeberg Municipality follows.

INDIVIDUAL SITES IN THE LANGEBERG MUNICIPAL AREA

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Farmstead	Baden	1830	IIIA		7km north of Montagu	Fransen, 2004	Farmstead	Fraai Uitzicht	Mid 19th C	IIIB		Between Robertson and Ashton, 4km north of R60	Fransen, 2004
Cemetery	Baden cemetery	1830	INM		7km north of Montagu	Fransen, 2004	Farmstead	Goedemoed, Keesie	1881	IIIB		15km north-west of Montagu	Fransen, 2004
Farmstead	Boplaas	1830	IIIB		Between Robertson and Ashton	Fransen, 2004	Farmstead	Goedemoed	1818 & 1889	IIIA		Between Robertson & Ashton, between R317 & R60	Fransen, 2004
Farmstead	Bo-Noree	1865	IIIA		Noree River Valley, S 33°75'48.8" S, E 19°77'52.19" E	Fransen, 2004	Farmstead	Jan Hamansgat	19th Century	IIIB		On the R60 half way between Swellendam and Ashton	Fransen, 2004
Farmstead	Boesmansdrift	1820	IIIB		South-west of Bonmiedale	Fransen, 2004	Farmstead	Joubertsdal	1792	IIIB		South-eastern edge of municipality, near Swellendam	Fransen, 2004
Farmstead	Bruinjesrivier	Late 19th C	IIIB		South-west of Bonmiedale, half way to Swellendam	Fransen, 2004	Farmstead	Klaarvoogds River	pre 1754	IIIB		Between Robertson and Ashton	Fransen, 2004
Farmstead	Clairvaux	1890	IIIA		Just west of Robertson, banks of Willem Neils River	Fransen, 2004	Farmstead	Krugershof	1879	IIIB		Between Robertson & Ashton, between R317 & R60	Fransen, 2004
Fort	Cogman's Kloof Pass Fort	Late 19th C	IIIB		Cogman's Kloof Pass, also known as Fort Sydney	Fransen, 2004	Farmstead	Kruispad/Groenkloof	Turn of the C	IIIB		Eastern edge of municipality on Barrydale Road	Fransen, 2004
Farmstead	Derdehuwel	Mid 19th C	IIIB		5km east of Montagu	Fransen, 2004	Farmstead	Noree-Vredeville/Orange Grove	1812 (Cloete)	IIIA		Noree River Valley, S 33°75'48.8" S, E 19°77'52.19" E	Fransen, 2004
Farmstead	Die Bos	1856	II/PHS		3 Middle Street, Montagu	Fransen, 2004	Farmstead	Onderkruis	1859	IIIB		5km north-west of Montagu	Fransen, 2004
Farmstead	Die Erf	Mid 19th C	IIIB		North of McGregor	Fransen, 2004	Farmstead	Rhebokskraal	c. 1870	II/PHS		2km south-east of McGregor	Fransen, 2004

INDIVIDUAL SITES IN THE LANGEBERG MUNICIPAL AREA

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Farmstead	Rietvlei	1940s	IIIB		7km north-east of Montagu	Fransen, 2004	Farmstead	Olyfenbosch				Near Robertson	www.robertsonf2.com.
Farmstead	Scheepersrus		IIIB		30km from Montagu, on the Barrydale Road	Fransen, 2004	Farmstead	De Bon Cap	Mid 19th C	IIIB			www.robertsonf2.com.
Farmstead	Steenboksvakte	Late 19th C	IIIB		5km south-west of McGregor	Fransen, 2004	Farmstead	Die Ou Huis, Wilde Paarde Kloof	Mid 19th C	IIIB		S 33°47'46.78" E 20°03'15.21"	www.robertsonf2.com.
Farmstead	Takkap	1885	IIIB		2km south-west of McGregor	Fransen, 2004	Farmstead	Excelsior	Early 20th C	IIIB			www.robertsonf2.com.
Farmstead	Vinkrivier	pre 1810	IIIB		Noree River Valley, S 33°75'48.8" E 19°77'52.19"	Fransen, 2004							
Farmstead	Warmwater	1844	I/PHS		32km from Montagu, on the Barrydale Road	Fransen, 2004							
Farmstead	Willem Nelsrivier	c. 1825	IIIB		West of Robertson along R60	Fransen, 2004							
Farmstead	Wolfkloof/Wolveloof	c. 1865	I/PHS		West of Robertson on White Street	Fransen, 2004							
Farmstead	Zeventfontein	1845	IIIB		Possienetsrivier Valley, S33°93'00.44", E19°42'35.56"	Fransen, 2004 & Obholzer, 1985							
Farmstead	De Hoop					www.robertsonf2.com.							
Farmstead	Temenos					www.robertsonf2.com.							

