

SPATIAL DEVELOPMENT FRAMEWORK

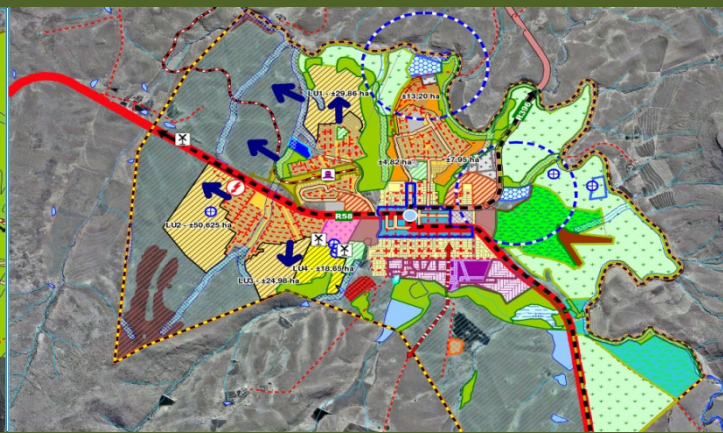
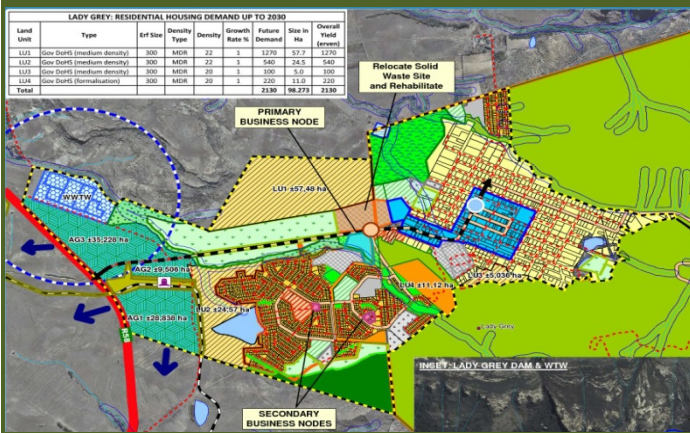


SENQU LOCAL MUNICIPALITY



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1. INTRODUCTION

1.1 PREFACE

Senqu Local Municipality (SLM) has embarked on the process of developing a Spatial Development Framework (SDF). The current Spatial Development Framework (SDF) was completed in 2013 and requires review as it is not aligned to the National Guidelines, per the 2011 Department of Rural Development and Land Reform SDF framework. Furthermore, the Spatial Planning and Land Use Management Act (SPLUMA No. 16 of 2013) was promulgated in 2013 and the new SPLUMA regulations became effective on 1 July 2015. There is great need to align the new development legislation and regulations so that the Senqu Local Municipality SDF is aligned to the Integrated Development Plan (IDP), SPLUMA and the Senqu Land Use Management System.

The Guidelines for the Development of Municipal Spatial Development Frameworks list the ultimate goals of SDF's as to achieve the desired spatial form of the municipality. The mentioned form is based on:

- i. The vision for the development of the municipality;
- ii. The principles set out in SPLUMA;
- iii. Other relevant government policies;
- iv. Available financial, environmental and land resources; and
- v. The social, economic and environmental context of the municipality.

The service providers are to assist Senqu Local Municipality with the following:

- Facilitate and co-ordinate the development of the Senqu Local Municipality Spatial Development Framework (SDF) respectively that will guide the planning processes of the Municipality in accordance with the terms of reference and agreed upon proposals;
- Provide technical assistance, research, data collection, verification, analysis, set objectives, generate and evaluate alternatives and develop strategies; and
- Meet and discuss, when appropriate with relevant stakeholders and role players such as the Department of Economic Development, Environmental Affairs and Tourism (DEDEAT), Department of Co-operative Government and Traditional Affairs (CoGTA), Joe Gqabi District Municipality (JGDM) and ensure a close working relationship throughout the entire process.

The SDF will provide strategic, indicative and flexible planning proposals to guide decisions on land development. The SDF will provide a clear logical framework for spatial development, indicating where public sector investment is required and provide guidance to the private sector, regarding decisions for investment in the area.

The SDF is intended to facilitate social, economic and environmental sustainability. In the rural areas, the SDF will provide a framework for land use and natural resource management, land reform, sub-division of rural land and conservation of prime and unique agricultural and conservation land.

The SDF will inform the Land Use Management guidelines. The SDF for Senqu Municipality is therefore a Land Use Management tool aimed at ensuring that land use and development issues (constraints and opportunities) are incorporated into strategic decisions. Land Use Management Guidelines will provide a policy and principles which will guide decision-makers in dealing with land development applications, land use management and development control. These guidelines will define the urban edge, preferred development densities, special resources or unique land use areas requiring special attention.

In terms of Section 12 of Spatial Planning Land Use Management Act 16 of 2013 (SPLUMA), guidelines are provided as to how SDFs are required to be prepared. The current IDP dated 2015/2016 supersedes all existing statutory planning documents in Senqu Municipality. As such the revised SDF must comply with the basic proposals contained in the current IDP unless there are fatal flaws or potential substantial improvements that could be made to existing plans as revealed through this review process.

1.2 OBJECTIVES

Broadly the broad objectives of the SDF for Senqu Municipality are:

- To proactively inform the review of the Municipality's Spatial Development Framework (SDF) and Integrated Development Plan (IDP) by identifying the opportunities and constraints that the land use places on development and resource use;
- To review the sustainability of alternative options for development and resource use and recommend the most desirable spatial distribution of developments and resource uses across the planning domain;
- To Provide inputs into the management guidelines and the identification of limits of acceptable change or thresholds of potential concern for each preferred land use option; and
- To provide a decision support framework for forward land use planning and development planning within Senqu Municipality.

Specific Objectives:

In achieving the successful completion of the SDF, the following aspects should be studied and their related outputs should be produced:

- An assessment **of development patterns and trends;**
- An economic assessment indicating economic potentials, challenges and opportunities;
- A database of recent commercial development and proposed development compatible to ARCGIS geo-database format / component;
- Infrastructure requirements and an associated **Infrastructure Development Framework;**
- **Traffic and Transport Proposals;**
- Appropriate **spatial development concept** and proposals for the study area;
- The investigation of mechanisms that would allow for nodes for mixed land use development and an assessment of the success/challenges with current nodes;
- Review and assessment of **land use management guidelines;**
- A clear **land use plan showing existing land uses;**
- Clear land use proposals with a plan incorporating proposals for development, **environmental protection** and **traffic management;**
- **Community and stakeholder participation** and endorsement of the eventual reviewed Spatial Development Framework, policies and proposals;
- Detailed implementation and phasing programme with related budget estimates and indication of where areas of greatest need and potential are addressed;
- Timeframes and targeted/potential impacts;
- Findings indicating that Council's financial and institutional capacity have been examined and assessed for suitability in terms of implementing proposals.

1.3 PURPOSE OF THIS SDF

The purpose of this project is to develop **strategic plans** that will guide the Municipality in ensuring that the land and resources in the Municipality are used to their fullest potential, promoting and protecting a sustainable environment, ensuring sustainable resource use, promoting economic development and improving the quality of life of its residents.

The primary objective is to have an SDF that informs the economic regeneration of Senqu including the economic, planning, social and physical infrastructure provision required to support the identified interventions and should be to move towards the emergence of more integrated, equitable, efficient and sustainable settlements. Information gathered during this SDF process will culminate in the formulation of a town plan and a series of business plans for submission to National Treasury's Neighbourhood Development Partnership Grant (NDPG), which will commence after the completion of the SDF.

The detailed objectives of the SDF are to:

- Consolidate all the existing information into a situational analysis, identifying any information gaps in the process
- Develop a vision and strategic direction for Senqu, in line with existing strategic documents
- Review legislative and policy frameworks and controls
- Outline methodology
- Socio-economic and demographic profiles
- Land use and issues (including land ownership, current zoning, map of area showing erf numbers)
- Bulk infrastructure and traffic assessments
- Housing assessment
- Formulate proposals and identify and assess the primary economic opportunities within Senqu Local Municipality so as to maximise the impact of interventions and better understand the possible development synergies
- Formulate a guiding implementation framework for governmental interventions to support economic and social development

The final SDF should be drafted after public review. The final SDF needs to be approved by the Senqu Local Municipal Council.

The plan should not attempt to be comprehensive, but should take the form of a broad framework which identifies the minimum public actions necessary to achieve the direction of the plan. The spatial dimension must have sufficient clarity of logic to guide decision-makers in respect of development applications.

In rural contexts the plan should deal with all key aspect of land development, including strategic environmental impact assessments. Issues such as resolution of land rights, tenure issues, natural resource development, local institutions and rules should be addressed.

The goal of the SDF is to undertake a thorough analysis and needs assessment in the study area in order to identify development projects, infrastructure requirements, appropriate land use proposals and compile a detailed implementation and phasing programme with related budget.

The SDF must be developed to provide a new desired pattern, alter existing land use disparities, protect and promote existing predominant or preferred future dominant land uses and associated or compatible land uses.

The SDF is a planning tool that must set out a vision for the future development trajectory of an area. It establishes a planning and land use management framework to guide development and land use change and aims to achieve environmental, social and economic objectives.

The plan will inform interventions by both public and private sectors in order to facilitate economic growth and development through social, spatial and economic development. The aim is to initiate, stabilize, consolidate and promote economic development in the nodal area and to enhance business efficiencies and opportunities as a response to various government initiatives by proposing appropriate land-use interventions and /or densities within the Municipality.

The project implementation programme should inform the overall development of SLM in terms of short to long-term strategic interventions required to promote the development of spatially and economically integrated areas that are attractive, efficient, convenient, safe and effectively managed. The interventions will also promote restructuring, sustainable communities, economic development, poverty alleviation infrastructure and environmental sustainability. The primary aim is the arrangement of land use and infrastructure associated with the needs of specific communities. It must integrate transportation, environment, education, economic development, social residential development and other developmental requirements. It is a process that must be community driven.

1.4 LEGISLATION AND POLICY

NATIONAL LEGISLATION AND POLICY FRAMEWORKS:

The following national legislation and policy frameworks have been reviewed:

- 2.1. National Development Plan (NDP) 2013
- 2.2. Spatial Planning and Land Use Management Act (SPLUMA) 2013
- 2.3. The Comprehensive Rural Development Programme (2009)
- 2.4. The New Growth Path (2011)
- 2.5. The Industrial Policy Action Plan 2 (2011)

PROVINCIAL LEGISLATION AND POLICY FRAMEWORKS:

- 2.6. Eastern Cape Provincial Spatial Development Plan (PSDP) 2011
- 2.7. Eastern Cape Provincial Growth and Development Plan (PGDP) 2004-2014

JOE GQABI DISTRICT MUNICIPALITY:

- 2.8. Joe Gqabi District Municipality five year Integrated Development Plan (IDP), 2012/13
- 2.9. Joe Gqabi District Municipality Spatial Development Framework (2015)
- 2.10. Joe Gqabi District Municipality Agricultural Sector Plan (2011)
- 2.11. Joe Gqabi District Municipality Forest Sector Development Plan (2010)
- 2.12. Joe Gqabi Integrated Transport Plan (2010)
- 2.13. Joe Gqabi Comprehensive Infrastructure Plan (2009)

2.14. Joe Gqabi Water Services Development Plan (2010-2011)

SENQU LOCAL MUNICIPALITY:

2.15. Senqu Local Economic Development strategy (5 year LED strategy, 2013 – 2017)

2.16. Senqu Spatial Development Framework (2009)

2.17. Senqu Housing Sector Plan (HSP) (2014/15)

2.18. Sterkspruit Urban Regeneration Plan (2015)

2.19. Senqu Local Municipality Responsible Tourism Sector Plan, (2012)

NATIONAL DEVELOPMENT PLAN (NDP) 2013

The NDP is important for the Senqu Spatial development Framework (SDF) because it helps guide spatial planning and all development in South Africa. The NDP suggests ways to bring coherence to government planning and what role each public entity must play. The objections of the NDP are taken into consideration in the SDF. The objectives of the NDP are as follows:

1. The unemployment rate should fall from 24.9 percent in June 2012 to 14 percent by 2020 and to 6 percent by 2030. This requires an additional 11 million jobs. Total employment should rise from 13 million to 24 million.
2. The proportion of people with access to the electricity grid should rise to at least 90 percent by 2030, with non-grid options available for the rest.
3. A set of indicators for natural resources, accompanied by publication of annual reports on the health of identified resources to inform policy.
4. An additional 643 000 direct jobs and 326 000 indirect jobs in the agriculture, agro-processing and related sectors by 2030.
5. Intra-regional trade in Southern Africa should increase from 7 percent of trade to 25 percent of trade by 2030.
6. Strong and efficient spatial planning system, well integrated across the spheres of government.
7. Make early childhood development a top priority among the measures to improve the quality of education and long-term prospects of future generations. Dedicated resources should be channelled towards ensuring that all children are well cared for from an early age and receive appropriate emotional, cognitive and physical development stimulation.
8. Increase average male and female life expectancy at birth to 70 years.
9. Ensure progressively and through multiple avenues that no one lives below a defined minimum social floor.
10. All children should enjoy services and benefits aimed at facilitating access to nutrition, health care, education, social care and safety.
11. In 2030 people living in South Africa feel safe and have no fear of crime. They feel safe at home, at school and at work, and they enjoy an active community life free of fear. Women can walk freely in the street and the children can play safely outside. The police service is a well-resourced professional institution staffed by highly skilled officers who value their works, serve the community, safeguard lives and property without discrimination, protect the peaceful against violence, and respect the rights of all to equality and justice.
12. A state that is capable of playing a developmental and transformative role.

13. A corruption-free society, a high adherence to ethics throughout society and a government that is accountable to its people.

SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA) 2013

The goal of the Act is to provide a legislative and policy framework that enables government, and especially local government, to formulate policies, plans and strategies for land-use and land development that address, confront and resolve the spatial, economic, social and environmental problems of the country.

As part of the legislative process to enable the withdrawal of the Development Facilitation Act of 1995 (DFA), the Department of Rural Development and Land reform and the new SPLUMA legislation, together with the Municipal Systems Act and the National Environmental Management Act (see below), form a comprehensive framework for local authorities engaged in their constitutionally assigned mandate of Municipal Planning.

SPLUMA requires a SDF to:-

- (a) Give effect to the directive principles;
- (b) Be consistent with the national spatial development land use framework;
- (c) Be consistent with the provincial spatial development framework applicable in the area of the municipality;
- (d) Be consistent with any applicable national or provincial legislation on environmental management; and
- (e) Give effect to any national and provincial plans and planning legislation.

The Underlying Approach

The SPLUMA has identified that in the process of moving towards a single strong, integrated planning system the correct approach to change is one of "Incrementalism". As an alternative approach the concept of "Minimalism" is proposed and is to be applied to spatial planning at all scales. The concept does not mean that government has no role to play in planning to change our settlements. Rather, it is concerned with doing less to achieve more, and has a number of dimensions.

Firstly, it recognizes that spatial plans should not attempt to be comprehensive but should take the form of frameworks of public actions and investments. These frameworks (made up of the integrated public elements of green space, movement, public facilities and institutions, hard open space, and utility and emergency services) should define the minimum public actions necessary to achieve the goals and objectives of the plan. By doing this, the minimalist approach seeks to create maximum space for the energy and initiative of NGOs, communities and the private sector. Obviously, judgments are required about what constitutes the minimum necessary public actions. At times, it may be necessary to go quite far, and at others, actions should be far more strategic. At all times, however, the plan should contain sufficient clarity of logic and detail to guide decision makers when they are confronted with land development applications.

Secondly, the form of the plan will not be the same from circumstance to circumstance. For example, in large local authorities, the plan (or system of plans) will necessarily be quite complex in form to meet management requirements. It is important that the plan can be implemented in 2014. In very small local authorities management issues may be simpler and a much simpler form of plan, placing far less strain on capacity, will suffice. Local judgments need to be brought to bear on what is necessary.

Thirdly, it emphasises the importance of prioritization. Authorities at all scales should be seeking to apply the "80% - 20% principle" – the recognition that frequently 80% of the benefit can be achieved through the first (strategic) 20% investment in time, energy and resources. The plan should primarily be seen as an instrument to define the actions which generate maximum impact.

SPLUMA has now replaced all other land development legislation that applies to the study area. The final SPLUMA regulations has been gazetted and approved by President Jacob Zuma. SPLUMA commenced on the 1st July 2015. Eastern Cape Provincial government is yet to develop its own regulations, therefore the current status quo remains.

THE COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (2009)

The CRDP is a cross-cutting and comprehensive rural development programme. It develops through all sector departments and clusters through the Medium Term Strategic Framework (MTSF, 2009-2014) and the Government's Programme of Action. The CRDP encompasses three distinct components, namely agrarian transformation, rural development and land reform. This document serves as the policy framework document for the CRDP. The document therefore aims to describe the objectives of the CRDP and related principles.

Based on the policy and legislative mandates discussed above, the CRDP is aimed at being an effective response against poverty and food insecurity by maximizing the use and management of natural resources to create vibrant, equitable and sustainable rural communities.

THE NEW GROWTH PATH (2011)

The New Growth Path is our vision to place jobs and decent work at the centre of economic policy. It sets a target of five million new jobs to be created by 2020. It sets out the key jobs drivers and the priority sectors that we will focus on over the next few years. It is based on strong and sustained, inclusive economic growth and the rebuilding of the productive sectors of the economy. Infrastructure development in particular is a foundation for more jobs and addressing rural under-development. This vision calls for joint commitments by all South Africans – investors and workers, government and civil society – to realise the common goals. We have set clear targets for national, provincial and local governments to make employment a central focus of their activities. We are now reorienting the work of state-owned enterprises and development finance institutions to be aligned with the jobs drivers in the New Growth Path. We are engaged in social dialogue with organised labour, business and community organisations to forge a common vision and work together to achieve the jobs goals.

There is growing consensus that creating decent work, reducing inequality and defeating poverty can only happen through a new growth path founded on a restructuring of the South African economy to improve its performance in terms of labour absorption as well as the composition and rate of growth. To achieve that step change in growth and transformation of economic conditions requires hard choices and a shared determination as South Africans to see it through. The Government is committed to forging such a consensus and leading the way by:

1. Identifying areas where employment creation is possible on a large scale as a result of substantial changes in conditions in South Africa and globally.
2. Developing a policy package to facilitate employment creation in these areas, above all through:
 - a) A comprehensive drive to enhance both social equity and competitiveness;
 - b) Systemic changes to mobilise domestic investment around activities that can create sustainable employment; and
 - c) Strong social dialogue to focus all stakeholders on encouraging growth in employment-creating activities.

THE NATIONAL INDUSTRIAL POLICY FRAMEWORK (2007) AND THE INDUSTRIAL POLICY ACTION PLAN 2 (2011)

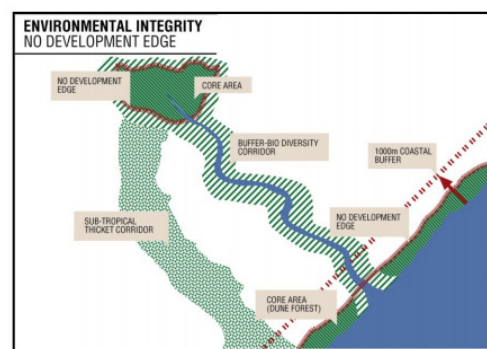
The IPAP 2013/14-2015/16 is informed by the vision set out for South Africa's development provided by the National Development Plan (NDP). It is located in the framework provided by the programmatic approach of the New Growth Path (NGP) and is one of the key pillars of that document. The National Industrial Policy Framework (NIPF) adopted by Government in 2007 provides the more general industrial policy framework for IPAP and the blueprint for Government's collaborative engagement with its social partners from business, labour and civil society. The overriding goal of the IPAP in this policy context is to prevent industrial decline and support the growth and diversification of South Africa's manufacturing sector. The balance of international evidence is that manufacturing is the engine of growth and employment of all economies that have achieved high gross domestic product (GDP) and employment growth. Manufacturing can generate significant job creation directly as well as indirectly in a range of primary and service sector activities.

EASTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT PLAN (PSDP) 2011

The Provincial spatial planning approach guides District and Local Spatial Development Frameworks (SDFs) and the various Area Based Plans (ABPs) which are prepared and reviewed on a regular basis. It is of crucial importance (to attain integrated delivery) that SDFs become the integrated spatial development plans of all municipalities, reflecting all projects within the municipal and government sector plans, providing strategic spatial proposals for the municipality on a 'wall to wall basis'.

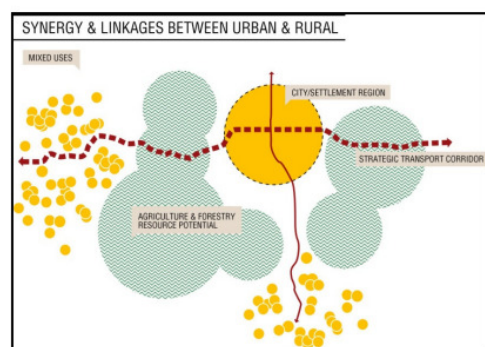
Conserving Natural Resource Areas

This spatial structuring principle is seen to focus on conserving the core. Biodiversity areas (reserves, wetlands, flood plains, parks, steep slopes and special sensitive biodiversity areas) where no development should take place and emphasising the importance of the biodiversity corridors (buffer areas) which should link those core areas together.

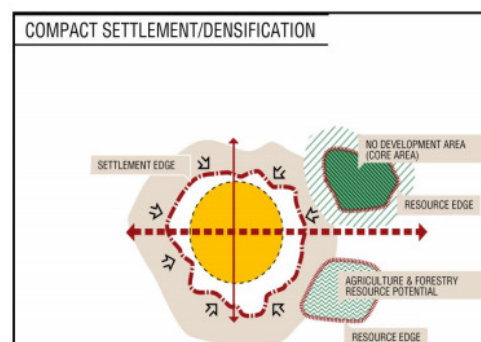


Embracing Settlement Regions

The spatial planning approach in the Eastern Cape recognises the emergence of settlement regions adjacent to and integrated with the main cities of Nelson Mandela Metro, Buffalo City, Mthatha and Queenstown. It is important to recognise these settlement regions and plan for their integrated development and formalisation over time.

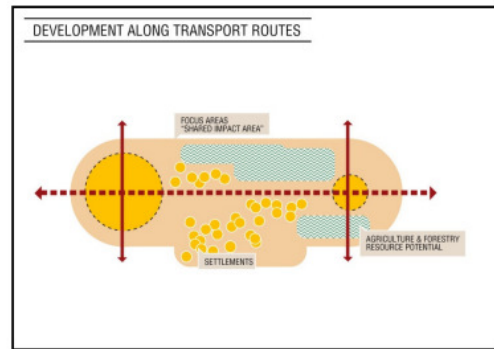


Investment should rather be linked to the service and administrative functions, economic opportunities and social potential of settlements and their strategic role in the region. This reasoning is also based on the understanding that future opportunities for development in the province exist within both rural and urban realms. More compact settlements and urban areas could be achieved with the maintenance of a settlement edge in order to discourage development sprawl and assist in achieving more economic and efficient distribution of infrastructure.



Integration through Focus Areas

Government should also utilise focused infrastructure investment as a strategic intervention to attract private sector investment or influence the decisions by which private sector investment is focused.



EASTERN CAPE PROVINCIAL GROWTH AND DEVELOPMENT PLAN (PGDP) 2004-2014

The Eastern Cape Provincial Growth and Development Plan (2004-2014) has identified the following strategic focus areas for addressing the development needs of the Eastern Cape:

- The systematic eradication of poverty
- Transformation of the agrarian economy
- Develop and diversify manufacturing and tourism sectors
- Building human resource capital
- Infrastructure – eradicate backlogs and enable infrastructure for economic growth and development
- Public sector and institutional transformation in support of improved service delivery

This plan is important for the study area because it focuses on natural resource development particularly in the former homelands of Ciskei and Transkei.

The following interventions suggested by the plan are suitable for the study area:

- It proposes the allocation of state and prime land to Community Public Private Partnerships (C3PPPs) for the establishment of natural resource enterprises (e.g. onshore or inland fisheries, nature reserves, cultural sites, tourism) within the existing land tenure system.
- Rural enterprises are identified as small-scale irrigation, rainwater harvesting, home gardening, maize and mixed cropping, local milling, agro-forestry, dairy, small stock and poultry.

The PGDP acknowledges constraints to development opportunities in the study area such as:

- Poverty (defined as “a lack of access to opportunities for a sustainable livelihood”) particularly in the former Ciskei and Transkei regions;
- Skewed income distribution and inequality in income generation;
- Low annual economic growth that is insufficient to address backlogs and increasing unemployment;
- Constraints on provincial expenditure resulting from a limited revenue base, static fiscal transfers from the National Government, lack of financial management capacity within the provincial government and municipalities, and huge and increasing social and economic needs of the population co-existing with budget surpluses in the provincial treasury;
- Fragmentation in the labour market into the core consumer economy (manufacturing, government and other industries) and marginal modern sectors (commercial agriculture, domestic services and mining) together with a decline in formal employment opportunities has led to large numbers in the peripheral labour force (subsistence agriculture, informal sector and the unemployed);
- Under-development of agricultural potential in the province particularly in the former homelands.

The majority of the opportunities and constraints identified by the Plan are in many ways applicable to the study area.

JOE GQABI DISTRICT MUNICIPALITY FIVE YEAR INTEGRATED DEVELOPMENT PLAN, 2012/13

The Joe Gqabi District Municipality Five Year IDP has identified a vision, mission and objectives for the district.

The vision for the Joe Gqabi District Municipality is **“an improved quality of life for all residents.”**

The mission of the district is to **“fight poverty through stimulating the economy and by meeting basic needs, improving service delivery quality and capacitating government and communities within a sustainable environment.”**

The IDP has identified the role of the district municipality as providing the support to the local municipalities which include Elundini, Senqu and Maletswai local municipalities. Joe Gqabi DM provides technical and financial support in community based planning, legal services, information technology and technical assistance around water services management. The district municipality also provides assistance in developing plans and policies.

JOE GQABI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK, 2015

The vision of the Joe Gqabi District Municipality is:

“An improved quality of life for all residents”

The mission of the District is:

“Fight poverty through stimulating the economy and by meeting basic needs, improving service delivery quality and capacitating government and communities within a sustainable environment.”

The Spatial Frameworks for the Gqabi District Municipality have been aligned with the three (3) Pillars of the new Regulations and Guidelines developed by the Spatial Planning and Land Use Management (SPLUMA) Act No. 16 of 2013. The combination of the Biophysical, Socio-economic and Built Environment elements discussed in the sections below results in the Spatial Development Plan.

Table 1: Biophysical, Socio-economic and Built Environment elements

Service delivery and infrastructure provision	Provide universal access to basic services Improve transport networks within the District Facilitate creation of sustainable settlements Promote and support social cohesion activities Facilitate environmental management and conservation
Local economic development	Facilitate and implement job creation and poverty alleviation initiatives. Facilitate and support regional economic development initiative.
Institutional development and transformation	Improve human resource capacity.
Financial management and viability	Ensure effective financial management and reporting.
Good governance and public participation	Facilitate intergovernmental cooperation.

JOE GQABI DISTRICT MUNICIPALITY AGRICULTURAL SECTOR PLAN

The aim of this document is to discuss the issues needed to unlock the full potential of agriculture in order to uplift the life quality of all in Joe Gqabi District Municipality (JGDM). This document is the result of thorough participatory research with citizens staying and working in JGDM. The people in JGDM already discussed

the challenges for JGDM through many forums, workshops, meetings and informally. Numerous plans and documents were generated in the past; most of those with excellent proposals and plans for economic growth. None of the proposals in these documents should be implemented in separation. The proposals in this report more so. To repeat everything found in previous planning was not the purpose of this report, rather to supplement, highlight priorities and propose practical strategies and plans. This report focuses on:

- (i) the challenges and prospects of agriculture as perceived by the main role players and individuals,
- (ii) guidelines and a framework to unlock the full potential of agriculture and future planning,
- (iii) specific proposals to ensure sustainable agricultural production and processing.

JOE GQABI DISTRICT MUNICIPALITY FOREST SECTOR DEVELOPMENT PLAN (2010)

The main purpose of the Forestry Sector Plan is to:

- Describe and analyze the potential and opportunity for forestry and forest processing in the District, with a focus on SMEs;
- Identify actions required to unlock this potential; and
- Identify the role of the local and district municipalities, as well as other stakeholders in promoting forest sector development

The intention is to use the findings of the Forest sector plan as an input into the IDP process and LED strategy. The Forest Sector Plan gives further substance to national, provincial and district policy and strategies that underscore the importance of forestry and the timber processing sector in support of job creation, economic growth and rural development.

JOE GQABI DISTRICT MUNICIPALITY INTEGRATED TRANSPORT PLAN (2010)

The Integrated Transport Plan of 2010 (ITP) is the instrument of implementation of the transport policies of the national and provincial government. It is closely linked to the Spatial Development Framework in that it gives a way forward to the suggestions which are put forward in the SDF. A number of important national government documents have been developed during the past decade to provide the broad framework within which provincial and local government can implement these policies with important local emphasis and priorities. The ITP seeks to provide a comprehensive plan which takes into account all the different pieces of legislation and policies, integrated into one strategic transport policy.

Principles from the National Land Transport Act (NLTA) are incorporated into the ITP. Some of the principles are listed below:

- Public transport services must be affordable to the public and responsive to customer needs. They must be designed to integrate different modes of transport to be cost efficient, to achieve service quality, to use available resources optimally, to use the most cost-effective modes (bearing in mind customer needs) to have value to the customer, to be safe and to do the least possible harm to the environment.
- Subsidies must be aimed to assist marginalised users and those with poor access to social and economic activity.
- An effective land transport system must be achieved through integrated planning, provision and regulation of services and infrastructure, and diligent, effective law enforcement.
- Law enforcement must be promoted as vital for the managing and regulating of land transport, and the efforts of all involved must be co-ordinated to prevent duplication.

- Public transport must be given higher priority than private transport, and all spheres of government must promote public transport.
- Investments in land transport must promote economic, financial, technical and environmental sustainability.
- Land transport functions must be integrated with land-use and economic planning and development through measures such as corridor development, densification and infilling, and transport planning must guide land use and development planning.
- The needs of special categories of passengers (such as learners, tourists, and people with disabilities) must be met as far as possible by the system provided for mainstream transport.

SENQU COMPREHENSIVE INFRASTRUCTURE PLAN (2009)

The Comprehensive Infrastructure Plan (CIP) at a municipal level is a clear business model providing strategically focused actions for implementing the key initiatives identified in the IDP, while addressing the issue of sustainability. This will be achieved by ensuring that the necessary infrastructure be provided to address services backlogs, that efficient operations and maintenance is performed, that rundown assets such as buildings and roads are refurbished, that the necessary skills are provided, and by ensuring that funding is available.

The CIP's main thrust and emphasis is on infrastructure needs and backlogs. Projects and initiatives are identified to address the critical shortages. This is then used to define funding requirements which will be necessary. Finally, institutional challenges are identified that affects housing, water, sanitation and wastewater and roads.

The CIP document identifies the different challenges in the local municipality, the overall assessment of service delivery in the JGDM, the budgets, institutional issues, namely policies, processes and structure, which have an impact on service delivery and the different needs for project implementation. All of the above-mentioned are taken into consideration to formulate an intervention plan for this municipality. The intervention plan is divided into an immediate impact, medium term and longer term plans.

JOE GQABI DISTRICT MUNICIPALITY WATER SERVICES DEVELOPMENT PLAN (2010-2011)

Progress has been made in JGDM area since the last draft of the WSDP (2007/8), but Water and Sanitation Services continues to face critical challenges. These include basic water and sanitation services backlogs, achieving the essential targets for reducing water demand, implementation of Free Basics Services (FBS), meeting the wastewater effluent standards and thereby reducing the impact of the water quality on rivers, asset management and ensuring that infrastructure is extended timeously to meet the development growth demands. Financial sustainability of the service is a particular challenge: ensuring full cost recovery and debt management at a fair tariff and financing of capital investment.

In order to optimally achieve this and thus meet key policy and legislative requirements, new and effective institutional arrangements and other strategies continue to be put in place. The national Strategic Framework for Water Services, September 2003, is a critical policy document setting out the future approach to the provision of water services. Of the national targets set, the most critical for JGDM are:

- All people are to have access to functioning basic water supply;
- All people are to have access to functioning basic sanitation;
- Investment in water services infrastructure should total > 0,75% of GDP;
- Annual reporting on key performance indicators to be started.

SENQU LOCAL ECONOMIC DEVELOPMENT STRATEGY (5 YEAR LED STRATEGY, 2013 – 2017)

Economic Vision: “**Senqu Municipality is a prosperous destination to visit, do business, live and work**”

The 5-year Senqu LED Strategy aims to achieve the following economic outcomes:

- Achieve and maintain a minimum annual growth rate of 5.5 % from 2016 and beyond;
- Reduce unemployment to 20% by 2017;
- Reduce current poverty rate to 52% by 2017;
- Improve black-ownership and participation in the mainstream economy, in particular within the priority sectors of tourism and agriculture; and
- To build strong and sustainable LED capacity, institutions and resources.

The following are planned and geared towards economic development:

Sterkspruit Redevelopment Project

Project Description	This project is intended to reposition Sterkspruit as a regional economic centre of the Joe Gqabi District Municipality region. This plan is to kindle a renewed sense of appeal to retain and attract investors into the area through: <ul style="list-style-type: none"> • Improved town planning; • Improved bulk infrastructure provision; • Packaged land development options; • Improved human settlements; • Improved accessibility and transportation; • Improved business infrastructure and services; and • Improved trading and business conditions.
Key Milestones	<ul style="list-style-type: none"> • Development of a Master Plan • Memorandums of Understandings (Capitalization) • Special Investment Incentives Programme
Estimated Budget	R100 million
Project Driver	JoGEDA
Potential Partners	DBSA, IDC, ECDC, DLGTA, DoRPW, JGDM etc
Implementation Period	2013 – 2017

Barkly East Development Project

Project Description	Develop 4000 m ² of earmarked municipal land for commercial and economic purposes with the intent to create of long-term and sustainable economic growth and relevant spin-offs in Barkly East.
Key Milestones	<ul style="list-style-type: none"> • Development Plan • Memorandums of Agreements • Special Investment Incentives Programme
Estimated Budget	R250 000-00
Project Driver	JoGEDA
Potential Partners	DBSA, IDC, JGDM, ECDC, SEDA etc
Implementation Period	2013 – 2015

Roads Master Plan Implementation Programme

Project Description	Source funding to implement the Senqu Municipality’s Road Master Plan that will address various issues relating to the gravel road backlog (562 km ²) and prioritised maintenance of strategic municipal access roads.
Key Milestones	Funding Agreements
Estimated Budget	R50 000-00
Project Driver	Senqu Municipality
Potential Partners	DBSA, IDC, JGDM, DoRPW



Implementation Period	2013 – 2015
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Renewable Energy Programme

Project Description	A renewable energy programme will be developed to stimulate a “new economic sector” that will create additional employment and entrepreneurial opportunities while also addressing the primary issue of alternative energy in Senqu. This programme will also help address current and future energy needs of the Senqu Municipality.
Key Milestones	<ul style="list-style-type: none"> • Terms of Reference • Renewable Energy Strategy and Plan
Estimated Budget	R300 000-00
Project Driver	Senqu Municipality
Potential Partners	IDC, DBSA, DLGTA, JGDM, DEDEAD
Implementation Period	2013 – 2014

SENQU SPATIAL DEVELOPMENT FRAMEWORK (2013)

The Spatial Development Framework is a guiding document for all development within the municipality. Section 26 (e) of the Municipal Systems Act implies that the Spatial Development Framework forms part of the Municipality’s Integrated Development Plan.

In terms of Section 35 (2) of the Municipal Systems Act, the Spatial Development Framework for SLM has statutory status and supersedes any other plan for the area or portions of the SLM that may have been compiled previously. These plans would also include regional development plans, regional structure plans and more localised plans such as Urban Structure Plans.

An SDF informs the determination of development proposals and applications that fall outside the scope of prevailing Town Planning Schemes and provide a wider perspective of spatial challenges and interventions within a town or region.

The plans and policies of a SDF:

- Align the region’s spatial development goals, strategies and policies with those of the national and provincial spheres of government;
- Specify the areas within regions which are best suited to a specific type of development, the areas that are vulnerable and should be protected, and the areas where development may be permitted to occur if it is sensitively managed;
- Indicate the desired phasing of urban development;
- Guide the changes associated with land-use rights; and
- Help spatially guide, coordinate, prioritize and align public investment infrastructure and social facilities in the 5 year Integrated Development Plan.

SENQU HOUSING SECTOR PLAN (HSP) (2014/15)

The Integrated Human Settlement Strategy is the primary policy focus to influence the approach to the HSP strategies. It emphasises a movement away from the concept of housing as mere shelter, to housing as part of an overall strategy to achieve human settlements that provide good quality homes with proper access to the necessary socio-economic opportunities for its residents. The HSP highlights the importance of social, economic and racial integration in the settlements linked to the objectives of densification and integrated mixed land use in South African urban areas.

It is given more detailed focus and forms of delivery through a range of housing and planning legislation, policy and mechanisms. The important housing legislation and policy includes the Housing Act. The Social Housing Act of 2009, the Rental Housing [Act No. 50 of 1999](#) and the National Housing Code. From a planning perspective the following legislation and policy initiatives are important including the Municipal Systems Act of 2000, Municipal Structures Act of 1998; the Municipal Finance Management Act No. 56 of 2003, the Public Financial Management Act No. 1 of 1999, the National Spatial Development Initiative, the government's Urban and Rural strategies, the SPLUMA 2013, the land reform and land restitution legislation.

The HSP deals with the housing backlog and gives figures and locations of these backlogs, as well as a list of housing projects which the municipality will undertake in the future. The HSP lists housing and infrastructure projects which relate to housing that will be implemented in the future. There are also projects and programmes which have been undertaken by the municipality and those which are currently under way.

STERKSPRUIT REGENERATION PLAN (2015)

The following municipal priorities are listed in this plan:

1. Roads - Priority areas are places with no approach roads. In W 14, 16, 19 and 10 the emphasis should be on paving roads. In addition there are job creation opportunities.
2. Land – Lack of land and tenure problems. The SDF indicates Sterkspruit as a priority node. Look at the expansion of Sterkspruit and the development of Barkly as a priority issue.
3. Job creation - Need to improve skills level of the population.
4. Recreational facilities - Needed in every ward especially for youth.
5. LED - Look at agro processing e.g. wool washing.
6. Communication and public participation - Public participation must be increased. Network poles and transmitter poles for television are desperately needed in most areas.

SENQU LOCAL MUNICIPALITY TOURISM SECTOR PLAN (2012)

The Senqu 5 Year Tourism Sector Plan has been developed in order to outline the direction in which the tourism industry in the SLM needs to be developed, taking into account the local economic conditions and the specific issues that need to be addressed in order to realise the full potential of SLM's tourism industry.

The Senqu Tourism Plan seeks to address the gaps and opportunities in the tourism sector through strategic interventions. This will be done through the identification of a unified vision, goals, objectives, strategic pillars and interventions/projects.

The proposed tourism vision for the Senqu Responsible Tourism Plan is:

“To develop Senqu into a leading tourist destination where visitors can experience its natural beauty and thereby transform the industry into a vehicle for sustainable economic growth.”

Based on this vision, Senqu LM is responsible for:

- The promotion of tourism in the municipality
- Promotion and transformation of the tourism industry
- Ensuring the sustainable economic growth through tourism development

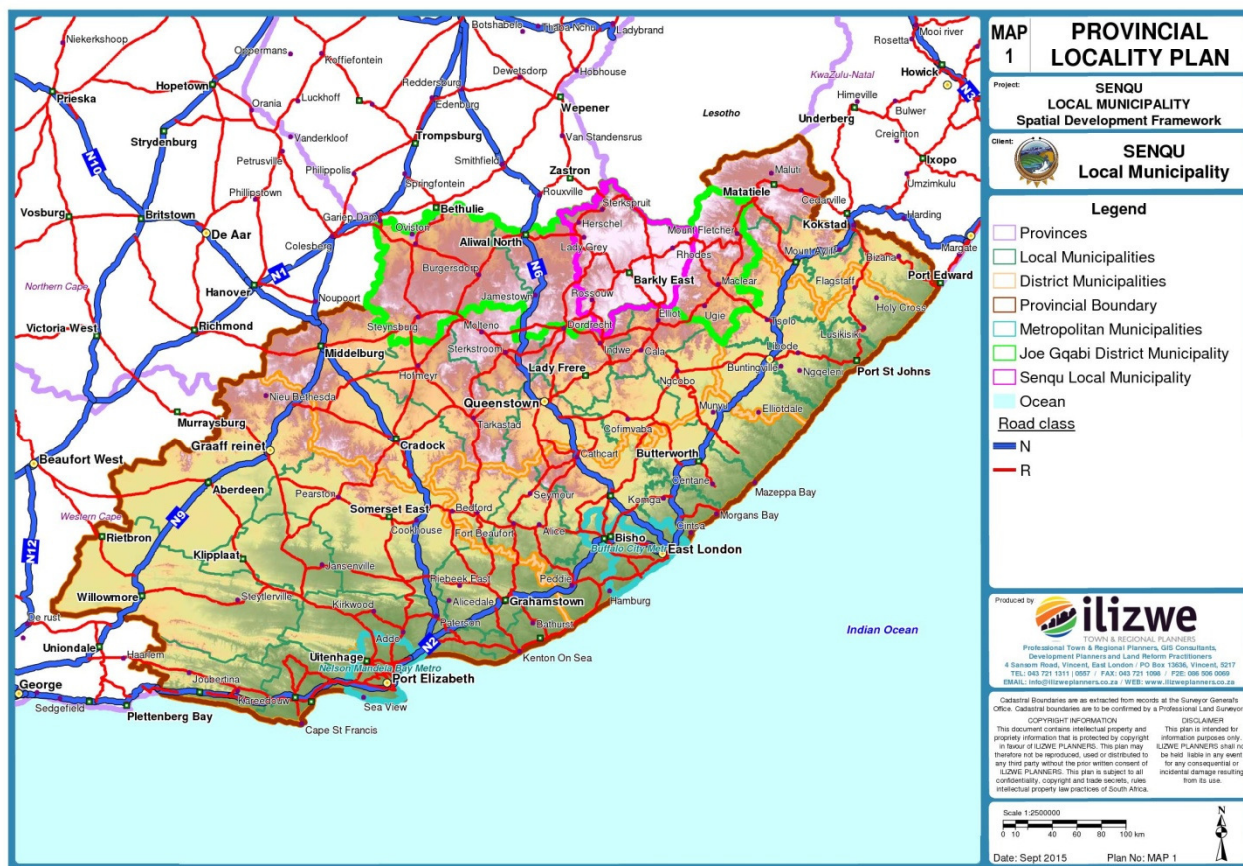
The following goals were identified for the Senqu Responsible Tourism Plan:

1. Market the Senqu Local Municipality as a tourist destination.
2. Understand the local tourism industry through accurate and current tourist information/data.
3. Create an all-year-round destination for tourists thereby removing the impacts of seasonality.
4. Support and expand the current tourism product base.