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Storage	Powder Magazine	1880	I/PHS		NW of Addeley Street, across Willem Nels River	Fransen, 2004; Google Streetview	Residential			IIC		13 Reitz Street	Fransen, 2004; Google Streetview
Residential	Druif's Lodge	1853	I/PHS		50 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential			IIC		14 Reitz Street	Fransen, 2004; Google Streetview
Residential		1914	I/PHS		63 Van Reenen Street, S 33°48'01", E 19°52'40"	Fransen, 2004; Google Streetview	Residential		c. 1805	IIC		15 Reitz Street	Fransen, 2004; Google Streetview
Residential	Zandvliet	Late 19th C	I/PHS		58 Van Reenen Street, S 33°48'10", E 19°52'55"	Fransen, 2004; Google Streetview	Commercial	Old Masonic Hotel		IIC		Corr Hoop and Reitz	Fransen, 2004; Google Streetview
Institutional	Old Library	1904	I/PHS		Corner Piet Retief and Swellendam Street	Fransen, 2004; Google Streetview	Institutional	Robertson School	Turn of the C	IIIA		49 Reitz Street/corr Truter	Fransen, 2004; Google Streetview
Religious	Westleyan Jubilee Chapel	1867	I/PHS		Corner Paul Kruger and Truter Street	Fransen, 2004; Google Streetview	Residential	Menwehof	1912	IIIB		50 Reitz Street	Fransen, 2004; Google Streetview
Religious	Dutch Reformed Church	1905	IIIA		Church Street and Paul Kruger Street	Fransen, 2004; Google Streetview	Residential			IIC		Corner Reitz and Le Roux Streets	Fransen, 2004; Google Streetview
Religious	St. Mary's Anglican Church	1861-1869	IIIA		Corner Piet Retief and White Street	Fransen, 2004; Google Streetview	Residential		c. 1850s	IIIB		1 Church Street	Fransen, 2004; Google Streetview
Residential			IIC		4 Reitz Street	Fransen, 2004; Google Streetview	Residential		1861	IIIB		6 Church Street	Fransen, 2004; Google Streetview
Residential			IIC		9 Reitz Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		7 Church Street	Fransen, 2004; Google Streetview
Residential			IIC		12 Reitz Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		8 Church Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIC		10 Church Street	Fransen, 2004; Google Streetview	Residential		Early 20th C	IIIC		7 Market Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		12 Church Street	Fransen, 2004; Google Streetview	Residential		Early 20th C	IIIC		9 Market Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		19 Church Street	Fransen, 2004; Google Streetview	Residential		c. 1910	IIIB		10 Market Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		21 Church Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		9 Swellendam Street	Fransen, 2004; Google Streetview
Residential		1903	IIIC		23 Church Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIB		15 Swellendam Street	Fransen, 2004; Google Streetview
Commerical		Late 19th C	IIIB		41 Church Street	Fransen, 2004; Google Streetview	Commerical		Early 20th C	IIIC		2 Robertson Street	Fransen, 2004; Google Streetview
Commerical		Early 20th C	IIIC		49 Church Street	Fransen, 2004; Google Streetview	Commerical		Early 20th C	IIIC		6 Robertson Street	Fransen, 2004; Google Streetview
Institutional	Municipal Offices (Black and Fagg)	1912	IIIB		52 Church Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		3 Paul Kruger Street	Fransen, 2004; Google Streetview
Commerical		Late 19th C	IIIB		58 Church Street	Fransen, 2004; Google Streetview	Residential		c. 1900	IIIC		6 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		2-4 Market Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		8 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Early 20th C	IIIC		5 Market Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		Corner Paul Kruger and Adderley Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIB		12 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		59-63 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		13 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		65 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		14 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		67 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		16 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		c. 1900	IIIC		75 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential	"Tevrede"	c. 1910	IIIC		32 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		56 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		c. 1910	IIIC		34 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		85 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		36 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		79 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential	Art Deco Block of Flats	1930s/1940s	IIIC		39 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		87 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB		42 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		64 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIIC		45 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		92 Paul Kruger Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		48 Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		97 Paul Kruger Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIC		End of Paul Kruger Street	Fransen, 2004; Google Streetview	Residential		c. 1890	IIIB		44 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIA/B		1 Piet Retief Street	Fransen, 2004; Google Streetview	Religious	Apostolic Church	Late 19th C	IIC		Corner of Piet Retief and Le Roux Road	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		3 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		c. 1890	IIIB		48 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		7 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		c. 1890	IIIB		50 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		Corner Piet Retief and Hoop Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		52 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		c. 1875	IIIB		24 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		c. 1890	IIC		58 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		26 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		Turn of the C	IIC		60 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		30 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		Turn of the C	IIC		62 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		32 Piet retief Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		2 Barry Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		33 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		10 Barry Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		38 Piet Retief Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		12 Barry Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIC		14-20 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		65 Barry Street	Fransen, 2004; Google Streetview
Residential		Mid 19th C	IIC		19 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		78 Barry Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		21 Barry Street	Fransen, 2004; Google Streetview	Residential			IIC		80/82 Barry Street	Fransen, 2004; Google Streetview
Residential		c. 1840	IIIB		45/48 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		83 Barry Street	Fransen, 2004; Google Streetview
Commercial	Relief Store	1902	IIIA		50 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		84 Barry Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		52/54 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		94 Barry Street	Fransen, 2004; Google Streetview
Residential		Turn of the C	IIC		60 Barry Street	Fransen, 2004; Google Streetview	Residential		1903	IIC		104 Barry Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIIB		66 Barry Street	Fransen, 2004; Google Streetview	Residential		c. 1900	IIC		106 Barry Street	Fransen, 2004; Google Streetview
Residential	Grand Hotel	c. 1910	IIC		68 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		53 Barry Street	Fransen, 2004; Google Streetview
Residential	"Patmos"	Late 19th C	IIC		70 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		110 Barry Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		33 Barry Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		114 Barry Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIC		8 Keerom Street	Fransen, 2004; Google Streetview
Residential		c. 1910	IIIB/C		14 Keerom Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB/C		16 Keerom Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB/C		18 Keerom Street	Fransen, 2004; Google Streetview
Commercial		c. 1900	IIIB/C		Corner Keerom and Le Roux Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		44 Polack Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB/C		46/48 Polack Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		43/45 Polack Street	Fransen, 2004; Google Streetview
Residential		c. 1880	IIIB		28 Polack Street	Fransen, 2004; Google Streetview
Residential		c. 1900	IIIB/C		21 Loop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB/C		23 Loop Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIC		29 Le Roux Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		31 Le Roux Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		35 Le Roux Street	Fransen, 2004; Google Streetview
Residential		pre 1922	IIIC		53/55 Le Roux Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		7 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		9 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		11 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		13 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		19 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		28 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		30/32 Albert Street	Fransen, 2004; Google Streetview