5. Increase tourism related linkages between towns within the local municipality and other regions outside of the municipality.
6. Remove obstacles to the development of the local tourism industry.
7. Monitor and learn from the tourist experience so as to better meet the needs of visiting tourists.

2. SENQU PROFILE

2.1 PROVINCIAL PERSPECTIVE



Map 1: Provincial Locality Plan

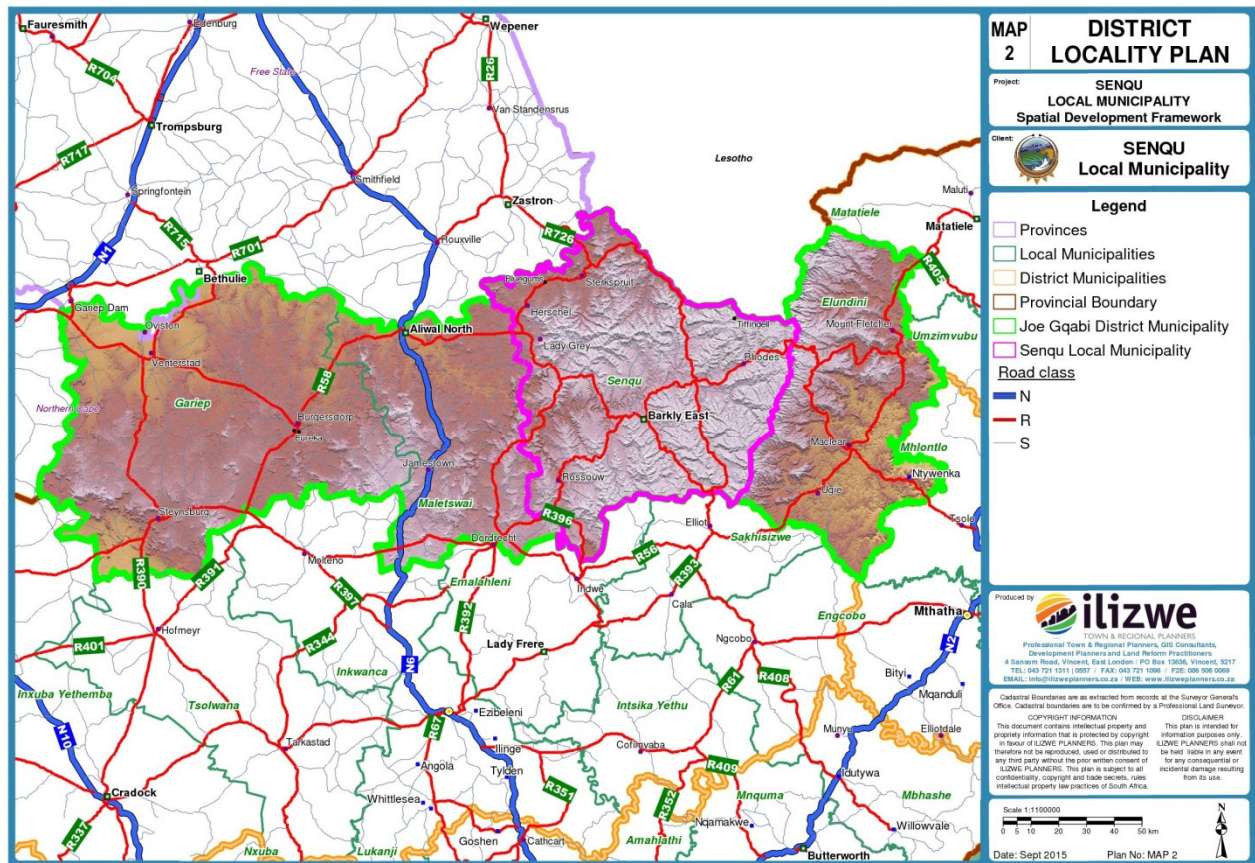
Map 1 above shows in green that Joe Gqabi District Municipality (JGDM) is located on the boundary of the Eastern Cape Province to the west of Alfred Ndzo, north of OR Tambo and Chris Hani District municipalities and to the east of the Northern Cape Province.

The District municipal area consists of four local municipalities namely, Gariep Local Municipality (Burgersdorp, Steynsburg, and Venterstad); Maletswai Local Municipality (Aliwal North and Jamestown); **Senqu Local Municipality (Barkly East, Rhodes, Rossouw, Lady Grey and Sterkspruit)** and Elundini Local Municipality (Maclear, Ugie and Mount Fletcher).

JGDM is bordered by the Free State province and the Kingdom of Lesotho to the north. The Orange River separates Orange River separates the Eastern Cape from Free State and Lesotho.

The JGDM is mountainous and covers an area of 2,564,705 ha of which Senqu extends over 7329.5km², making it the second largest municipal area in the District, after Gariep (8911.05 km²).

2.2 REGIONAL PERSPECTIVE

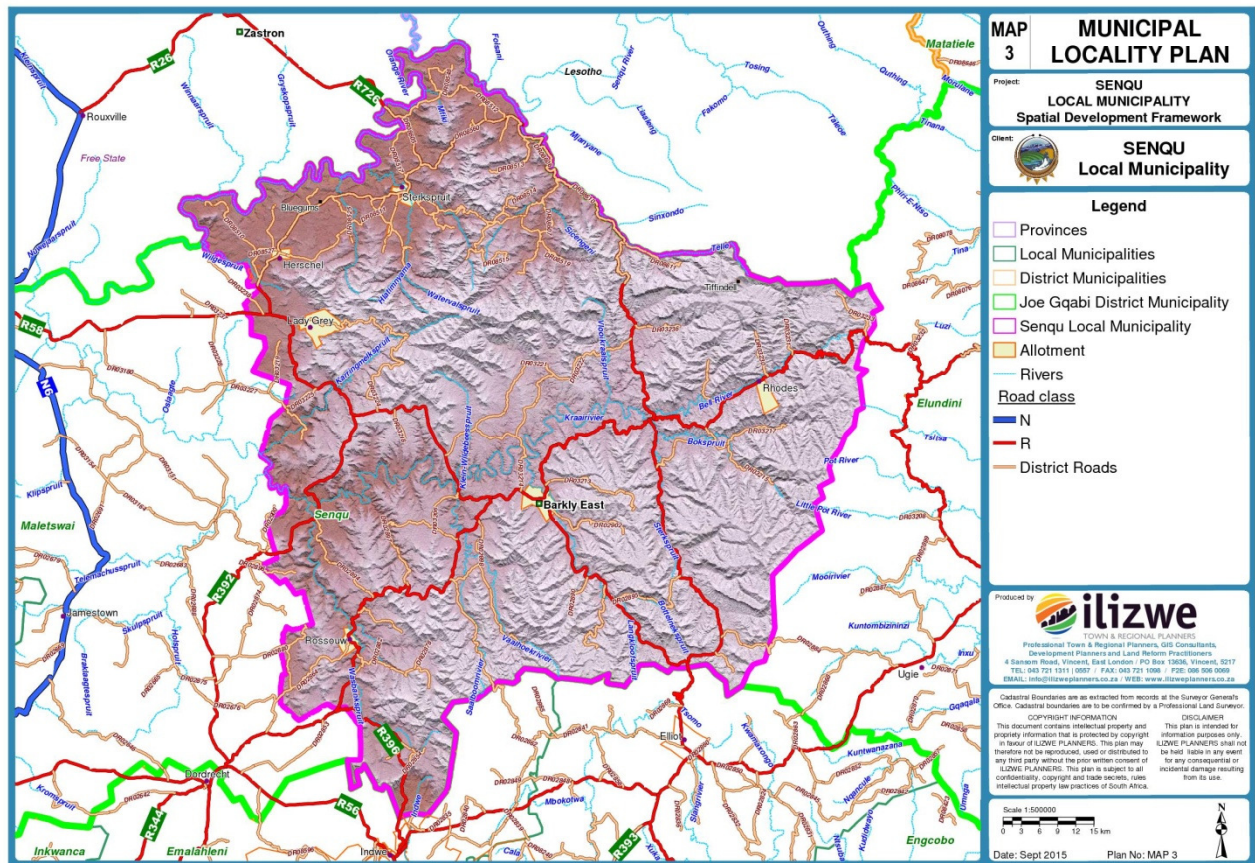


Map 2: District Locality Plan

As shown on Map 2 above, Senqu comprises of the following:

1. Lady Grey (including Transwilger and Khwezi-Naledi);
2. Barkly East (including Nkululeko and Fairview);
3. Sterkspruit;
4. Rhodes (including Zakhele);
5. Rossouw;
6. Herschel;
7. Commercial farms and the villages of the magisterial districts of Barkly East, Rhodes, Hershel and Sterkspruit and portions of Lady Grey, Wodehouse (Dordrecht) and Indwe.

2.3 LOCAL PERSPECTIVE



Map 3: Locality Plan

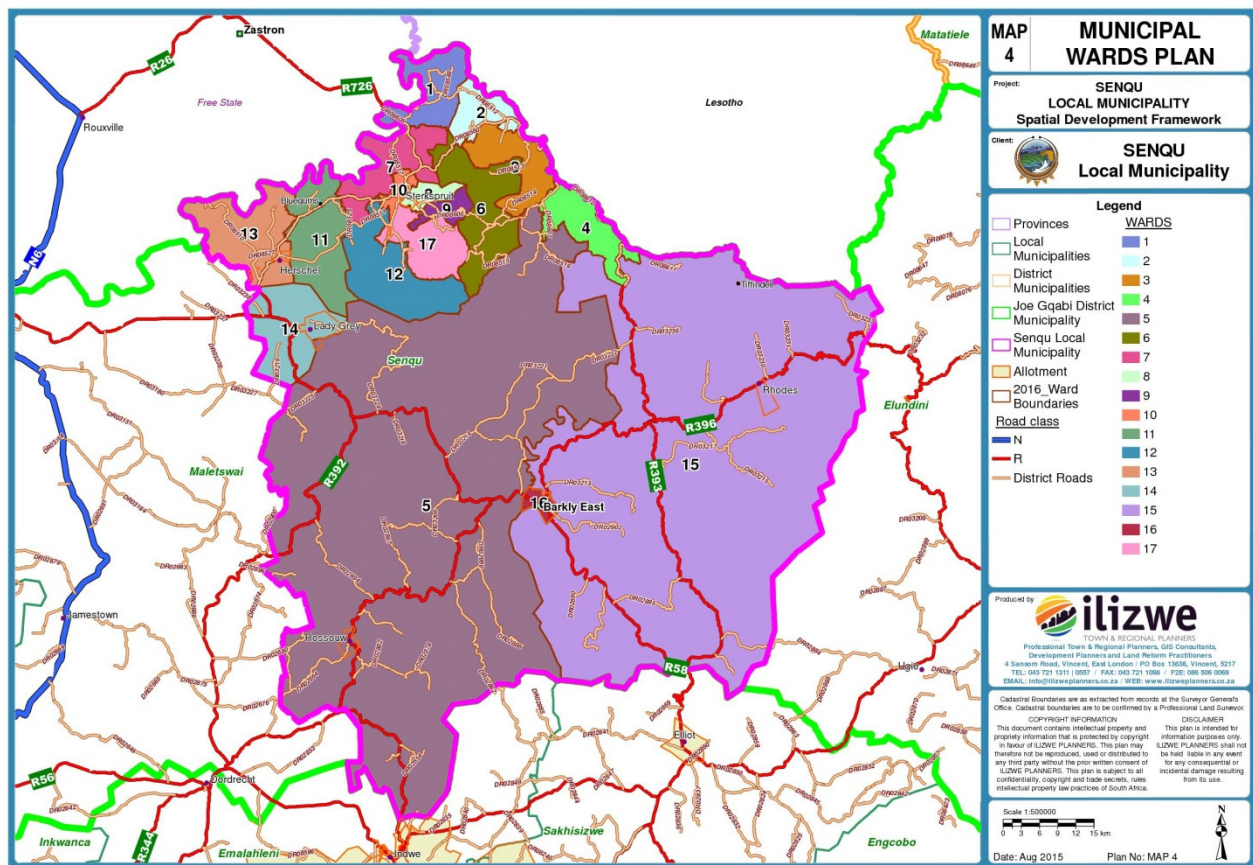
Map 3 above shows the main nodes as “allotment” areas in yellow. Spatially Barkly East has the largest allotment areas however Sterkspruit is the major urban node in the SLM. Lady Grey is the largest allotment area in which the SLM offices are located. There is a major rural hamlet of Rhodes and 85 remote rural villages situated in the foothills of the Maluti Mountains and Southern Drakensberg range.

Table 2: Areas/Percentage Table

Area	Percentage
Urban	16,5%
Tribal/Traditional	78,9%
Farm	4,6%

The SLM is fundamentally rural in nature with larger commercial farms in the former RSA area and communal farmers in the former Transkei homeland. SLM comprises of 16.5% urban area which, 78.9% rural area and 4.6% farm areas.

2.4 MUNICIPAL PERSPECTIVE



Map 4: Ward Plan

The SLM consists of 17 electoral wards that are shown in Map 4 above. As can be seen from the clustering of wards, population density increases significantly closer to Sterkspruit. The rural areas are relatively sparsely populated, while areas closer to the town have numerous large villages. The Senqu Wards 8 and 10 are the most densely populated in the entire Senqu municipality.

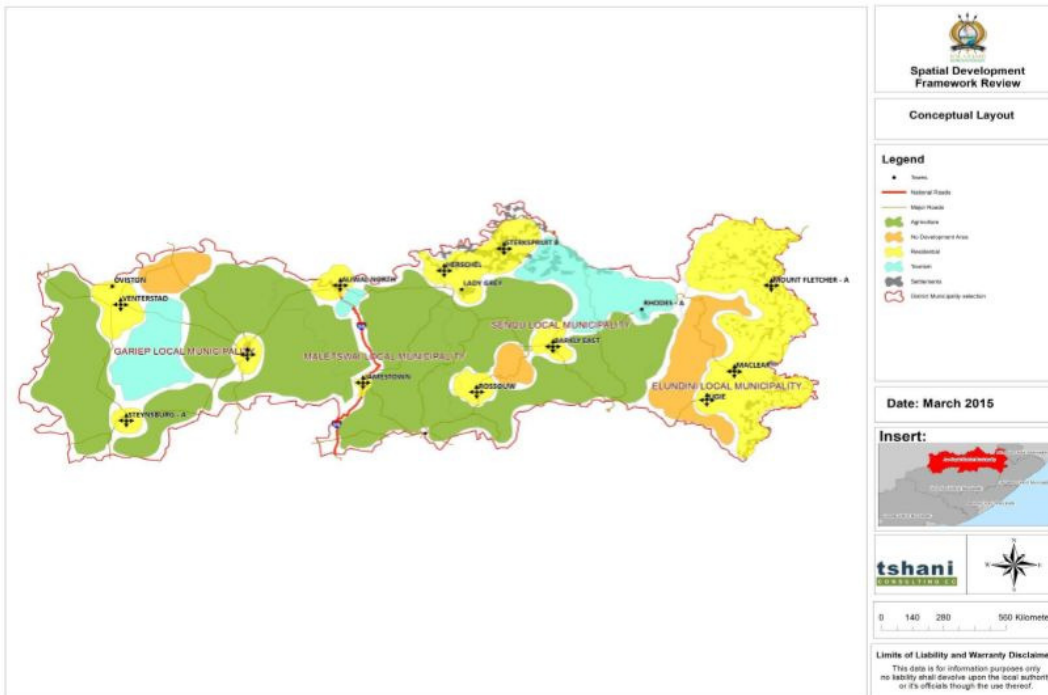
3. SPATIAL PLANNING

3.1 SPATIAL PLANNING

The most important aspects of Spatial Planning and Urban Management is achieving Urban Efficiency and Controlling Urbanisation or Sprawl. The nodes of Barkly East, Herschel, Lady Grey, Sterkspruit, Rhodes, Roussouw and Tiffendell play a vital role in the functioning of the Municipality. It is where the largest concentration of economic activities, resources and services are situated. In order for the effective utilization of these resources and services, it is important that efficiency is promoted. In order to achieve this, the following principals need to be adopted.

- Urban sprawl needs to be contained, ensuring compact urban settlements by means of urban intensification (infill projects and promotion of higher densities). This includes the absorption of population growth within the existing urban edge. The benefits achieved from this relate to efficiency, cost, convenience and resource utilisation.
- The continuity of urban development, as opposed to fragmentation, so as to functionally integrate urban areas.

- There must be integration of uses and activities, to maximize convenience and vitality.
- There must be multi-functionality and sharing of public spaces and facilities in order to make the most efficient use of public investment.
- The integration of built and non-built environments, in order to achieve the economic, environmental and recreational interaction that potentially exists between them and to make maximum productive use of urban resources.
- Equitable distribution of public facilities and services throughout the Municipality.



Map 5: Conceptual Layout

The towns are permitted to grow in a haphazard manner with no spatial direction. This will result in poor land use management, loss of revenue to each local municipality, decline in the environmental standard, uncontrolled settlement growth, etc. From an infrastructural point of view, this scenario does not serve the instrument of forward planning very well, which could in the long run drive up the cost of installing engineering services and infrastructure.

SLM Spatial Planning SDF of 2013

The Senqu Spatial Development Framework applies to the whole area of jurisdiction of the SLM. This area is characterised by a complex settlement and land use pattern, incorporating urban, peri-urban and rural components, which were previously administered as separate local government entities. The area covered by the SLM is approximately 7,329 km² in extent. Political representation is based on 17 Wards within this area.

Settlement Hierarchy

Senqu Local Municipality (SLM) is a category B municipality with 17 wards. The head office of the municipality is situated in the town of Lady Grey.

The pattern of settlements and their structure in the Municipality is of fundamental importance to its successful socio-economic development. Approximately 40% of the Municipality’s population is urbanised which means that a significant amount of livelihoods are derived from urban activities. Furthermore, wages tend to be higher in urban settlements than rural areas further indicating their importance to the overall

economy. Walking distance is considered to be the prime measure of accessibility, therefore, it is important to understand to what extent the structure and layout of the settlements support or undermine this principle.

The table below shows the different settlements in the municipality and a suggestion for their categorization in terms of main activity/ role and settlement type. This table shows that there are five distinct types of settlements:

First: three large formal towns, namely Sterkspruit, Lady Grey and Barkly East

Second: There are a number of smaller formally planned villages including Rhodes, Herschel and Roussouw.

Third: Sprawling very low density peri-urban villages with very undefined centres. These include settlements like Qoboshane and Majuba-A.

Fourth: Resorts such as Tiffendell.

Fifth: Rural villages and farming areas.

Table 3: Settlement Hierarchy

SETTLEMENT HIERARCHY		
PRIMARY	These are high order service centres which provide retail, tourism, as well as administrative nodes of importance. These provide commercial, financial, government and administrative services to the SLM.	STERKSPRUIT LADY GREY BARKLY EAST
SECONDARY	Minor service node. Service centre to the rural hinter land. Serves a function. For example Rhodes is the gateway to Tiffendell and the Drakensberg. Rhodes has a tourism emphasis. Herschel and Roussouw are service centres to the surrounding rural community.	RHODES HERSCHEL ROUSSOW
TERTIARY	Peri-urban areas or “urban influenced areas” Typically, areas that may be described as peri-urban or, perhaps more accurately, urban-influenced settlements, can be defined as ones from which people are able to commute daily to an urban centre. Such settlements often develop on the fringes of larger urban centres and along main routes leading to such centres. In many cases, peri-urban settlements were developed in the study area as a result of the settlement development policies associated with “Homeland” development.	QOBOSHANE PALMIETFONTEIN MAJUBA – A HILLSIDE – E UPPER TELLE – A
RESORT/ TOURISM	These are existing resorts and hotels that hold scenic beauty and niche tourism opportunities.	TIFFENDELL TENAHEAD
RURAL AREAS	The Senqu area encompasses a range of “types” of rural land areas, extending from extensive landholdings utilised for commercial farming purposes, to the rural settlement areas of the former Transkei, where dispersed settlements and free-range grazing are the predominant forms of land use. A major challenge in these areas remains the development of economic activities, where possible, to improve their sustainability in the medium to long term.	ALL RURAL VILLAGES AND FARMS

The three primary nodes can be defined as follows:

<p>Sterkspruit</p>	<p>Retail and commercial service centre Node High order service centre and retail node. Sterkspruit serves both the urban centre and the surrounding rural communities. Good linkages between rural settlements and Sterkspruit are important. Approximately 74.3% of the municipal population live in the</p>
<p>Lady Grey</p>	<p>Administrative node, small service node and tourism node The base of the Senqu Municipal offices. The town is distanced from major industrial and/or commercial urban centres as well as major inter-provincial road linkages. Its locational disadvantage means that it has not attracted much industrial investment nor a significant regional urbanisation focus. The town retains its historical function as a service node secondary to Aliwal North, within a largely rural sub-region.</p>
<p>Barkly East</p>	<p>Tourism node, minor commercial service centre and administrative Node Scenic beauty and niche tourism opportunities, the home of some small commercial businesses and financial services institutions and the headquarters of the Joe Gqabi District Municipality.</p>

3.2 SETTLEMENT PATTERN

General Pattern

SLM is predominantly rural with a large proportion of people residing in traditional villages and traditional homes. The prevalence of extensive farming in the district historically resulted in the formation of service centers, i.e. Barkly East and Lady Grey along the main transport route the R58. These urban centers offer services and retail facilities to the surrounding rural hinterland. Sterkspruit is a rural service center serving the surrounding rural area, whose sphere of influence may in some cases include residents from Lesotho. With urban settlement growth there is also an urgent need to improve the central business districts of these areas so that they can enable growth (usually retail and manufacturing) and attract investment from various other business interests. There is also a demand for low cost and middle income housing in these areas. The past five years have only resulted in housing for lower income communities being provided resulting in a significant shortage of middle income housing especially in the secondary towns.

Image1: Sterkspruit Housing



Image 2: Sterkspruit Informal Housing



The existing urban areas and rural/peri-urban settlements in SLM are typically spatially fragmented in nature. This spatial fragmentation creates a costly and inefficient settlement pattern, particularly in the urban areas, where levels of services are commonly of a higher order. A key issue to deal with is the balance of the urban development with the rural development, in order to reduce the pressure on urban areas and ensure that productive agricultural land is utilised. One of the major challenges facing SLM in this respect is how and to what extent the municipality can actively involve itself in facilitating and managing development of the rural

as well as the urban areas in order to strengthen the economic and social base of the entire area. The stronger the surrounding rural economy, the greater will be the benefit to the urban centers, and vice versa.

Lady Grey – Administrative node, small service node and tourism node.

Lady Grey is the town where Senqu Municipal offices are based and is thus fairly significant from an administrative perspective. The town is distanced from major industrial and/or commercial urban centers as well as major inter-provincial road linkages. Due to this town being located where it is it has a locational disadvantage, which means that it has not attracted much industrial investment nor has it a significant regional urbanisation focus. The town retains its historical function as a service node secondary to Aliwal North, within a largely rural sub-region.

Image 3: Senqu Local Municipality (SLM)



Image 4: Filling Station



Barkly East – Tourism node, minor commercial service center and administrative node.

Scenic beauty and niche tourism opportunities exist in Barkly East, it is also home to some small commercial businesses and financial services institutions and the headquarters of the Joe Gqabi District Municipality.

Image 5: Barkly East



Image 6: Barkly East



Sterkspruit – High order service center and retail node.

Sterkspruit serves the urban center and the immediately surrounding rural communities, as well as some peripheral rural settlements. Good linkages between rural settlements and Sterkspruit are very important as most of these communities are dependent on Sterkspruit for goods and services.

Approximately 74.3% of the municipal population lives in the Sterkspruit area. Sterkspruit also has higher order services which may not be in any other small towns within SLM e.g Christian Secondary School as depicted below.

Image 7: Sterkspruit Municipal Facility



Image 8: Sterkspruit Christian School



Rhodes – Minor service center and tourism node.

This town serves as a rural service center to surrounding hinterland and gateway to the Southern Drakensberg.

Image 9: Rhodes



Image 10: Rhodes



Image 11: Tiffendell



Image 12: Rhodes



Rossouw – Minor service node.

Service center to the rural hinterland and the surrounding semi-urban settlements.

Herschel – Minor service node

Image 12a: Herschel



Image 12b: Herschel



3.2.1 SPATIAL STRUCTURE: RURAL AREAS AND NODES

Peri-urban areas or “urban influenced areas”

Typically, areas that may be described as peri-urban or as urban-influenced settlements, can be defined as ones from which people are able to travel daily to an urban center. Such settlements often develop on the fringes of larger urban centers and along main routes leading to such centers. In many cases, peri-urban settlements were developed in the study area as a result of the Apartheid “Homeland” settlement development policies which formally earmarked areas where blacks could own land. Examples of these types of settlements, where higher order infrastructure is located, are listed below: -

- Herschel
- Qoboshane and Palmietfontein
- Majuba – A
- Hillside – E
- Upper Telle – A

Rural areas

The Senqu area encompasses a range of “types” of rural land areas; from extensive landholdings utilised for commercial farming purposes, to the rural settlement areas of the former Transkei, where dispersed settlements and free-range grazing are the predominant forms of land use. A major challenge which still exists today is the development of economic activities to improve the area’s sustainability in the medium to long term.

3.2.2 BROAD LAND USE PATTERNS

Land Cover data obtained from the Satellite Applications Centre (CSIR, 2001), has been used to provide a general appraisal of the broad land use patterns prevailing in the SLM area.

The following points are noted: -

- The majority of the municipal area is unimproved grassland (75.6%), with only 6.6% of the area used for cultivation purposes;
- Approximately 13% of the surface area is classified as degraded which essentially means that it has previously been subjected to poor land use and management practices such as overgrazing or inappropriate cultivation methods.
- Only 1.1% of the surface area is developed as built areas, including the urban areas of Sterkspruit, Lady Grey and Barkly East, as well as the rural settlements.

Spatial Distribution of Development Potential

Senqu has a total cultivated area of arable land of 47 319, 21 Ha. Of this total Dry Land under Commercial Production has 18 178, 39 Ha (approximately 38%); Commercial Irrigated Land has 3 866, 57 Ha (approximately 8%) and Semi Commercial (Commonages) has 25 274, 25 Ha (approximately 54%). (Information supplied by the Department of Agriculture).

Image 13: Open Fields



Image 14: Agricultural Cultivation



It must be noted that though SLM has the lowest percentage of arable land in the district, its agricultural sector has the highest percentage contribution in the GDP.

The influence of apartheid planning on land use is evident with agriculture being encouraged in marginal areas while in the former homeland area, which is more suited to agriculture especially crop production, commercial agriculture has not been fully developed.

There is limited land available that can sustain intensive agricultural practices. It is therefore important that residential and industrial development does not expend these areas. Land identified as prime and unique agricultural land should be presented for agricultural use in the order to enhance food security and therefore economic welfare.

The National Spatial Development Perspective has provided planners with a further tool in assessing the logical and most efficient arrangement of spatial priorities in a planning area.

For the purposes of the Senqu Spatial Development Framework, it is useful to review briefly the proposed Categories of Development Potential identified in the NSDP and to assess how and where this may apply in the Senqu area. These categories are set out below: -

Table 4: Categories of Development

CATEGORIES OF DEVELOPMENT POTENTIAL	
Category	Description
Innovation and experimentation.	<i>Research and development and the application of technology to production processes.</i>
Production: High value, differentiated goods (not strongly dependent on labour costs).	<i>All forms of production that focus on local and/or global niche markets such as manufacturing, and some specialized agricultural or natural resource- based products.</i>
Production: Labour-intensive, mass produced goods (more dependent on labour costs and/or natural resource exploitation).	<i>Industries in this category, such as iron and steel producers, and agricultural and mining activities, are highly dependent on proximity or good, cheap transport linkages to the huge volumes of natural resources that they use in their production processes, as well as the availability of greater numbers of unskilled and semi-skilled labour.</i>

CATEGORIES OF DEVELOPMENT POTENTIAL	
Category	Description
Public services and administration.	<i>The processes of production, consumption and circulation need to be organized through business and public management. This category also includes social services such as health, welfare and education.</i>
Retail and services.	<i>Retail, catering and personal services are major components of any economy and a large employer of semi-skilled workers in the major post-industrial economies of the world, such as the United States of America (US), the United Kingdom (UK) and Europe and Japan. The locational requirements for this category are the presence of enterprises and people who are willing and able to pay for goods and services.</i>
Tourism.	<i>Key components of tourism include the need for a tourist-attraction (e.g. ecoscenery, cultural, heritage), good transport routes, safety and, in many instances, high-quality restaurants and hotels.</i>

From the analysis work undertaken for the Spatial Development Framework, it is proposed that the above Categories of Development Potential may be applied in the SLM areas as follows: -

Table 4: Categories of Development

Category	Description	Applicability in Senqu Municipal Area
Innovation and experimentation.	<i>Research and development and the application of technology to production processes.</i>	Not applicable.
Production: High value, differentiated goods (not strongly dependent on labour costs).	<i>All forms of production that focus on local and/or global niche markets such as manufacturing, and some specialized agricultural or natural resource- based products.</i>	Not applicable.
Production: Labour intensive, mass-produced goods (more dependent on labour costs and/or natural resource exploitation).	<i>Industries in this category, such as iron and steel producers, and agricultural and mining activities, are highly dependent on proximity or good, cheap transport linkages to the huge volumes of natural resources that they use in their production processes, as well as the availability of greater numbers of unskilled and semi-skilled labour.</i>	<p>Formal agricultural sector in Senqu.</p> <p>Need for investigating further the potential for intensive, irrigation-fed agriculture in underdeveloped rural settlement areas.</p> <p>Land most suited to crop production is found in the Sterkspruit area.</p> <p>Stock farming is assessed as the agricultural activity with the highest potential, if correctly managed.</p>
Public services and administration.	<i>The processes of production, consumption and circulation need to be organised through business and</i>	Barkly East and Lady Grey are centers for District and Local Government administration

Category	Description	Applicability in Senqu Municipal Area
	<i>public management. This category also includes social services such as health, welfare and education.</i>	
Retail and services.	<i>Retail, catering and personal services are major components of any economy and a large employer of semiskilled workers in the major post-industrial economies of the world, such as the United States of America (US), the United Kingdom (UK) and Europe and Japan. The locational requirements for this category are the presence of enterprises and people who are willing and able to pay for goods and services.</i>	Sterkspruit is a high order regional service centre, providing access to goods and services to a large catchment population.
Tourism.	<i>Key components of tourism include the need for a tourist attraction (e.g. eco-scenery, cultural, heritage), good transport routes, safety, and in many instances, high quality restaurants and hotels.</i>	There are areas with development potential as tourism sites of interest relating to the Drakensberg and the Maloti Tourism Route.

3.2.3 SLM SDF OF 2012 VISION

SLM will be for the next five (5) years, starting from 2012, be driven by this vision as agreed to:

“A developmentally orientated municipality that provides appropriate, efficient and economical infrastructure and services for all residents.”

For the municipality to effectively deal with underdevelopment and poverty, the following Key Performance Areas were identified for measurable performance within a defined framework.

1. Good Governance and Public participation
2. Municipal transformation and institutional development
3. Municipal financial management and viability
4. Local economic development
5. Service delivery and infrastructure

It is evident from the list of KPAs that the focus of the Municipality is to ensure that all residents in its area of jurisdiction have access to basic services and infrastructure. Based on the understanding that without the provision of basic services and infrastructure, it seems as though future growth and development is neither attainable nor sustainable.

3.2.4 URBAN EDGES IJGDM SDF 2015

An ‘urban edge’ is normally used to delineate the limit of the urban built up areas and enables limitations to high capacity infrastructure provision. There is belief that the use of the term ‘urban edge’ causes confusion because it only applies to urban areas. An Urban Edge is a distinguished line that serves to manage, direct and control urban expansion. In Joe Gqabi DM there is a total of 15 towns, 10 of which have been defined as urban and thus have an urban edge.

A 'settlement edge' is defined as the dividing line or boundary between areas of urban development (a settlement) and non-urban or rural development. It also defines the logical boundary between areas with different features and purposes, such as the boundary between areas considered environmentally sensitive and those suitable for development.

Settlement edges are used to manage investment and characteristics of infrastructure levels according to the needs of communities and economic activities located within settlement edges or outside settlement edges; and are used to encourage more efficient use of underutilized land existing in a settlement or town, through development of vacant land or the re-use of "brownfield" degraded land areas.

3.2.5 URBAN EDGES SLM SDF 2012/13

The urban edge can be used to manage the investment and characteristics of infrastructure levels according to the needs of communities and economic activities located within urban edges or outside urban edges. More compact settlements and urban areas can be achieved with the maintenance of a settlement edge in order to discourage development sprawl.

The Spatial Development Framework proposes that an Urban Edge be defined for each area beyond which it is envisaged that lower density rural development will be favoured. It is important to note that the Urban Edge defines the zone within which the municipality will endeavour to upgrade levels of infrastructure over a period of time and according to available resources, to support higher densities of residential, industrial, and commercial development. Beyond the Urban Edge, it is envisaged that rural communities will enjoy lower density environments with basic infrastructure and social facilities.

One of the primary functions of the Urban Edge is to protect valuable agricultural land from being eroded by urban sprawl. For this purpose, agricultural land is seen as all land zoned for agricultural purposes plus all land (whether zoned or not) that was defined as agricultural land in terms of the Subdivision of Agricultural Land Act (Act No. 70 of 1970) and land currently used for either commercial or non-commercial agricultural purposes: excluding land identified in the Spatial Development Framework for non-agricultural development.

The principles set out below apply:

- The future identification of prime and unique agricultural land is held to represent a limitation on the use of such land for non-agricultural purposes.
- In addition, urban agricultural activities in appropriate localities are strongly supported and the SLM should investigate forming a joint partnership approach to address this issue with the Department of Agriculture and, if possible, relevant NGOs.
- Lastly, rural agriculture is held to be a prime resource in SLM and needs to be nurtured in both formal commercial enterprises as well as in the traditional rural settlement areas, where much value could be realised by appropriate support and management of resources.

3.2.6 NEIGHBOURING SDFs

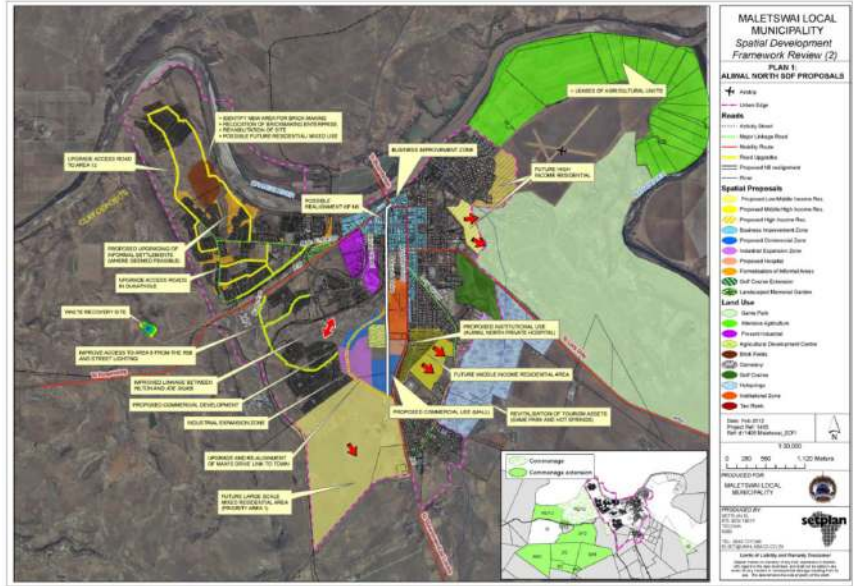
The overall goal is to significantly change the economic direction of the Joe Gqabi district, and to bring in more investment to the area. This will have an alleviating impact on poverty through retention of existing job opportunities as well as the creation of an environment in which new investments can occur; in this way more jobs can be created. The JGDM intervention looks at the District economy as a whole rather than focusing on individual or local-level projects.

For this to work there needs to be cooperative effort focused on key areas of potential. The economy is not based on only one sector, department or sphere; it is a collective effort by all.

Maletswai

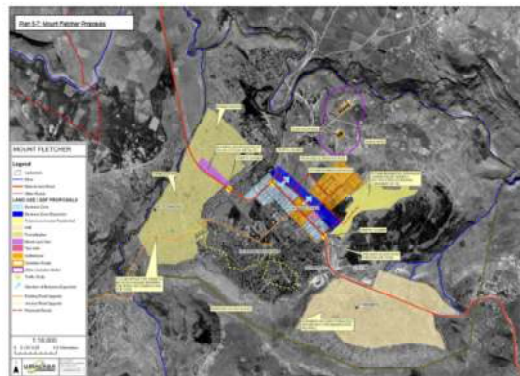
There is no SDF Plan for the Maletswai Local Municipality (MLM). There are plans only for the major nodes/ settlements. It is a basic SDF that does not align with the National Department of Rural Development and Land Reform Guidelines of 2012. The only linkage is the R58 mobility route between Lady Grey and Aliwal North. The Aliwal North SDF Plan is shown below:

Map 6 Aliwal North SDF Plan



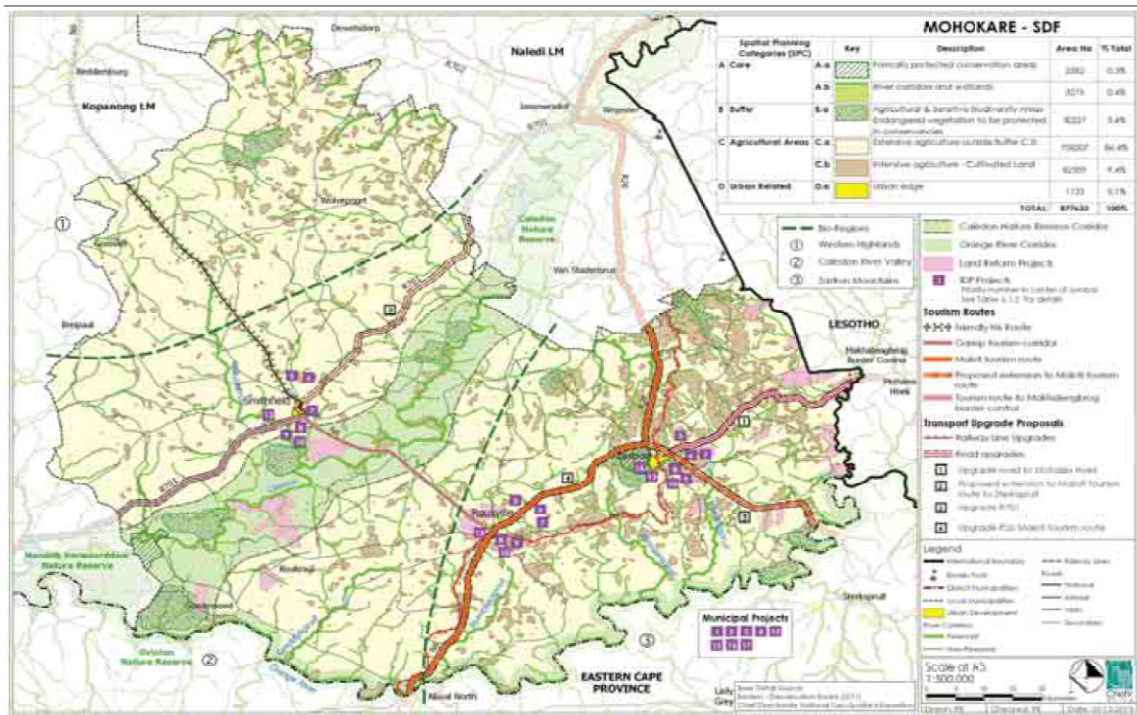
Elundini LM

There is a SDF Plan for the Elundini Local Municipality (ELM). There are plans for the major nodes/ settlements. It is an intermediate SDF that does not align with the National Department of Rural Development and Land Reform Guidelines of 2012. There are linkages, especially tourism related.



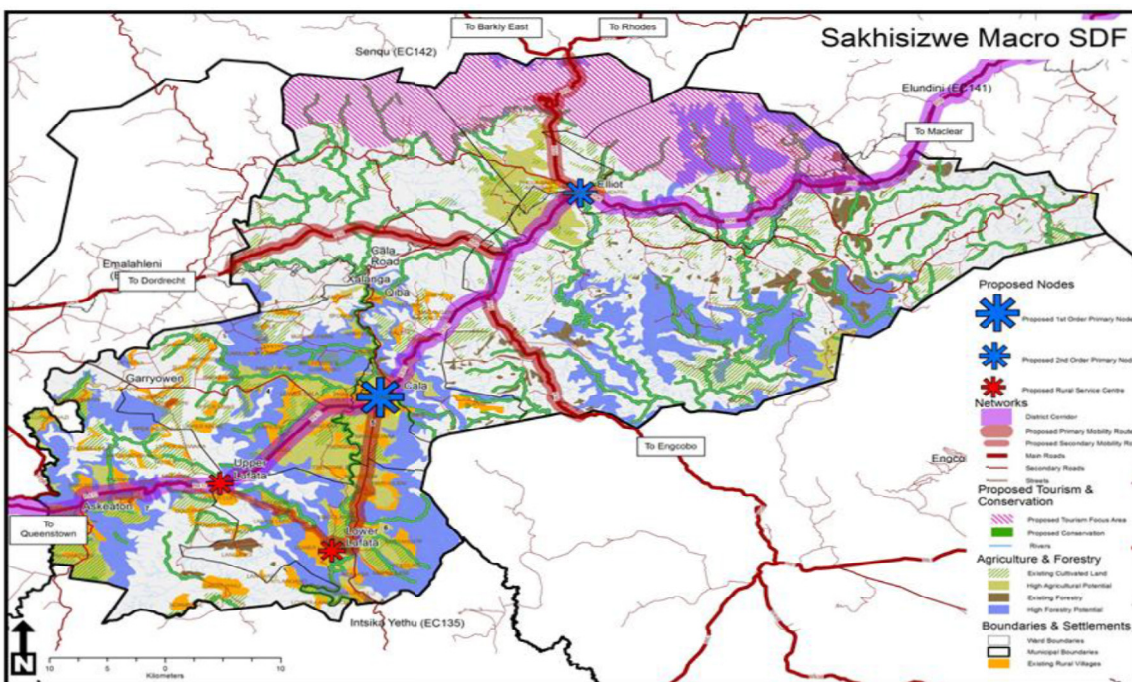
Mohokare MLM

There is a SDF Plan for the Mohokare Local Municipality (MLM). There are plans for the major nodes/settlements. It is a detailed SDF that align with the National Department of Rural Development and Land Reform Guidelines of 2012. There are linkages, especially related to Sterkspruit.



Sakhisizwe LM

There is a SDF Plan for the Sakhisizwe Local Municipality (SLM). There are plans for the major nodes/settlements. It is an intermediate SDF that does not align with the National Department of Rural Development and Land Reform Guidelines of 2012. There are linkages, especially forestry related.



Map 7 SDF Plan for the Sakhisizwe Local Municipality

3.2.7 EXISTING SECTOR PLANS

Tourism Sector Plan

The tourism industry has been recognized as having the potential to address the socio-economic challenges facing both South Africa and the Eastern Cape. The Eastern Cape Province, where the SLM is located, was ranked fifth in terms of international tourist visits and third in terms of domestic tourists in 2010. These tourists generated approximately R 6.4 billion in direct tourism spending of which just over half (56.5%) was generated by the international market segment. The tourism industry in the Eastern Cape however exhibits a clear spatial divide, with tourism products and activities in the western part of the province being more developed than those in the eastern regions.

The Senqu 5 Year Responsible Tourism Sector Plan has been developed in order to outline the direction in which the tourism industry in the SLM needs to be developed, taking into account the local economic conditions and the specific issues that need to be addressed in order to realise the full potential of SLM's tourism industry.

Throughout the development of the Senqu Responsible Tourism Plan a systems approach to tourism development was adopted. This approach focuses on more than just improving the available tourism products and services, and includes addressing components that are integral to the efficient functioning of the tourism industry as a whole.

Image 15: Waterfall



Image 16: Snowfall on Mountains



The Responsible Tourism Sector Plan therefore seeks to improve the tourism industry in the SLM by:

- Assisting the municipality in fulfilling its mandate to promote and grow the local tourism industry
- Creating a better understanding of the underlying tourism environment in the SLM so as to enable the municipality and other stakeholders to identify and implement more effective tourism related interventions that will benefit the whole economy
- Aligning the SLM's tourism initiatives with those identified in the Joe Gqabi District Tourism Marketing and Development Plan
- Identifying gaps and key issues in the tourism industry as well as identifying whether opportunities to fill these gaps exist.

The primary aim of the Responsible Tourism Sector Plan is to provide a tourism marketing and development strategy that will:

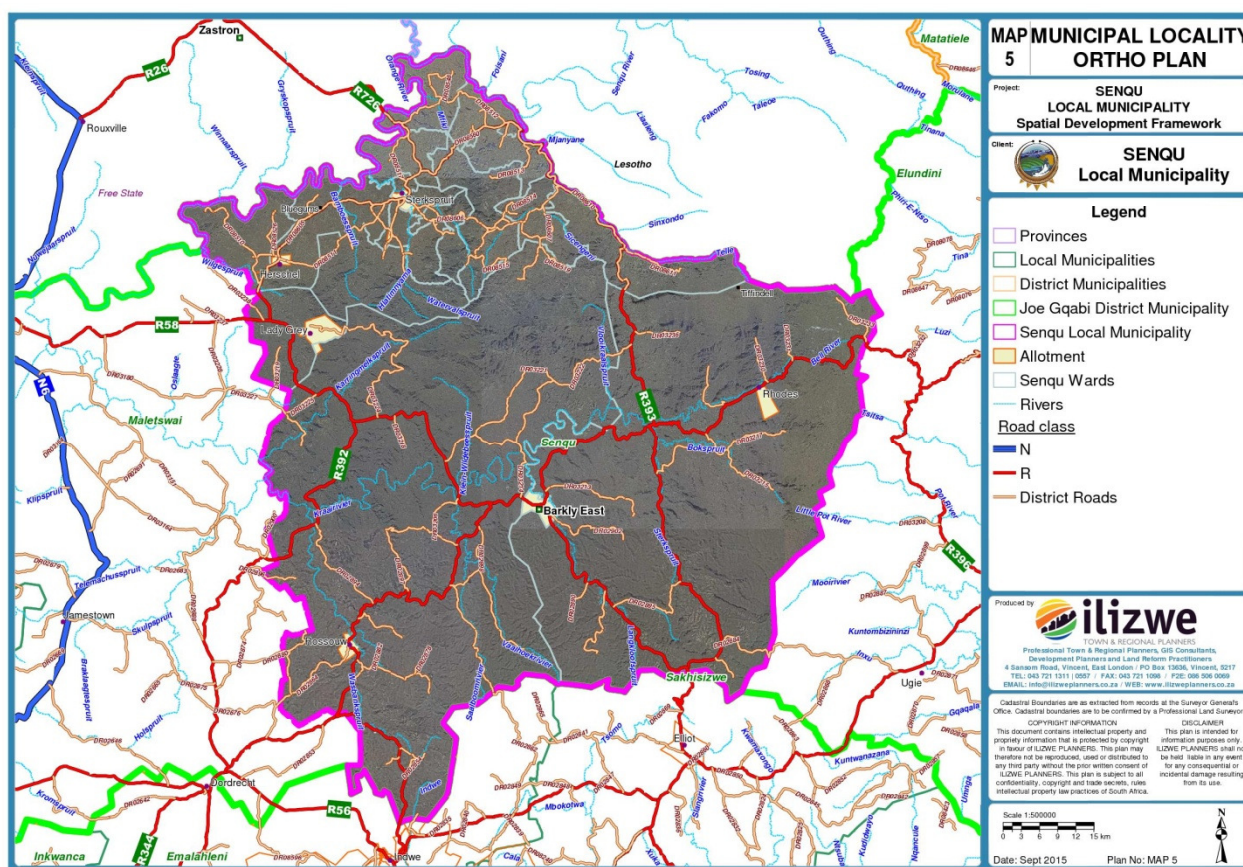
- Guide public and private investment.
- Provide and institutional framework for tourism development in the municipality.
- Highlight programmes and projects that will grow the tourism sector.
- Provide an industry based strategy based on researched target markets.
- Focus on the unique selling points of the local municipality.
- Provide a coordinated approach to tourism development in the municipality

4. CLUSTER 1: LAND AND ENVIRONMENTAL

4.1 SPATIAL ELEMENTS

From the plan below it shows that a large majority of SLM is uninhabited as there are large tracts of land which are used for cultivation, conservation and grazing. There is also a tight compaction of wards in the north of SLM as this is the most densely populated area of the region. The area has many rivers which wind their way from the mountains of the Drakensburg to the coastal areas. The main regional roads are the R393, R392, R396 and the R58 which connect the main urban centres in the region. There are also numerous district roads which connect rural settlements to each other.

The existing urban areas and rural/peri-urban settlements in SLM are spatially fragmented in nature. This spatial fragmentation creates a costly and inefficient settlement pattern, particularly in the urban areas, where levels of services are commonly of a higher order.



Map 8: Locality Ortho Plan

4.1.1 SPATIAL IMPLICATIONS OF THE IDP STRATEGY

Basic Needs Focus

The sectors identified by the IDP as having economic growth and investment potential are Agriculture and Tourism-related enterprises. These sectors alone may not provide enough employment to absorb the current or projected workforce. The municipality may not have the necessary components or characteristics to be developed into an economic powerhouse. That there is substantial scope for future enterprise (private and co-operative) growth is beyond dispute. The major inhibiting factors are:

- Isolation from major markets and trading partners.
- The majority of the population live in dispersed rural settlements.

The Municipality is historically an exporter of labour/skills and its economic limits need to be acknowledged and approached correctly. So Senqu should focus on its strengths, being the ability to improve the quality of life of its residents by providing the necessary basic services and infrastructure and by encouraging greater viable enterprise investments that are job creating. Senqu must provide the security of a home/income base where individuals have access to:

- Education (to gain the necessary training and skills to find employment in various job markets, in the District and beyond).
- Health facilities,
- Water, Sanitation, Waste Removal and Electricity (improved and healthier living conditions)

The spatial considerations necessary to improving basic essential service and infrastructure delivery are:

- To identify the areas in greatest need of basic essential services. These areas must be prioritised for investment (as proposed in the PSDP)
- To ensure equitable distribution of infrastructure and services.
- For scarce (higher order) resources, such as hospitals, it is important that these resource are situated where there will be optimum usage and accessibly.
- To provide an affordable and sustainable level of housing, services and infrastructure
- To ensure that environmental factors and constraints are taken into account in the delivery of services
- To establish and maintain clear communication channels and the involvement of all relevant stakeholders and organisations i.e. Provincial Government Departments (Department of Education, Department of Health and Department of Social Development), Local and District Government, and Communities

Spatial Fragmentation:

Spatially fragmented settlement patterns, often comprising of low density, sprawling settlements areas are costly and difficult to service. This aspect must be addressed in all spatial planning initiatives at local level and is especially important in the management of land use and settlement extension in rural areas, where settlement sprawl often results because of an absence of coherent spatial planning input.

Linkages and Access

In order to achieve the IDP objectives it is important for there to be efficient and effective linkages and good accessibility.

- For there to be growth in the tourism industry, the tourism products need to be accessible and there need to be linkages to other regions.
- Agriculture is reliant on linkages to internal and external markets.

4.1.2 SPATIAL IMPORTANCE:

Good links between major towns and external markets. The PSDP advocates the development of a rural development corridor in the Eastern region of the Province which would consist of the strategic route R 56, R 58 and R 412. Sufficient road networks surrounding major service and retail centres, allowing accessibility from surrounding settlements.

Priority areas where there is a need to upgrade access in order to provide basic infrastructure and services.

Uninhibited movement of goods and people along major linkages especially through urban areas. Consolidation and integration of spatial development. Identify Products, Nodes and Facilities that require linkage.

4.1.3 LAND USE MANAGEMENT:

The land tenure system influences the type and extent of development in certain areas and therefore impacts spatially on the Municipality. Historical factors e.g. resettlements and forced removals, result in the issue of land rights being both complex and sensitive.

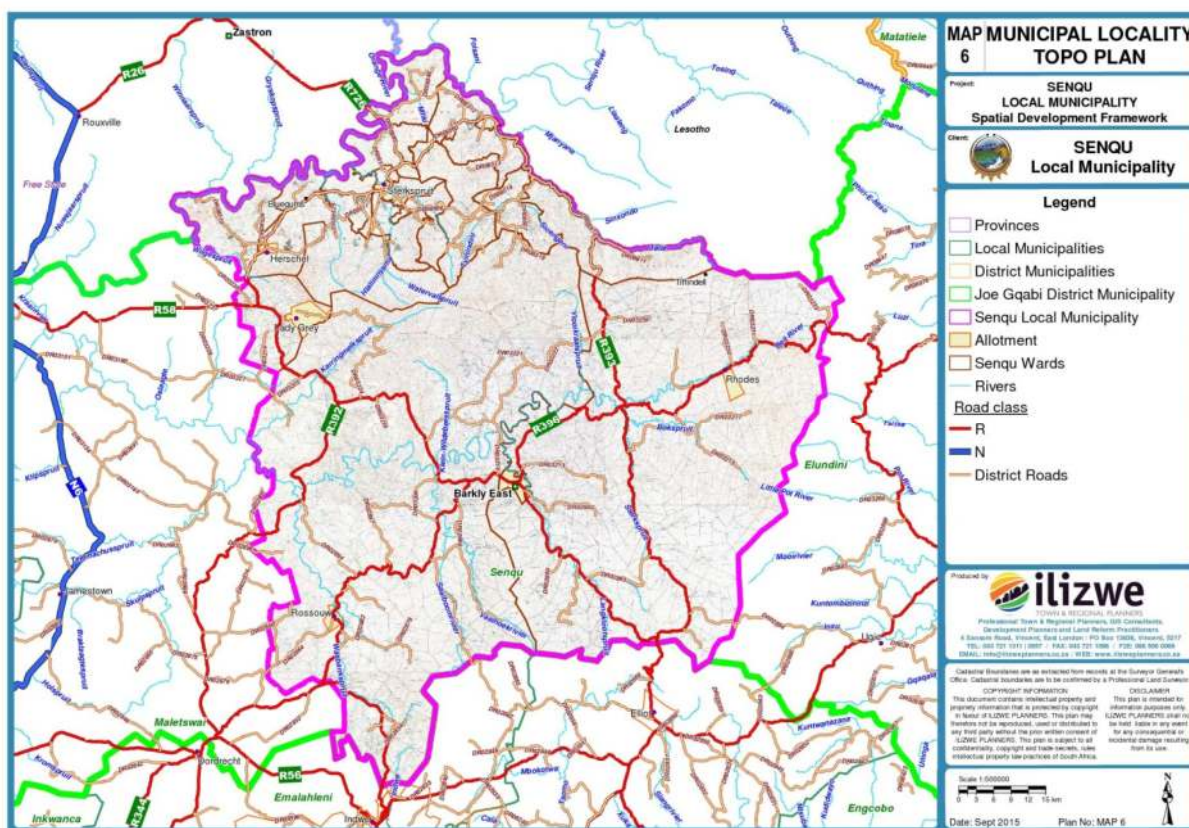
Agriculture has been targeted, as a sector for economic growth and therefore, areas identified as prime agricultural land must, if at all possible, be used for this purpose.

4.1.4 ENVIRONMENTAL MANAGEMENT:

Natural environment, land use and development decisions must promote a harmonious relationship between the built and the natural environment while ensuring that land development is sustainable over the longer term period.

Land Use Planning and Development in the Municipality should protect existing natural, environmental and cultural resources.

It is also important that the prime agricultural land should remain in production. Environmental Management principles dictate that development must be sustainable, and not to the detriment of future prospects for development. This places great emphasis on the linkage between sound land use management and environmental management and highlights the need to integrate the two functions in an operational manner in the land management functions of the Senqu Municipality.

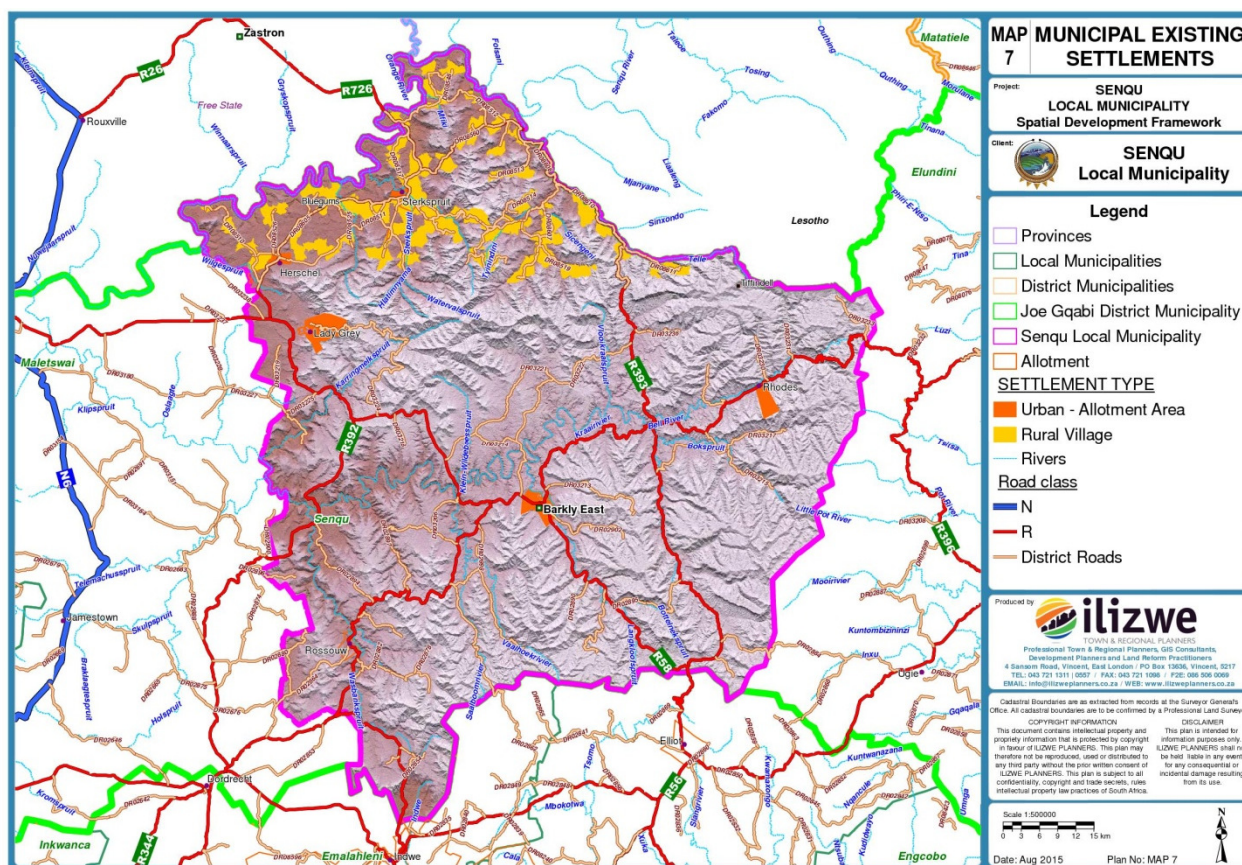


Map 9: Municipal Locality Topographical Plan

4.1.5 EXISTING SETTLEMENTS PLAN

From the plan below it is quite visible that most settlements in this municipality exist in the north-west. Sterkspruit is the largest town in the SLM and it also supports many surrounding peri-urban and rural settlement and even further afield such as in the Free State and Lesotho. The settlement pattern in SLM is indicative of the rugged terrain, steep slopes as well as the former Transkei and apartheid planning. Due to this most of the land in the municipality is not conducive for human settlement and development. As depicted below the south-western Drakensberg chain of mountains extends across the upper-middle section of SLM. A large river valley extends through the middle of the map from the centre, this valley then extends to the west. Most of the low-lying areas, which are also warmer are found in the north and along the western boundary of SLM and this is also where higher densities of settlements are found. Notable this area is located in the former Transkei.

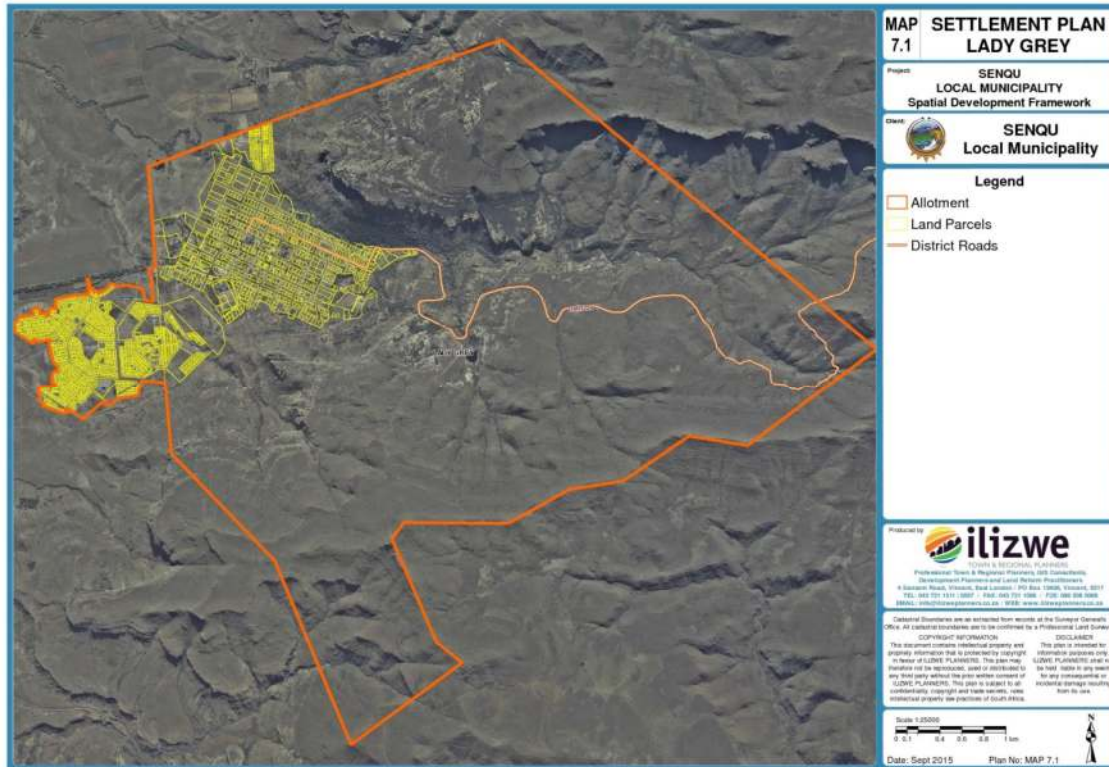
SLM is predominantly rural with a large proportion of people still residing in traditional rural villages and traditional homes. The prevalence of extensive farming in the district historically resulted in the formation of service centres, i.e. Barkly East and Lady Grey along the main transport routes. Barkly East and Lady Grey offer services and retail facilities to the peripheral rural areas. Sterkspruit is a rural service centre serving the surrounding rural area and also some residents from Lesotho.



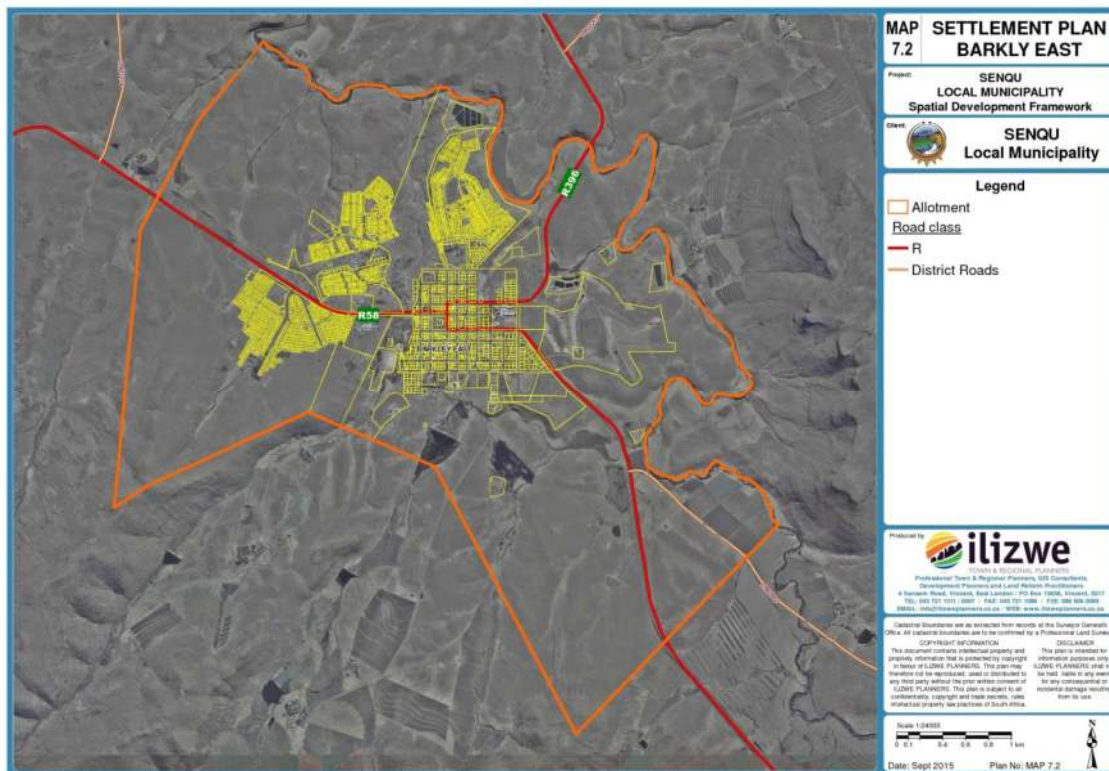
Map 10: Existing settlements

With urban expansion there is also a need to improve the central business districts of these areas so that they can enable growth in the areas of retail, services and manufacturing. There is a large demand for low cost and middle income housing in these areas. The past five years have only resulted in housing for lower income communities being provided resulting in a significant shortage of middle income housing especially in the secondary towns.

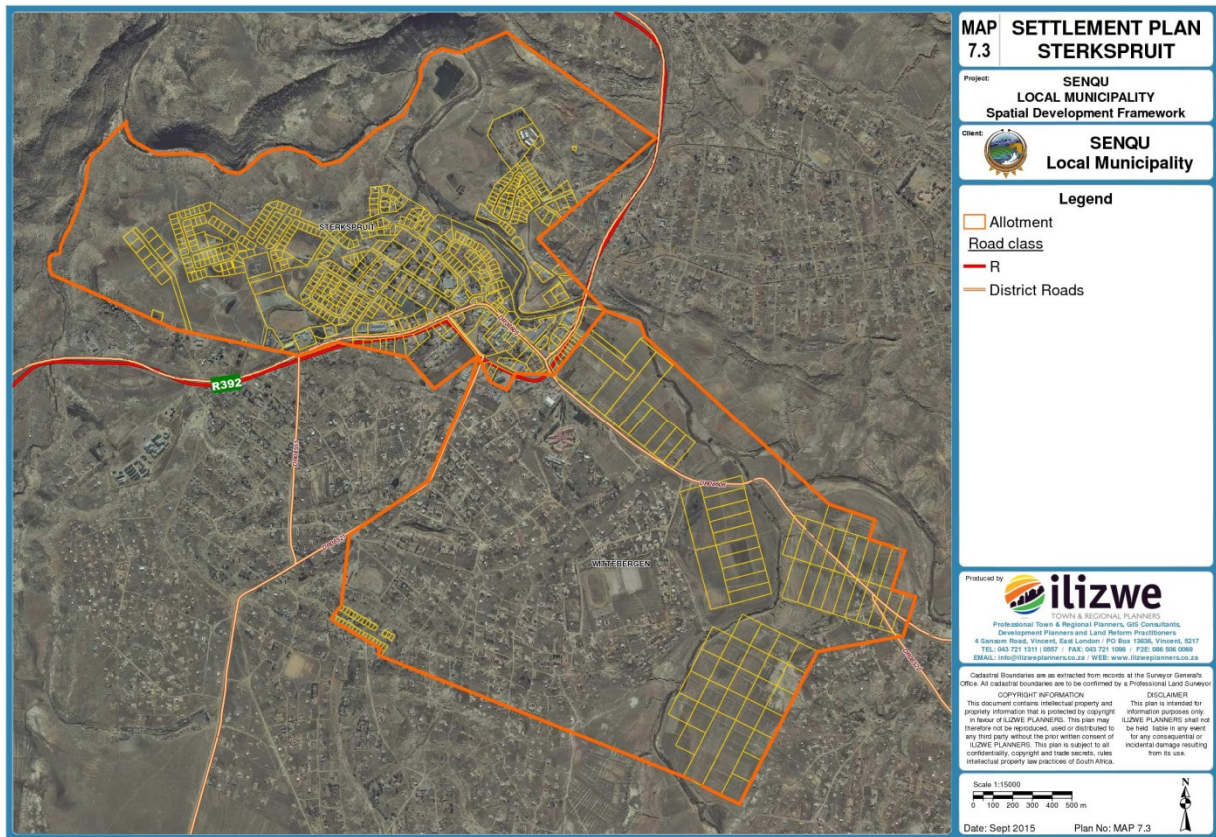
One of the key issues that need to be dealt with is the balance of the urban development with the rural development, in order to reduce the pressure on urban areas and ensure that productive agricultural land is utilised. There is generally a consensus that investment should go into areas where there is already growth in order to foster economic growth but the challenge facing SLM in this respect is how and to what extent the municipality can actively involve itself in facilitating and managing development of the rural as well as the urban areas in order to strengthen the economic and social base of the entire area. When there is a stronger surrounding rural economy, there will be greater benefit to the urban centres, and vice versa.



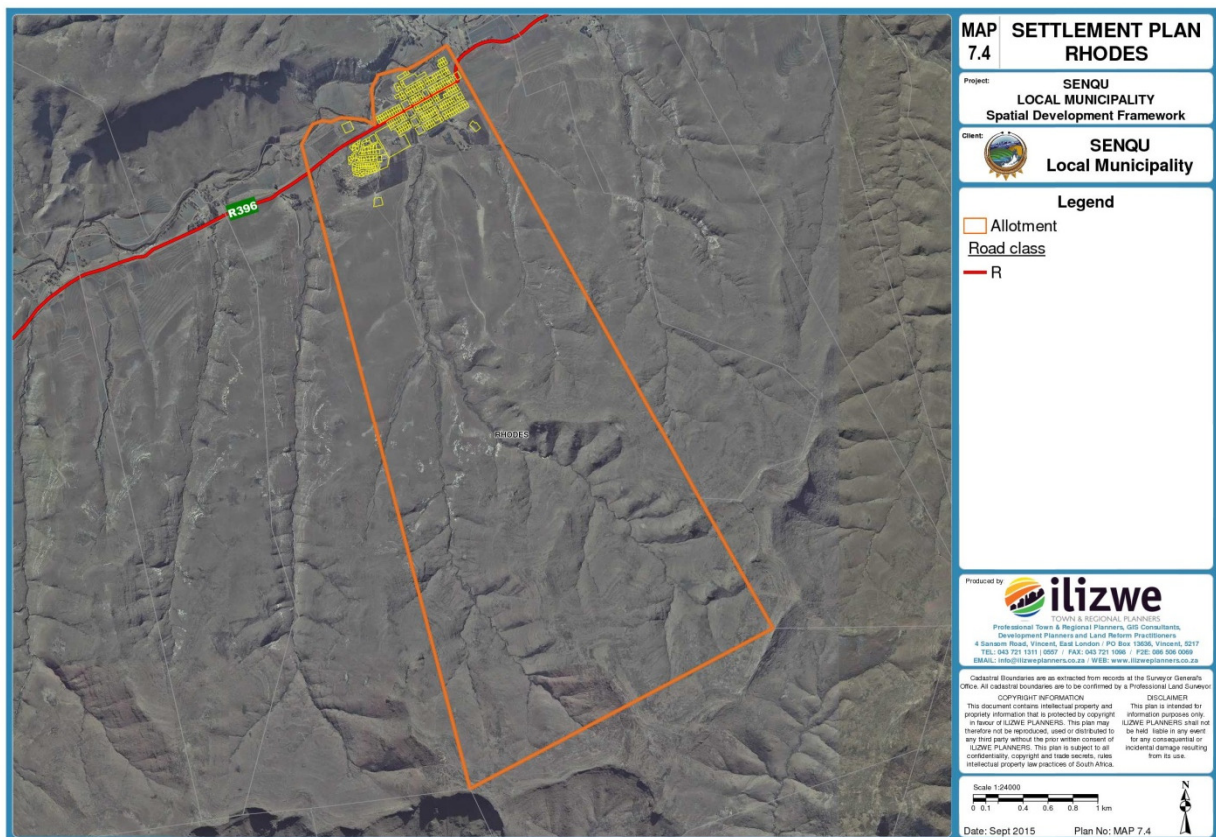
10.1: Lady Grey Settlement Plan



10.2: Barkly East Settlement Plan



10.3: Sterkspruit Settlement Plan

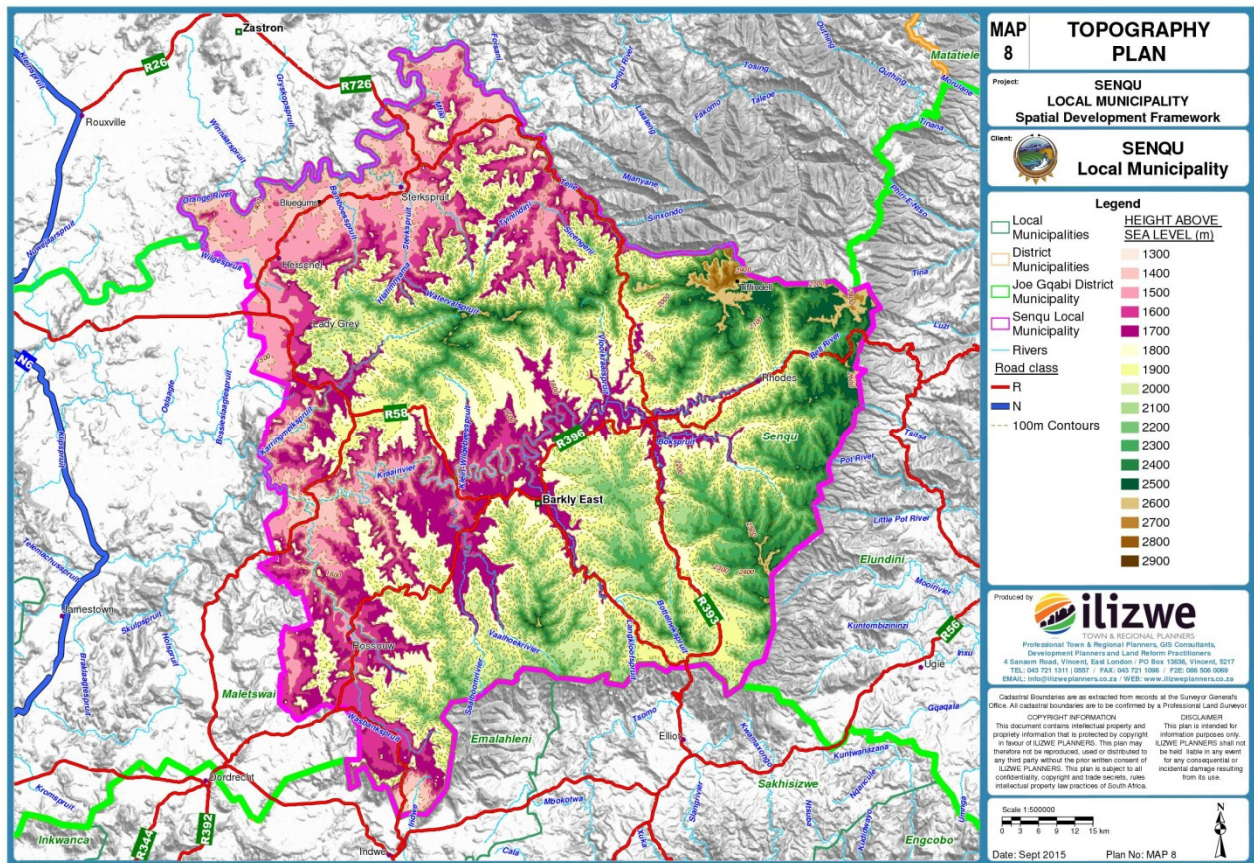


10.4: Rhodes Settlement Plan

4.1.6 TOPOGRAPHY

The topography of SLM is very mountainous, with some areas in the north-east of the municipality exceeding 2800m above sea level. The high-lying areas to the east and south-east are the areas where very little development and settlement is happening because of the rugged terrain and possibly colder temperatures. A chain of mountains also extends through the middle section of SLM, Lady Frere is situated to the west and sits at the foot of this chain of mountains. In areas which receive very high rainfall soil erosion is a problem of great concern because the topography exacerbates the rate at which erosion takes place. Over-grazing increases the problem because the ground is left bare and the rains wash away the rich, fertile top layer of soil. Planting on steep hills without following the contours may also lead to mass soil erosion, it is far better to plant crops and plough along the contours.

Due to the rugged terrain of SLM 4X4 routes are one of the principal reasons that tourists visited the SLM. The topography and terrain of the municipality provides visiting 4X4 enthusiasts with a wide variety of both challenging and scenic routes which to enjoy. The terrain of SLM also contributes to the aesthetic beauty of this municipality, with sufficient economic support there is a large potential for a booming tourism sector. The rough terrain and mountainous topography discourages human settlement but on the other hand it encourages and supports a vibrant and diverse ecosystem teeming with life. This is very encouraging from a tourism standpoint because it allows visitors to explore nature which is which has had little influence from human activity.

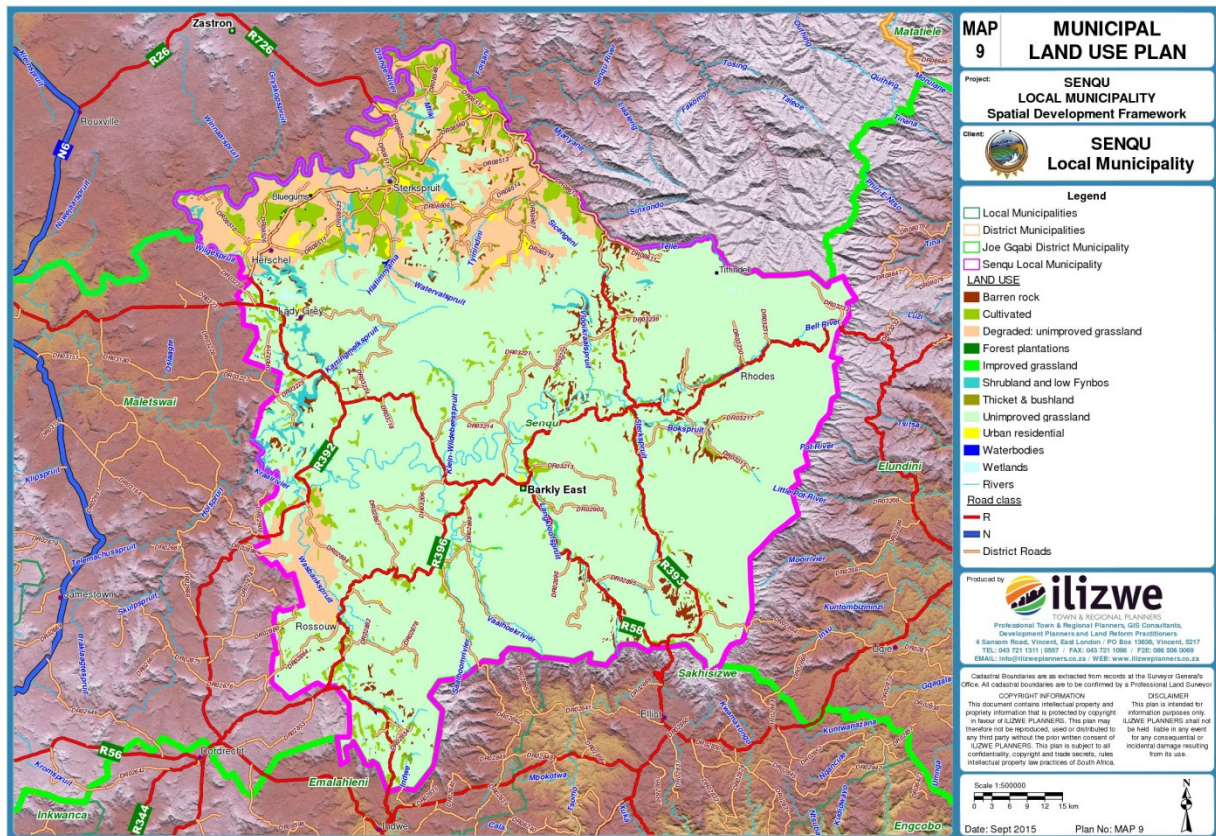


Map 11: Topography Plan

4.1.7 BROAD LAND USE

The Land Use Plan reiterates the current status quo of SLM with intensive and diverse activity happening in the north of SLM. The most predominant of all the land uses is unimproved and degraded grassland which illustrates how rural the majority of this municipality is. In the north of SLM we can see an intense mix of land uses which include urban built-up land, shrubland and low Fynbos, as well as a few pockets of barren rock – these areas cannot be built upon.

The majority of the municipal area is unimproved grassland (75.6%), with only 6.6% of the area used for cultivation purposes. Approximately 13% of the surface area is classified as degraded: this means that it has previously been subjected to poor land use and management practices such as overgrazing, over-intensive agricultural practice or inappropriate cultivation methods. Only 1.1% of the surface area is developed as built areas, including the urban areas of Sterkspruit, Lady Grey and Barkly East, as well as the rural settlements.



Map 12 : Land Use Plan

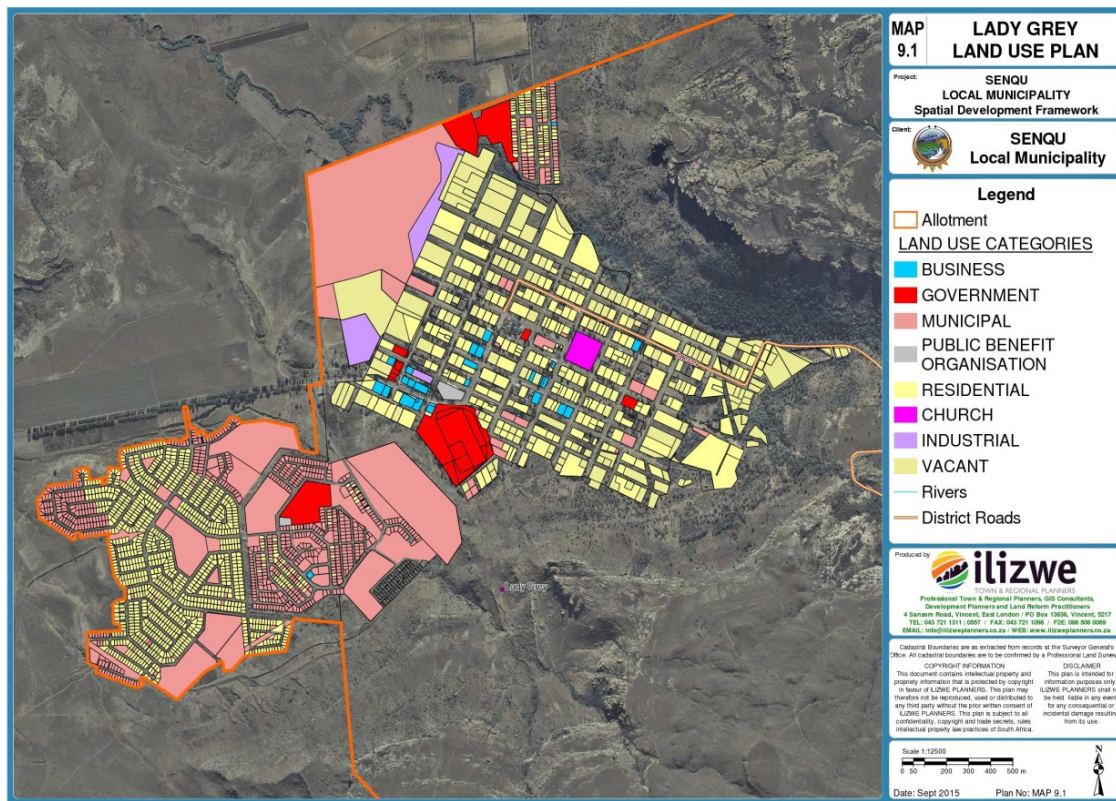
The types of land uses that were observed during the site visits are:

- Residential (rural);
- Hospital
- Small businesses such as general dealers, butchery and hardware stores;
- Schools (primary and junior secondary);
- Post office;
- Informal taxi rank;
- Crèches;
- Clinics;
- Rental accommodation;

- Sports fields;
- Skills training centre;
- Funeral parlour;
- Hair salon;
- Taverns;
- Churches;
- Subsistence agriculture and grazing; and
- Brick yard.