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIIC		36 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		40 Albert Street	Fransen, 2004; Google Streetview
Residential		c. 1880	IIIB		41 Albert Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		44/46 Albert Street	Fransen, 2004; Google Streetview
Residential	De Oude Opostal	c. 1860	IIIB		Warren Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB		1 Truter Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		10 Truter Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		19 Truter Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		21 Truter Street	Fransen, 2004; Google Streetview
Residential		1910	IIIC		28 Truter Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		36 Truter Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIC		38 Truter Street	Fransen, 2004; Google Streetview	Residential		c. 1905	IIC		9 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		40 Truter Street	Fransen, 2004; Google Streetview	Residential		Early 20th C	IIC		14 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB		44 Truter Street	Fransen, 2004; Google Streetview	Residential		c. 1860	IIIB		15 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		46 Truter Street	Fransen, 2004; Google Streetview	Residential		Early 20th C	IIC		16 White Street	Fransen, 2004; Google Streetview
Residential		c. 1880	IIIB		50 Truter Street	Fransen, 2004; Google Streetview	Institutional	Robertson Boys Preparatory	1893	IIIB		17 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		53 Truter Street	Fransen, 2004; Google Streetview	Residential	Oakdene	c. 1890	IIIB		25 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		55 Truter Street	Fransen, 2004; Google Streetview	Residential		c. 1860	IIIB		26 White Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		59 Truter Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		30 White Street	Fransen, 2004; Google Streetview
Residential		c. 1855	IIC		62 Truter Street	Fransen, 2004; Google Streetview	Residential		c. 1870	IIC		31 White Street	Fransen, 2004; Google Streetview
Residential		Early 20th C	IIIB		74 Truter Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		32 White Street	Fransen, 2004; Google Streetview
Residential		Turn of the C	IIC		8 White Street	Fransen, 2004; Google Streetview	Residential		c. 1875	IIC		33 White Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		Late 19th C	IIC		34 White Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		53 Van Reenen Street	Fransen, 2004; Google Streetview
Residential		1858	IIIB		35 White Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		5 Hoop Street	Fransen, 2004; Google Streetview
Residential		Turn of the C	IIC		38 White Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		9 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		40 White Street	Fransen, 2004; Google Streetview	Residential		Mid 19th C	IIIB		14 Hoop Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIC		43 White Street	Fransen, 2004; Google Streetview	Residential		Mid 19th C	IIIB		16 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		8 Van Reenen Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		11 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		11 Van Reenen Street	Fransen, 2004; Google Streetview	Residential	Art Deco House	1930s/40s	IIC		18 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		20 Van Reenen Street	Fransen, 2004; Google Streetview	Residential	Vorentoe	Late 19th C	IIC		36 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		23 Van Reenen Street	Fransen, 2004; Google Streetview	Residential		Early 20th C	IIC		83, 85, 87, 89 and 91 Hoop Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIC		24 Van Reenen Street	Fransen, 2004; Google Streetview	Residential	Dwars-in-de-weg	Late 19th C	IIC		Western termination of Hoop Street	Fransen, 2004; Google Streetview
Residential		Early 20th C	IIC		51 Van Reenen Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIC		Voorrekker Street, on axis with Ritz Street	Fransen, 2004; Google Streetview

ROBERTSON HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential		c. 1860	IIIB		63 Victoria Street	Fransen, 2004; Google Streetview
Religious	Robertson Synagogue	1895	IIIA		38 Adderley Street	Fransen, 2004; Google Streetview
Residential		Mid 19th C	IIIB		45 Adderley Street	Fransen, 2004; Google Streetview
Residential		c. 1860	IIIB		59 Adderley Street	Fransen, 2004; Google Streetview
Residential		c. 1860	IIIB		73 Adderley Street	Fransen, 2004; Google Streetview
Residential		Mid 19th C	IIIC		75 Adderley Street	Fransen, 2004; Google Streetview

MCGREGOR HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Religious	Dutch Reformed Church (erf 48)	1901/1904/1905	II/PHS		Corner Voortrekker and Church Street	Fransen, 2004; PHS Register; Google Streetview	Residential		c. 1885	IIIB		North Corner Voortrekker and Church Street	Fransen, 2004; Google Streetview
Religious	Methodist Church	c. 1870	IIIA		Corner Long and Tindall Street	Fransen, 2004; Google Streetview	Residential		c. 1890	IIIB		North Corner Voortrekker and Tindall Street	Fransen, 2004; Google Streetview
Residential		c. 1880s	IIIA		West Corner Voortrekker and Tindall Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		East Corner Voortrekker and Tindall Street	Fransen, 2004; Google Streetview
Residential		1861	IIIC		South Corner Voortrekker and Van Reenen Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		Mid Block Voortrekker Street, between Tindall & Kantoor	Fransen, 2004; Google Streetview
Residential		c. 1860	IIIC		North Corner Voortrekker and Tindall Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		Corner Voortrekker and Kantoor Street	Fransen, 2004; Google Streetview
Residential	"Die Trein" (erf 51)	c. 1865	II/PHS		West Corner Voortrekker and Bree Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		Corner Voortrekker and Barry Street	Fransen, 2004; Google Streetview
Residential			IIIC		South Corner Voortrekker and Bree Street	Fransen, 2004; PHS Register; Google Streetview	Residential		c. 1890	IIIB		Mid Block Voortrekker Street, between Barry & Keerom	Fransen, 2004; Google Streetview
Residential			IIIC		South Corner Voortrekker and Bree Street	Fransen, 2004; Google Streetview	Residential	Thatched homestead, T-shaped	Mid 19th C	II/PHS		Close to Corner Voortrekker and Keerom Street	Fransen, 2004; PHS Register; Google Streetview
Residential		c. 1880	IIIB		Mid Block Voortrekker Street, between Church & Tindall	Fransen, 2004; Google Streetview	Residential		c. 1880	IIIB		Corner Long Street and Van Reenen Street	Fransen, 2004; Google Streetview
Residential		c. 1880	IIIB		Mid Block Voortrekker Street, between Church & Bree	Fransen, 2004; Google Streetview	Residential	Victorian Villa	Late 19th C	IIIB		Corner Long Street and Van Reenen Street	Fransen, 2004; Google Streetview
Residential	Now Municipal Offices (erf 81)	1876	II/PHS		North Corner Voortrekker and Church Street	Fransen, 2004; PHS Register; Google Streetview	Residential	Georgian double storey (erf 66)	c. 1880s	II/PHS		Corner Griewe Street and Bree Street	Fransen, 2004; Google Streetview

MCGREGOR HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential	Mercury House (ref 69)	c. 1880s	II/PHS		North Corner Mill and Bree Street	Fransen, 2004; PHS Register; Google Streetview
Residential	Thatched cottage with end gables	Late 19th C	IIIC		East Corner Mill and Bree Street	Fransen, 2004; PHS Register; Google Streetview
Institutional	Old School Building	c. 1900	IIIB		Corner Long Street and Loop Street	Fransen, 2004; Google Streetview
Institutional	Public Building	1899	IIIC		Loop Street, Near corner with Long Street	Fransen, 2004; Google Streetview
Residential	Row of modest thatched cottages	1895	IIIC		Mid Block Loop Street, between Long & Voortrekker	Fransen, 2004; Google Streetview
Residential	Thatched with parapet steepflamers	Turn of the C	IIIB		Mid Block Tindall Street, between Loop & Butenhardt	Fransen, 2004; Google Streetview
Residential	Possible parsonage	c. 1904	IIIC		Mid Block Church Street, between Long & Voortrekker	Fransen, 2004; Google Streetview
Residential	Group of authentic cottages	Late 19th C	IIIC		Mid Block Barry Street, between Long & Voortrekker	Fransen, 2004; Google Streetview
Mill	Old Mill Lodge (ref 4)	Late 19th C	II/PHS		Top of Mill Street	Fransen, 2004; PHS Register; Google Streetview
Residential	Mulberry Cottage	Late 19th C	II/PHS		Erf 430, Barry Street	Fransen, 2004; PHS Register; Google Streetview
Residential	McGregor Style cottages	Late 19th C	II/PHS		Block bounded by Keerom, Long and Lady Grey Streets	Fransen, 2004; PHS Register; Google Streetview