4.1.8 SPATIAL LAND USE

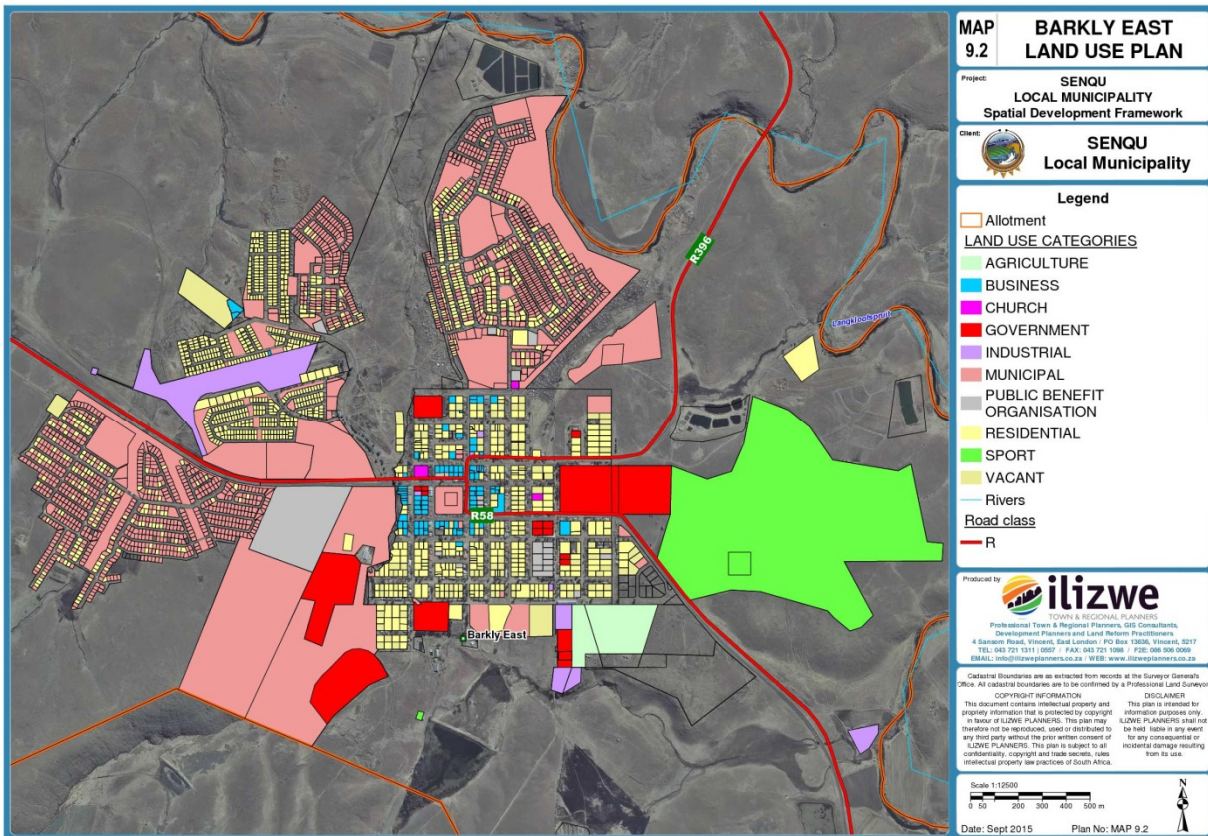
The below Land Use Plan is of the central area of Lady Grey. A large percentage of the land is used for municipal purposes and includes the commonage. A large portion of the single residential sites are located in the south-western part of Lady Grey. The location of business uses is haphazard and un-coordinated. There are numerous vacant plots of land throughout the town. This may be attributed to the municipality experiencing a negative population growth rate for the last 15 years.



Map 12.2: Lady Grey

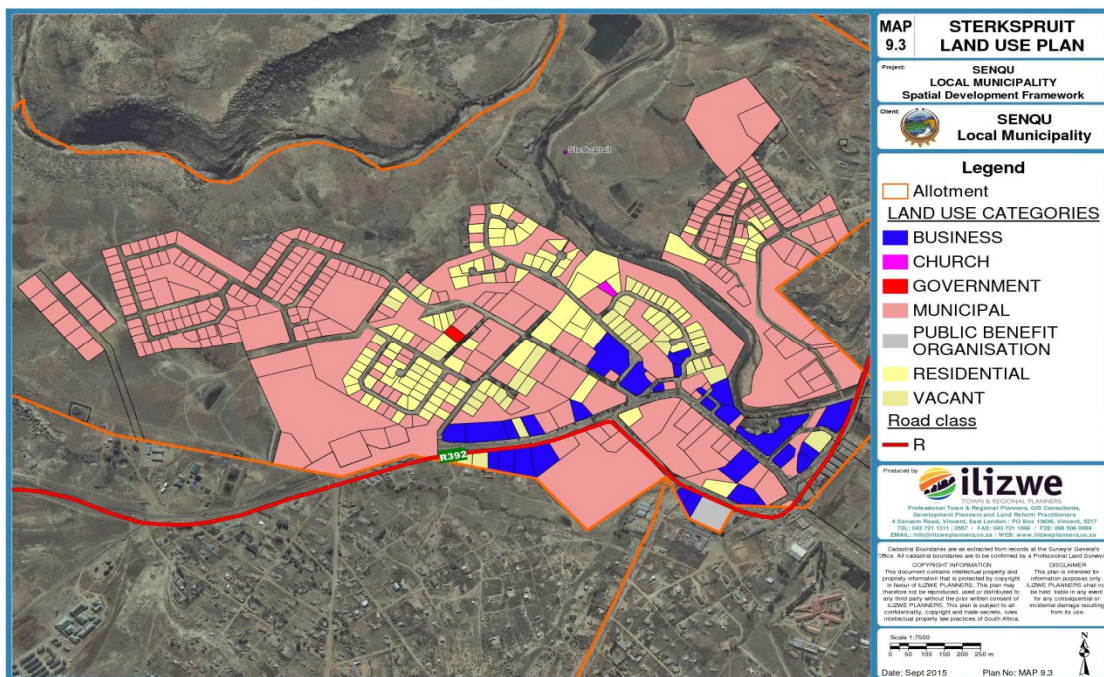
In Barkly East there is a predominant municipal use in land, where large tracts of the land is in the ownership of the municipality, including the commonage. There is a pronounced business district where the R396 intersects the R58 in the town centre. The business uses are supported by various other land uses which include two church sites, a central municipal area and residential land uses further away from the town centre. A large industrial base is ideally located west of the central business district near residential uses. This allows workers who work in industry, manufacturing and factories to be located close to work as they are predominantly low income earners. There are also business uses near the residential precinct to the north-west of the CBD. This allows residents the opportunity to access those products and services which would normally be located in town within their community, thus saving them money and time. A large tract of land to the east is used for sporting

activities, however this tract of land seems isolated from residential uses. An interesting land use mixture of agriculture, government and industry exists in the south.



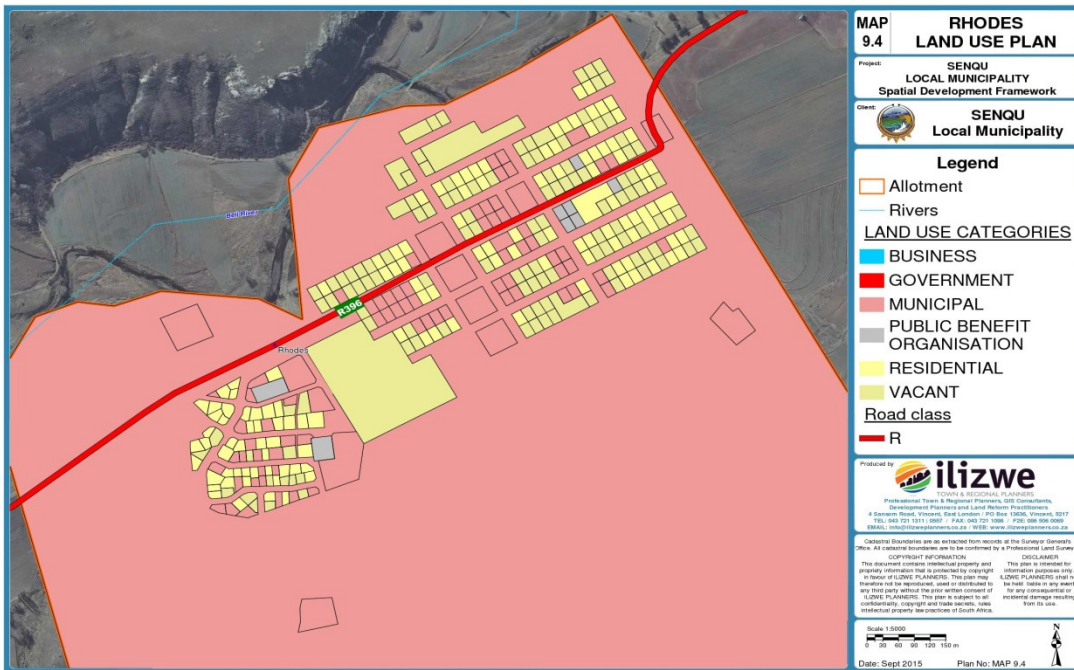
Map 12.3: Barkly East

Sterkspruit has an interesting spatial form in that the streets follow a very irregular pattern as the street pattern does not allow for permeable flow in, out and through the town centre. The majority of land use is used for municipal purposes. There is a definite structure to the location of businesses in the CBD with these sites located along the major road coming into the town (i.e. the R392) and along one of the arterial roads.



Map 12.4: Sterkspruit

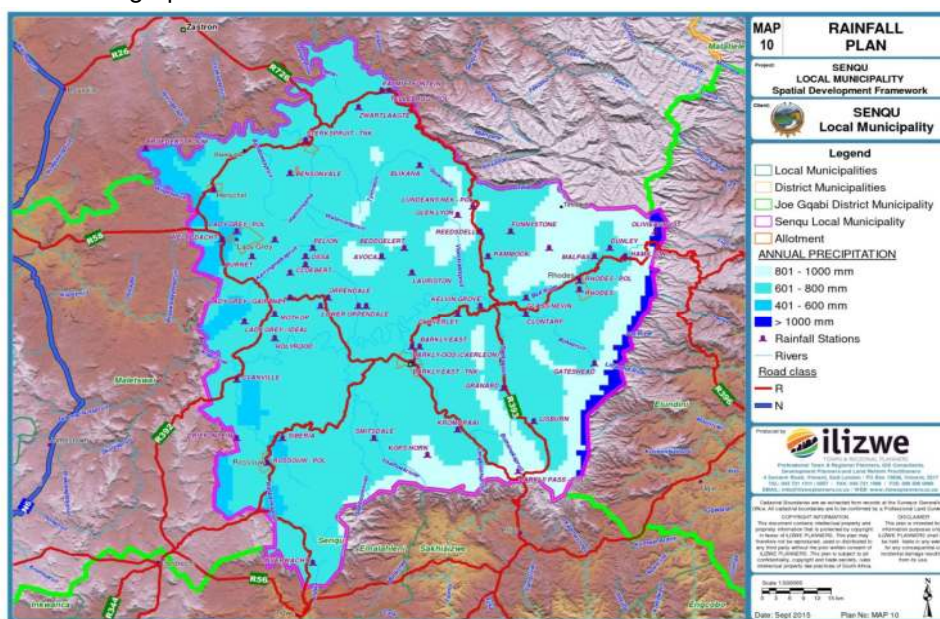
Rhodes is a very small settlement and its spatial form is definitely indicative of this. The only three land uses which exist are Municipal, Residential and mixed use including small spaza shop/s as well as a public benefit organisation. The Central district is characterised by a grid pattern with the R396 directly through the village.



Map 12.5: Rhodes

4.1.9 RAINFALL

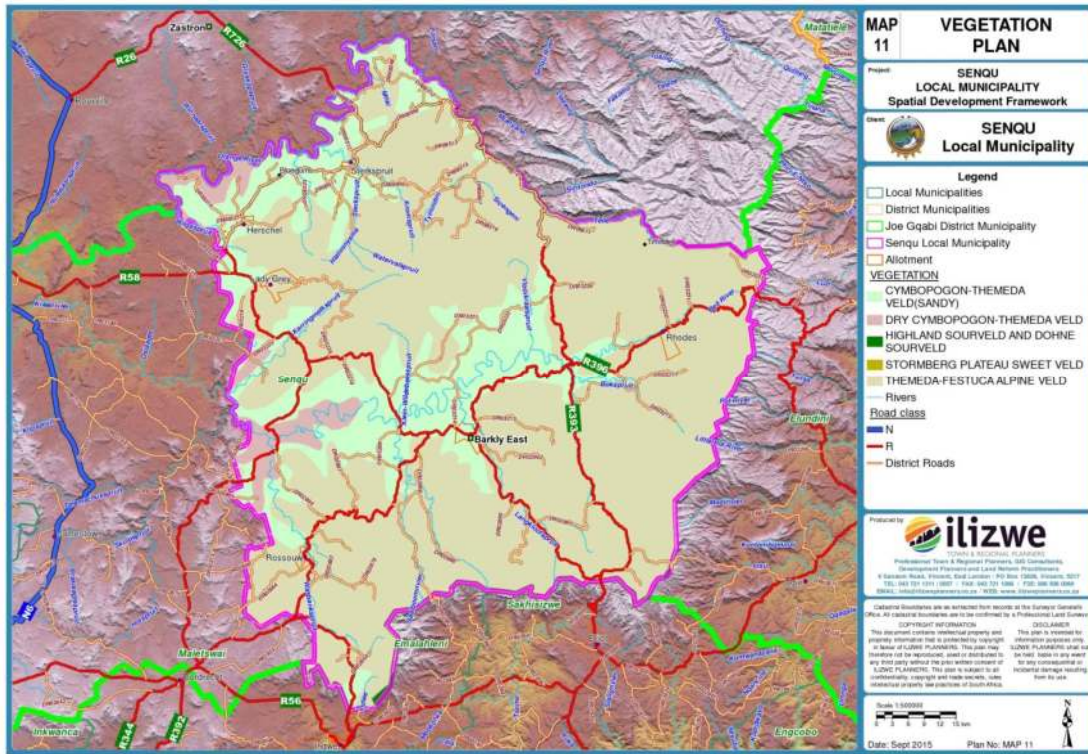
The majority of the municipal area receives between 600mm and 800mm of rainfall per annum. There are areas in the eastern belt of SLM which receives above 1000mm of rain per annum, these are areas which are high lying and mostly at the top of a chain of mountains. The western part of SLM is fairly drier than the rest of the municipality with rainfall levels between 400mm and 600mm. SLM receives much higher rainfall than the average rainfall for the whole of South Africa which is around 500mm per annum. One of the main reasons for such high rainfall in this part of the country is that there are mountain ranges at the edge of the escarpment. Warm moist air from the coast condenses at high altitudes and forms clouds which are pushed up the mountains and cause orographic rain to fall.



Map 13 : Rainfall Plan

4.1.10 VEGETATION

From the Vegetation Plan below, we can see that a majority of the vegetation making up SLM is the Themeda-Festuca Alpine Veld. Most of this area is covered by grasslands, with wooded areas being confined mainly to lower altitudes and moist aspect slopes. Topography is varied, from extremely exposed basalt escarpments to more sheltered sandstone formations, and from undulating hill slopes to river valleys. The topography does not generally favour the development of wetlands, an extremely wide range of wetland communities are represented due to the range of physical conditions under which the wetlands have developed. Along river valleys we can see the presence of Cymbopogon-Themeda Veld and Dry Cymbopogon-Themeda Veld.



Map 14: Vegetation Plan

Sensitive environmental areas

This area of the Eastern Cape does not generally support the development of large wetlands. However, a wide range of wetland vegetation types and wetland dependent species are represented in this area due to the range of physical conditions under which the wetlands developed.

Water Resources & Drainage

This area receives relatively high rainfall but there are very few large dams in this area. This could be owing to the fact that further down-stream there are other damming infrastructure projects taking place.

Image 17: Dam Wall



Image 18: SLM River



4.1.11 CLIMATE CHANGE

National Climate Change Status

Climate Change will disproportionately affect the poor, who have contributed least to its causes. Africa is particularly vulnerable to the impacts of climate change, and as we have a majority of the world's poorest population the situation looks much worse for us than it does for other regions of the world. The causes and impacts of climate change cannot be addressed by a single country in isolation. Climate change is a global problem requiring global solutions achieved through the concerted and cooperative efforts of all countries. To meet its responsibility to the South African people to respond to the impacts of climate change, and to contribute to the international effort to mitigate climate change, the government, in consultation with business, labour and civil society, has drafted the National Climate Change Response White Paper. The white paper outlines the policies, principles and strategies the country will use to respond to climate change.

Predicted changes in climate within South Africa

There are many predicted scenarios for the world and the region we live in. The most talked about changes we can expect to experience with climate change is warmer temperatures; this will lead to more violent storms and hostile weather conditions. Storm surges will become more common in coastal areas and droughts will also become more common in areas especially similar to SLM. This may have a large impact on food security and agricultural output. Rising sea-levels may not directly affect SLM but migrants might want to relocate to higher land in the future, and climate change refugees may find their way to areas like SLM

Predicted changes to the Eastern Cape

The District is guided by the Eastern Cape Climate change strategy in order to proactively respond to climate change matters. As far as climate change matters are concerned, the District's Environmental Management Plan deals with the matters that may lead to climate change at a local level. Within the context of the District, the following are the common anthropogenic sources of greenhouse gases (GHG):

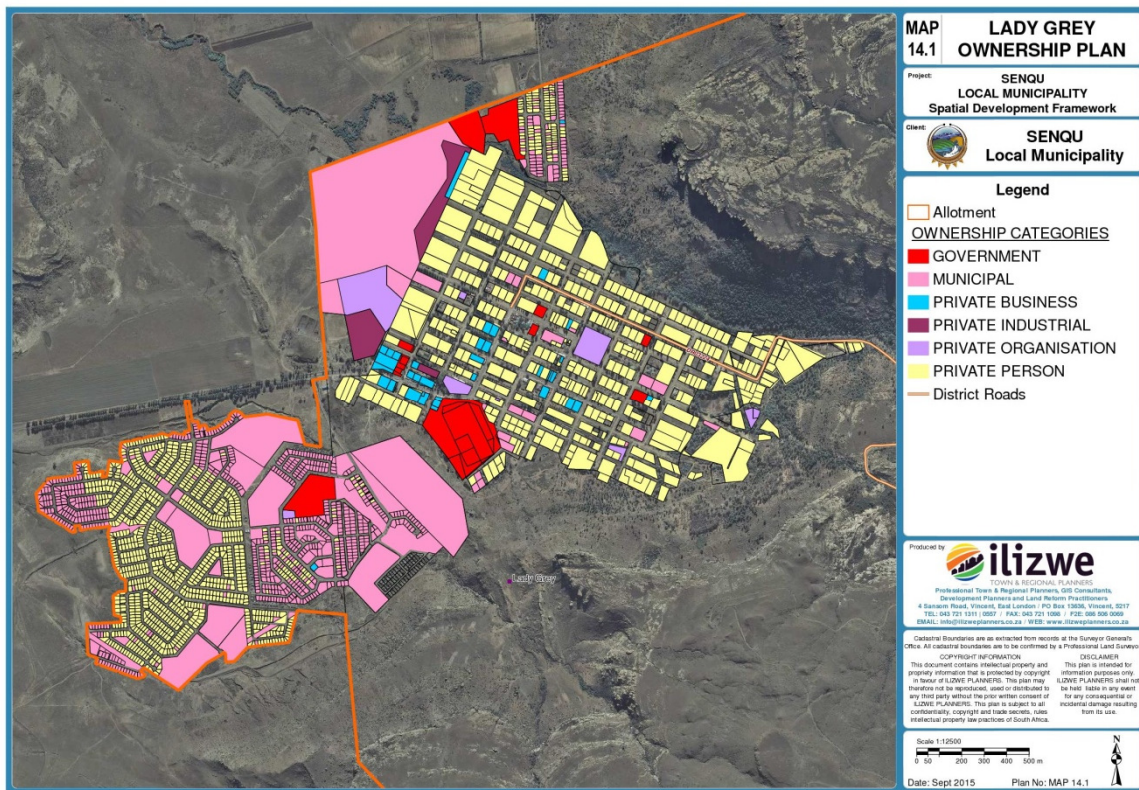
- Burning of fossil fuels
- Deforestation
- Agriculture (enteric fermentation and manure management, rice paddies, fertilisers)
- Changes to land use and wetlands
- Landfills and anaerobic sewage ponds
- Chlorofluorocarbons (CFCs) in refrigeration systems and fire suppression systems

The burning of veldt and fuel wood from sustainable sources is not considered as a source of GHG, as CO₂ is re-absorbed during the subsequent re-growth of vegetation in the area affected. In areas of deforestation, non-sustainable wood burning would be considered as a contributor towards GHG emissions. The following are some likely impacts that JGDM may experience as a result of climate change:

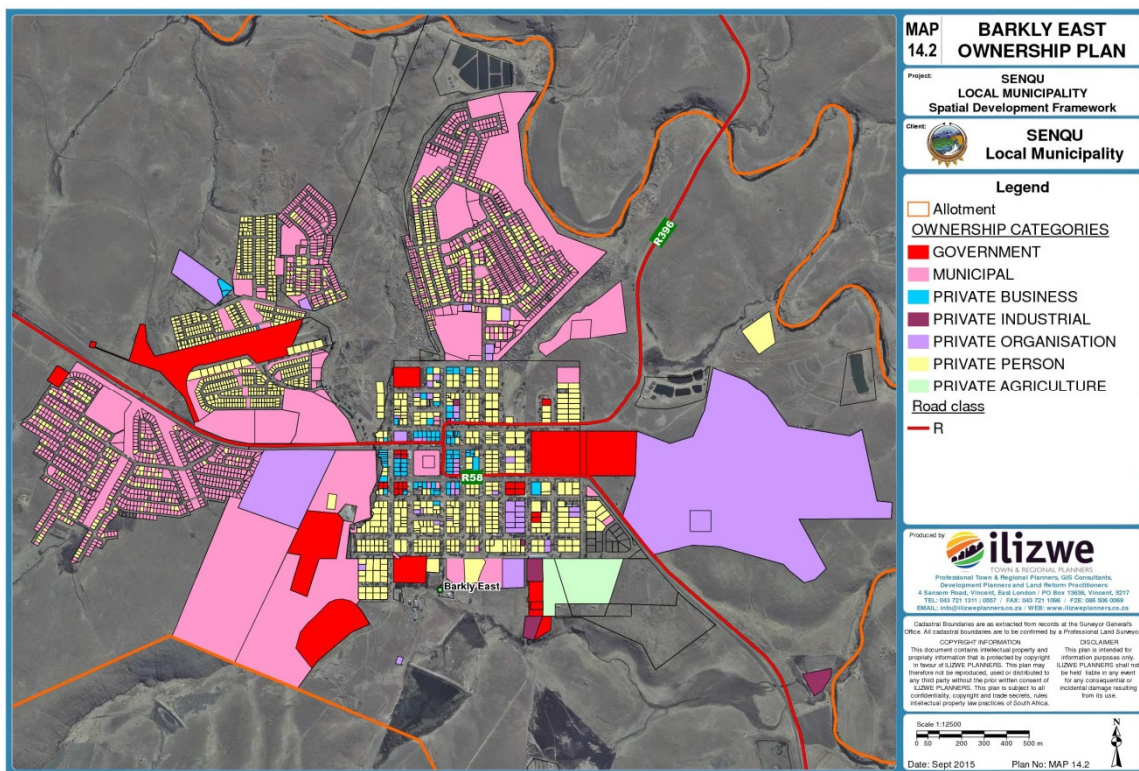
- Increased temperature
- Change in rainfall patterns

4.1.12 LAND OWNERSHIP

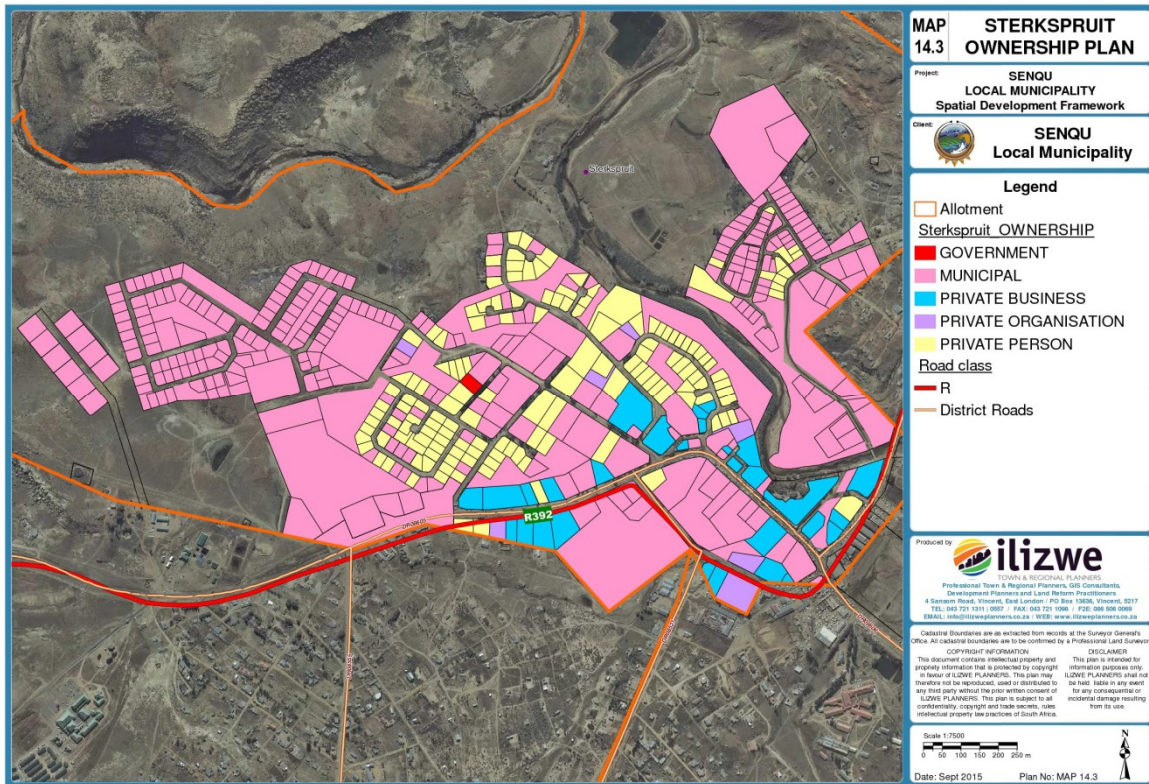
We are still awaiting detailed information (register) from the relevant authority regarding this section. The following plans have been prepared with information that we have available.



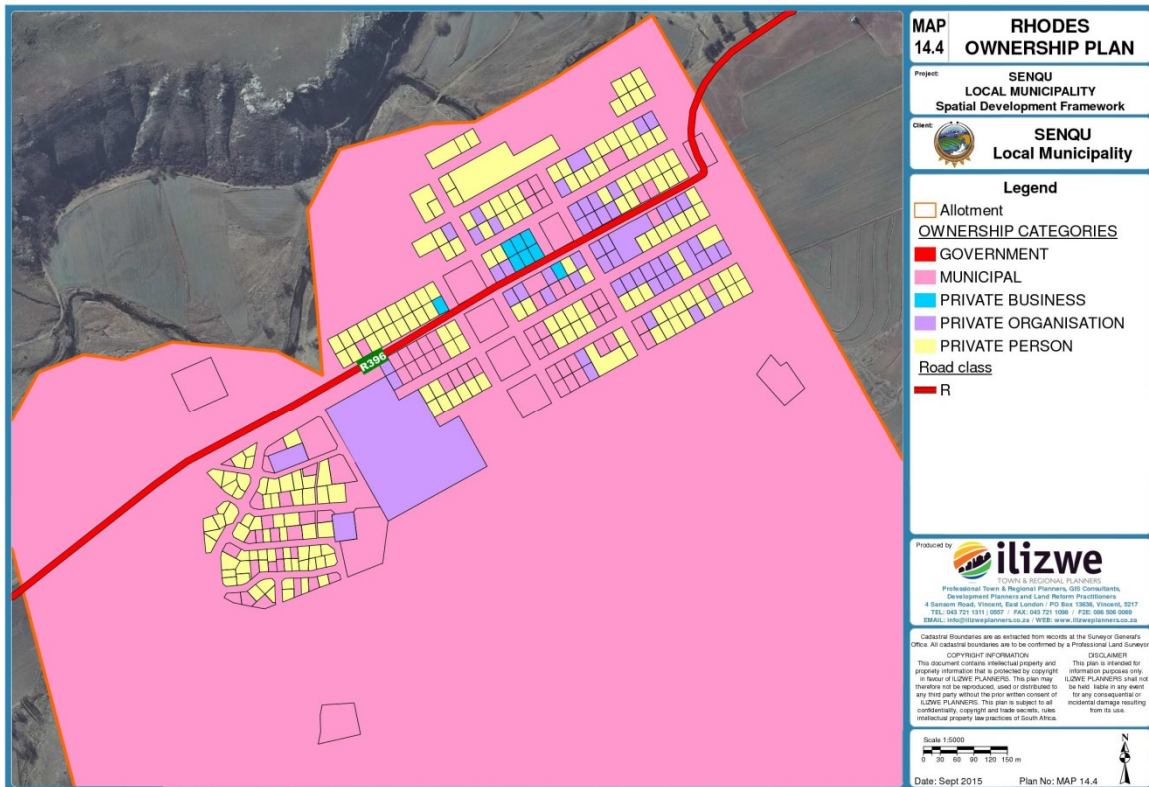
Map 15: Lady Grey Ownership Plan



15.2: Barkly East



15.3: Sterkspruit



15.4: Rhodes

4.1.13 LAND TENURE

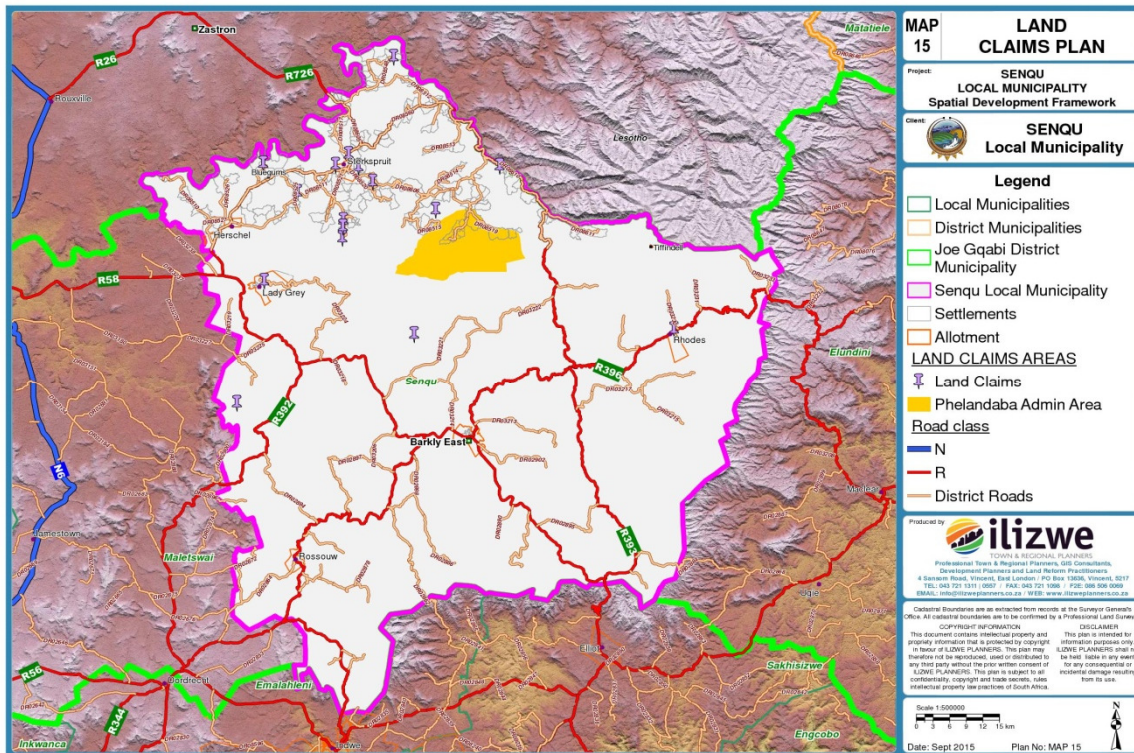
The land tenure system influences the type and extent of development in certain areas and therefore impacts spatially on the Municipality. Historical factors i.e. resettlements and forced removals from the 1913 Land Act result in the issue of land rights being both complex and sensitive. The land tenure in this area is a mixture of freehold, quit rent and Permission To Occupy (PTO). Land tenure and rights in this area have traditionally been vested in traditional authorities with the Department of Agriculture distributing PTOs. The rest of the area is either freehold tenure in the former RSA towns or commercially owned farmland. The table below illustrates that a large percentage of almost 64% of household are owned and fully paid off by the residents.

Table 5: Land Tenure Status

Land Tenure status	Number	Percentage
Rented	2979	7.83%
Owned but not yet paid off	1794	4.71%
Occupied rent-free	6258	16.46%
Owned and fully paid off	24240	63.77%
Other	2739	7.20%
Total	38010	100%

4.1.14 LAND CLAIMS PLAN

The Land Claims plan spatially depicts where there have land claims in SLM. The Sterkspruit area has received a lot of land claims; most of the twelve land claims have been in the northern half of SLM.



Map 16: Land Claims Plan

The table below lists all the land claims which are currently being researched, processed and valued by the

Department of Rural Development and Land Reform. The table initially consisted of all land claims in the Joe Gqabi District but was refined to include only those in SLM.

Table 6: Land Claims

JOE GQABI DISTRICT MUNICIPALITY -OUTSTANDING CLAIMS 09/02/2015					
Name of claim	Property description	Local Municipality	Claim type	Option	Status
S42D s					
E. Magadla	Isigodi Bamoespruit Phase 2	Senqu	Betterment	Financial compensation	Supported by QCC
Khiba/Skizana Community	Skisazana location	Senqu	Betterment	Financial Compensation	S42D -Draft
Bikizana Community Phase 2	Bikazana Community	Senqu	Betterment	Financial Compensation	valuated
N. Ntshwaxu family	Erf 865, Kromspruit	Senqu	Betterment	Financial compensation	supported by QCC
TOTAL					4
Negotiations					
Magwiji Community	Magwiji dam	Senqu	Betterment	Restoration	negotiations (MOU drafted)
TOTAL					1
Valuation					
Qoboshiyane Community	Unspecified land in Sterkspruit	Senqu	Betterment	Financial Compensation	Awaiting valuation
Mbihu Community	KwaMacacuba	Senqu	Betterment	Financial Compensation	Awaiting valuation
C. M. Kakudi/Hohobeng	Unspecified	Senqu	Betterment	Financial Compensation	Awaiting valuation
Ngqaza	Kroomspruit community	Senqu	Betterment	Financial Compensation	Awaiting valuation
Z. Nogenga	Bebeza Community	Senqu	Betterment	Financial Compensation	Awaiting Valuation
P. J. Ncamani	Joveler/ Kroomspruit	Senqu	Betterment	Financial Compensation	Awaiting Valuation
P. Parkies	Unspecified land	Senqu	Betterment	Financial compensation	VALUATED
B. Green	erf 145 Lady Grey	Senqu	urban	Restoration	Researched
A. A. Booyesen	Normans Draai	Senqu	Betterment	Financial compensation	Awaiting valuation
TOTAL					13
VERIFICATION					
T. J. Mgobhoza	Jozanas Hoek	Senqu	Betterment	Financial compensation	Verification
Pitso	Trading site ,Magwiji	Senqu	Betterment	Financial compensation	Verification
D. S. Tuntubele	Property part of Kroomspruit	Senqu	Betterment	Financial compensation	Verification
N. F. Mehloma	Phelandaba Admin Area	Senqu	Betterment	Financial compensation	Verification
P. Mpisana/Uniting Reformed Church	Empilisweni Site 44	Senqu	Betterment	Financial compensation	Verification
Mbulelo Heathcourt Belle	Unspecified	Senqu	Betterment	Financial compensation	Verification
F. S. Harmse	Poplar farm	Senqu	Betterment	Financial	Researched

				compensation	
M. R. Mehlomakhulu	Site No.80 &81	Senqu	Betterment	Financial compensation	Researched
TOTAL					11
RESEARCH					
G. Mnotoza	Mokhesi Admin Area	Senqu	Betterment	Financial compensation	Further Research
L. Mafokoane	Ndofela	Senqu	Betterment	Financial compensation	Further Research
M. Malgas	Magwiji (Jozanas Hoek)	Senqu	Betterment	Financial compensation	Further Research
N. M. Mill	Unspecified land	Senqu	Betterment	Financial compensation	Further Research
D. Mafalala	No.3 Mafalala area	Senqu	Betterment	Financial compensation	Further Research
M. R. Mbolekwa	Unspecified land	Senqu	Betterment	Financial compensation	Further Research
R. Sobuza	Mount Prosburg	Senqu	Betterment	Financial compensation	Further Research
M. Sophazi	Unspecified land, Dyoki Town	Senqu	Betterment	Financial compensation	Further Research
S. T. Gura	KwaNgqumba farm No.9	Senqu	Betterment	Financial compensation	On research
L. Norman	Grootrivier	Senqu	Betterment	Financial compensation	Further Research
N G Mazibu	Unspecified	Senqu	Betterment	Financial compensation	On research
M Letlaka	Unspecified	Senqu	Betterment	Financial compensation	Further Research
S C Hayes	Plaas Eifel	Senqu	Betterment	Financial compensation	Further Research
Schalwyk	ERF 480 Lady Grey	Senqu	Urban	Not yet determined	Further Research
Taylor	Bennevis and Belmont	Senqu	Family	Not yet determined	Further Research
M M Spann	Unspecified land	Malethswai & Senqu	Betterment	Financial compensation	Further research
J. Ruiters	Rietfontein	Senqu	Betterment	Financial compensation	finalising research
T. Ruiters	Rietfontein 94 & 338	Senqu	Betterment	Financial compensation	finalising research
D. Norman	Rietfontein	Senqu	Betterment	Financial compensation	finalising research
L. Sifumba	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
Y. Ruiters	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
D. Ruiters	Bultfontein	Senqu	Betterment	Financial compensation	finalising research
J. Ruiters	Bultfontein	Senqu	Betterment	Financial compensation	finalising research
B. Jacobs	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
D. De Klerk	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
M. De Klerk	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
J. Steenkamp	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research

D. A Ruiters	Bultfontein	Senqu	Betterment	Financial compensation	finalising research
P. Jacobs	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
B. De Net	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
J. M. Ruiters	Spaans Rietfontein	Senqu	Betterment	Financial compensation	finalising research
A. Maarman	St Michaels Mission, Sterkspruit	Senqu	Betterment	Financial compensation	finalising research
C. W. Steenkamp	bultfontein	Senqu	Betterment	Financial compensation	finalising research
D. A. Ruiters	Bultfontein	Senqu	Betterment	Financial compensation	finalising research
L. P. Maarman	Bullfonteinbrick business	Senqu	Betterment	Financial compensation	finalising research
M. N. Mbonjwa	Riekfontein Village	Senqu	Betterment	Financial compensation	finalising research
S. Smith	Bultfontein	Senqu	Betterment	Financial compensation	finalising research
TOTAL					44
TOTAL OUTSTANDING					
SUMMARY PER STAGE					
S42D	4				
Negotiations	1				
valuation	13				
Verification	11				
Research	44				
TOTAL	74				

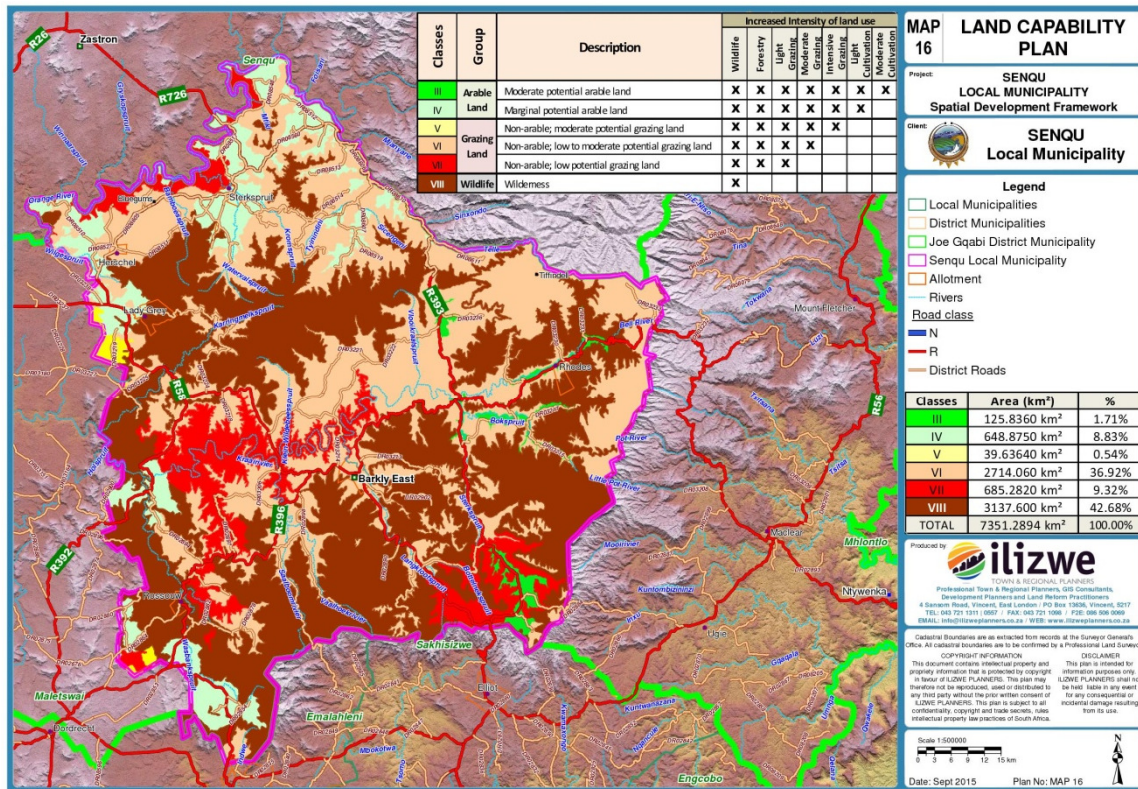
4.1.15 LAND CAPABILITY

The district is blessed with a strong agricultural sector with good natural resources. Commercial agriculture adapted to the climatic challenges but small scale agriculture is still under-developed with specific challenges in especially Serkspruit/Herschel and in the Elundini district. Water supply is a huge issue which needs to be addressed before the agricultural sector can thrive. Support for the agricultural sector also needs to take the form of infrastructure upgrading in terms of transportation and linkages to the markets.

The estimated turnover for agricultural businesses in JGDM is R1,800 million with 73% (R1,300 million) of it within the farming community. This is a substantial amount and shows the dependence of the local economies on agricultural business.

From the Land capability plan depicted below it is clear that quite a large percent of SLM is unsuitable for agricultural practices. A combination of wilderness and the total non-arable grazing land, make up a combined percentage of 89%, this essentially means that only 11% of land in SLM is suitable or can support agricultural practices, whether or not these practices can be sustainable and generate income for the municipality is another question.

A large portion of the arable land in SLM is located in the north. The Sterkspruit settlements and other rural settlements in the north have taken advantage of this arable land as we can see a notably high population density in these areas.



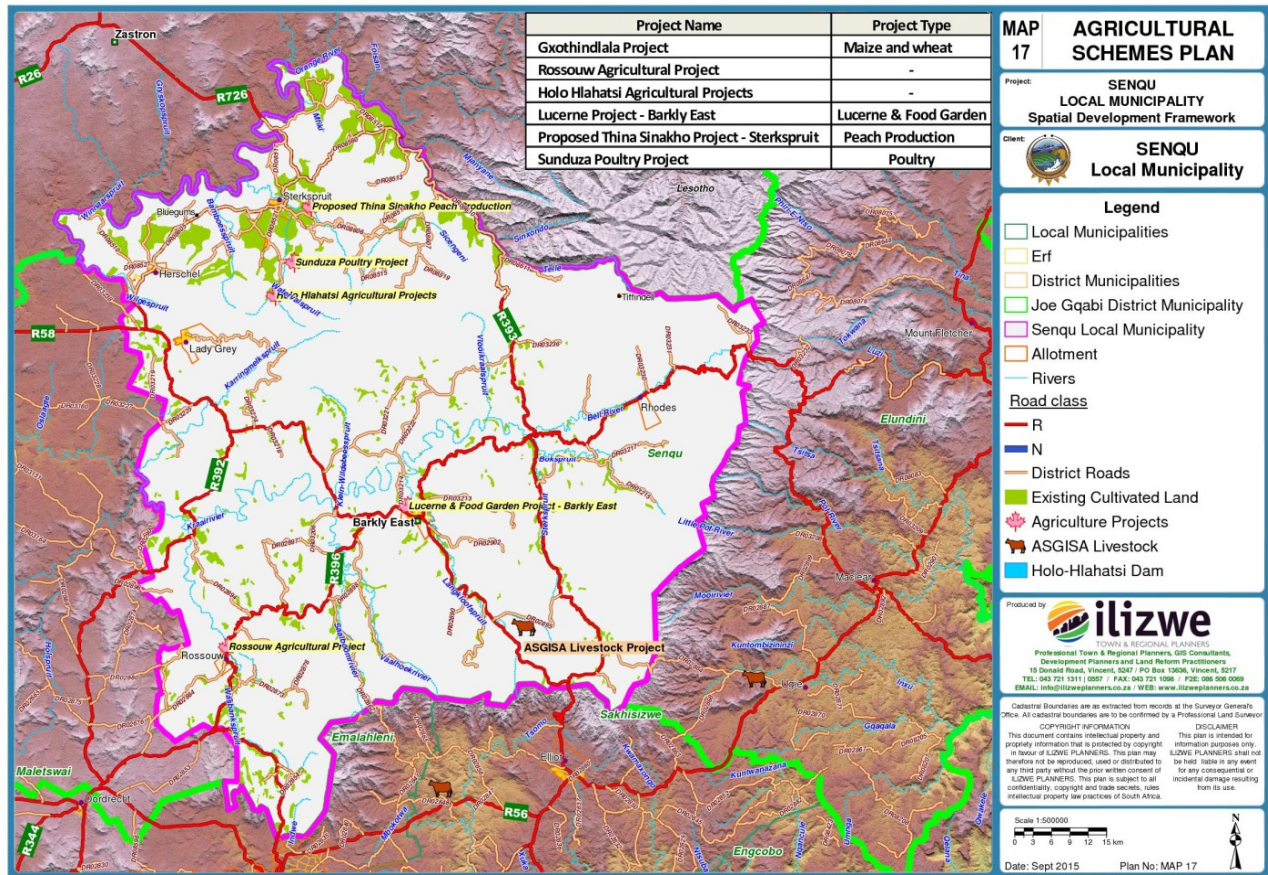
Map 17: Land Capability Plan

4.1.16 AGRICULTURAL SCHEMES

The table below lists the types of agricultural production which are taking place in SLM. The most common form of agricultural practice is that of livestock farming, the majority of animals being farmed are cattle and sheep. Many farms in the area farm cattle for beef, in some cases the cattle are auctioned off. Sheep farming is also big in this area as the vegetation and climate is well suited for sheep farming. Poultry production is the next biggest form of agricultural activity in terms of livestock farming; it is then followed by vegetable production and production of other crops.

Table 7: Agricultural Farming

Type of specific activity	Number	Percentage
Livestock production	10,667	40.54%
Poultry production	5,643	21.45%
Vegetable production	6,531	24.82%
Production of other crops	3,453	13.12%
Other	2,14	0.07%
Total	26,310	100%



Map 18: Agricultural Schemes Plan

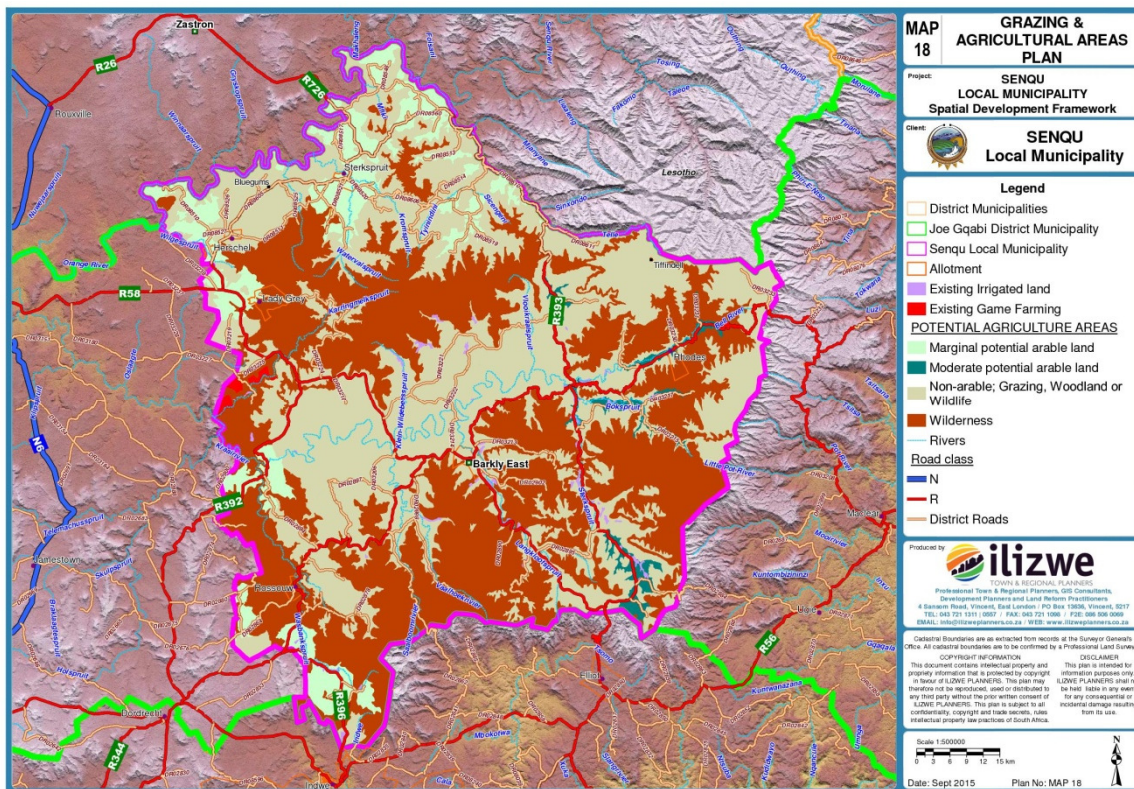
Table 8: Livestock Farming

Type of activity	Number	Percentage
Crops only	3,861	22.89%
Animals only	8,666	51.38%
Mixed farming	4,301	25.50%
Other	39	0.23%
Total	16,867	100%

A large percentage of farmers’ farm animals only, as depicted in the table above this figure is more than half. A quarter of all farmers in SLM farm a mixture of crops and animals, these farmers make up 25.5%. Only about 22.9% farm crops only.

4.1.17 GRAZING CAPACITY

The SLM has a vast area of land which is suitable for grazing; the climatic conditions also support the sustainable growth of the sheep farming industry. The semi-arid conditions are ideal for the growth of Karoo shrub which the sheep eat. The pictures below depict sheep grazing on dry grass which helps to sustain them.



Map 19 : Grazing Plan and Agriculture areas plan

The Grazing and Agricultural Areas Plan depicts areas which have existing irrigated land which is mainly near or in close proximity to rivers, the irrigated land is mostly used in crop production but in some cases it is used to grow animal feed for cows and sheep as well as other types of livestock. According to the plan there is very little game farming; a small patch of game farming is in existence near the western border of SLM. Marginal potential arable land is of some abundance in the north of SLM but there is very little elsewhere in the municipality, except for a small patch in the southern extent of the local municipality. Areas of Moderate potential arable land are confined mainly to river valleys and along some rivers, these areas are also mainly located in the eastern half of SLM. The areas which are categorised as Non-arable: Grazing, Woodland or Wildlife; and Wilderness are the most abundant in the entire municipality.

Image 19: Sheep Grazing



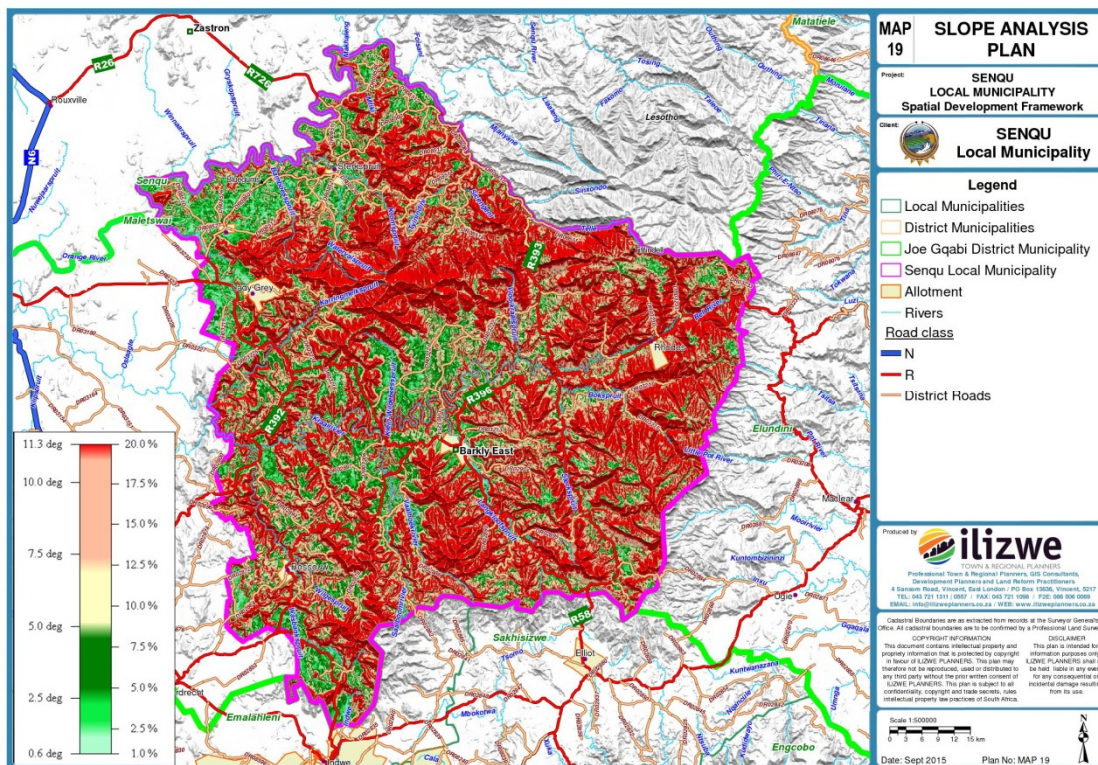
Image 20: Sheep Farming



4.1.18 SLOPE ANALYSIS

From the plan below one can see that the steepest slopes correspond with the linear extension of the southern Drakensberg mountain range which extends from the east through the upper middle section of SLM map, as depicted below. We can see a large valley formation immediately south of the prominent mountainous area in the centre. This valley further extends in a south or south-westerly direction, the valley also connects with the

plateau in the northern area of SLM. Much of this municipality has slope too steep to develop on, this has had a drastic impact on the existing settlement pattern and still influence which parts are likely to see future development.



Map 20: Scope Analysis Plan

4.1.19 LAND AVAILABILITY ANALYSIS

SLM is generally characterized as a rural municipality as it has large areas with a sparse population as well as a large commonage surrounding the towns. Each town has a large allotment area. There is land available for future growth and expansion. However, be that as it may, the reason for the sparse population is that some areas have very rugged terrain where it would be difficult to live in, as well as a declining growth rate, due to high unemployment and declining demand. The areas which are sparsely populated are the mountainous regions close to the Drakensburg Mountains and land that formed part of the former Cape Province, which excluded the former Transkei. There are significant cost implications with regard to installing infrastructure in these areas.

Sterkspruit

Sterkspruit is a highly populated town, this is partly owing to its historical past where it was previously part of the Transkei, and large amounts of black people were crammed into a small amount of land. This has contributed to the haphazard growth of the town; many rural and peri-urban settlements have grown around this town. The availability of suitable for urban expansion is minimal and thus infill development will have to be considered in the future development of this town. The soil is highly degraded and is unsuitable for agricultural practices; this means that less people can farm for subsistence and more people will be forced off the land to find jobs in the urban centres.

Lady Grey

Lady Grey in contrast to Sterkspruit is of moderate population density and is visually more attractive, clean, neat and more tranquil than the latter. This is partly due to its heritage as so-called “white” town; the growth of this town has been moderate and seems to have had a framework in terms of future planning for urban growth. Lady Grey has a compact urban development and urban sprawl seems to have been contained. The

town is surrounded by steep hills to the east which limits urban development and expansion in this direction. On the western side however, there is a fair amount of land which can accommodate future urban expansion. It is important though that a balance is struck between urban development (which has an economic impact for the future of the town) and agricultural land which is important as well in terms of food security. The issue of conserving agricultural land is highlighted by the fact that the municipality has very low soil fertility in terms of agricultural land.

Barkly East

Barkly East is another example of a clean, neat and well-planned town. The development of this town is more spread out and there is a lot of room for infill development to prevent sprawling urban expansion. There are areas of farming activity on the outskirts of town but there is a large amount of land adjacent to the built up areas that is unproductive. This is an opportunity for future development but due to the small scale of this town and the sparse population there needs to be much more investment in the economy of this town before any sort of large urban expansion can be expected.

Rhodes and Rossouw

Rhodes and Rossouw are two small rural hamlets with Rhodes being slightly bigger in size and population than Rossouw. The prospects for urban expansion in both these towns are very low, especially considering the net municipal population decreased between 2001 and 2011. Rhodes is situated in a valley and is surrounded by very high mountains, thus limiting urban expansion along a narrow stretch of land. The availability of land which is suitable for urban expansion is limited; the cost of installing engineering services and infrastructure would be too expensive.

Rossouw as vast amounts of land available for expansion but the economy of this rural hamlet is virtually non-existent. There is virtually no economic activity which would cause a need for urban expansion.

4.1.20 DEVELOPMENT TRENDS AND PRESSURE AREAS

The SLM has a very clear development trend; most of the development that has taken place is to the north of the municipality. One can foresee that this development trend is likely to continue decades into the future, unless there is a major shift in investment and capital is redirected.

The following spatial development and land use trends were noted:

Greater Sterkspruit Local Spatial Development Framework

This project is needed to put in place a detailed Spatial Development Framework to manage land development in the Greater Sterkspruit area. Issues that need to be resolved are the linkages between the urban area and the surrounding rural settlement areas, and the incorporation of urban agriculture elements within the urban edge. The proposed budget makes allowance for the inclusion of agricultural development specialists on the Planning Team.

Sterkspruit CBD Revitalisation Framework

Sterkspruit is currently characterised by a high degree of informal economic activity, the informal sector is a major contributor to the economy but is also problematic as a lot of revenue remains untaxed. It thus becomes very important for the future economy at large to formalise this sector.

The CBD Revitalisation Framework project is needed to put in place a detailed framework for land development and traffic management in the Sterkspruit CBD and immediate surrounds. It also aims to clean up Sterkspruit and formalise some of the informal activities which currently characterise the town.

Current initiatives

The following corridors are identified within the municipality:

- R58 Elliot- Aliwal North
- R392 Sterkspruit - Telle Bridge Border Post - access to Lesotho
- R726 Sterkspruit – Zastron/ Free State

Development corridors

The whole idea around development corridors as structuring elements to guide spatial planning, as well as special development areas with specific types of development potential, has been well established internationally. Typically, development corridors have been identified as roads or other transport routes along which existing and/or potential land developments at a higher than average intensity (can) occur.

Development corridors allow for good linkages between major towns and external markets. The Provincial Spatial Development Plan advocates the development of a rural development corridor in the Eastern region of the Province which would consist of the strategic routes R56, R58 and R412. A tourism loop is also foreseen in the future; which will connect Kwa Zulu Natal and the Cape. This tourism loop will provide for an alternate route between KZN and the Western Cape which will pass Mthatha, Ugie, Elliot, Barkly East, Lady Grey, Aliwal North, Burgersdorp and Colesburg.

Within SLM two tourism loops are also foreseen in the future; one is a 255km route through the towns Barkly East, Sterkspruit and Lady Grey, the other is a 332km route through the towns Elliot, Barkly East, Rhodes and Maclear.

The exiting corridors within SLM are not very well defined, there is little to no activity along the main transportation routes between the towns; Sterkspruit, Lady Grey and Barkly East. The only notable activity is agriculture and livestock farming.

5. CLUSTER 2: SOCIAL

5.1 POPULATION COMPOSITION

According to the 2011 census, Senqu Local Municipality has a total population of 134 151 individuals. Black Africans make up 97.3% of the population in the municipality, followed by coloureds (1.2%) and whites (1.1%).

Population	Number	%
Black African	130545	97.3%
Coloured	1608	1.2%
Indian or Asian	261	0.2%
White	1533	1.14%
Other	204	0.15%
Total	134151	100%

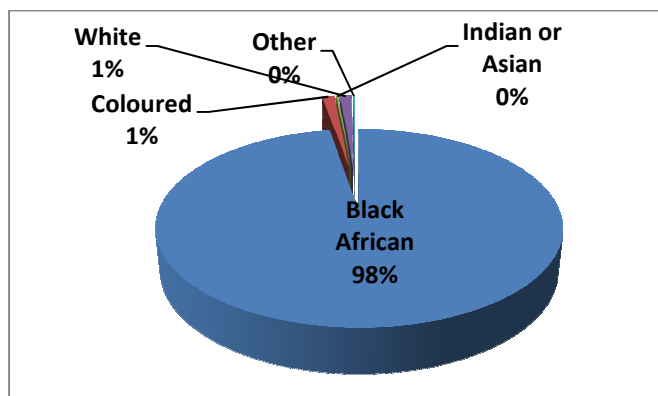


Table 9: Senqu population demographic

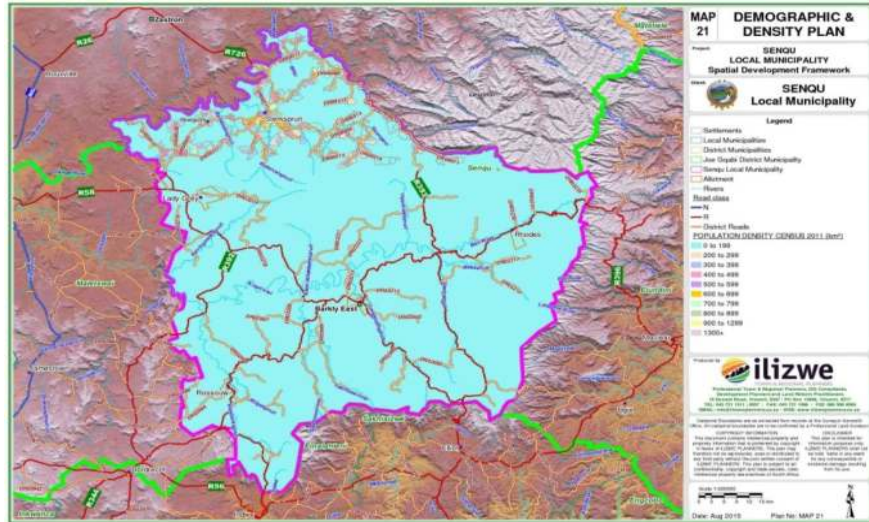
The Senqu population has decreased from 138,162 in 2000 to 134 151 in 2011 resulting in a negative rate of growth (-0.89%pa) for the past decade. The decreasing local municipality population replicates the

decreasing Joe Gqabi District Municipality population. Despite a decreasing total population, household numbers have increased. Senqu’s household numbers have grown at a rate of 1.38%pa comparable with that of the Province (1.39%pa), indicating that households are getting smaller in size and that more individuals and families are able to afford their own houses and that government is providing houses for qualifying beneficiaries in the local municipality. Average household density is below provincial average (3.89 people per household) across the District (3.27) in 2010, ranging from under three people per household.

5.2 DENSITY

In map 21 to the right of the SLM is shaded in blue shows low population densities of between 0 - 199 people per km². The area shaded in blue is mostly farms and state owned land occupied by traditional settlement areas.

Map 21: Demographic and density plan



Senqu area is characterised by high residential densities in the main towns and low residential densities in the rural settlements. Urban sprawl has resulted in spatial fragmentation and separation of land uses, which increases travel distances, considering that most of the services and job opportunities are concentrated in the major towns. Those working in the main towns often live in the rural settlements and travel daily. Sterkspruit has the highest population and housing density in SLM. The town of Sterkspruit is the primary urban node of the SLM servicing a large population with Barkly East and Lady Grey being secondary urban nodes.

Image 21: Barkly East Pension Payout Que



Image 22: Sterkspruit Main Road and CBD



- It is noted that about 74.3% of the total population live in the Sterkspruit sub-region.
- From a strategic perspective, therefore, it may be developmentally wise to focus higher-level investment in housing, social and services infrastructure in this area, as this is where there will most likely be optimum usage of resources, benefiting the greatest number of people.
- The majority of the Senqu population reside in rural areas (71.7 % based on Census 2011). This includes rural villages and farm households.
- The population density is estimated at 17.23 people per square kilometre, the second highest in the JGDM (LED strategy 2012).

- The population numbers have decreased, but there has been a relative increase in the household size. The corresponding needs for infrastructure and social services has not declined, as the number of indigent people remains high. This means that there is a risk that the equitable share is likely to remain insufficient for basic service provision as set out in the Constitution.
- The high number of indigent people is a reflection of the low levels of economic development in Senqu.

Calculating accurate and precise population growth projections in the area is difficult as there are a number of changing variables that have to be taken into account. These variables include:

- The effect of HIV/Aids on the population
- Urbanisation
- Changing local economy
- Dynamic migration patterns
- Changes in farming techniques and practices (i.e. people moving off the land and into urban areas).

Population Growth Estimates: Summary & Implications: Significant growth in urban areas may well be determined by in-migration and not by the natural growth rate. This complicates the estimation of growth for specific places and adds a degree of uncertainty into forward planning processes.

Age Profile: While the local municipality, especially Sterkspruit, appears to be shifting towards higher rates of urbanisation, the age and gender profile of Senqu corresponds with expectations of rural and underdeveloped areas. Working age residents account for only 54.36% in SLM while the proportion of retirement-aged residents is considerable, at 7.7% compared to the provincial average of 6% and a national average of only 4.95%.

Youth

Image 23: Barkly East youth in the street



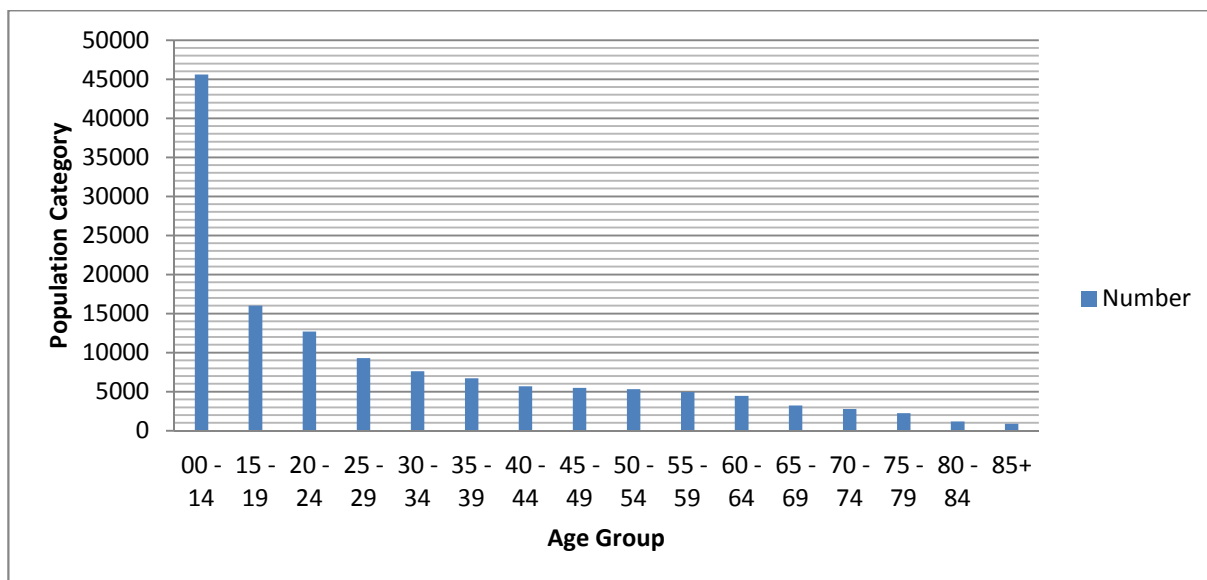
Image 24: Transwilger Pre-school



Age group	Number	%
00 - 04	15813	11.79%
05 - 09	15123	11.27%
10 - 14	14643	10.92%
15 - 19	16002	11.93%
20 - 24	12708	9.47%
25 - 29	9288	6.92%
30 - 34	7629	5.69%
35 - 39	6732	5.02%
40 - 44	5682	4.24%
45 - 49	5478	4.08%
50 - 54	5322	3.97%
55 - 59	4938	3.68%
60 - 64	4467	3.33%
65 - 69	3231	2.41%
70 - 74	2769	2.06%
75 - 79	2256	1.68%
80 - 84	1191	0.89%
85+	879	0.66%
Total	134151	100

Table 10: Senqu population and age

Senqu has a large young population, 45.28% of the Senqu population is under the age of 20. The large young population base can provide the town with a growing population base. Of those aged 20 years and older, 6,9% have completed primary school, 49,4% have some primary education, 6,3% have completed matric and 0,5% have some form of higher education. 2,9% of those aged 20 years and older have no form of schooling. These statistics show that even though very few people have no education at all, a 93.7 of them have failed to complete matric which is a basic necessity to secure a job in the tertiary and secondary employment sectors. Less developed economies of Senqu claim comparatively higher proportions of people aged under 20 years at 49.58%, which is higher than the provincial proportion (45.22%) of under 20's. The Bar Graph below indicates the age groups population. The youth 0 to 14 years has been combined.

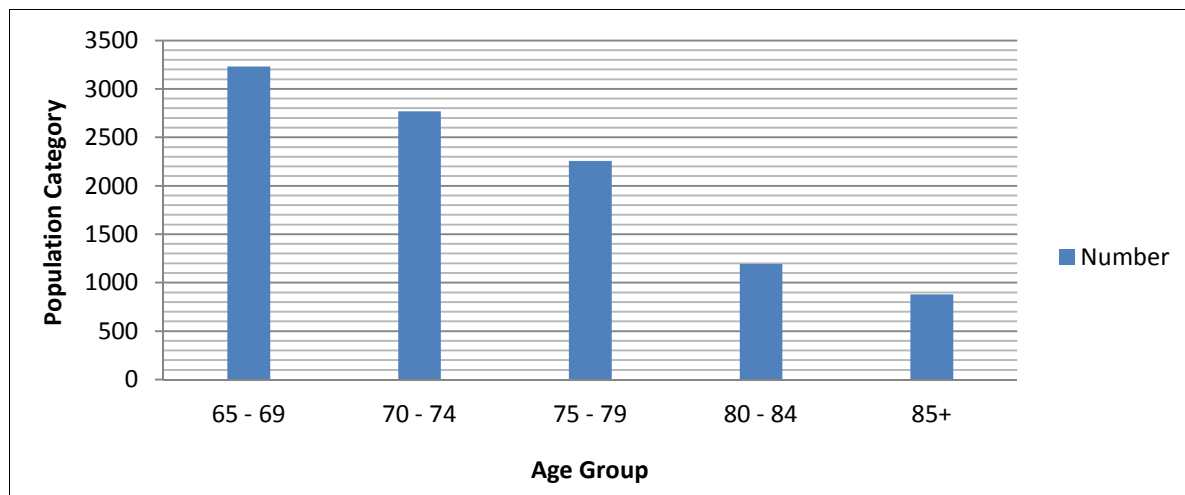


Older Persons

Age group	Number	%
65 - 69	3231	2.41%
70 - 74	2769	2.06%
75 - 79	2256	1.68%
80 - 84	1191	0.89%
85+	879	0.66%
Total	10326	7.7%

7.7% of the SLM population is made up of older person above the general age of retirement which is 65years. These older persons are dependent on retirement funds and state grants to survive. The percentage of older persons is higher than the national average of 4.95%.

Table 11: Older persons



Gender

The gender demographics indicate that 46.8% of Senqu’s population is male, with 53.2% female. This statistic holds for urban and rural areas of the SLM. Senqu claims the highest ratio of women to men, at 1.14 to one, or 53.2% female in 2011, contrasted with female presence rates of 51.92% and 52.44% respectively for the Province and JGDM.

Sex	Percentage
Female	53,2%
Male	46,8%
Total	100%

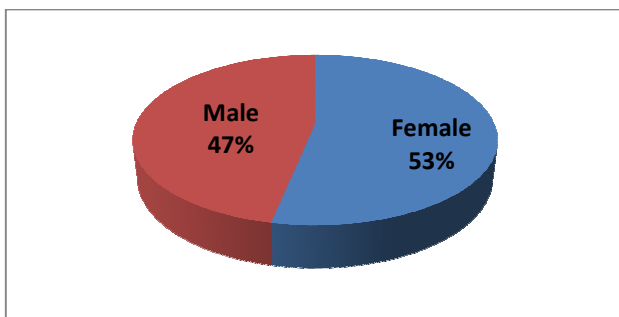


Table 12: Gender

Education Profile

About 2.9% of the population have not received any form of formal education. A further 49.4% only received (partial) primary education. About 6.9% completed primary and 33% had some secondary education. Only 6.3% completed their secondary education. Tertiary qualification was attained by 0.5% of the total population.

These poor educations statistics have negative implications for the employability of the workforce as is seen in the low employment figures. The levels of education present in a population can reliably be used as a proxy for general skill levels and employability, and are thus an important metric to consider when undertaking any development or planning project.

Group	%
No Schooling	2,9%
Some Primary	49,4%
Completed Primary	6,9%
Some Secondary	33%
Completed Secondary	6,3%
Higher Education	0,5%
Not Applicable	1%

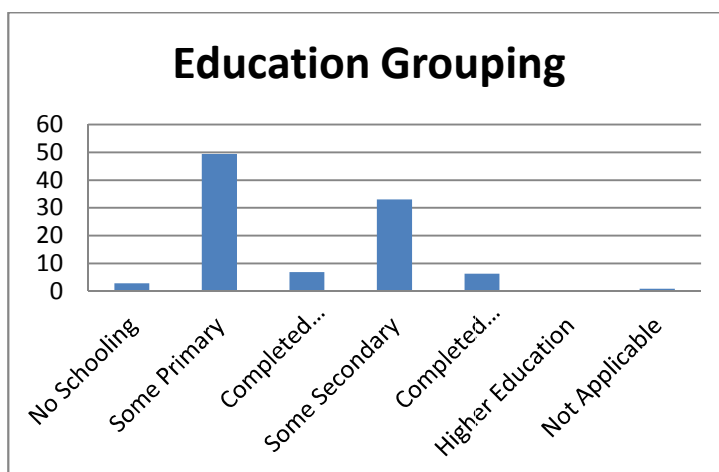


Table 13: Education level

There are about 90.38% 48 882 schools in the local municipality with a schooling population of about 83 577. 44 400 of these schools are grade 1-12 schools and 630 are FET colleges. The local municipality has attained a higher **functional literacy rate** (58.66%) than the District average (56.66%) although it remains significantly lower than the provincial (66.70%) and particularly national (73.62%) literacy rates.

Image 25: Sterkspruit Private Christian School



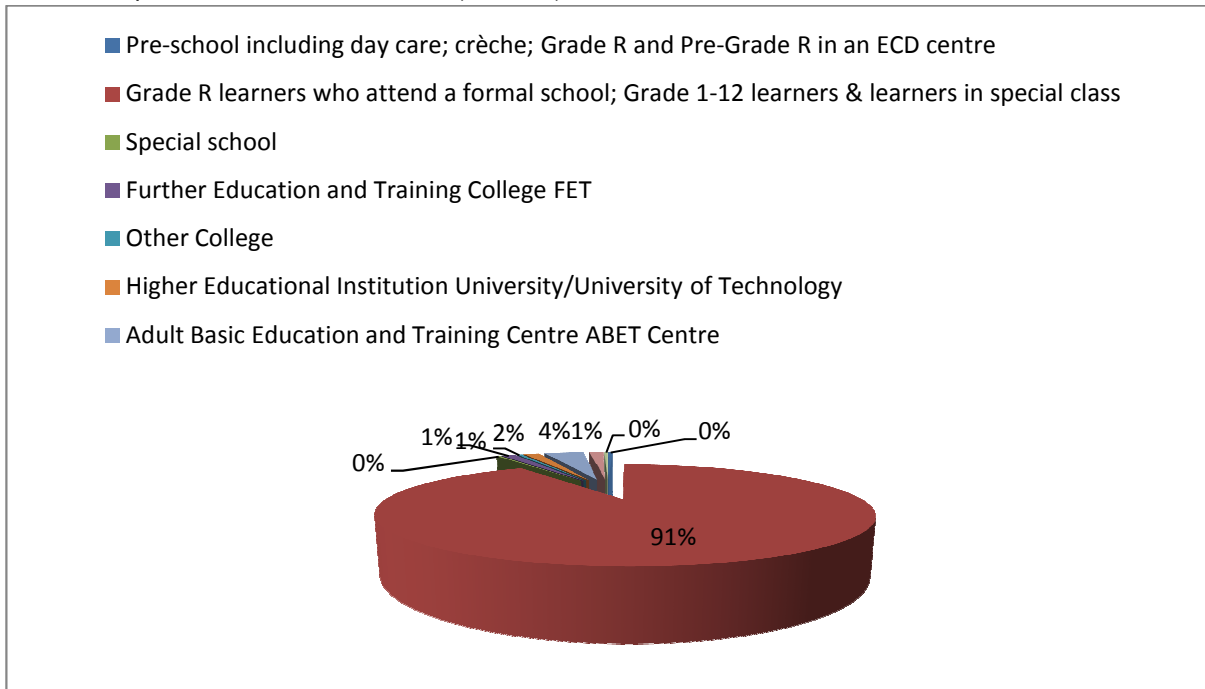
Image 26: Pre-school in Barkly East



Schools in the municipality	Number
Pre-school including day care; crèche; Grade R and Pre-Grade R in an ECD centre	189
Grade R learners who attend a formal school; Grade 1-12 learners & learners in special class	44400
Special school	150
Further Education and Training College FET	630
Other College	219
Higher Educational Institution University/University of Technology	702
Adult Basic Education and Training Centre ABET Centre	1815
Literacy classes e.g. Kha Ri Gude; SANLI	642
Home based education/ home schooling	135
Total	48882

Table 14: Schools in the municipality

SLM claims the lowest qualification rate, where little over one tenth (10.81%) of local residents aged over 19 years have at least a matric where the JGDM average stands at only 13.16% compared to 18.78% for the Eastern Cape, well below the national (27.64%) rate.



The JGDM family of municipalities similarly claims higher than provincial (11.05%) and national (9.70%) proportions of people aged 20 years and older with no formal schooling, with the District average at 13.64%. The low levels of education need to be addressed (5.09% have had no formal schooling and only 2.68%

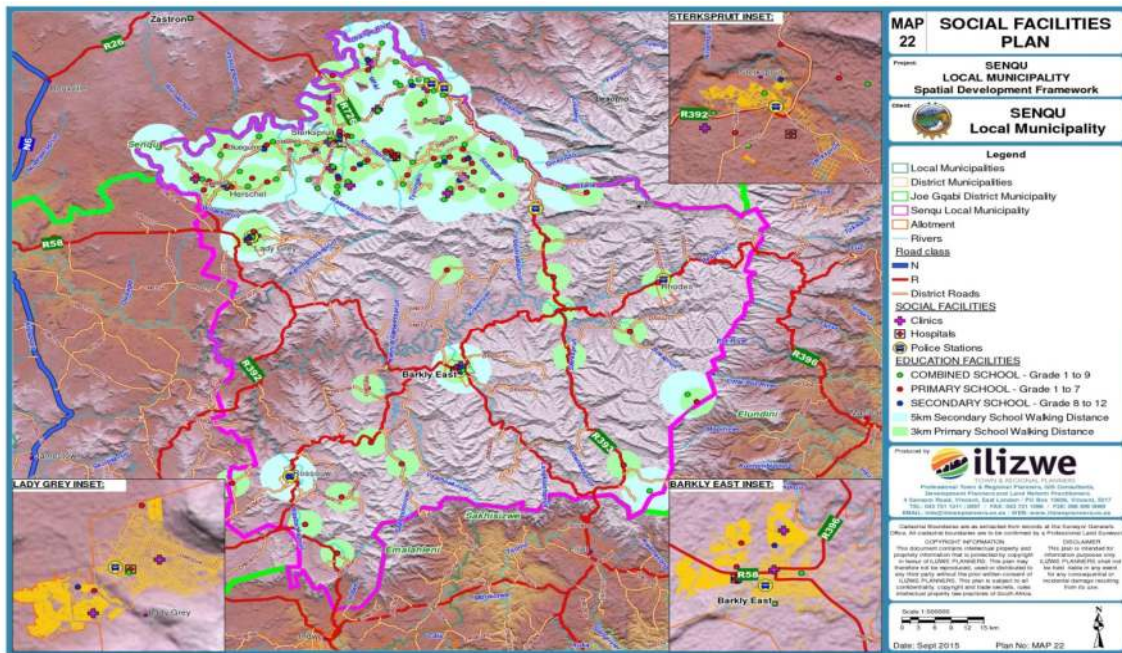
have tertiary education). In order to do this, the appropriate education facilities and skills training need to be provided.

- The low tertiary education rate is to the detriment of the local economy as it limits participation in certain economic sectors. Again appropriate education facilities and skills training need to be provided.
- From a spatial perspective, the critical judgement to be made in regard to the provision of educational facilities is the optimum spatial distribution of these facilities. Given the limitations placed on available resources, a strategic approach is advocated in line with the National Spatial Development Perspective and the Provincial Spatial Development Plan.

5.3 SOCIAL FACILITIES

There are 38 046 households in the municipality, with an average household size of 3,5 persons per household. Just over half of all households (50,5%) are headed by females. Social facilities include Hospitals, clinics, Old age homes, churches, sporting facilities and other various publicly accessible facilities.

SLM has a number of social facilities photographed below which are locate in the main nodes: Sterkspruit, Barkly East, Rhodes, Lady Grey and Herschel. There is a need for additional social facilities. The need for these additional facilities will be uncovered through the public participation process (PPP) to be undertaken as part of the SDF.



Map 22: Social Facilities Plan

Community facilities



Image 27: Post office in SLM



Image 28: Church in Lady Grey

Health Facilities

Senqu Municipality has 4 hospitals, 17 clinics, 8 mobile clinics, 2 satellite clinics and a few health care centres around its area of jurisdiction. 24 hour services are not rendered in any of the clinics and emergency cases are referred to the hospitals.

A large number of people in Senqu remain without access to healthcare, as there are few mobile services (8) in the areas of Sterkspruit due to the dilapidated state of the roads infrastructure. In the areas where a mobile clinic is operational, the poor conditions of the roads make it impossible to access some communities and this makes it too expensive for all of the communities to access the fixed health facilities in town. This means that they can't attend preventive services such as immunization for children and family planning.

Health Facilities: Summary & Implications:

Due to the poverty levels and problems being experienced with water quantity and sanitation, the prevalence of diseases such as TB, malnutrition, pneumonia, diarrhoea, gastrointestinal etc is increased. Preventative rather than purely curative measures need to be taken.

HIV/Aids is increasing the pressure and demand on health and social services. In the National Antenatal HIV survey it is reported that in 2011, the HIV infection rate was 29.3 %. In the Joe Gqabi District Municipality it was 29.9 %. Medical and social facilities need to have the resources and training to deal with the HIV/Aids pandemic.



Image 29: Empilisweni Hospital in Sterkspruit



Image 30: Hospital in Barkly East

Sporting Facilities

There are sporting facilities in all of the three major nodes of SLM. A new multi-purpose sports facility has been developed in Barkly East.



Image 33: New sports fields in Barkly East



Image 34: Public Rugby fields in Lady Grey

Cemeteries

There are cemeteries in all of the major nodes. These are managed by SLM.