MONTAGU HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Religious	Dutch Reformed Church	1858-62	II/PHS		Intersection of Church Street and Bath Street	Fransen, 2004; Google Streetview
Religious	Dutch Reformed Mission Church	1907	II/PHS		41 Long Street	Fransen, 2004; Google Streetview
Religious	St. Mildred's Anglican Church	1870/71	IIIB		Corner Piet Retief and Barry Street	Fransen, 2004; Google Streetview
Institutional	Municipal Offices (J. Parker)	1910	II/PHS		3 Piet Retief Street	Fransen, 2004; Google Streetview
Residential	Thatched cottage with Oak tree	c. 1855	II/PHS		6 Long Street	Fransen, 2004; Google Streetview
Residential		c. 1860	IIIC		12 Long Street	Fransen, 2004; Google Streetview
Residential		1859	II/PHS		17 Long Street	Fransen, 2004; Google Streetview
Residential		c. 1859	IIIC		19 Long Street	Fransen, 2004; Google Streetview
Residential	Wijnberg	Mid 19th C	II/PHS		20 Long Street	Fransen, 2004; Google Streetview
Residential	Joubert House (Montagu Museum)	1853	II/PHS		25 Long Street	Fransen, 2004; Google Streetview
Residential		c. 1860s	II/PHS		26 Long Street	Fransen, 2004; Google Streetview
Residential	Victorian Villa	Late 19th C	IIIC		29 Long Street	Fransen, 2004; Google Streetview
Residential	End-on House	Late 19th C	IIIC		31 Long Street	Fransen, 2004; Google Streetview
Residential	Visual termination of Barry Street	c. 1860	II/PHS		32 Long Street	Fransen, 2004; Google Streetview
Residential	Bonheur		II/PHS		33 Long Street	Fransen, 2004; Google Streetview
Residential	5-bay house with clipped gables	c. 1880	IIIC		36 Long Street	Fransen, 2004; Google Streetview
Residential	Fishtail end gables	1860	II/PHS		35 Long Street	Fransen, 2004; Google Streetview
Residential	Double storey house, 5-bays, parapet	1892	II/PHS		40 Long Street	Fransen, 2004; Google Streetview
Residential		c. 1910	IIIC		42 Long Street	Fransen, 2004; Google Streetview
Residential		c. 1860	IIIC		44 Long Street	Fransen, 2004; Google Streetview
Residential	Four Oaks	c. 1860	II/PHS		46 Long Street	Fransen, 2004; Google Streetview
Residential	Double storey with veranda	Late 19th C	IIIB		48 Long Street	Fransen, 2004; Google Streetview

MONTAGU HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Commerical	KWV	c. 1880 & 1907	IIIC		Corner Long Street and Kohler Street	Fransen, 2004; Google Streetview	Residential		Mid 19th C	IIIB		32 Bath Street	Fransen, 2004; Google Streetview
Residential	Gabled house	1858	I/PHS		50 Long Street	Fransen, 2004; Google Streetview	Commercial	Old Standard Bank Building	Early 20th C	I/PHS		42/44 Bath Street	Fransen, 2004; Google Streetview
Residential	Gabled house	1854	I/PHS		55 Long Street	Fransen, 2004; Google Streetview	Commercial	Old Barry and Nephews	Late 19th C	IIIB		35 Bath Street	Fransen, 2004; Google Streetview
Residential	Thatched house	c. 1860	I/PHS		58 Long Street	Fransen, 2004; Google Streetview	Residential	Three bay cottage	Late 19th C	IIIB		63 Bath Street	Fransen, 2004; Google Streetview
Residential	Pitched roof with loft windows	c. 1890	IIIC		60 Long Street	Fransen, 2004; Google Streetview	Residential	Three bay cottage	Late 19th C	IIIC		64 Bath Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		3 Bath Street	Fransen, 2004; Google Streetview	Residential		c. 1895	IIIB		9 Piet Retief Street	Fransen, 2004; Google Streetview
Residential	T-shaped thatched house	1854	I/PHS		20 Bath Street	Fransen, 2004; Google Streetview	Residential	Corner Villa	Late 19th C	I/PHS		21 Piet Retief Street	Fransen, 2004; Google Streetview
Residential	Kings Lodge	Late 19th C	IIIB		21 Bath Street	Fransen, 2004; Google Streetview	Residential	Villa	Late 19th C	IIIB		12 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		1896	IIIB		22 Bath Street	Fransen, 2004; Google Streetview	Residential		c. 1910	IIIB		41 Piet Retief Street	Fransen, 2004; Google Streetview
Residential	Now the information office	1860	I/PHS		24 Bath Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIB		28 Piet Retief Street	Fransen, 2004; Google Streetview
Residential		1856	I/PHS		30 Bath Street	Fransen, 2004; Google Streetview	Residential	Edwardian villa	1907	IIIB		7 Joubert Street	Fransen, 2004; Google Streetview