Image 35: Cemetery



Image 36: Cemetery

Security Facilities

There are 8 police stations in Senqu, with 3 of these being located in the towns of Lady Grey, Sterkspruit and Barkly East. Poor road conditions and few rural satellite police stations mean that access of rural villages to security facilities is a concern.

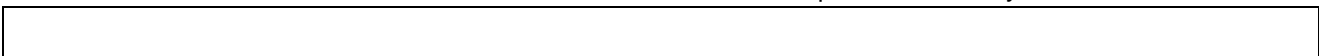
There is also a need amongst community members to increase the number of Police Stations in our area particularly in the rural areas of Sterkspruit because of the challenges in as far their accessibility because bad roads infrastructure.

Farm Security and Stock Theft

Stock theft is a serious concern that is experienced in the municipality. It has resulted in some areas changing farming patterns away from small stock (sheep) to large stock (cattle), which are harder to steal in numbers. Farmers closer to towns, on more main routes or bordering communal land and those at the borders with Lesotho have a higher incidence of stock theft. It is believed that syndicated groups are also involved in stock theft and that not all stock theft is “for the pot”.

Housing Analysis

The Census 2011 provides data on the types of main dwelling for the Senqu Municipality. There are 9 067 households, or 23.83% of the population who live in traditional dwellings/ huts/ structures made of traditional materials and 66.60 % who live in a house or brick structure on a separate stand or yard.



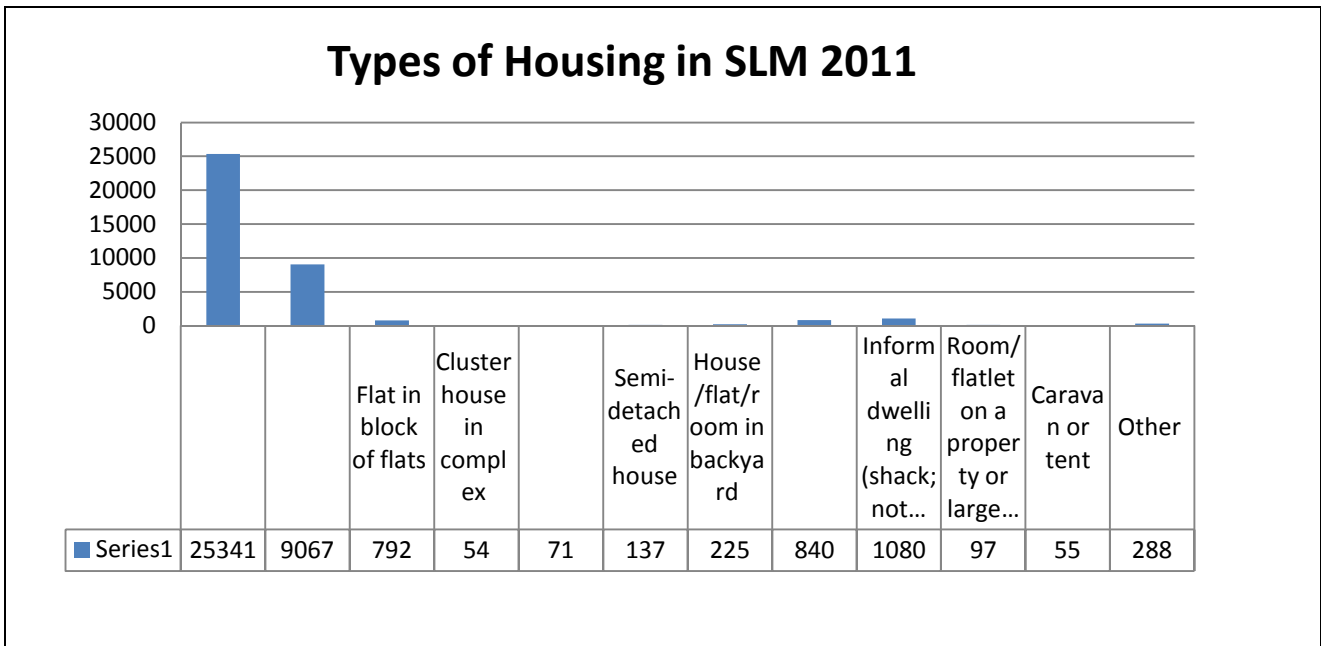


Table 15: Housing typologies

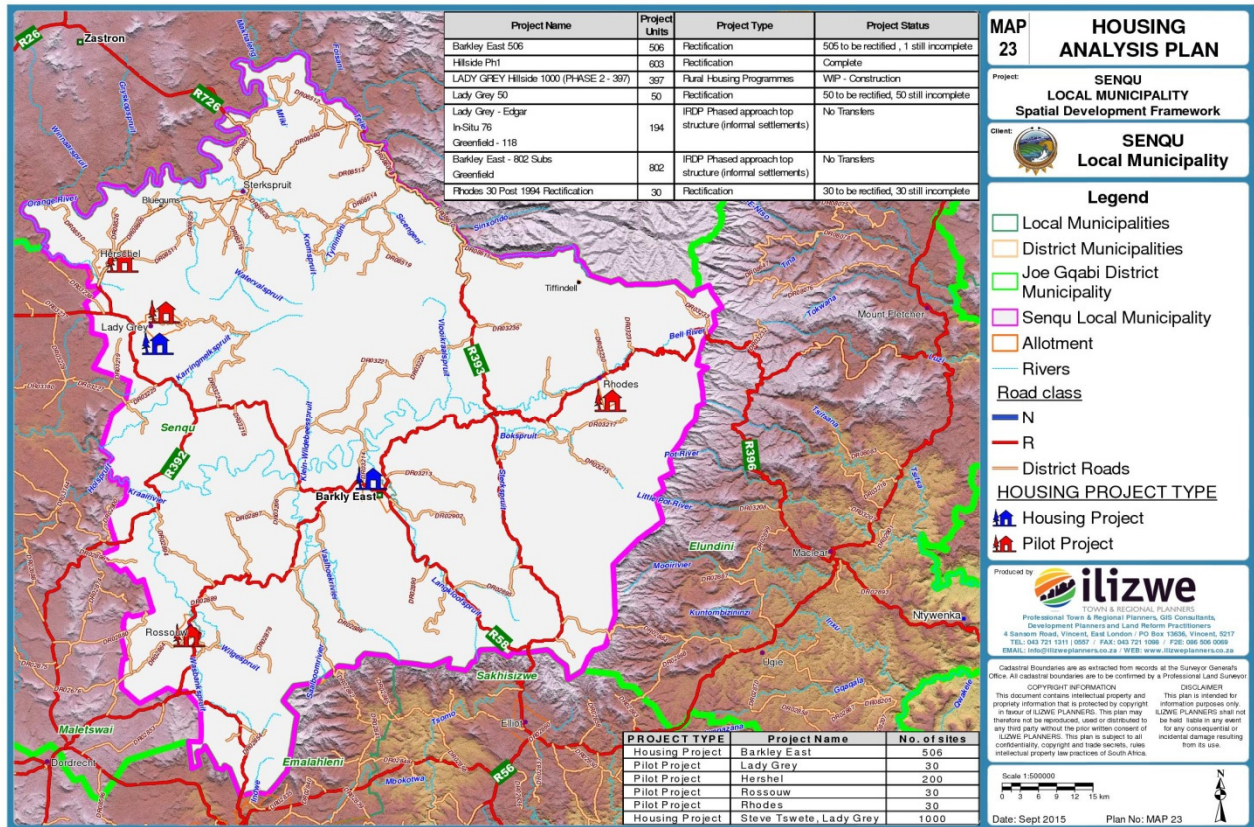


Image 31: Informal housing in Lady Grey



Image 32: Informal housing in Lady Grey

The images above show the informal structures in the urban areas of SLM. The informal settlement structures in Barkly East and Rhodes, the informal structures concentrated within informal / fast densifying peri-urban settlements around Sterkspruit.



Map 23: Housing Analysis Plan

SLM estimates that the demand exists for 17 000 low cost housing units, 2500 middle income units and 1000 rental units. This is an increase from the housing backlog recorded in 2007 which was determined as 10 761 with 1 752 in the urban area and 9009 in the rural area.

There are no military veterans on the Department's database for Senqu. The quantified housing demand based on information from the 2001 Census, 2007 Household Survey and DWA structure count, can be summarised as follows:

Rural	Social and rental	Informal Settlement Structures	Child headed H/holds
8 340	381	1641 (3 200)	566



Image 33: Sprawling housing in the SLM



Image 34: Public funded housing in SLM



Image 35: Public funded housing in SLM



Image 36: Public funded housing in SLM

Internet and Cellphone reception

Access	Percentage
From Home	1,5%
From Cellphone	13,2%
From Work	1%
From Elsewhere	2,2%
No Access	82,1%

The study area has bad Cellphone reception in many areas. 82.1% of the population has no access to internet. Majority (13.2%) of those who have internet access use their cellphones and only 4.7% have access to the internet through a desktop computer. 81.9% of the population have a television and only 11.4% of the population own cars.

Item	Yes	No
Cellphone	81,9%	18,1%
Computer	4,5%	95,5%
Television	56,1%	43,9%
Satellite Television	21,4%	78,6%
Radio	58,2%	41,8%
Landline / Telephone	2,4%	97,6%
Motor Car	11,4%	88,6%
Refrigerator	56%	44%
Electric / Gas-Stove	69,1%	30,9%

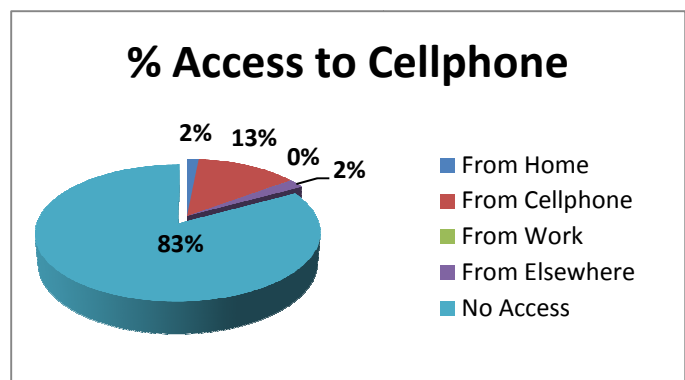


Table 16: Internet and Cellphone Reception

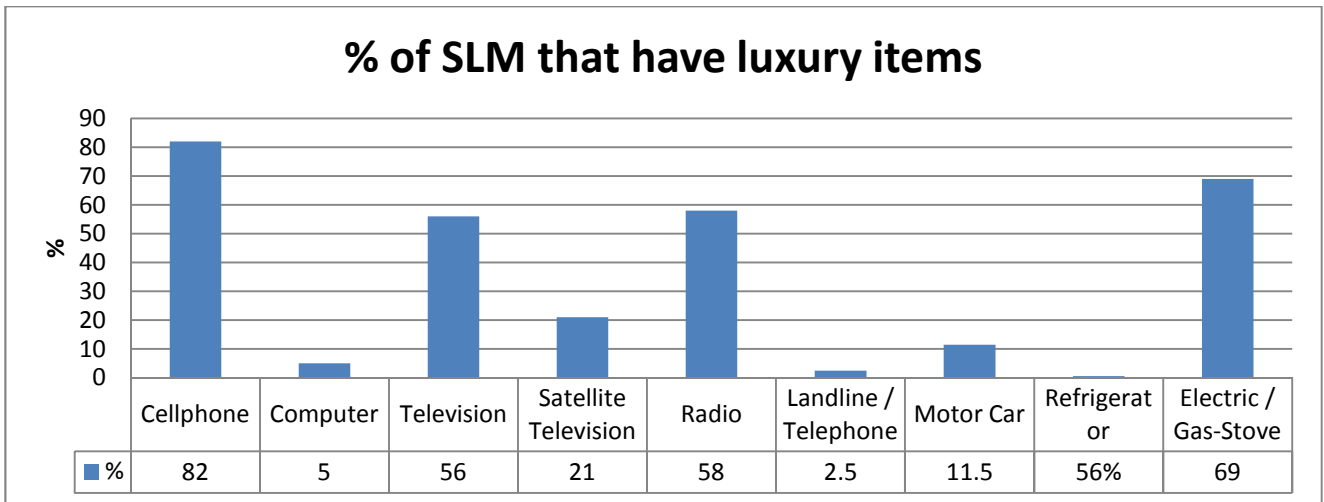


Table 17: Household Goods

Social Grants

Data from SASSA (March 2013) indicates that the total value of state support in the form of grants to the Senqu Municipality is R 2 480 001 per month. This is 34,7% of the total value of state support to the district (at R 86 208 942 per month).

The number of social grants paid to the residents of the municipality is an important boost to the economy, particularly for the retail sector in Sterkspruit.

Social Grants for Senqu (paid monthly)

Area Office	Local Office	Grant Type	No. of Beneficiaries	No. of Children	Expenditure
SENQU	STERKSPRUIT	Care Dependency	248	251	301 200
		Child Support (Total 0-18)	21 932	39 349	11 017 720
		Foster Care	1 689	2 254	1 735 580
		Grant in Aid	77		21 560
		Old Age	8 668		10 344 467
		Old Age (75 Years & Over)	3 729		4 540 803
		Permanent Disability	3 678		4 410 671
		Temporary Disability	90		108 000
		STERKSPRUIT Total		40 111	41 854
SENQU Total			40 111	41 854	32 480 001

Table 18: Social Grants

IDP Projects in Progress

The tables below show some of the current projects in SLM.

Project Name	Project Units	Project Type
--------------	---------------	--------------

Rhodes 200	200	IRDP Phased Approach & Services
Roussouw	100	IRDP Phased Approach & Services
Herschel Phase 2 – R/L 2	700	505 Completed, 195 Outstanding

Ward	Financial year	Number of units
16 (Rhodes)	2012/13	200
17 (Roussouw)	2012/13	100
9	2013/14	1000
17	2013/14	1000
8	2014/15	1000
10	2014/15	1000
18	2015/16	1000
7	2015/16	1000
Ward for middle income houses	Financial year	Number of units
16&19	2013/14	500
14	2014/15	500
10	2015/16	500
Ward for social or rental houses	Financial year	Number of units
16&19	2014/15	200
14	2014/15	200
10	2015/16	300

Table 19: Other projects

The following table represents a list of the MIG funded civil and infrastructure projects for SLM.

Project Name	Total Cost including VAT
Lady Grey bulk water project	R25 450 044.00
Lady Grey: Kwezi Naledi sanitation	R12 147 288.00
Sterkspruit: Upgrading of WTW and bulk services	R48 265 951.00
Senqu Rural Sanitation Programme	R102 000 000.00
Barkly East Bucket eradication phase 2 (AFA)	R3 128 963.96
Sterkspruit: Upgrading of treatment ponds	R20 000 000.00

Table 20: MIG Projects

5 year construction infrastructure plan	
Sports field Sterkspruit	R7 792 950
Cemetery	R500 000
Solid waste site	R250 000
Joe Gqabi District Municipality Projects	
Sterkspruit upgrading of WTW and bulk lines	R17 543 860
ITP Projects	
Sterkspruit main taxi rank	R16 000 000
Sterkspruit main taxi stops	R4 680 000

Table 21: Projects within wards

6. Cluster 3: Economic

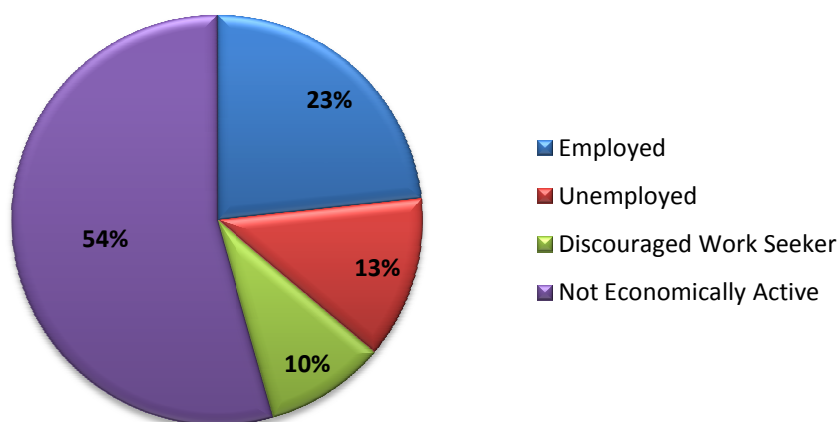
6.1 ECONOMIC PROFILE

The Senqu local economy generates around one quarter (25.7%) of total District GVA, representing the second largest contribution after Elundini (39.0%) and being closely comparable to Maletswai share (24.3%) of the JGDM economy. From 2000 to 2010, the local economy has grown at an average rate of 3.0% per annum, while the District and Provincial economies has averaged 5.6%pa and 3.2%pa, respectively, over the same period. In respect of total **formal employment** in the District, Senqu makes a relatively higher contribution (27.9%), again ranking second to Elundini (36.7%) and above the contributions of Maletswai (22.2%) and Gariep (13.2%).

There are 18 252 people employed in Senqu (23.3% of the population). Senqu Municipality relies heavily on external role players for both services and markets. The closest large service node is Aliwal North in Maletswai Municipality. Services and markets are, however, also sought in further areas like Queenstown, Bloemfontein and East London. Sterkspruit is growing considerably, because of the road to the Lesotho border post (Telle Bridge) that has been surfaced.

In respect of total formal employment in the District, SLM makes a relatively higher contribution of 27.9%. There are 78254 economically active (i.e., employed or unemployed but looking for work) individuals within SLM, and of these 12. 83% are unemployed.

6.2 EMPLOYMENT STATUS IN SLM



Employment Status for the economically active population	Number	%
Employed	18252	23.33%
Unemployed	10037	12.83%
Discouraged Work Seeker	7401	9.46%
Not Economically Active	42555	54.39%
Total	78245	100%

Table 22: Employment Status for the economically active population

SLM has the highest rate of unemployment (30.34%) compared to the District average of 23.54% and the provincial average of 25.75%. Dependency rates are highest for the SLM economy in respect of the average ratio of people per formally employed person, which is around eight (8.08), significantly higher than for the District (5.62) and the Province (5.81). Dependency on social grants, based on the proportion of total population accessing at least one grant in 2007 is highest for the Senqu local economy (37.42%), compared to the District (34.46%) and provincial (31.54%) rates, above the national average (22.68%).

78 245 residents of SLM (58%) fall into the potentially economically active group. These are people aged between 15 and 65. However, total employment (formal and informal), among the potentially economic active population, amounts to only one quarter (25.13%) for the Senqu local economy. The District and provincial participation rates stand respectively at only 34.50% and 32.40% for 2010. The marginal participation rate of the potentially economically active portion of the local population underscores the challenge facing SLM in respect of high unemployment and, inter alia, low engagement in economic and entrepreneurial activities.

Image 37: Cellphone Repair Container

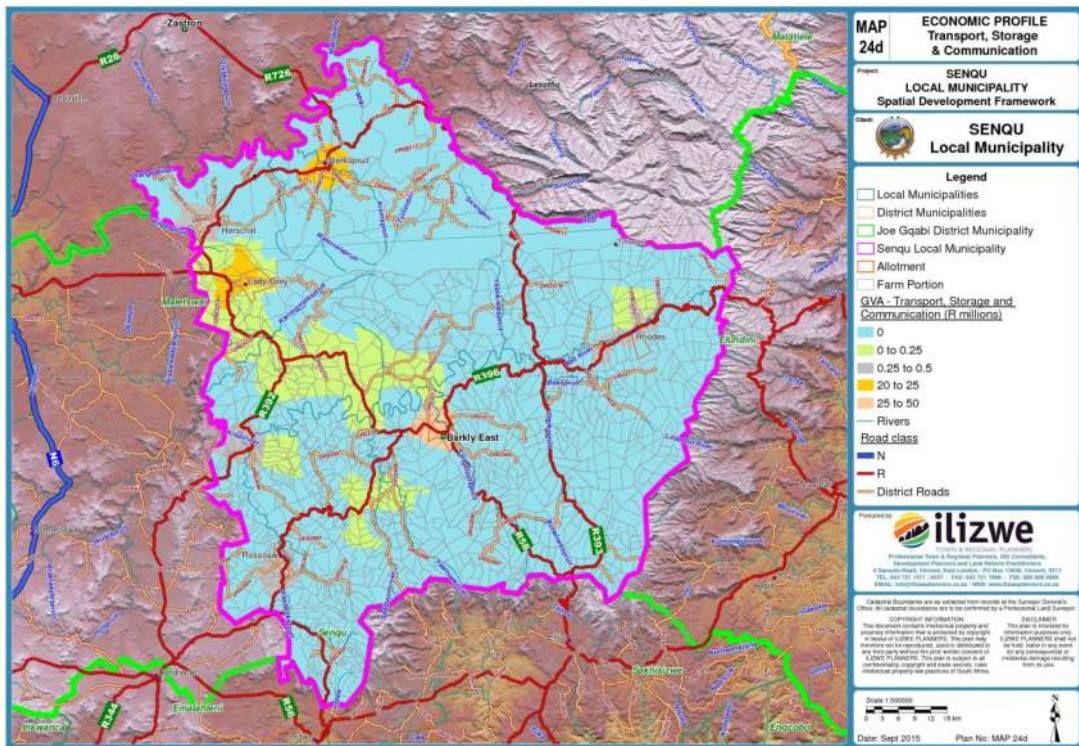


Image 38: Sterkspruit Economic Area

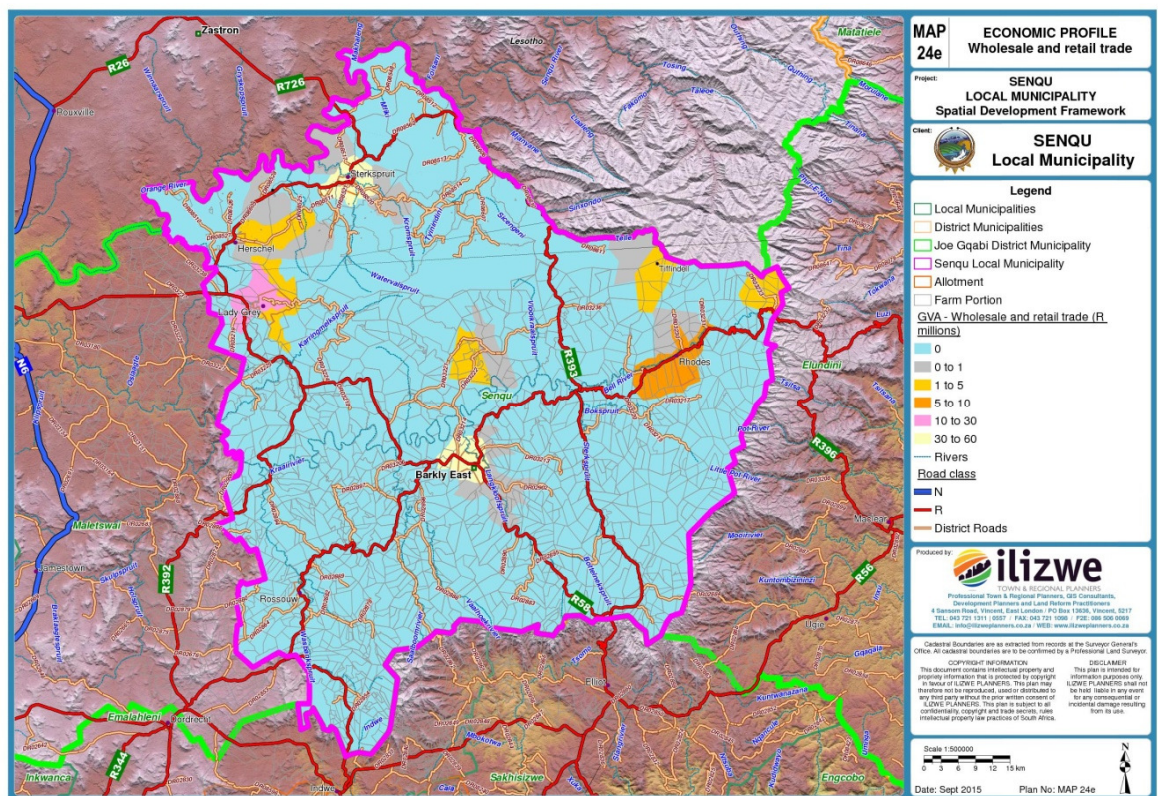


Employment & Unemployment Summary:

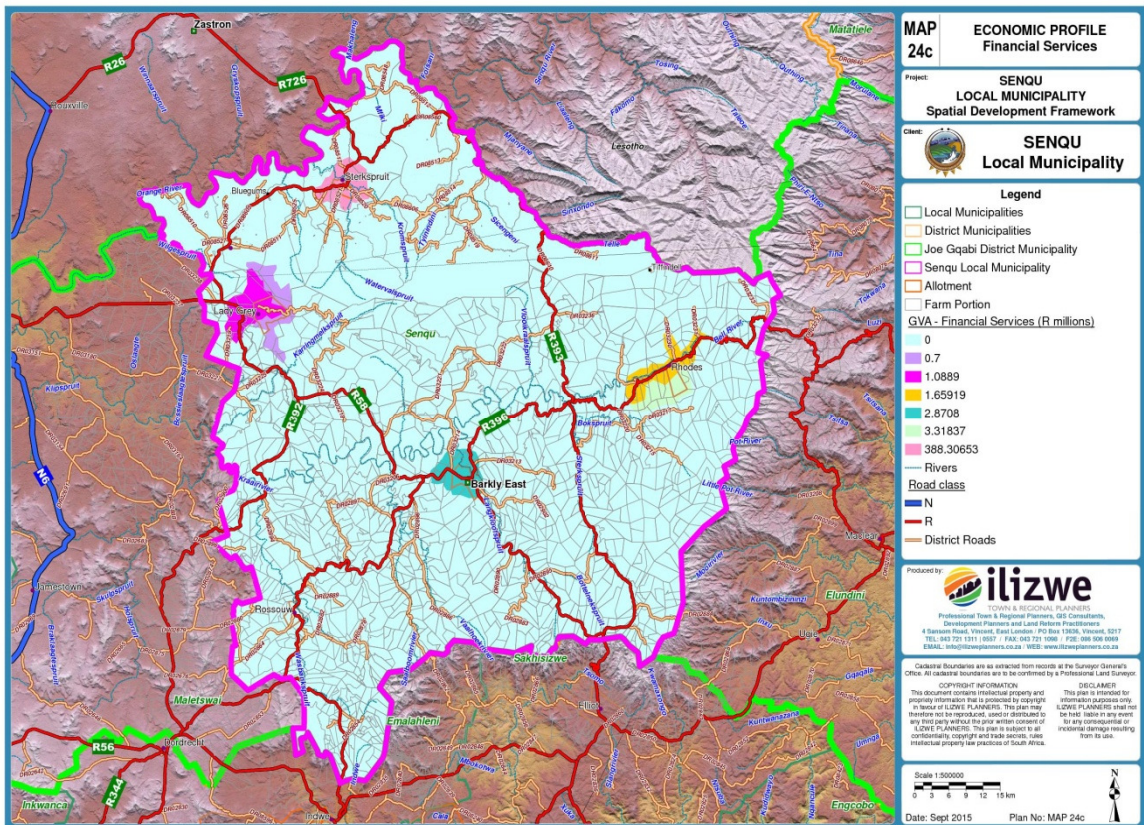
- The sector which contributes the most to employment is the community sector, followed by the agricultural sector.
- The Community and Social Services sector refers largely to employment in Government services. As such, it is mainly financed by tax revenue and not, therefore, considered a wealth-productive sector within the overall market albeit that wages and salaries paid by the government sector contribute to spending in the local economy.
- To increase the agricultural contribution to the economy, greater emphasis needs to be placed on educating communities in the former homeland areas to utilise their agricultural resources for commercial gain.
- There is therefore a need for education and training programmes throughout the Municipality that are focused on sustainable livelihood opportunities (*ECSECC, 2001*). The importance of SMME development cannot be overemphasized with the high number of residents that are involved in their own businesses.
- Senqu’s economy has limited diversification. The Social Services sector is the largest contributor to the economy, but this sector has no productive potential, it can simply sustain other activities in the retail and informal sectors.



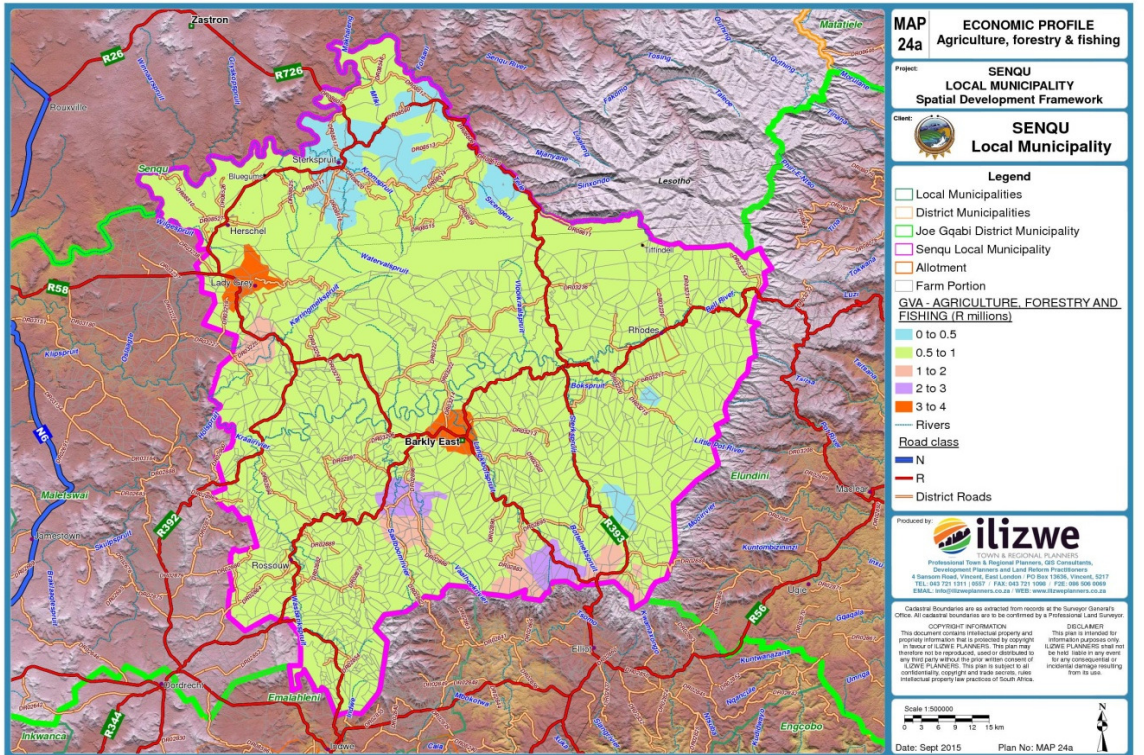
Map 24: Economic Profile Plans



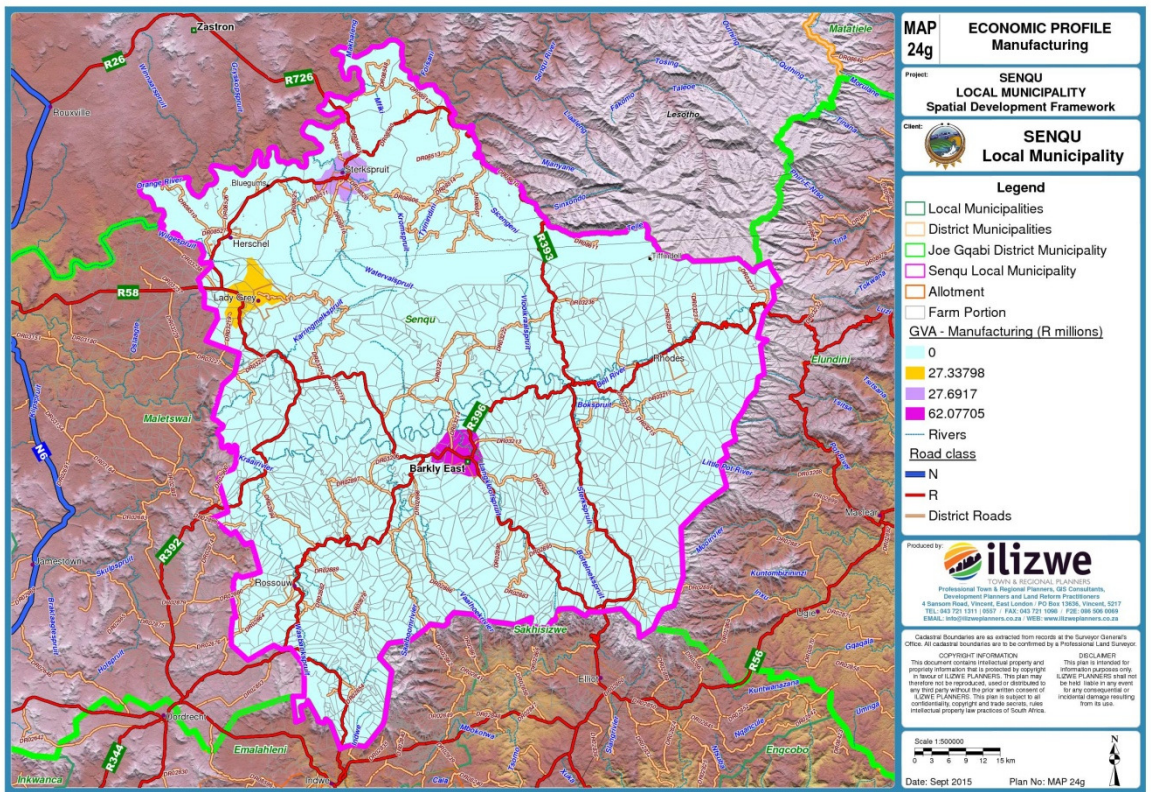
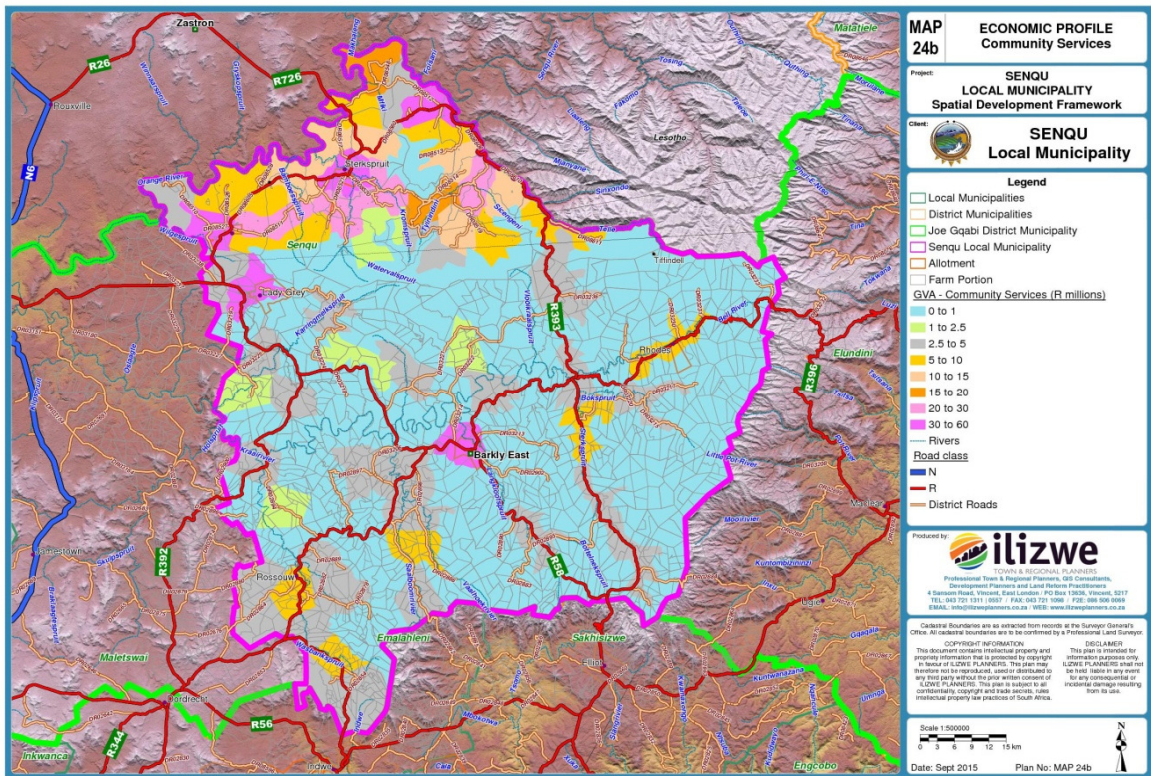
24.2: Wholesale and retail trade



24. 3: Financial Services



24.4: Agriculture, forestry & fishing



24. 6: Manufacturing

6.3 INCOME DISTRIBUTION

Household income per annum

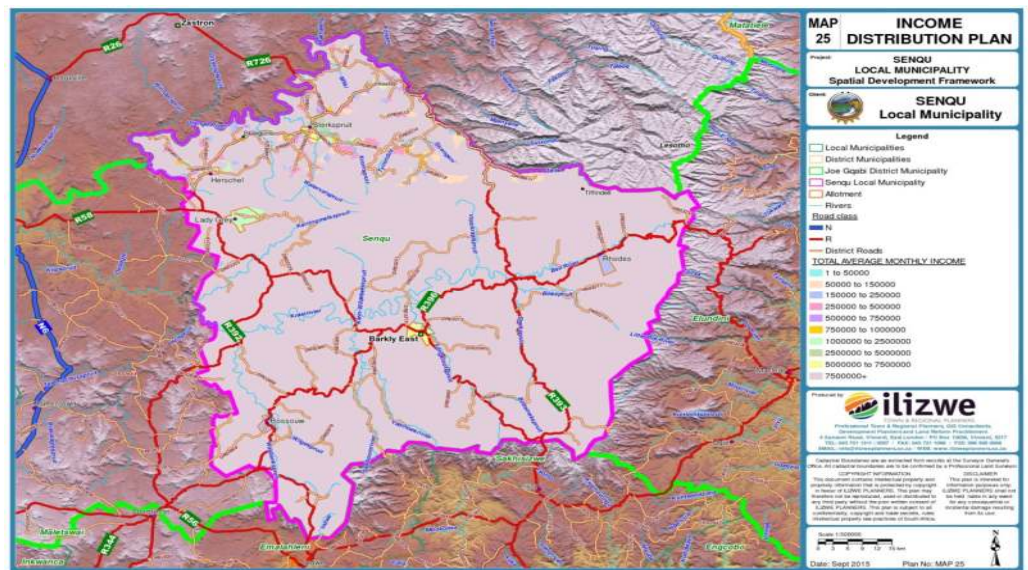
Income	Percentage
None income	16%
R1 - R4,800	7,2%
R4,801 - R9,600	12,1%
R9,601 - R19,600	28,1%
R19,601 - R38,200	21,1%
R38,201 - R76,4000	7,2%
R76,401 - R153,800	4,2%
R153,801 - R307,600	2,7%
R307,601 - R614,400	1%
R614,001 - R1,228,800	0,2%
R1,228,801 - R2,457,600	0,1%
R2,457,601+	0,1%
Total	100%

28.1% of households in SLM earn between R9,601 - R19,600 per annum. Considering the fairly low average household incomes, these communities can be considered to be fairly poor. The household income level is a fairly good indication of the housing affordability levels of this municipality. It should be noted, however, that is does not necessarily reflect the housing demand. The social grant uptake in the municipality is fairly high (37.6%).

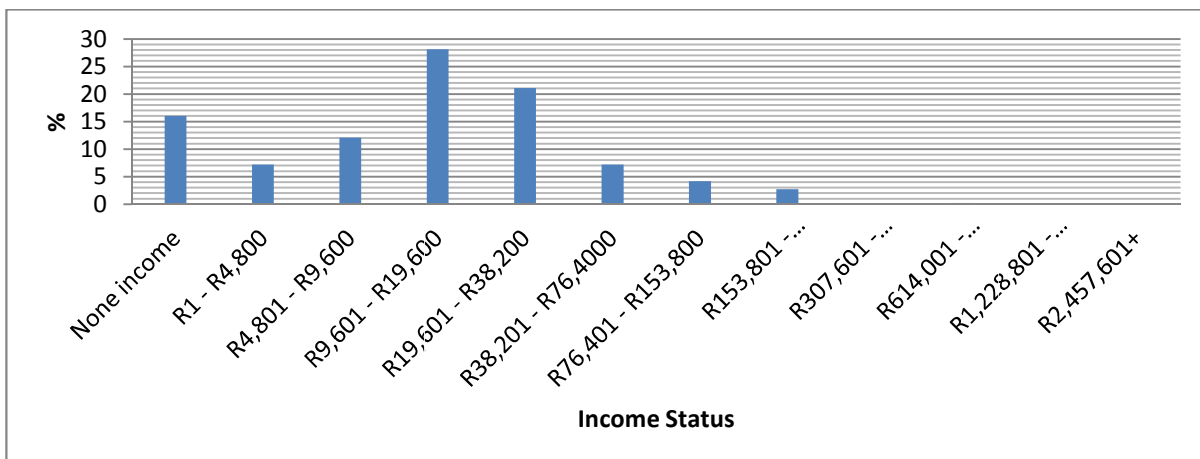
The map below shows the income distribution in SLM. The area with the highest income per month is shaded in purple and is made up of farms and state owned land.

Table 23: Household Income

The economy generates around one quarter (26%) of total District GVA, representing the second largest contribution after Elundini (39.0%) and being closely comparable to Maletswai's share (24.3%) of the JGDM economy.



Map 25: Income Distribution



Street trading

Image 39: Informal Business



Image 40: Street Trading



Street trading is predominant in the economic node of Sterkspruit. There is no formalized street trading within the urban nodes. Planning initiatives are needed for formalize street trading as income generated from street trading sustains households in the SLM.

Work Status

Image 41: Road Maintenance in Lady Grey



Image 42: Business Shop Container in Sterkspruit



Individual Income per month

Individual income	Number	%
No income	54981	40.99%
R 1 - R 400	33795	25.19%
R 401 - R 800	7626	5.68%
R 801 - R 1 600	20844	15.54%
R 1 601 - R 3 200	3399	2.53%
R 3 201 - R 6 400	1908	1.45%
R 6 401 - R 12 800	2094	1.56%
R 12 801 - R 25 600	1077	0.80%
R 25 601 - R 51 200	240	0.18%
R 51 201 - R 102 400	54	0.04%
R 102 401 - R 204 800	66	0.04%
R 204 801 or more	48	0.03%
Unspecified	6756	5.04%
Not applicable	1257	0.94%
Total	134145	100%

40.99% of the population has no income. 25.19% earns between R 1 - R 400 per month. More than half of the total population of the Senqu municipality earns below R1600 per month, and another 11.9% earn between R1601 and R3200 per month. 76.68% of the total working population is presently not economically active. Almost 23.33% of the population is employed, and the remaining 12.83% are unemployed. The area reflects low levels of income and employment.

Table 24: Income Distribution

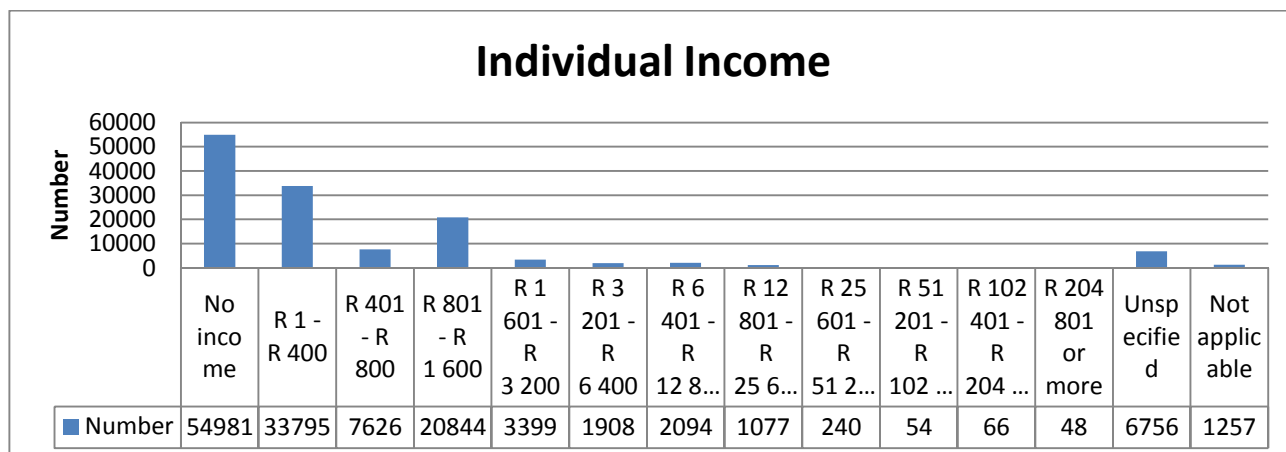


Table 25: Individual Income

- The low levels of household income and relatively high unemployment rates combine to signify that the majority of residents in the Senqu area do not have any significant level of disposable income. Just under 23.16% of the Senqu population earn less than R1 400 per month.
- This, allied with the fact that few report that they can depend from one month to the next on a consistent (or fixed) income aside from social grants means that the sustainability of new housing and services provision must be a concern.
- That, in turn, highlights the need for the Senqu Municipality to place clear strategic focus on where to prioritise such developments and on how to complement its development efforts with support for local economic development initiatives.
- The highest levels of dependency in the Senqu Municipal area are to be found in the former Transkei areas, with the worst off areas being located in the rural settlement areas.
- Overall, the average dependency ratio of 161:100 is an indicator of an impoverished population with little margin for survival. Once again, this places a premium on ensuring wise locational decisions that contribute to sustainability of development initiatives.

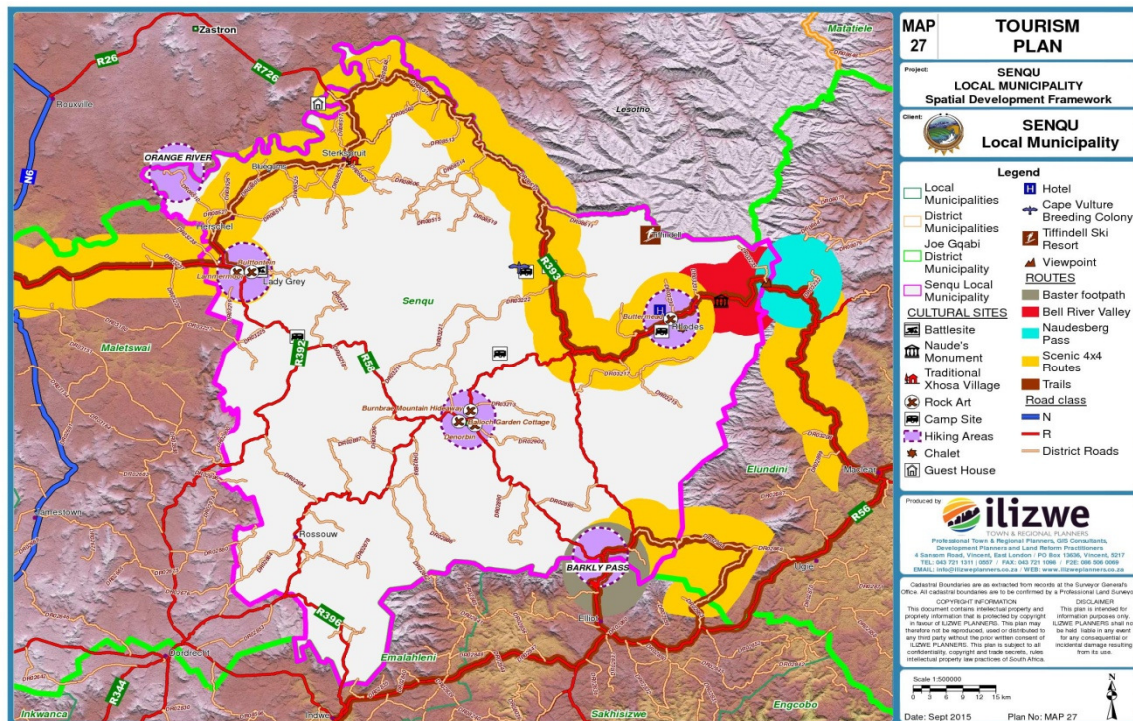
6.4 SKILLS AND PROFESSIONS

An indication of skills and professions is afforded by the 2007 Community Survey (StatsSA 2009). Considering only the survey population for which a profession is specified, the dominant occupational group across all areas is Elementary, applicable to almost one third of the Senqu (32.21%) and JGDM (31.78%) economies, as well as the Elundini (32.93%) and Maletswai (32.79%) economies. The Province (24.30%) and Gariiep (23.76%) reflect proportions closer to one quarter for “elementary occupations”. “Professionals” are the next most prominent occupation within Senqu (23.46%) as well as for Elundini (14.36%), the District (15.49%) and the Province (13.53%). By contrast, “Skilled agricultural and fishery workers” are well represented in Gariiep, while “Service workers; shop and market sales workers” are next most prominent, after elementary occupations, for Maletswai (11.91%). Service and sales workers account for around one tenth (9.71%) of Senqu professions, followed closely by “Craft and related trades workers” (8.94%) then skilled agricultural workers (8.88%), while “Technicians and associate professionals” (0.19%) are the least represented in the local economy. The 2007 breakdown by occupational groups for the Province, the District and for Senqu is reflected in the chart below.



6.5 TOURISM

Tourism does emerge as a key potential economic sector, and economic driver, particularly with the inclusion of the country’s only ski resort, Tiffendell. The Senqu IDP notes that mountain tourism is the most active tourism node, albeit seasonal in nature with strong winter adventure tourism and with Tiffendell ski resort being the “key pin” with linkages to the Rhodes, Barkly East, Maclear, Ugie and Lady Grey areas.



Map 26: Tourism Plan

Tourism is not a distinct economic sector but a consumption-based service industry that encompasses many different economic activities. As a general rule, tourism figures are included within the tertiary sector, particularly Trade (Wholesale and retail trade, and Catering and accommodation) which generates 9.0% GVA (8.6% trade; 0.4% catering) and 9.7% formal employment (8.8% trade; 0.9% catering) in 2010. However, the Trade sector has declined over the past 10 years in respect of GVA (-4.0%pa) and formal employment (-2.5%pa). Informal sector ‘employment’ in Trade has also declined (-0.5%pa) although this decrease applies to the catering sub-sector (-10.4%pa), whereas the trade sub-sector has grown (0.1%pa) and now accounts for around one third (33.5%) of all informal ‘employment’.

The District LED Strategy identifies route tourism as a significant opportunity for SLM. SLM is presently the most developed tourism destination and where eco and adventure tourism offer the greatest potential for further development. Along the tourism value chain there is potential for developing SMMEs, particularly in respect of small scale accommodation facilities and tourism products and services, including crafts and entertainment and guiding. A further local economic opportunity relates to local procurement in respect of services, products and supplies such as furniture, bottled water and services such as repairs and maintenance.

6.6 PRIORITY SECTORS AND AREAS FOR ECONOMIC DEVELOPMENT

Sterkspruit

Sterkspruit, is a town located within the Senqu Local Municipality, within the Joe Gqabi District Municipality in the Eastern Cape.

The town of Sterkspruit is the primary economic node of the Senqu Local Municipality servicing a large area and large population. Sterkspruit is surrounded by the Drakensberg Mountain range, a World Heritage site. The town sits at an elevation of 1 292 meters above sea level. The high altitudes mean that this area has short summers and extreme winter temperatures, with snowfalls at high elevations common.

Sterkspruit has approximately 1 894 inhabitants within the town itself but the actual effective population is a lot higher when considering the densely populated villages on the outskirts of town. It is calculated that the town of Sterkspruit serves \pm 31 750 households and a population of \pm 111 300 people. The service radius of the town exceeds 30km and protrudes into the Free State province. The greater Sterkspruit area is thus home to \pm 85% of the Senqu LM population.

The town suffers from a number of development issues which motivated for the need for a Small Town Development Plan focused on Sterkspruit:

- Increased migration from farms into urban areas
- Lack of middle income housing
- Lack of mixed use land
- Underutilised residential sites
- Need for social infrastructure
- Lack of urban design and restoration
- Need for cultural development
- Lack and sub-optimal dispersion of cemeteries
- Limited space / opportunities for new business investment
- Town structure too small / poorly designed to accommodate booming local economy
- Social ills on the rise
- Lack of public transport facilities
- Lack of public amenities and restrooms
- Crime in the CBD
- Town surrounded by villages & informal settlements restricting outward expansion.

Mining

Mining generates a comparatively small contribution to both GVA (0.3%) and formal employment (0.5%) in SLM, but does emerge as a leading (GPI: 124.69) comparative advantage (LQ: 2.16; 11.0% shift in share) in the District.

Agriculture

Agriculture, in spite of a lagging performance (GPI: 95.11) and negative shift in share (-1.52%), makes a relatively significant contribution to local GVA (5.5%) compared to the District (4.8%) and particularly the Province (2.1%). Moreover, Agriculture's contribution to formal employment in SLM (36.3%) and in the JGDM (36.6%), contrasted with 19.3% provincially, represents more than one third of local formal employment. Further, SLM is characterised by a strong presence of subsistence agriculture, which does not contribute directly to the formal economy but does enhance local food security and survivalist economics at household level, and further presents opportunities for skills development and growth in small-scale agricultural development.

The Senqu IDP notes that commercial farming is mainly in small stock (sheep and limited numbers of goats) together with some cattle farming. Limitations to commercial agricultural development, beyond the predominance of subsistence agriculture, lie in the limited extent of arable land in Senqu (one of the most degraded areas in South Africa) although intensive productions of selected fruit with related processing and packaging opportunities, as well as marginal production of dry beans and grain sorghum, have been identified for Senqu.

6.7 OPPORTUNITIES AND NICHES

The following provides a summary of Senqu's strategic opportunities, niches and competitive advantages:

- a. **Larger producer of wool** – Between Barkly East and Lady Grey over 1.2 million kilograms of greasy wool was produced in 2004/5. This makes Senqu one of the largest producers of wool in the Eastern Cape. Its climate and topography makes it well suited to expand this type of farming.
- b. Senqu's high altitude as a result of its mountainous areas lends Senqu as a **potential location for a high national park or conservation area**.
- c. There are a large number of freshwater rivers and streams in Senqu which are home to a diverse range of trout. **Trout fishing** can offer a unique tourist product provided it is developed further.
- d. **Bottling of fresh spring** water is a potential niche. Senqu has pure, clear water that is already being bottled on a small scale. Potential may exist for further expansion.
- e. Tiffendell Ski Resort is the only ski resort in South Africa and is uniquely positioned to capture the local skiing market. Opportunities exist to promote Tiffendell as a venue for international events such as the World Snowing Boarding Championships.
- f. **Strategic location and proximity to Lesotho** provides development opportunities near the Telle Bridge border post as well as for the revitalisation and upgrade of Sterkspruit. These provide major tourism development opportunities for both Senqu and Lesotho.
- g. Reopening of the **historic railway line** between Aliwal North and Barkly East passing through Lady Grey is also a unique development options that will attract tourists.
- h. Development plans around the **Holo Hlahatsi Dam**, especially around agricultural irrigation are a major opportunity.
- i. There is limited development potential around dry **land lucerne and maize production** in Senqu. These areas however are limited to areas under irrigation from the Orange River (JGDM LED Strategy).

6.8 LOCAL ECONOMIC OVERVIEW: SUMMARY & IMPLICATIONS:

- The **agricultural sector** is the most important sector for the local economy and its performance must be enhanced. The tourism potential must also be exploited, as there is strong potential linked to the ski industry in this area.
- **Land and agrarian** reform must contribute to the growth of the agricultural sector and not detract from it. Land and agrarian reform is related to the issues of tenure reform and resource management in the settlement areas of the municipality, particularly around Sterkspruit.
- **Dependency Challenge**. For every formally employed person there are 8.08 people that depend on the same income resources in Senqu. However, despite a large potentially economic active population (57% or 72 003 people), the economy is unable to provide the required economic and employment opportunities for all these people. In the current form and conditions, the local economy can only provide employment and economic opportunities for only a quarter (25.13%) of the potentially EAP. This calls for the drastic improvement of the socio-economic conditions to ensure that more opportunities.
- **Poverty Challenge** Despite experiencing positive economic growth between 2000 and 2010, Senqu's economy has been unable to create meaningful benefits for the poor. The poverty rate is 62.93% - much higher than the provincial average of 53.61%.

- **Employment Challenge.** Based on the official definition, more than one third (30.34%) of the economic active group in Senqu is unemployment while the district average is 23.54%. Including those not actively seeking for work, unemployment in Senqu is as high as 65% compared to 54% and 48% for the district and Eastern Cape respectively.
- **Income Challenge.** With about 50.25% of the households earning no income at all and 21.39% earning between R1 and R1600 per month, almost two thirds of Senqu households are indigent. Of these, more than one quarter of households (6134) earn R400 or less per month. This is indicative of Senqu's low economic base, a factor that makes it less attractive to investors. This has negative repercussions for the economy and the municipality as more and more people cannot afford to pay for their livelihoods and services.
- **Literacy Challenge.** Only 58.66% of the adult population can read and write compared to the provincial 66.7% and national average of 73.62%.
- **Skills Challenge.** Majority of adult population (32.21%) are unskilled. There is a major shortage of technical skills (currently only 0.19). The lack of appropriate skills affects the performance of the economy, as much as it affects the delivery of basic services.

6.9 CONCLUSION

The Senqu IDP identifies Agriculture and Tourism as the major economic drivers of the local economy. Conventional and traditional agricultural practices may offer limited returns, recognising the local environmental limitations.

According to the Joe Gqabi SMME Survey (2010), the Senqu small business community is characterised by the following trends:

- 72% are in trade/ tourism sector following by agriculture (16.7%)
- Only 22.2% are VAT registered
- Only 22.2% are Income Tax registered
- More than 50% sole traders followed by Coops 22.2%
- About 83.3% employed less than 5 people
- Only 33.3% had a valid business plan
- About 50% required advice, training and business plan support
- 55.6% do not know where to get business support and advice
- 72.2% are not members of an association
- Only 16.7% participate in DM procurement database
- 77.8% believe procurement access is not easy
- Only 50% of Senqu SMMEs are registered in Senqu supplier database

This indicates a sector that is highly vulnerable, informal and in need of a stronger support system if any meaningful growth is to be realised. Only 38.9% had received a pre-start up training.

7. CLUSTER 4: INFRASTRUCTURE

7.1 TRANSPORTATION

The National Land Transport Strategic Framework (NLTSF) embodies the overarching, national five-year (2006-2011) land transport strategy, which gives guidance on transport planning and land transport delivery by national government provinces and municipalities for this five-year period. The following general strategies have been defined in the NLTSF and to a very large extent these policies set the tone for implementation of the Joe Gqabi Integrated Transport Plan:

- Public transport will be promoted over private transport.
- Transport plans will be developed in all three spheres of government.
- Transport authorities will be promoted in selected municipalities.
- Public transport services will become safer for passengers.
- Selected public transport infrastructure will be upgraded.
- Appropriate information systems will be introduced.

Image 43: Road Maintenance in Lady Grey



Image 44: Lack of Paving in Barkly East



The Joe Gqabi Integrated Transport Plan seeks to formalize and regulate the taxi industry, the minibus-taxi fleet will be recapitalized and all subsidized road-based passenger transport services will be provided in terms of tendered or negotiated contracts.

With regard to rail transport and infrastructure, urban renewal and the linkage of road networks, the ITP and the NLTSF say the following:

- Rail institutional framework: Effective performance regulation will be introduced, and ownership and competition issues as they affect the three spheres of government will be clarified.
- Passenger rail reform: There will be re-investment of a significant scale in the passenger rail sector.
- The transport sector in government will promote the development of an urban land-use restructuring programme as part of the Urban Renewal Strategy.
- The delivery of the road network will be made more efficient.
- A strategic countrywide road network will be identified.

The ITP aims to develop a strong, diverse, efficient and competitive freight transport industry, within the limits of sustainable transport infrastructure. An appropriate shift of freight from road to rail will be promoted and is foreseen for the entire country, but this has been long awaited and is proving to be a very slow transition. A high level, long-distance inter-provincial land transport strategy will be prepared, which will assist Provincial Operating Licensing Boards (POLB's) in disposing of applications for inter-provincial services. For inter-provincial commuting, the Provincial Operating Licensing Boards (POLB's) will be informed by municipal transport plans. The 13 nodes identified in the Integrated Sustainable Rural Development Strategy (ISRDS) will be provided with improved transport infrastructure and services. **(Joe Gqabi is one of these nodes)**. Capacity building will be implemented and tools will be provided for rural transport planning, implementation and auditing. The NLTsf aims to improve traffic safety and enforcement through transport law enforcement, to complement traffic law enforcement. Pilot projects will be launched in rural areas to test solutions and develop a rural accessibility strategy. Non-motorized transport infrastructure will be planned, built, expanded and maintained. Walking and cycling will be promoted as the preferred modes in South Africa for their appropriate distances. The higher tiers of Government can intervene in the following ways:

- The integration of transport planning across all three spheres of government.
- Transport planning, communication and liaison across all three spheres of government will be facilitated.
- Possible conflicts between land-use and transport planning will be minimized through national inter-governmental liaison. This can only be done through a thorough stakeholder engagement with all the respective Government Departments, State-Owned-Enterprises, Parastatals, Non-Government Organisations in conjunction with the general public and business leaders.
- Possible land transport conflicts between provinces and municipalities should be minimized through provincial / municipal liaison structures.

In the NLTsf, a number of national key performance indicators (KPI), are defined to help monitor progress in the implementation of key policies for land transport in the national, provincial and local spheres. These KPI's are some of the most important to be considered in the Joe Gqabi District Municipal area:

- Average age of subsidized bus, minibus-taxi and commuter rail coach fleet.
- % of rural people living within 2 km of access to regular public transport services.
- % of households spending more than 10% of disposable income on public transport.
- Average % of overloaded trucks on provincial and national roads.

Research into rural passenger needs yielded two core challenges: The lack of integrated provision of infrastructure and the absence of a framework for rural roads prioritisation. Both of these aspects are of extreme importance in the Joe Gqabi DITP. The following strategy is defined for developing rural transport over the long or strategic term:

- Develop a Coordinated Framework across national government for defining rural sustainability.
- Fund social or Non-economic Infrastructure in a transparent fashion.
- Establish better data on the degree of needs for access roads.

Rank Facilities

The District Municipality has three formal Taxi/Bus ranks in Aliwal North, Mt Fletcher, Maclear. In other towns, there is a dire need for these rank facilities, especially in Senqu LM. Bus shelters are present in Barkly East, Lady Grey and Venterstad.

Image 45: Taxi shelter in Barkly East



Image 46: Bus Shelter in Barkly East



The taxi/bus shelters depicted above are located in Barkly East. More are intended to be built and a formal taxi rank is also envisioned in the future.

The Integrated Transport Plan for Joe Gqabi DM has identified a number of public transport facilities projects for implementation and for some of them, project improvement plans. The Barkly East Taxi Rank has been earmarked for improvements; the existing loading area for long distance passengers is to be paved and a shelter for waiting passengers are to be added. The cost of the project will total R0,96 million.

Sterkspruit’s Main Taxi Rank will also receive upgrades. A large minibus-taxi rank with all the additional facilities, which is to cater for both long distance and commuter services, is to be constructed in the centre of this town of which a very large percentage of its population is totally dependent on public transport. The cost of this project will be R17 million.

Rail Infrastructure

A section of one of the premier rail lines in the country (East London to Bloemfontein), crosses through the Joe Gqabi DM area. The residents of Burgersdorp thus have access to the passenger trains of Shosholoz Meyl (National Department of Transport), on this route. The Aliwal North – Barkly East railway lines have both been abandoned, but the rails are still in place.

Road Network/National Roads

The N6 from Aliwal North to the other side of the Stormberg Pass does not run through SLM but it is a major transport linkage route for the district and the Eastern Cape. The N6 is the major link national road between Eastern Cape and the Free State, with it also linking Eastern Cape and Gauteng. The N6 falls under the jurisdiction of the South African National Road Agency Limited. This road section is in very good condition.

Provincial Roads

There are 3 314 km of road under the jurisdiction of the Eastern Cape Provincial Department of Roads and Transport in the District municipal area. These roads are classified as Trunk Roads and Main Roads. The

most important trunk roads are Burgersdorp – R56. The most important main roads which are surfaced within SLM are: R58 - Norvalspont – Venterstad – Burgersdorp – Aliwal North Lady Grey – Barkly East and R393 - Lady Grey – Sterkspruit. The Sterkspruit – Tele Bridge (Lesotho) road link has recently been upgraded, this road links Eastern Cape to Lesotho.

In terms of pavement conditions, the Lady Grey – Sterkspruit road is considered to be in poor to very poor condition. Most of the other provincial roads, with the exception of isolated sections, are in a fair condition.

Other Roads

The District has more than 10 455 km of roads, which are currently classified as Access Roads, other than national and provincial roads. These roads and their maintenance and management are the responsibility of the four local municipalities with only contracted help by the District Municipality. It is at this level that a chronic lack of funding has retarded the development of much needed access roads.

Airfields

According to information attained from the South African aviation website there is only one airfield in SLM, this airfield is located in Barkly East. A new airstrip, primarily aimed at the tourism market for the Tiffindell Ski-Resort, is being planned.

Scholar Transport

The Department of Education has awarded 87 scholar transport contracts in the Joe Gqabi District. The demand for this service outweighs the supply. This has surfaced strongly and eminently during the ward planning exercise. The safety and condition of vehicles which are transporting scholars is also a matter which needs to be investigated in order to provide the safest mode of transport for scholars.

Streets

Streets within towns are the responsibility of the relevant local authority. SLM is currently in the process of resurfacing some sections of the streets of Lady Grey with bricks, this option is a faster and cheaper one in the short term and costs less to maintain than asphalt roads.

Image 47: Resurfacing of streets in Lady Grey



Image 48: Resurfacing of streets in Lady Grey



Public Transport and Facilities

There is a drastic need to improve public transport facilities in SLM, especially at Sterkspruit and Lady Grey. Related to the provision of public transport is the need for basic essential services such as water, sanitation and shelters at key facilities. There is a need to provide these services at all the nodes (rural and urban) as defined in the Spatial Development Plan. Areas with high dependency on public transport especially the primary and secondary nodes should receive priority.

In the District area there are ten taxi associations with 595 members, 340 vehicles and 147 permits. Only between 25% and 50% of these vehicles are currently operated legally. In the District there is the large percentage of people not making use of public transport because of unemployment and high poverty levels.

The lack of access roads is very problematic in many communities in the area, especially in the mountainous areas of the northeast. Because of this, the few operators offering services under these conditions are experiencing wear-and-tear to their vehicles and this dissuades them from operating in such routes. As a result, the unsafe “bakkie” taxis are predominantly in use in these areas.

Pavement Management System

During the 2005/6 financial year a pavement management system was developed for the District to set in place a system for effective maintenance of streets within urban areas. The plan covered an estimated 320km of unpaved roads and 80km of paved roads, and revealed that the condition of the urban road network of the District is generally poor.

Barkly East however, has good to very good pavement conditions, where there used to be foot paths there are now properly constructed and maintained sidewalks and pedestrian bridges. In Sterkspruit there areas which have no paved sidewalk for pedestrians and in some stretches of the road pedestrians have to use the shoulder of the road.

Image 49: Brick Paving in Barkly East



Image 50: Brick Paving in Barkly East



Storm Water Drainage

Storm water drainage forms part of the maintenance of roads and as such is included in the budgets of the local municipalities for roads. The District through funding from the DBSA supported the local municipalities in the development of pavement management systems.

The pictures below illustrates that the capacity of stormwater drainage in this particular locale (Khwezinaledi Township, Lady Grey) is sufficiently adequate. Problems might arise however, when the maintenance of clear stormwater drains is neglected, compounded by heavy stormwater flows from rains.

Image 51: Pavement Management



Image 52: Pavement Management



7.2 LINKAGES AND ACCESSIBILITY

The need for measures to resolve conflict with land use planning is stated as follows in the Eastern Cape Provincial Land Transport Framework:

“Effective land use and development is largely dependent upon the provision of transport infrastructure. Access to schools, rural agricultural areas, residential suburbs and industrial developments is often the key factor in the effective utilisation of such facilities and should therefore be included in the initial planning processes.”

The NLTA requires land transport planning to be integrated with the land development process. The transport plans must be within the context of the Integrated Development Plans (IDP’s) and Land Development Objectives (LDO’s). The importance of the interaction between land use and transport planning can therefore not be over-emphasized.

The Joe Gqabi Spatial Development Framework provides a wealth of information, which will guide economic and transportation planning in the immediate future. In essence the Joe Gqabi Integrated Transport Plan is an implementation tool for all three of these proposed strategies. The following are important guidelines reflected in the framework:

Primary node and provincial gateway: Aliwal North

This town is viewed as the primary urban node of the study area and the provincial gateway into the province. It is considered as the focal point for growth and development in the district. Provincial access roads should therefore be of a high standard in order to ensure maximum mobility along this route.

Secondary node: Sterkspruit and surrounding settlements, including Holo Hlahatsi Dam

Sterkspruit has a large investment potential in commerce, trade and tourism (dam). This node has a large catchment area which draws water from Lesotho, the Free State and surrounding settlements. Sterkpruit is a town viewed as a major secondary node. Adequate access roads are require in this area of SLM; these roads will link Sterkspruit to the immediate rural surrounding area.

Tourism potential: Eastern Mountainous Area

The scenic and mountainous natural surroundings of this area make it an ideal location for nature-based tourism such as hiking, fly-fishing, mountain biking, skiing, etc. It is clear that the existing, mostly gravel, trunk road network in this area is inadequate. It is in the best interests of the local economy for these roads to be upgraded to tar roads; this will hopefully lead to more tourists visiting and spending their money and should encourage more investment in the years going forward.

Intensive agriculture

Pockets of high potential agricultural land occur in the eastern region of the district. Routes to the primary markets are to be identified and planned. This will lead to a more economically efficient way of extraction of resources; it will also encourage growth in other subsidiary sectors of the economy.

Extensive agriculture

These occur in the Western region of the district. It is one of the most important economic industries in the study area. The maintenance of the gravel road network in this area is very important. If or when gravel roads are not properly maintained this will lead to disinvestment and some other unforeseen sectors of the local economy will suffer.

Main access road: N6

It is the main access road through the district and links the interior of the country with the coast. (Aliwal North to Jamestown and beyond). It has been upgraded for most of its length through the district recently.

Main railway line

This main line from Gauteng to East London passes through Burgersdorp in the Joe Gqabi DM area. Some railway lines are existent but are not in use.

Rural Settlement nodes

In the SLM (Sterkspruit area), the identified rural nodes are Herschel, N dofela, Qoboshane and Hillside. These nodes are to be prioritized first for upgrading access roads funding.

Tourism loops and routes

An alternative tourist route has been defined from Kwa-Zulu Natal to the Cape through Mthatha, Ugie, Elliot, Barkly-East, Lady Grey, Aliwal-North, Burgersdorp, Venterstad and Colesberg. The following tourism loops have been identified: Barkly – Sterkspruit – Lady Grey (255 km), Elliot – Barkly East – Rhodes – Maclear (332 km).

Image 52: Towns and Directions



Image 53: Towns and Directions



7.3 ROADS AND STORMWATER MANAGEMENT

Tarred Roads

The provincial trunk road, R58, linking Barkly East, Lady Grey, Aliwal North and Burgersdorp is in a fairly good condition though certain sections of the road need urgent improvement as potholes are starting to develop. This is due to the fact that this area has the second highest rainfall figures in the region and at times the road has to be scraped in severe snow and this leads to the deterioration of the road.

The provincial roads do have the grass cut at the sides of the roads and have had their crash barriers repaired in a number of places. Patching of potholes has however not been at the pace necessary to prevent accidents and unnecessary wear and tear on vehicles.

Gravel Roads

Most of provincially maintained gravel roads have deteriorated significantly to the level where they would desperately need re-gravelling rather than occasional patchwork. The general mode of distress is potholing and corrugation caused apparently by inadequate drainage systems.

In the past there has not been enough funding which has been allocated for any rehabilitation of the roads and so all that could be done was just filling of potholes and general patching. This has resulted in most of the top surface of roads being eroded to the road bed. Poor drainage has in some cases led to roads being impassable in wet weather. The deterioration of the roads is compounded by heavy vehicles which use the roads in transporting cargo.

There are numerous schools, clinics and activities that are key to the local economy, which have been adversely affected by the poor state of roads. Medical samples cannot be transported on some roads, police cannot access some areas for crime prevention, agricultural transport cannot collect livestock, wool, wood and maize which have a significant economic impact on both commercial farmers as well as farmers in the previous Transkei who are improving to a level where they do have surplus to sell. The poor state of roads will continue to contribute to revenue loss in the form of road users paying more to repair and maintain their vehicles, disinvestment from business people in the area and more importantly the poor state of roads may also have an impact on the lives lost on our roads each year.

The Department of Roads and Transport is addressing this issue however, it is implementing a system called Area Wide Maintenance in Senqu.

Access Roads

Maintenance of the Access Roads are the responsibility of the municipality in terms of the Municipal Structures Act, however there is a significant challenge around capacity, knowledge, resources and magnitude of the backlogs for them to effectively implement such service.

The lack of maintenance of these roads severely impacts on social and economic development of the area. In 2001 the responsibility of the maintenance of these roads became a function of local municipalities which were created once wall to wall municipalities were established. The municipalities had previously not been involved in the maintenance of such roads and as such, have been severely challenged.

From a developmental perspective, SLM has been focusing on access roads in the rural areas and the municipality has been spending at least R5 million per annum to upgrade the access roads.

Streets

Streets within towns are the responsibility of the relevant local authority. During 2005/6, a pavement management system was developed for the district area to set in place and system for effective maintenance of streets within urban areas. Incorporated into the pavement design is provision for stormwater management and disposal.

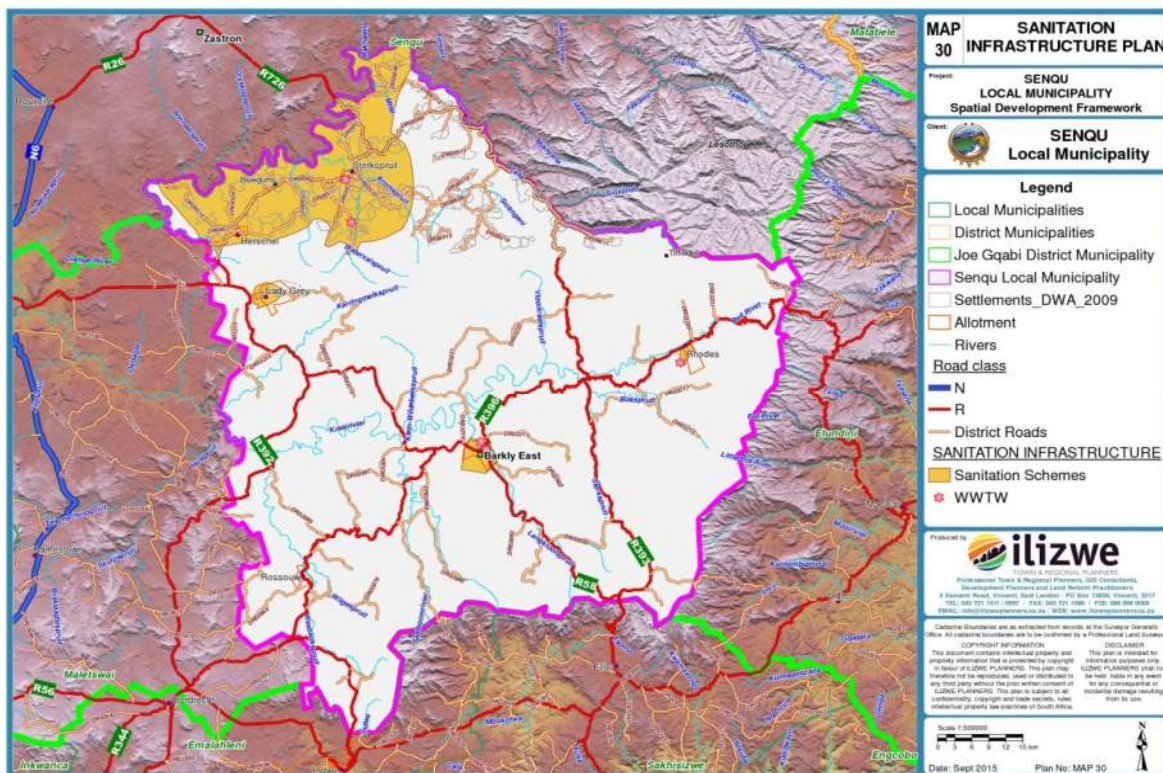
Streets within townships in all the urban settlements are of very poor condition leading to localized flooding in bad weather, impassable roads and poor access. Streets in the main part of town have not been maintained for a number of years and priorities of municipalities changed to focus on the previously disadvantaged areas, and this has led to some streets deteriorating beyond reasonable repair.

The state of the streets of an urban settlement has an impact on investment by outsiders into the area.

7.4 SANITATION INFRASTRUCTURE

Although most of the population does receive water, only 45% of the population within SLM is provided with sanitation provision. The biggest challenge being experienced currently is the cost to eradicate the backlogs in providing sanitation in the rural areas. Laying down the infrastructure requires a large initial investment and maintenance has to be carried out thereafter which will be hugely expensive.

Just over 40% of households have no form of sanitation. This is slightly below the 1996 figure. The figure however is much higher than both the provincial figure of 31% and the national figure of 13%. Most of the district’s backlogs with regard to water supplies are in rural areas particularly around the former Transkei.



Map 27: Sanitation Infrastructure Plan

The inadequate provision of water in Barkly East and Lady Grey is seriously detrimental to future investment and economic growth in these towns. When water is not provided sufficiently new business ventures will be discouraged from entering these towns. Furthermore, businesses in these towns which are overly dependent on water for their operations may be forced to relocate.

The lack of adequate water supplies also has a negative impact on the agricultural sector, as farmers are unable to fully irrigate their crops. This in turn leads to low crop yields which will impact negatively on the districts income, given that agriculture contributes 6.5% to the JQDM GGP. The tourism sector is also impacted by a lack of water since tourists will be discouraged from visiting JQDM if they cannot obtain water.

Adequate sanitation is significant in terms of both hygiene and raising people’s human dignity. This infrastructural requirement can impact a great deal on the Tourism Sector and the development of residential areas. A lack of sanitation will inhibit either of these.

7.5 WATER INFRASTRUCTURE

Water source	Number	%
Regional/local water scheme (operated by municipality or other water services provider)	22647	59.52
Borehole	3366	8.84
Spring	4464	11.73
Rain water tank	966	2.53
Dam/pool/stagnant water	1155	3.03
River/stream	2997	7.87
Water vendor	714	1.87
Water tanker	957	2.51
Other	783	2.05
Total	38049	100

Table 26: Water Source

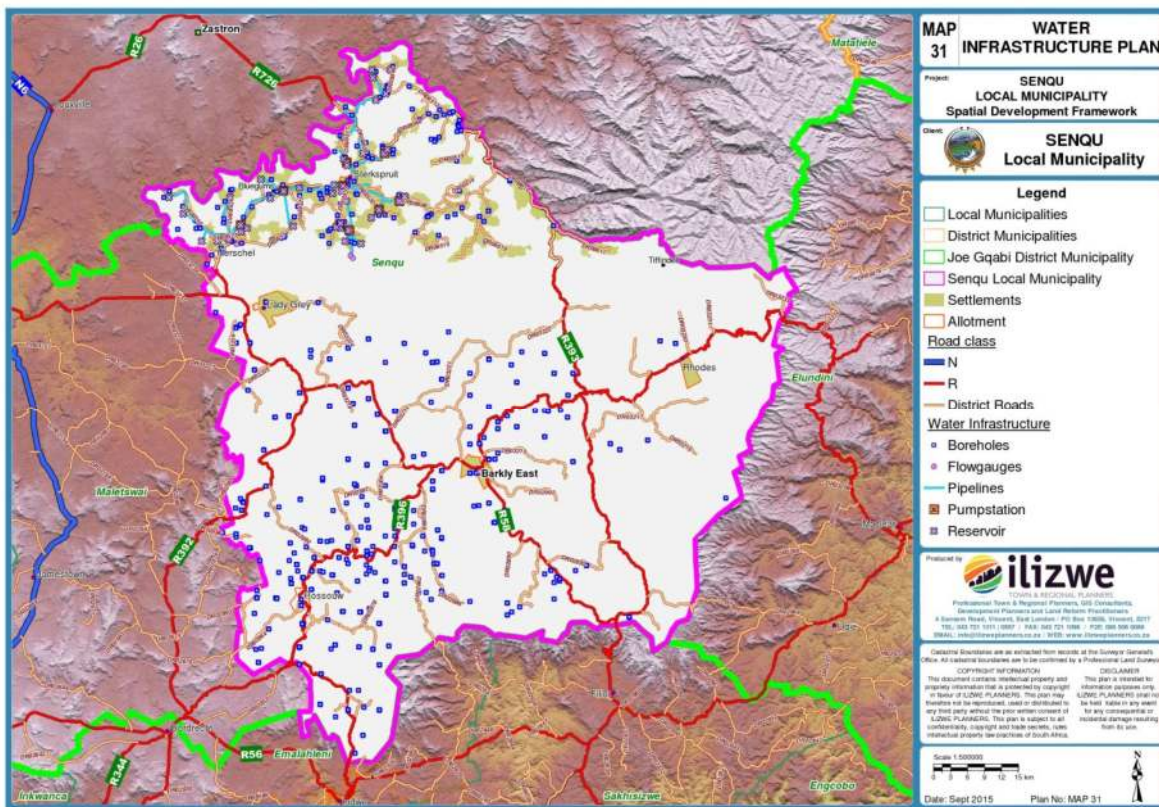
From the table above it is evident that a large majority (59.52%) of potable water is supplied by the District and Local Municipalities. The Local Municipality oversees the provision of water in urban areas and settlements, while the District Municipality is in charge of providing water to the rural areas and settlements. A combined 20.57% of water comes from underground sources (i.e. Boreholes and Springs). The rest of potable water (i.e. Rain water tank, Dam/pool/stagnant water, River/stream, Water vendor, Water tanker, Other) comes from other sources which account for a combine 19.91%.

Joe Gqabi DM is the Water Services Authority, whereas SLM is the Water Services Provider and provides water to the urban areas. Bloem Water (water board) provides water to the rural areas. However this situation is to change with the DM taking over all water and sanitation functions.

SLM has the highest level of unserved population in the JGDM area. This is owing to the fact that most of the population is concentrated in the former Transkei homeland which experienced a very low level of service before 1994.

SLM does have more water available than is required; however it is not spread in such a manner to satisfy the needs everywhere. The towns that have been experiencing water shortages are Herschel, Lady Grey and Rossouw. The town that has just enough water to satisfy the demand and might experience water shortages in the near future is Sterkspruit.





Map 28: Water Infrastructure Plan

Image 54: Water Treatment Works in Sterkspruit

Image 55: Water Treatment Works in Sterkspruit



The above-shown pictures depict the water treatment facility in Sterkspruit.

The challenges being currently experienced include broken water pipes, non-functioning pipes, water unavailability and poor pressure in some areas. The costs involved in eradicating the backlogs in water provision in the rural areas are far too high. The operation and maintenance of existing water services schemes is another factor that is problematic in terms of capacity and expense.

Image 56: Water Pipes



Image 57: Stormwater Drainage



Image 58: Stormwater Channel



Image 59: Stormwater Drainage



7.6 ELECTRICAL INFRASTRUCTURE

Although most of the communities in the SLM area have access to electricity, there are some communities that still need to be connected to the electrical grid. This can either be done by electricity installation or in upgrading of the existing lines as most of the lines, particularly in Sterkspruit and surrounding villages, are very weak.

The key challenges in electrification are as follows:

- Poor maintenance in areas managed by SLM;
- Supply in the rural areas is not at a capacity to support economic growth;
- Irregular supply of electricity has affected a number of schools, clinics and other social facilities;
- Additional infrastructure capacity is required to eradicate backlogs.

In instances where the municipality is the service provider for electricity there are significant challenges, mainly over the areas of maintenance. It should be noted that a poor electrical service has a significant impact on the economic development of the area. Alternative energy supplies such as solar systems must be considered, specifically in the rural areas which have the greatest backlogs. Although a majority of the SLM communities have access to electricity, there are some communities that still need electrification either in the form of electricity installation or in upgrading of their existing lines as most of the lines particularly in Sterkspruit and surrounding villages are very weak.