MONTAGU HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES	TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential	Victorian Villa	Late 19th C	IIIB		9 Joubert Street	Fransen, 2004; Google Streetview	Residential		c. 1910	IIIC		14 Le Roux Street	Fransen, 2004; Google Streetview
Residential	Victorian Villa	Late 19th C	IIIC		11 Joubert Street	Fransen, 2004; Google Streetview	Residential	Edwardian house	Early 20th C	IIIC		25 Le Roux Street	Fransen, 2004; Google Streetview
Residential	Victorian Villa	Late 19th C	IIIC		15 Joubert Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIB		11 Union Street	Fransen, 2004; Google Streetview
Residential	Loft window villa	Late 19th C	IIIB		17 Joubert Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		12 Union Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		30 Joubert Street	Fransen, 2004; Google Streetview	Residential	Victorian Villa	Late 19th C	IIIC		3 Church Street	Fransen, 2004; Google Streetview
Residential		c. 1910	IIIB		32 Joubert Street	Fransen, 2004; Google Streetview	Residential		c. 1870	IIIC		7 Church Street	Fransen, 2004; Google Streetview
Residential		c. 1880	IIIB		39 Joubert Street	Fransen, 2004; Google Streetview	Residential		c. 1880	IIIC		9 Church Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		3 Le Roux Street	Fransen, 2004; Google Streetview	Residential		c. 1880	IIIC		12 Church Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		5 Le Roux Street	Fransen, 2004; Google Streetview	Residential		c. 1895	IIIB		11 Church Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB		7 Le Roux Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		13 Church Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIC		8 Le Roux Street	Fransen, 2004; Google Streetview	Residential		Late 19th C	IIIC		14 Church Street	Fransen, 2004; Google Streetview

MONTAGU HERITAGE SITES

TYPE	NAME	DATE	GRADE	IMAGE	LOCATION/AREA	SOURCES
Residential	Mimosa Lodge	Late 19th C	IIIB		15 Church Street	Fransen, 2004; Google Streetview
Residential	Eerstespos	1888	IIIB		18 Church Street	Fransen, 2004; Google Streetview
Residential		Late 19th C	IIIB		22 Church Street	Fransen, 2004; Google Streetview
Residential	Dutch Reformed Parsonage	1911	II/PHS		Corner Rose and Barry Street	Fransen, 2004; Google Streetview
Residential		c. 1910	IIIC		26 Mount Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIIC		1 Koorn Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIIC		1 High Street	Fransen, 2004; Google Streetview
Residential		c. 1890	IIIC		Corner Mill and Barry Street	Fransen, 2004; Google Streetview

7. CONCLUSION AND RECOMMENDATION

It is clear from the above study that the Langeberg Municipality has an abundance of heritage sites that are key to the interpretation of the earliest engagements between settlers and indigenous people in the nation, the history of British expansion and trade in the colony and of the role of agriculture in the economy of the region. It is also evident that the heritage in this region is under significant threat, and that many of the resources are unidentified and unprotected. The area thus stands to lose much of its irreplaceable heritage if no appropriate action is taken.

It is therefore recommended that this baseline study be developed into a comprehensive heritage survey that will meet Heritage Western Cape's requirements and standards as a matter of extreme urgency. It is key that the municipality dedicate appropriate resources to undertaking this study, and that a wide process of consultation with the community and with other interested and affected parties be undertaken to ensure that all aspects of heritage are identified and suitably protected.

PART II: HERITAGE MANAGEMENT FRAMEWORK

8. CONSERVATION AND DEVELOPMENT GUIDELINES FOR LANGEBERG MUNICIPALITY.

UNESCO's 2001 Recommendation on the Historic Urban Landscape outlines the following steps for the protection of townscapes of cultural and heritage significances:

- Undertake comprehensive surveys and mapping of the town's natural, cultural and human resources.
- Reach consensus using participatory planning and stakeholder consultations of what values to protect for transmission to future generations, and to determine the attributes that carry these values.
- Assess vulnerability of these attributes to socio-economic stresses and impacts of climate change.
- Integrate urban heritage values and their vulnerability status into a wider framework of city development, which shall provide indicators of areas of heritage sensitivity that require careful attention to planning, design and implementation of development projects.
- Prioritize actions for conservation and development.
- Establish the appropriate partnerships and local management frameworks for each of the identified projects for conservation and development, as well as development mechanisms for the co-ordination of the various activities between different actors, both public and private.

This is a very broad a global view, and the study undertaken here forms part of only the very first step identified in the process. However, it is entirely possible that the Langeberg Municipality to built on this document and the SDP framework that it falls within to create a system whereby all the steps outlined above could be undertaken.

Before adequate heritage conservation and development guidelines can be suggested for the municipality, it is critical that the municipality commission a proper heritage survey, as suggested continually within the report. No such survey has yet been undertaken, and it is clear that, as a consequence, the area has lost some of its tangible heritage over the last few decades of the 20th Century. It is critical that measures are put in place to document, record and protect the heritage resources in the area as well as determine the significance of heritage sites, and that appropriate protections be overlaid onto the current zoning scheme and be administered at the local levels of government.

It is thus key that the following steps are taken for each town:

1. A team of heritage specialists is commissioned to undertake detailed heritage studies of each area, including engagement with local interested and affected parties.
2. This research is formatted into a survey of a standard acceptable to Heritage Western Cape.
3. Each survey is submitted to Heritage Western Cape for official endorsement.
4. As part of the endorsement of the surveys, the municipality and Heritage Western Cape should agree on the process of approval for any proposed alterations to the sites identified as grade-able heritage resources in the future.
5. At the local level, each municipal office should use the local studies, endorsed by Heritage Western Cape, to control and manage changes to identified heritage structures and sites. This would allow for a level of certainty when dealing with historical sites, and may streamline some of the heritage approval processes currently required under Section 34 of the National Heritage Resources Act (1999), as certain structures would be exempt from this after the survey has been undertaken.
6. The municipality should investigate the creation of zoning overlays within the town of Langeberg, as suggested. This will afford additional protection to the historic core of the town, and ensure that new development in these areas does not degrade the historic character of the town, and is sensitive to the heritage resources in height and scale.

In terms of the recommended heritage overlay zone area within Langeberg, the following, broad conservation guidelines should be followed in order to ensure the retention of heritage significance into the future. These guidelines are adapted from the International Charter for the Conservation of Monuments and Sites, Venice (1964), The Burra Charter (c1999) and UNESCO's 2001 Recommendation on the Historic Urban Landscape.

Determining Significance:

- No planning or design work on heritage resources should be undertaken before an assessment of the heritage and cultural significance of the structure/site is undertaken and agreed upon by the appropriate authorities. The local community should be given a say in the determination of the cultural significance of any site.

Significance and Appropriate Skill:

- Work on historical monuments/PHSs or any building of exceptional historic value should only be undertaken by conservators/restorers/heritage practitioners who are sufficiently trained and experienced.

Protective Measures should be Proportionate to Heritage Significance:

- Differently graded sites demand different protective measures, and where authenticity of fabric is not a key element and the building has changed several times over its lifespan, this change should be seen as significant in its own right and the structure should be appropriately managed to allow for future growth and change.
- However, compatible and appropriate uses should always be sought, that would minimize the extent of alteration and adaptation required.

Authenticity of Fabric and Change:

- The original plan and distinguishing original qualities of the structures should always be identified and preserved in some way or form in the new design.
- Deteriorated architectural features should be repaired with traditional materials wherever possible, and replaced only when necessary, also using traditional materials.
- All buildings are products of their own time, and alterations that have no historical basis or wish to create an earlier appearance should be avoided.

Contemporary Design within an Urban Conservation Area/Heritage Overlay Zone:

- Contemporary designs within the heritage overlay zone or within graded sites, should not be discouraged provided that they do not destroy original fabric, and are compatible with the size, scale, material and character of the property/surrounding graded properties.
- Wherever possible, new alterations to older structures should be done in such a way that, if they were to be removed in the future, the essential form and integrity of the structure would remain unimpaired.

Detailed Conservation and Development Guidelines for Langeberg Municipality

This report does put forward suggested Heritage Areas within Langeberg for Robertson, Montagu and McGregor, and therefore detailed heritage guidelines are included herewith in order to suggest how these areas, and others that may be identified once detailed surveys of the towns have been undertaken, might be sustainably and responsibly managed.

The rules and guidelines for suggested heritage areas in the municipalities in the Northern Cape formulated by Dr. Andrew Hall and his staff at Heritage Northern Cape/Ngwao Boswa Kapa Bokone in 2005 has served as a useful model for the formulation of guidelines for the Langeberg Municipality, and is duly acknowledged.

Guidelines for Heritage Areas: Langeberg Municipality

The spirit of a proposed Heritage Area is to encourage the maintenance of the building stock in that area, as well as the quality of the urban character that is defined by the relationship of buildings to one another and to other urban elements such as the streets, parks/squares, riverine corridors and so forth.

The following guidelines should be applied broadly when considering any proposals for construction, alteration or repair within the proposed Heritage Area:

1. These guidelines apply to all construction within a demarcated Heritage Area, whether concerning repairs or restoration of existing buildings, demolition and replacement of existing buildings or additions and alterations to existing buildings, or new construction.
2. It is intended that they provide the basis for decision-making on applications for permits to work on buildings within the Heritage Area and deviations from recommended courses of action will only in rare instances be considered and then only after more-than-adequate justification.
3. Heritage Western Cape is able to provide expert advice on construction of any nature within sensitive heritage areas. It is advisable to seek such advice at the earliest possible stage within the planning process of new construction or changes to structures within a heritage area.

ALTERATIONS AND ADDITIONS:

4. Alterations and additions to existing buildings should look to the existing materiality of the building to which they are being made for reference. Care should be taken to respect the following:
 - 4.1 The appearance of the building, particularly the elements that are visible from the street, should not be fundamentally changed.
 - 4.2 Materials used should echo those traditionally used within the existing heritage building.
 - 4.3 Wherever possible, an attempt should be made to remove later additions that conflict with the original pattern and appearance of buildings within the Heritage Area.
 - 4.4 Rooflines should not be fundamentally changed and the streetscape of the area should be retained to as far an extent as possible.
 - 4.5 Owners are encouraged to retain historical forms of fencing along the boundaries of their properties, but where this is not possible or practical alternative solutions may be considered, provided they are in keeping with the maintenance of the streetscape and do not obstruct the significant views towards the buildings from the street. Boundaries around properties that are residential or were originally residential should not exceed 1.8 metres in height.
 - 4.6 Parking areas, new garages and carports should not obstruct the views of the major facades of buildings and should be set back and concealed from street view wherever possible.

NEW CONSTRUCTION:

5. Reference to the style, shape/form and materials used in the older buildings should inform new construction within a heritage area.
 - 5.1 The shape and positioning of the building on the site should echo those of the older buildings, particularly with reference to the roofline, position of the building on the property and form of the building as visible from the street. For instance, if most other buildings within the Heritage Area have gabled ends, new construction should follow suit.
 - 5.2 Materials used in new construction should be similar to those used on older, traditional buildings in the vicinity.
 - 5.3 Roofing materials should similarly echo those evident on the older buildings in the vicinity of the site.
 - 5.4 The streetscape of the block on which the building(s) is located should be retained and wherever possible enhanced. Building lines and setbacks from the street and side boundaries should respect and follow the patterns established in the original layout of the area in which construction is taking place. Where they are common, verandas of similar proportions to those of the original buildings in the area should be included in designs.
 - 5.5 While respecting the historical nature of the area within which it is located, new construction should not be historicist in approach. While following the basic guidelines outlined above, it should be clear that the new building is of the 21st Century rather than trying to blindly mimic buildings of the 19th and 20th Centuries.
 - 5.6 Owners are encouraged to retain historical forms of fencing along the boundaries of their properties, but where this is not possible or practical alternative solutions may be considered, provided they are in keeping with the maintenance of the streetscape and do not obstruct the significant views towards the buildings from the street. Boundaries around properties that are residential or were originally residential should not exceed 1.8 metres in height.
 - 5.7 In certain instances, for example where a historically significant property has been subdivided, new construction may be required to be set back far from the street edge or have a flat and contrasting roof in order to be subservient to the main, historically significant structure.

RESTORATION AND TECHNICAL WORK ON HISTORIC BUILDINGS:

6. The towns of the Langeberg Municipality have many structures that exhibit traditional construction methods. 19th and early 20th Century construction methods are often very different from those of the present day, and the use of contemporary construction methods and materials in conjunction with historic materials is often not advisable as it can cause damage to the older fabric. The following guidelines should be followed when working on historic structures:
 - 6.1 Expert advice should always be sought at the earliest time, and Heritage Western Cape would either be able to provide this advice or refer the applicant to suitable professionals in the heritage field. This need not add to costs, and where a cost is incurred for consultation with a professional in the short-term, this may save costs on future repairs and maintenance due to incorrect construction methods and materials being used.
 - 6.2 Historic structures have often stood for 100 years or more, and where they are well looked after they can easily stand for more than another century. Sensitive maintenance should always be favoured over re-working with modern materials and methods.
 - 6.3 Traditions materials should always be favoured over using newer materials. For instance, builders' lime should be used in the re-plastering of old structures, rather than cement plaster.
 - 6.4 Steps need to be taken to ensure proper drainage of rainwater and barriers against damp, as water is the greatest destroyer of old buildings. Very often, newer damp-proofing methods are very destructive to historic buildings, and expert advice should be sought (refer to point 6.1 above).
 - 6.5 The stripping of paint from historic woodwork, unless it was originally exposed, is severely discouraged, particularly on external woodwork. This is because woodwork used for carpentry that was intended to be painted is generally of a less durable quality than exposed timberwork, and the painting of these items is essential to their longevity.
 - 6.6 Similarly the plastering and painting of facebrick or stonework on historic buildings is discouraged. The use of cement is generally discouraged in making repairs to 19th and early 20th Century buildings.

AESTHETICS/APPEARANCE:

7. Wherever possible, original details should be retained, repaired and/or replaced. Where they are missing, expert advice should be sought on an appropriate replacement.
 - 7.1 Care should be taken not to add so-called "period" decorations to buildings that would not have appeared on the original structure or which come from another period or a different style of architecture. Imitations of period decorations that are made of modern materials (for instance plastic "broekielace") are to be avoided.
 - 7.2 External colours of buildings in a heritage area should attempt to blend in rather than stand out. As a rule of thumb, facebrick and stone should never be painted; external woodwork and trimmings dating from the 19th Century were often painted deep browns, green and greys with white being the dominant colour after 1900; and corrugated iron and other metal roofs would generally have been left unpainted, so deep greys are preferable when replacing roof sheeting, although deep early reds and dark greens were also used. Tiled roofs should not be painted.

DEMOLITION:

8. Demolition of historic structures should only be considered if convincing arguments can be made on the basis of one of the following points:
 - The structure to be removed does not contribute in a positive way to the character of that part of the Heritage Area within which it is situated;
 - The structure to be removed cannot be restored or repaired on an economical basis by the present owner and a buyer cannot be found who would be prepared to do so;
 - The structure has outlived the purpose for which it was erected and cannot be economically converted or a suitable alternative use cannot be accommodated within it;
 - The removal of the structure is necessary for purposes associated with development of municipal infrastructure and an alternative site cannot be found;
 - The part of the Heritage Area in which the structure is located is already so degraded as to make its existence as an isolated entity among later structures of a different period and nature irrelevant as a factor contributing to the character of the Heritage Area.
- 8.1 In all instances of demolition where new construction is envisaged it must be shown that the structure that will replace the one to be removed will, from a heritage perspective, contribute positively to or even improve the general streetscape of the area within which it is located. It must also be demonstrated that the rules for new construction in heritage areas have been

considered and diligently applied. In certain instances the developers may be required to provide guarantees that the proposed new construction will take place within a reasonable time period.

- 8.2 Where no new construction is envisaged, reasons for this must be given along with a description as to how the property in question will be used, treated and maintained in the future. The impact of this proposed use on the character of the area must be taken into consideration when deciding whether to permit demolition without new construction.

CHANGE OF USE, DENSIFICATION, SUBDIVISION, CONSOLIDATION:

9. It is understood that it is often in the interests of retention of historic building stock and the character of an area that the use of individual buildings and parcels of land should change as the area in which they are located develops and economic circumstances change.

However, in all instances the implications thereof must be assessed from the perspective of the implications for individual buildings and parcels of land and the integrity of the areas in which they are located. Applications therefore have to be made in each instance of proposed change of use/subdivision/consolidation.

PUBLIC SPACES:

10. One of the major contributors to the character of any Heritage Area is its street trees, leiwater system, kerbing, paving and other public open spaces. These should not be changed or altered without the impacts on the character of the Heritage Area within which they are located being weighed up against the advantages of the proposed changes.

Where these changes are necessary they should attempt to contribute positively to and improve the character of the area concerned.

The replacement of exotic street trees with indigenous species; or stone kerbing with precast concrete kerbs is not necessarily a positive development from a heritage perspective, and a policy on such matters should be discussed and agreed upon by the municipality and the heritage authority in advance to any change being carried out.

COMPLIANCE:

11. Heritage Areas can be established in the municipality's Spatial Development Framework in terms of the National Heritage Resources Act (1999), and through co-operation with Heritage Western Cape. The intention of declaring and delineating such areas is to maintain the character of important historic areas within the municipality in order to show its past development, stimulate tourism and to maintain a quality of the environment that cannot be re-created in modern context and greatly contributes to people's experience of their town. In this regard:

- 11.1 Those wishing to embark on any form of construction within the Heritage Area, whether new, a repair or alteration, restoration or demolition must apply for a permit from Heritage Western Cape and thereafter have their plans passed by the Municipality.
- 11.2 Both authorities understand that it is not possible to retain the precise use, appearance and nature of buildings and neighbourhoods as they existed in the past, and hence try as far as possible to take a practical approach to conservation, understanding that it is in the interests of the conservation of heritage that buildings and neighbourhoods retain relevance for owners and residents. The purpose of these guidelines is to govern change and intervention, allowing for the needs of modern living while at the same time retaining the spirit of the past.
- 11.3 Permit application forms and advice on their completion are readily available from Heritage Western Cape's website, or their public counter.

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The desired school site is the minimum size on which a set of double storey block accommodating classrooms, staff and storage facilities, a small hall and a playground can be located, see Figure 1 Alternative School Site Sizes.

The proposals have the following attributes:

- Standard school building components are used;
- Buildings are located around the perimeter of the school site rather than the centre creating a central habitable courtyard space;
- Classroom blocks should be two storey rather than one in order to minimise the area of the building footprint (possibly reducing wind penetration);
- Each school accommodates a large playing area within its perimeter;
- Each school is located adjacent to another playing area outside of its perimeter in such a way that children could use facilities and open space areas that are not on the school property;
- Car parking bays are kept off the school property as far as is practicable. Motor vehicle access onto each property should be limited; and,
- Each school should be accessible to the pedestrian circulation pattern as much as possible, encouraging a safe pedestrian environment.

RECOMMENDATIONS

The following standards should be adopted as a point of departure for discussions with the education authorities:

1. Primary school sites should be approximately of 0.5 (5 000m²) hectare.
2. High school sites should be approximately of 1 hectare (10 000m²).
3. Open space should be limited to one full size football field provided at the same ratio as high schools and should be provided in addition to sites set aside for high schools.

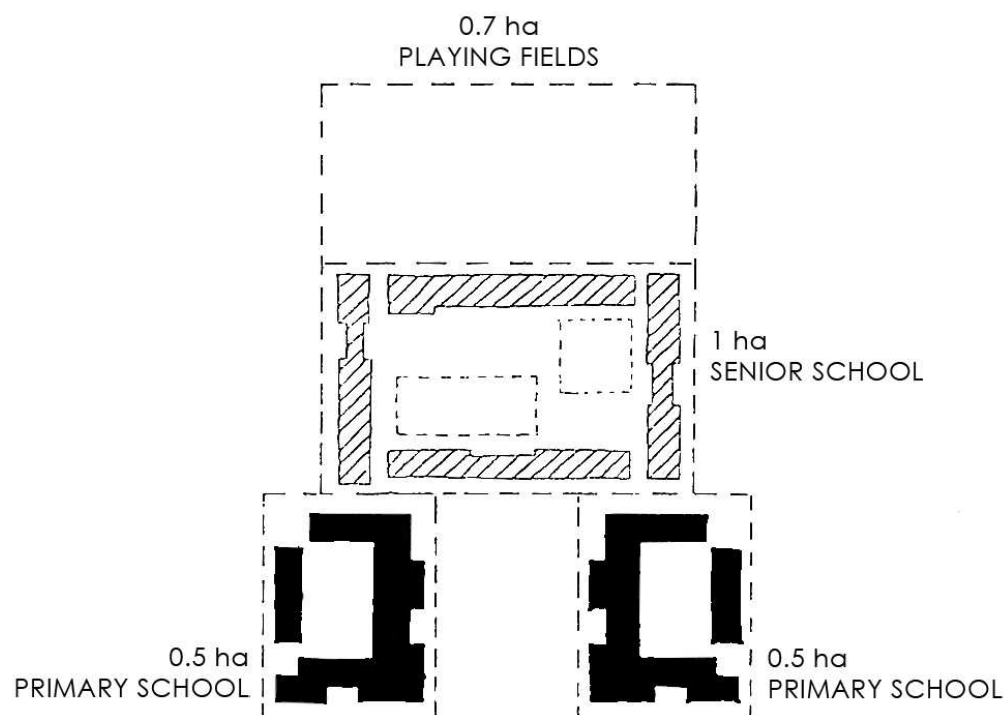


Figure 2 Proposed sharing of various facilities and playing fields

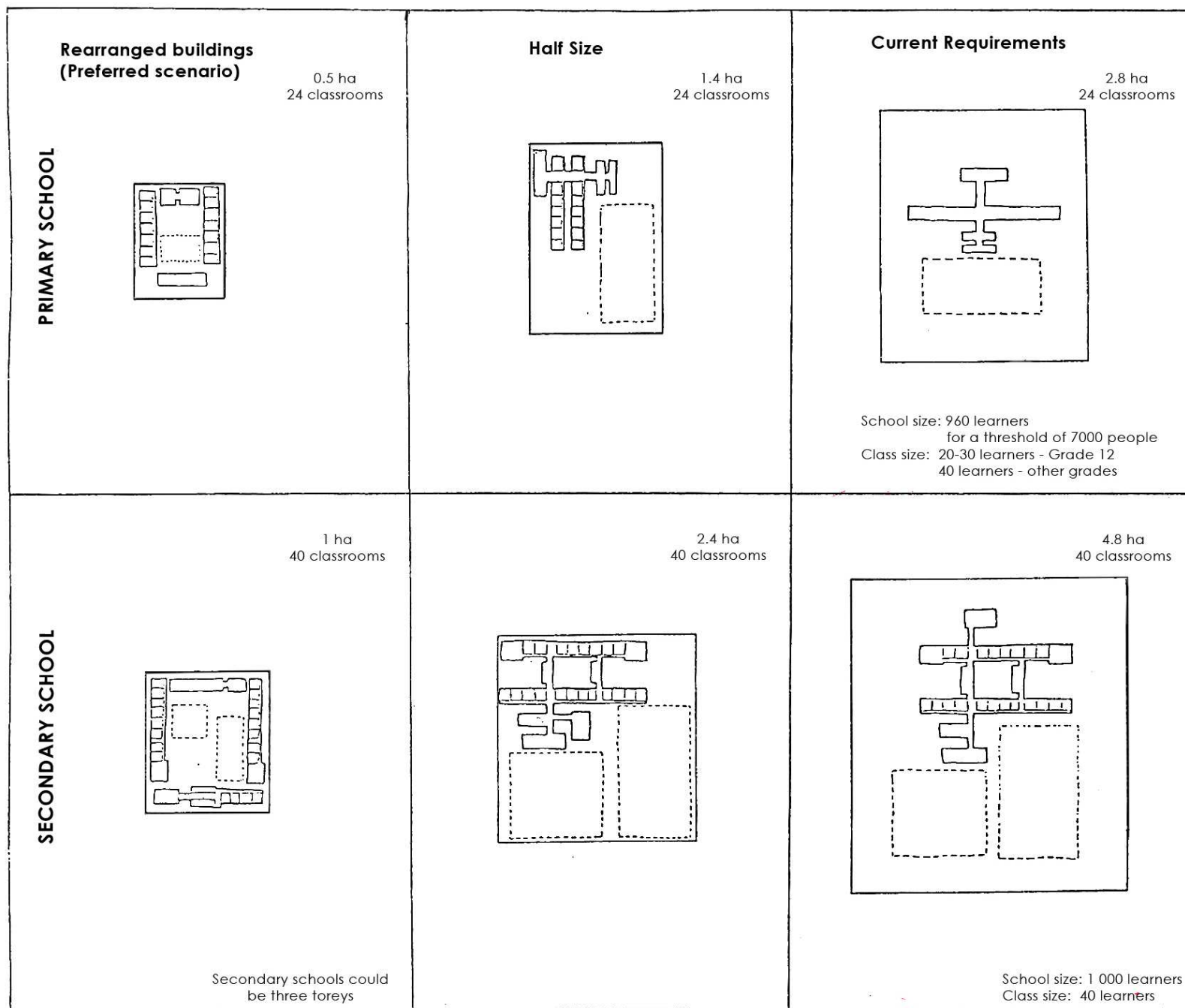


Figure 1 Alternative School Site Sizes