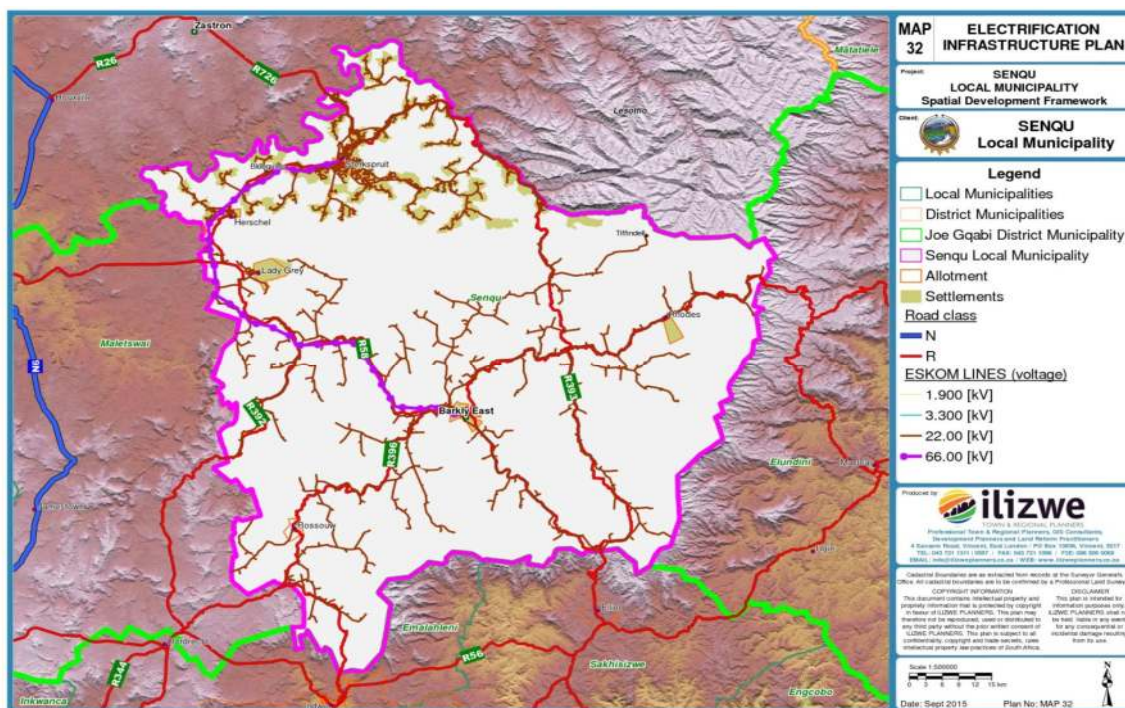
Image 60: Solar Powered Street Lights

Image 61: Power Station



The picture above to the left was taken in Lady Grey, the street lights in some areas are powered by solar energy. The use of this type of innovation can also be expanded into other areas of the municipality in order to promote energy efficiency.

From the information in the Electrical infrastructure plan it is observable that all of the towns of SLM are electrified, they are mainly supplied by 22kV Eskom power lines. The high transit routes along the R58 and the R392 are where the bulk heavy current electrical power lines of Eskom are found, these distribute power to lower voltage power lines. Although a large majority of the power lines infiltrate into most of SLM’s urban and rural settlements, there are some isolated pockets of land which do not receive electrical supply at all. These areas are high up in the mountains and in areas of rugged terrain, thus electrical supply is not necessary. The densest areas in the north which include Sterkspruit and the surrounding settlements are the most electrified areas because there are large amounts of people in these areas and the settlement pattern is much more compact and dense.



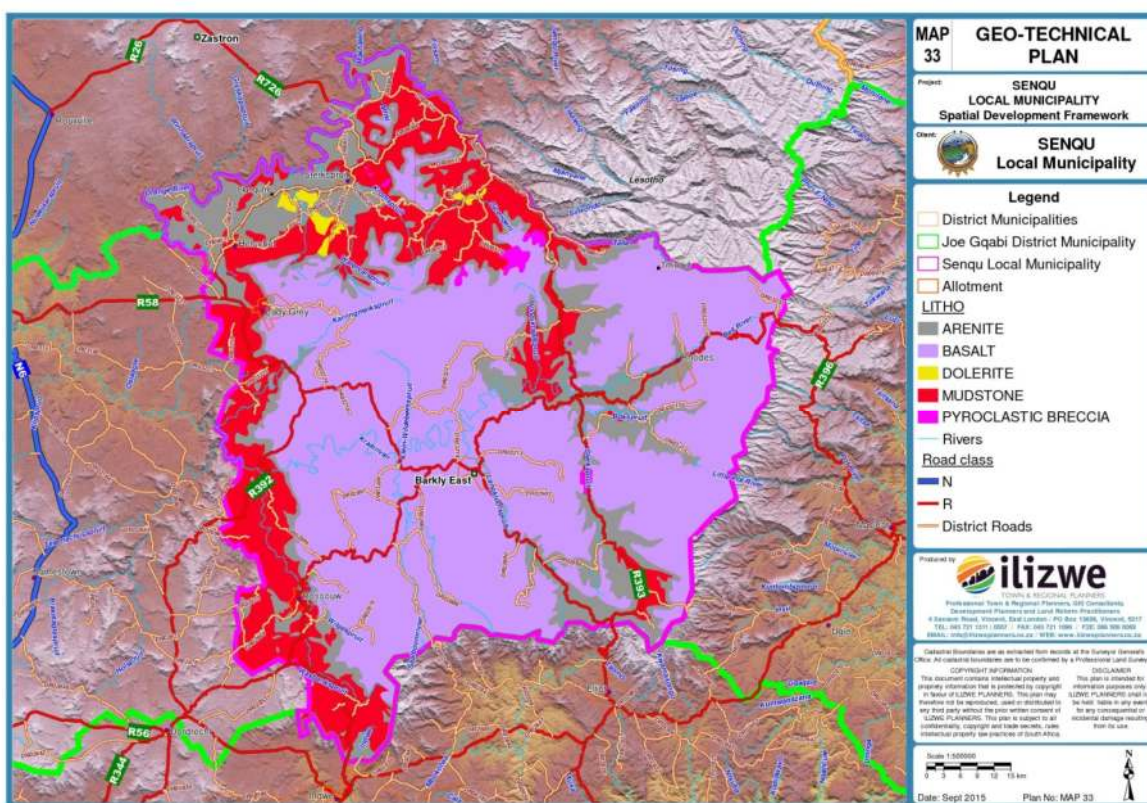
Map 29: Electrical Infrastructure Plan

7.7 GEO-TECHNICAL STUDY

The plan below depicts the geotechnical aspect of SLM. From the plan we can see that a large part of the study area is dominated by Basalt, which is a very stable rock type but when cut slopes form very steep embankments in the case of road or highway construction the proper measures must be put in place to ensure the safety of all. The second most prevalent bed-rock type is Mudstone, from the plan we can see that Mudstone deposits are mainly in the western border and the northern border of SLM. Mudstone is a fairly stable rock type but one of the most important factors affecting slope stability is the infiltration of rain water. In cases where very high levels of rain are experienced and infiltration into mudstone-soil mixture occurs this can result in very unstable surface conditions.

Arenite is sometimes referred to as sandstone, this rock type is most prevalent in the northern areas of SLM, there are also Arenite deposits in the eastern and central regions of SLM. Since Arenite is sandstone it is very porous and can hold large amounts of moisture, it also allows for the movement and filtering of fluids through porous materials. This essentially means that this rock type allows for the formation of aquifers underneath sandstone surfaces.

Dolerite and Pyroclastic Breccia are the least prevalent rock types. Pyroclastic Breccia is a rock type associated with volcanic activity but can also trace its origins to sedimentary deposition. This rock type is more abundant in mountainous regions and the study area is in close proximity to the Drakensburg Mountains which explain the occurrence of this rock type.

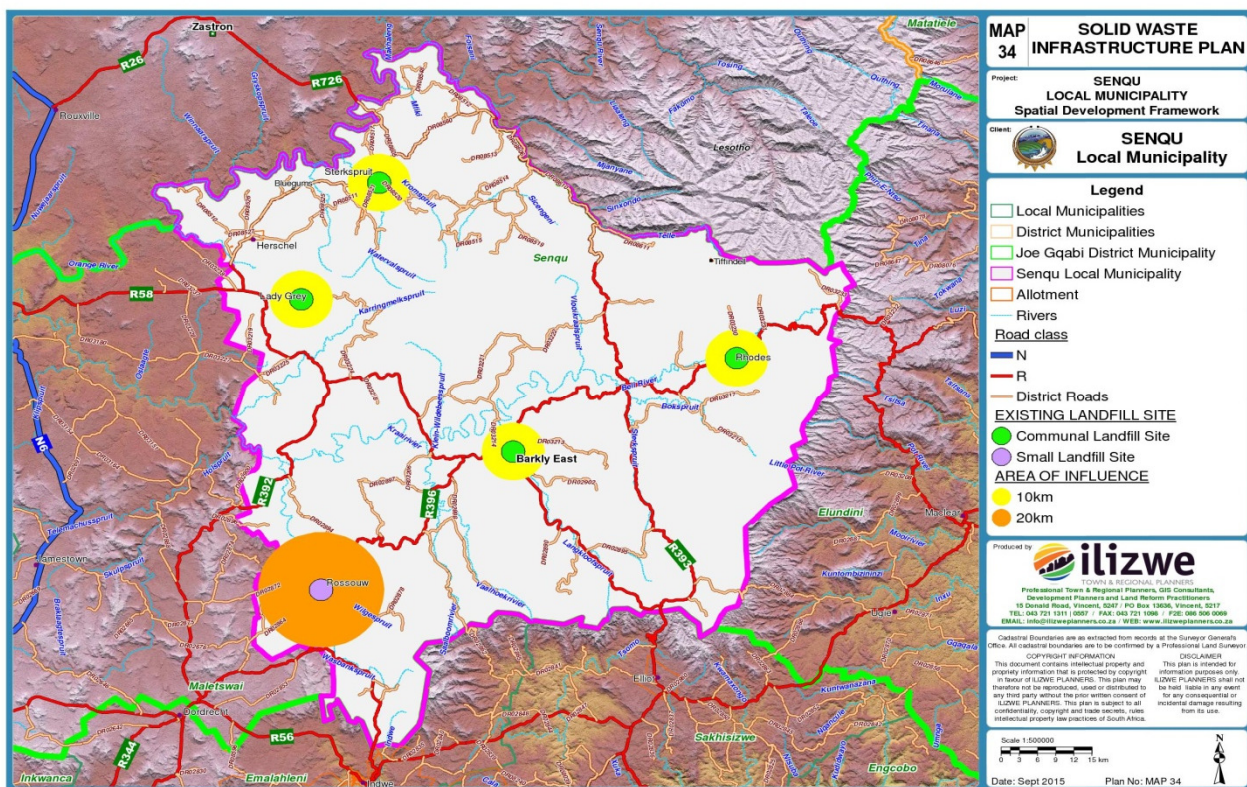


Map 30: Geo-technical Plan

7.8 SOLID WASTE

Currently, Waste Management Services (WMS) are rendered on a weekly basis to most of the residents in urban areas of SLM by the municipality, but there are substantial backlogs. Refuse collection is a function of local municipalities. Access to refuse removal services is very low in the informal settlements, a large number of households make use of their own refuse dump.

Solid waste sites are located in all of the three major towns of SLM namely; Barkly East, Sterkspruit and Lady Grey. In Barkly East the solid waste disposal site is located on the outskirts of town; the left picture below shows the solid waste site from a distance away. There is a solid waste site in Lady Grey near the western border of the town; this particular solid waste site also has an incinerator where trash is burnt. Sterkspruit also has a solid waste site within its town boundaries but there are still a lot of people who burn their waste instead of it being collected.



Map 31: Solid Waste Infrastructure Plan

Image 62: Solid waste site



Image 63: Incinerator



The picture above to the right illustrates the incinerator in Lady Grey’s outskirts. Below are pictures taken in Sterkspruit where the women have collected all solid waste and have incinerated only the flammable pieces of rubbish.

Image 64: Sterkspruit Burning of Rubbish Image 65: Sterkspruit Burning of Rubbish



7.9 PROJECTS IN PROGRESS

Table 27: Projects in Progress

Project Description	Funding Source	Total Budget
Market the Senqu Local Municipality as a tourist destination	Development Agency/DEDEA	R300 000
Upgrade the following key tourist access roads: -R58 between Aliwal North and Lady Grey R726 between Sterkspruit and Zastron -R393 between Sterkspruit and Telle Bridge Border Post -Access roads to Rhodes and Wartrail/New England	DEDEA/DoT	R200 000 000
Grade and maintain the eight passes	DoT	R10 000 000
Develop new and upgrade existing picnic sites and viewing points	DEDEA	R1 000 000
Pave roads in Wards 14, 16, 19 and 10.	DoT	R10 000 000
Maintain and upgrade existing access roads and stormwater.	DoT	R10 000 000
Provide adequate cost effective sustainable basic services.	DLG&TA	R200 000 000
Maintain and upgrade the existing electricity network.	Eskom	R100 000 000
Provide taxi stops in Sterkspruit at Rietfontein, Silindini, Ntsimekweni, Rockcliff, Skizana, Mokaesi, Ninanna, Phelandaba, Macaguma, Manxeba, Nomlenyana, Ndotela and Nkopane.	DoT	R50 000 000
Planned Housing Projects in Sterkspruit	DoHS	R 4 048 465
Planned Housing Projects in Senqu	DoHS	R 4 105 500
Emergency Housing	DoHS	R 4 760 000
Planned Housing Project in Rhodes (greenfields) & insitu	DoHS	R 600 000
Planning Housing Project in Barkly East & services & 298 Top Structures	DoHS	R 625 000

8. IDP ALIGNMENT

8.1 INTRODUCTION: THE IDP AND POLICY ALIGNMENT

The basic purpose of Integrated Development Planning is to achieve faster and more appropriate delivery of services and provide a framework for economic and social development in a municipality. Integrated Development Planning creates a planning environment that allows for the integration and alignment of government's delivery priorities and objectives and is aimed at eliminating the development legacy of the past.

The Integrated Development Plan (IDP) is the municipality's key strategic planning tool. It is described in the Municipal Systems Act (MSA) 32 of 2000 as:

- a) "...the principal strategic planning instrument which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality";
- b) "...binds the municipality in the exercise of its executive authority...";

Senqu Local Municipality (SLM) will review its IDP and Budget in accordance with the requirements as set out in the Local Government: Municipal Systems Act (MSA) 32 of 2000, the Local Government: Municipal Planning and Performance Management Regulations 2001 and the Municipal Finance Management Act 56 of 2003.

In terms of the South African legal and policy framework, Spatial Development Planning is mandated, given substance to, and guided by the Local Government Municipal Systems Act, 2000 (Act No. 32 of 2000), the Local Government: Municipal Planning and Performance Management Regulations, 2001, the National Development Plan, 2011, the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and the Department of Rural Development and Land Reform's Guidelines on the Preparation of Spatial Development Frameworks, 2011.

IDP VISION

The vision of the 2015/16 IDP reads as follows:

"A unified, people-centred, developmental and vibrant municipality"

MISSION

In pursuit to achieve its vision, Senqu Municipality will strive to:

1. Promote a culture of good governance,
2. Promote a culture of performance excellence,
3. Develop and maintain appropriate and economic infrastructure,
4. Develop and retain human capital,
5. Adopt a zero-tolerance against corruption,

6. Promote a conducive environment to stimulate economic development,
7. Implement appropriate financial management systems to ensure the continued growth and viability of the Municipality,
8. Ensure regular and scheduled public interaction with communities to enhance accountability and people-centred planning,
9. Provide basic service delivery needs to communities in an equitable manner,
10. Encourage the maintenance of a safe and healthy environment.

2030 VISION

In pursuance of its goals SLM has also adopted a 2030 Vision, which reads as follows:

1. We would like to activate the rural economy through the stimulation of small scale agriculture and tourism. In order to do this we need to:
 - Improve the road infrastructure and signage of areas
 - Package tourism products per region
 - Make people aware of tourism
 - Assist tourism organisation to promote and market the area
 - Ensure that tourism owners are graded and maintain certain standards
 - Beautify the towns and keep the CBD's clean and beautiful
 - Fence off demarcated agricultural areas
 - Mentor projects on how to produce and market goods together with necessary business skills
 - Ensure tenure security for farmers
 - Encourage the procurement of goods and services from locally based businesses
 - Engage and partner the private sector to create upstream and downstream agricultural industries

2. We would like to see that our towns are developed to their full potential. In order to do this we need to:
 - Beautify CBD areas
 - Train residents in waste management so that recycling may occur
 - Strictly enforce by laws
 - Ensure that all buildings are maintained on a regular basis by private citizens and the municipality
 - Enforce bylaws to destroy unsightly and old ruins
 - Cut the grass on a regular basis
 - Patch potholes and keep gravelled streets in good conditions
 - Pave roads where possible
 - Keep storm water drains open
 - Engage investors in developing underutilised and unserviced grounds
 - Strictly manage stock on the commonage
 - Ensure that portions of the commonage are kept for poorer residents to utilise for food lots
 - Ensure that stray animals are impounded
 - Improve and maintain electrical infrastructure
 - Improve and maintain water and sanitation infrastructure

- Improve and maintain telecommunications
 - Involve residents in the maintenance and beautification of their environment
 - Utilise the supply chain management mechanism to develop SMME's
3. We would like a well-functioning and transparent local government. In order to do this we need to:
- Install a performance management system that assesses all staff on an annual basis based on organisational and departmental targets
 - Ensure that community complaints are dealt with in a systemic manner
 - Ensure that an effective public participation system is developed and implemented
 - Ensure that all records and information are effectively filed and maintained
 - Train officials in customer relations and how to deal with complaints
 - Train officials to be able to communicate effectively in all 3 languages spoken in the area
4. We require a financially viable municipality. In order to do this we need to:
- Revise our supply chain management to ensure the effective and efficient usage of municipal resources
 - Ensure that officials know and abide to supply chain management procedures
 - Ensure that the capital budget is planned for a 5 year cycle rather than annually
 - Ensure that cash flow projections are accurate on a monthly basis so that money can be invested
 - Ensure that officials deliver services in the most cost effective manner
5. We would like to have a vibrant local economy. In order to do this we need to:
- Improve road infrastructure so that goods may reach markets
 - Identify available land for agricultural and residential purposes
 - Engage traditional authorities to participate in all development opportunities
 - Engage business on development opportunities and what the municipality can do to assist
 - Assist co-operatives to become more business orientated
 - Improve the telecommunication infrastructure
 - Look at developing the communication and computer skills of the youth

8.2 SENQU MUNICIPALITY IDP

The IDP contains the development priorities of Council for its term of five years and forms a commitment between the municipality and its residents about how and where development will take place.

The document also seeks to incorporate, resolve and take cognisance of the findings of the Auditor General, Internal audit and the previous findings of the IDP Assessment 2014-15 as well as the Municipal turnaround strategy. In addition, the Municipality is looking at expanding its planning horizon and moving it from a 5 year to a 20 year timeline.

DEMOGRAPHIC STATISTICS

The 2011 census figures give Senqu Municipality a population of 134 150 compared to the 2001 Census estimate of 135,141 (Statssa, Census 2011). This indicates that the population is decreasing. The population decrease can be attributed to out migration as people move to seek jobs and

schooling and increasing urbanisation which is linked to decreased family sizes and women giving birth at older ages. The Municipality however disputes the accuracy of these figures due to the scattered and mountainous nature of the Municipality; the rural population was not adequately accounted for in the census.

The majority of the population is still centred around the former Transkei homeland with Sterkspruit at the centre. The majority still reside in rural areas which include rural villages and farm households. The population density is estimated at 16.12 persons per km².

However, household numbers are increasing from 33 904 (2001) to 38 046 (2011). This is due to the effects of urbanisation and participation in a world economy which means that the cost of large families and households are prohibitive. This is shown in the statistics which show that the average household size has dropped from 4 in 2001 to 3.5 in 2011. The corresponding need for infrastructure and social services has not declined due to the high number of indigent people. This means that there is a risk that the equitable share contribution will remain insufficient to provide basic services as set out in the Constitution.

SOCIO –ECONOMIC SUMMARY

Data from the 2011 Community Survey indicates that the average unemployment rate of the Senqu Municipality is 35.5 %. This only includes people that are actively searching for work. Based on the official definition, more than one third (30.34%) of the economic active group in Senqu is unemployed while the district average is 23.54%. Including those not actively seeking for work, unemployment in Senqu is as high as 65% compared to 54% and 48% for the district and Eastern Cape respectively. The dependency rate is 71.4% (Stats SA, 2011).

Between 2000 and 2010 formal employment growth was negative at -2.27%, performing worse than the district (-1.23%) and province (-0.21%) respectively. The reason for negative formal employment growth can be attributed to:

- Poor performance of agriculture, trade and manufacturing sector;
- Over-dependency on the services sector;
- Recession and global environment.

However, also of concern is the quality of available jobs in Senqu. For example a majority of the informal and formal employment is in the Agriculture and Trade sector, if one excludes the services sector. These jobs are not high paying and therefore do not necessarily provide a good quality of life.

Despite experiencing positive economic growth between 2000 and 2010, Senqu's economy has been unable to create meaningful benefits for the poor. The poverty rate is 62.93% - much higher than the provincial average of 53.61%. Dependency on social grants is highest in Senqu (37.42%) compared to the district (34.46%), provincial (31.54%) and national (22.68%). Also, the state of household savings reveals a high degree of indebtedness (- R464) for Senqu which further exacerbates the poverty challenge.

With about 50.25% of the households earning no income at all and 21.39% earning between R1 and R1600 per month, almost two thirds of Senqu households are indigent. Of these, more than one quarter of households (6134) earn R400 or less per month. This is indicative of Senqu's low economic base, a factor that makes it less attractive to investors. This has negative repercussions for the economy and the municipality as more and more people cannot afford to pay for their livelihoods and services.

SERVICE DELIVERY PERSPECTIVE

70 % of households live in a formal dwelling and 68.5 % own their own dwelling. The 2011 census reveals that Senqu has an unserved population of 7 209 households out of 38 046 with water which is under 20% (Statssa, 2011)

Whilst most of the population does receive water, sanitation provision which was lagging behind lags with 45% being unserved has improved with just under 6000 households having no access as can be seen in the table below. However Senqu still has to eradicate 645 bucket toilets which are in wards 14, 16 and 19. Households with no toilets: Ward 7 has the highest number at 712, followed by 604 in ward 10 and 598 in ward 16. In ward 16, this is due to the fact that Zakhele in Rhodes has virtually no toilets. However this situation is improving.

Apart from the backlog, Senqu is experiencing problems with decaying and poorly designed water and sanitation systems that were not designed to cope with the additional demands placed upon them and which have come to the end of their lifespan. Illegal water connections also create problems with water pressure.

The electrification and telecommunication network in Senqu is insufficient with poor quality experienced in many areas. The main problem with the electrification network in town is the high amount of leakage. Waste management remains a problem with insufficient staff and old vehicles which constantly break down. In addition the waste sites are poorly maintained and recycling initiatives are small due to the limited budget available.

Environmental management is poor due to limited staff and budget and many by laws are not enforced due to the factors already mentioned. Many town planning by laws are broken and illegal land invasion occurs on a regular basis.

Access roads and bridges in the rural area are generally of a poor standard due to lack of maintenance and staff. Rural people struggle to access services due to this especially during the rainy period when the roads become impassable and flooded. Access to clinics and schools remains a challenge as people still have to walk long distances and the quality of the service is limited.

Development Priorities

1. Roads - Priority areas are places with no approach roads. In W 14, 16, 19 and 10 the emphasis is on paving roads.
2. Land – Lack of land and tenure problems. The SDF indicates Sterkspruit as priority node. The expansion of Sterkspruit and the development of Barkly East are a priority issue
3. Job creation – Need to improve skills level of the population
4. Recreational facilities – Needed in every ward especially for youth
5. LED – Look at agro processing e.g wool washing.
6. Communication and public participation- Public participation must be increased. Network poles and transmitter poles for television are desperately needed in most areas.

The following are priorities outside of the Municipality's powers and functions but need addressing:

- 1) Water
- 2) Sanitation
- 3) Electricity
- 4) Disaster management

The Relationship between the SDF and the IDP

In support of the SDF, the IDP needs to:

- Provide a clear strategic vision, set of goals and objectives of the municipality
- Identify the challenges currently facing the municipality that can be tackled in the long-term spatial plan of the municipality
- Give an indication of the priority funding allocation

In support of the IDP, the SDF needs to:

- Give physical effect to the vision, goals & objectives of the municipal IDP
- Visually indicate and co- ordinate the spatial implications of the municipal sector plans contained in the IDP Spatially reflect the strategies proposed in the IDP
- Assist with prioritisation, and alignment, of municipal and other provincial departments spending

According to the Municipal Systems Act, the IDP, of which the SDF forms a part, forms the policy framework and general basis on which annual budgets must be based (Sec 25 (1)(c)). The municipal council is politically accountable for deciding and conducting its affairs in line with the approved IDP. The IDP also serves as a means of performance management. In these terms, the SDF is a legal framework, which guides spatial development in the municipal area.

Integrated development planning is seen as a tool for developmental local government. It is a mechanism to restructure our cities, towns and rural areas, eradicating the development legacy of the past. One of the means through which integrated development planning intends to achieve this is through the formulation of a spatial development framework that provides a spatial overview of planned public and private sector investment.

The SDF is a spatial representation of the vision and is a primary component of the annually reviewed IDP. The SDF is an integrated part of the IDP, the formulation of which forms part of the integration phase in the preparation of the IDP. In terms of the core components of an integrated development plan as per section 26 of the MSA, an integrated development plan must reflect, *inter alia*, 'a spatial development framework which must include the provision of basic guidelines for a land use management system for the municipality'.

The SDF, being an integrated plan, is to be compiled on the basis of the project proposals and the localised strategic guidelines of the IDP. The integration of projects and programmes ensures consistency in regard to cross-cutting aspects such as financial feasibility, spatial effect, economic, social and environmental impacts.

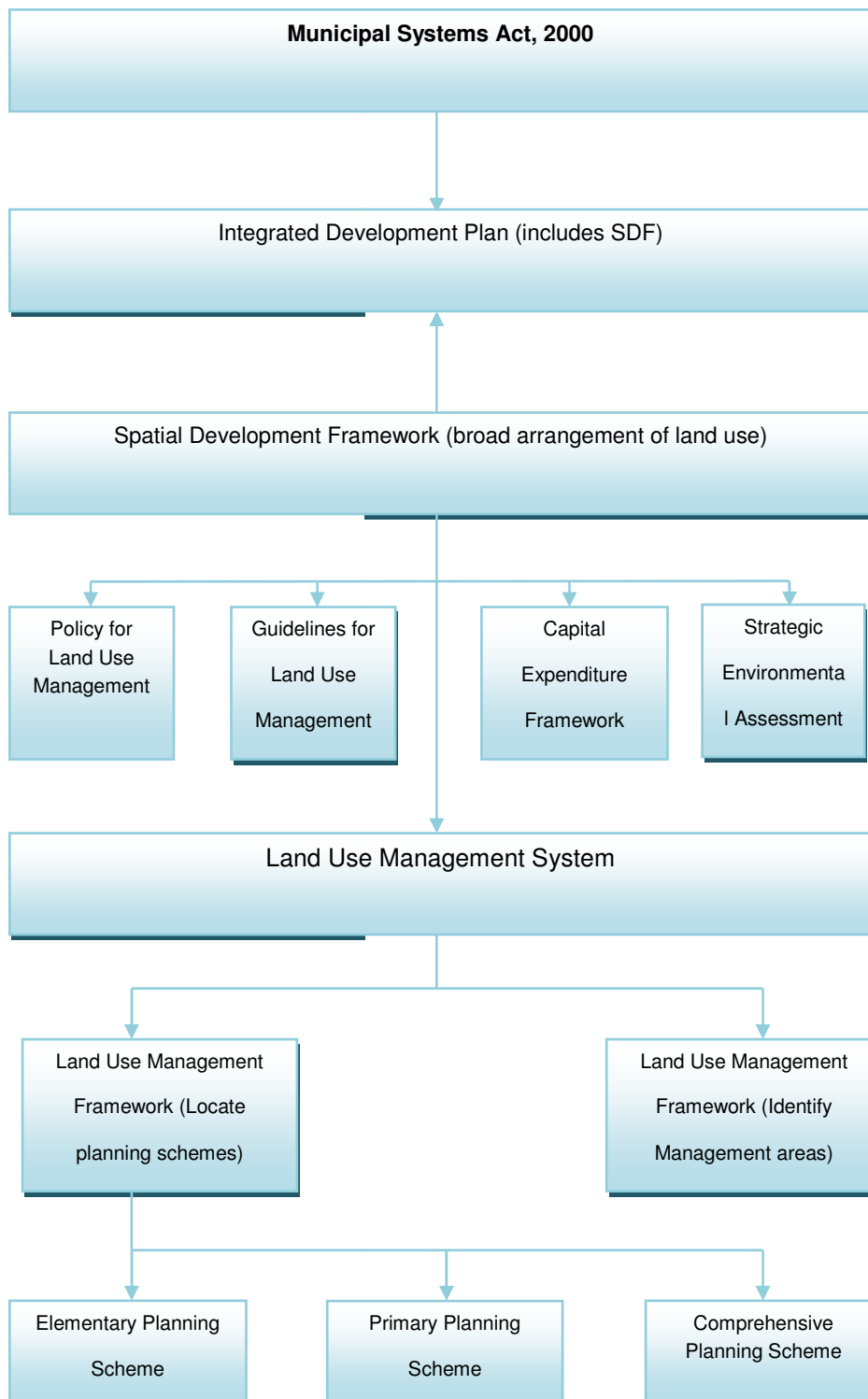


Figure 1: The Relationship between the SDF, IDP and other Plans.

9. SWOT ANALYSIS

9.1 INTRODUCTION

The SWOT Analysis is the exploration of the strengths, weaknesses, opportunities and threats.

In fulfilling its local government service delivery mandate, the IDP commits the Municipality to apply the core values of: courtesy and putting people first; consultation; excellence in delivering services to all; information; openness and transparency; redress; and providing value for money services. In fulfilling its mandate of promoting socio-economic development and a safe and healthy environment, the IDP commits the Municipality to pursuing a sustainable development strategy and giving priority to meeting the basic needs of the community. Besides fulfilling its constitutional mandate and complying with applicable legislation, the IDP commits the Municipality to contribute to the development objectives of national and provincial government, as well as to Eden District Municipality’s agenda. The Municipality have prepared their SDF to comply with applicable legislation, and align with relevant policies.

Comparison between 2012 and SDF guideline of DRD&LR

The Senqu SDF of 2012 was not aligned to the Department of Rural Development and Land Reform Guidelines. The Spatial Planning and Land Use Management Services (SPLUMS) Eastern Cape conducted a comprehensive assessment of the content of the municipal SDFs in the province for compliance with the provisions of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA).

9.2 KEY ISSUES INDICATED BY THE SDF 2012

The following objectives and strategies were identified in response to the Priority Spatial Issues:

Key Issue	Objective	Strategy
Basic Needs	Ensure availability of minimum acceptable level of infrastructure and services throughout the municipal area. Improved capacity in service delivery.	Identify and prioritise areas of greatest need. Systematically link services and services supply networks to optimise efficiency. Focus on involvement of all relevant stakeholders.
Spatial Fragmentation	To create an efficient and integrated settlement pattern in Senqu.	Consolidate and densify settlements where appropriate. Promote the integration of sprawling settlements. Prioritise maintenance and upgrade of strategic link routes.
Linkages and Access	Well-structured network system allowing for ease of movement. Efficient and effective links between identified nodes and relevant products and services. Identify nodes and products (i.e. agric produce) that require linkage.	Identify and prioritise areas where the need for improved access is greatest. Prioritise maintenance and upgrade of strategic link routes.
Land Use Management	An appropriate Land Use Management System in operation	Support and implement a programme to develop appropriate

Key Issue	Objective	Strategy
	across the municipal area. Security of access to land for development.	new Zoning Schemes for Urban and Rural areas, in line with the direction of new legislation. Support land reform and settlement upgrade initiatives by identifying zones of opportunity according to land needs.
Environmental Management	Adhere to sound environmental practices in line with legislation. Protect environmentally sensitive areas.	Implement the principles of Integrated Environment Management.
Traffic Congestion in Sterkspruit	Framework for traffic management for better mobility through Sterkspruit and surrounding areas.	There is a need to put in place a detailed framework for land development and traffic management in the Sterkspruit CBD and immediate surrounds.
The need for a precinct plan for the greater Sterkspruit area		

Table 28: Key issues indicated by the SDF 2012

9.3 HOUSING SECTOR PLAN 2013

The main purpose of the Senqu Municipality Housing Sector Plan is as follows:

- a) Serve as a planning and measuring instrument for housing delivery.
- b) Identify both the overall quantity and quality of housing to be delivered and identify areas of strategic priority.
- c) Become need orientated and respond to the specific housing development challenges of the Senqu Municipal area.
- d) Co-ordinate and facilitate alignment between district and provincial housing strategies, policies, delivery systems and other related initiatives.
- e) Ensure the effective allocation of limited resources (specifically financial and human) to a large pool of potential development interventions.
- f) Provide a formal and practical method of prioritizing housing projects and obtaining political consensus for the sequencing of their implementation.
- g) Ensure more integrated development through bringing together the relevant cross-sectoral role players to coordinate their development interventions in one plan.
- h) Ensure that there is a definite housing focus for the IDP of Council and all other relevant sectoral plans, such as; Water Services, Disaster Management, etc.
- i) Provide greater spatial linkages between the spatial development framework (SDF) and the physical implementation of projects on the ground.
- j) Provide a critical link between integrated development planning and the practical reality of delivering housing projects on the ground.
- k) Deal with all fora – not only formal and informal, but also living space environments within which they are situated.
- l) Ensure effective subsidy budgeting and cash flows both at the local municipal and provincial levels.
- m) Align with the Eastern Cape Human Settlement Plan, policies as well as national legislation and policy frameworks pertaining to housing in the Republic of South Africa.
- n) Harmonise between demand and supply – different state assisted housing typologies

Housing remains a key challenge in Senqu. This is mainly linked to the unavailability of land for housing development purposes. This has resulted in major provincial government's housing development projects being delayed as available land does not cater for the magnitude of the planned developments.

From the StatsSA Census 2011 results, the housing backlog can be determined as 10 818, with 1752 in the urban area and 9066 in the rural area. The municipality has registered a total of 26 775 in its collated housing beneficiary list.

The following key issues were identified in the Housing Sector Plan:

1. Demand for land. There is a huge demand for middle to lower income houses in Lady Grey, Barkly East and Sterkspruit yet no land is demarcated and available for future development in these areas. The available sites are not serviced. In addition much of the land for development falls outside municipal boundaries and under the jurisdiction of traditional authorities with communal land tenure. The municipality is busy negotiating with traditional authorities to include all the surrounding villages into Sterkspruit municipal boundaries as part of the Neighbourhood Development Grant.
2. Land invasions. Land demarcated for future development especially in Sterkspruit is often invaded by persons from villages outside Sterkspruit and Herschel seeking to be closer to town.
3. Beneficiaries. On completion of projects many houses can't be handed over due to beneficiaries either relocating or dying. Beneficiaries who die without leaving a will create problems as the municipality then has to decide which family member is entitled to the house. In addition some persons fraudulently receive RDP houses to which they are not entitled too.
4. Vandalism. Many RDP houses are vandalised before the project is complete.
5. Shoddy workmanship. Contractors either do not have the skills to undertake the project or under quote which leads to projects taking many years to complete and then houses have to be rectified.
6. No integration of settlements. Housing developments are planned without future growth in mind like schools, clinics and churches.
7. Erection of illegal shelters. House owners continue to build squatter shacks in their back yards.
8. Illegal usage of RDP houses. Many house owners illegally rent their houses out or sell them which results in the growth of many spaza shops.
9. No fencing provided for houses. RDP houses do not cater for fencing with the result that roadside fences get stolen for this purpose.
10. Overlapping land rights create delays in development which is the case in Herschel where a housing project has been delayed from building over 100 houses due to a 4 year land claim dispute.
11. Unfiled building plans. Land owners just build according to their wants without consulting the municipality.
1. Disaster Houses. The municipality is not responsible for disaster but finds that many of the reported structures do not get fixed by the District.
12. Bulk and internal services. The availability of bulk and internal services, including the poor quality thereof.

9.4 KEY WARD-BASED DEVELOPMENTAL PRIORITY ISSUES

INFRASTRUCTURE

- The lack of tarred roads in the area.
- The bad condition of roads in the area.
- A lack of maintenance of infrastructure.
- A lack of space in the existing cemeteries.
- The lack of adequate electricity and street lights
- The lack of water and sanitation.

SOCIAL SERVICES

- The lack of and limited opening hours of clinics
- The lack of schools, post offices, community hall and police stations
- Lack of land and buildings for crèches
- A lack of higher education facilities
- Lack of parks, sport and recreation facilities
- Bad reception/Network

ECONOMIC

- The lack of job opportunities, especially for the youth
- Lack of shopping complexes in many of the settlements
- Lack of encouragement of private sector to invest in the area

LAND AND HOUSING

- Lack of land for businesses, grazing for animals, and housing
- Land Invasion
- Soil Erosion

GOVERNANCE AND SERVICE DELIVERY

- Lack of service delivery by the Municipality
- Lack of engagement and communication by the municipality with the people, regarding job opportunities
- Lack of feedback on progress with the implementation of development in Sterkspruit
- Traditional leaders not releasing land or releasing land to illegal immigrants
- Weak Youth development opportunities and services offered by the municipality

9.5 Overall Strategic SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> ➤ Strong agricultural economy ➤ Irrigation Schemes in place ➤ Beauty of natural and agricultural environment ➤ Gradual population growth ➤ Good municipal governance ➤ Strong potential for tourism and related industries 	<p>Weaknesses</p> <ul style="list-style-type: none"> ➤ Sterkspruit is the heart of SLM in terms of it being the productive economic base ➤ Most of SLM is rural leading to high levels of unemployment, deep poverty, high levels of grant dependency and harsh living conditions ➤ Semi-desert conditions characterised by high summer temperatures and low rainfall ➤ Limited service provision in areas of most need ➤ Lack of connectivity and ease of movement in Rhodes, Barkly East and Rossouw ➤ Limited access (cost and availability) of internet facilities ➤ No tertiary education facilities in most areas
<p>Opportunities</p> <ul style="list-style-type: none"> ➤ Development of tourism based economy ➤ Expansion of agri-processing industry ➤ Development of research and training facilities related to agriculture and agri-processing ➤ Extension of existing irrigation schemes ➤ Re-opening of old railway lines and transporting industrial goods through rail ➤ Large business and service market in Sterkspruit ➤ Potential to further develop SA's only skiing resort 	<p>Threats</p> <ul style="list-style-type: none"> ➤ Over reliance on the agricultural sector ➤ Whole economy dependent on water catchments under strain ➤ Frustration of communities in Rhodes, Herschel and Rossouw due to lack of services and economic opportunities ➤ Salination of soils due to intensive irrigation activities ➤ Overgrazing, veld fires, intense competition for land and poor methods of farming cause vast amounts of soil to be washed away through erosion ➤ Land invasions and service delivery unrest ➤ Corrupt practices by traditional and local authorities

9.6 CHALLENGES

Due to the high unemployment and poverty levels, there is a lack of funding and skills shortages for further economic development.

The stakeholder group identified the low levels of water services to villages and the illegal connections as a priority.

The construction, maintenance, and control of municipal roads: The roads are poorly maintained and have been badly eroded due to rain.

Regulation and control of an electricity and gas reticulation network: Although there is electricity in many parts of the municipality the stakeholder group noted that this is weak. They also highlighted that there are no other services, such as media services, available here.

Vulnerability to Natural Disasters: The lack of a Disaster Management office in the local municipality has resulted in a poor response to disaster in the past.

Cemeteries, funeral parlours and crematoria: Cemeteries are not being maintained, and there is no fencing to protect these areas.

The provision, management and/or control of sport facilities and municipal parks and recreation areas: there is no maintenance to these facilities.

Access to Social Services i.e. Housing, Health, Education, Policing & Library Services: The line departments responsible for the provision of social services are generally difficult to access. In particular, the following was noted:

- a. Health and education services are far from where communities reside;
- b. There is a general shortage of medicines;
- c. There is a decreasing number of learners in schools; and
- d. Community Policing Forums are inactive.

Local Economic Development: Due to the high unemployment and poverty levels, there is a lack of funding and skills shortages for further economic development.

Potable water supply and sanitation systems

9.7 OPPORTUNITIES AND CORRIDORS

The following provides a summary of SLM's strategic opportunities, niches and competitive advantages:

- a) Large producer of wool – Between Barkly East and Lady Grey over 1.2 million kilograms of greasy wool was produced in 2004/5. This makes Senqu one of the largest producers of wool in the Eastern Cape. Its climate and topography makes it well suited to expand this type of farming.
- b) Senqu's high altitude as a result of its mountainous areas lends Senqu as a potential location for a high national park or conservation area.
- c) There are a large number of freshwater rivers and streams in Senqu which are home to a diverse range of trout. Trout fishing can offer a unique tourist product provided it is developed further;
- d) Bottling of fresh spring water is a potential niche. Senqu has pure, clear water that is already being bottled on a small scale. Potential may exist for further expansion;
- e) Tiffendell Ski Resort is the only ski resort in South Africa and is uniquely positioned to capture the local skiing market. Opportunities exist to promote Tiffendell as a venue for international events such as the World Snowing Boarding Championships.
- f) Strategic location and proximity to Lesotho provides development opportunities near the Telle Bridge border post as well as for the revitalisation and upgrade of Sterkspruit. These provide major tourism development opportunities for both Senqu and Lesotho.
- g) Reopening of the historic railway line between Aliwal North and Barkly East passing through Lady Grey is also a unique development options that will attract tourists;
- h) Development plans around the Holo Hlahatsi Dam, especially around agricultural irrigation are a major opportunity.

STERKSPRUIT-HERSCHEL ACTIVITY CORRIDOR

In terms of development corridors a new activity corridor has been proposed between Sterkspruit and Herschel. The development of this activity corridor will allow for ribbon development along the R392. As this is the highest populated area in SLM there is a great need to bring goods, services and infrastructure closer to all the rural communities which surround Sterkspruit. This activity corridor will allow for more commercial and business activities along the R392 route and will ease the pressure of traffic congestion and overcrowding in the CBD of Sterkspruit.

MAJOR TOURISM CORRIDOR

The route along the R58 and R396 which passes through the towns Lady Grey, Barkly East and Rhodes is a major tourism route. SLM has an opportunity to attract commuters along this route in order to stop, rest, buy products and possibly stop over-night, which could potentially boost local business revenue. SLM needs to create a framework where this idea is conceivable and create a conducive environment for this to be possible.

CROSS-BORDER AND PROVINCIAL LINKAGES

The linkage between Lesotho and SLM is very important as it experiences high traffic volumes and there is growing trade between these two areas. This is due to shorter commuting distances to Sterkspruit than other towns in Lesotho.

The linkage between Zastron and Sterkspruit is just as important and needs to be maintained in order to connect the economy of Sterkspruit to another smaller but equally important trading partner.

10. VISION

10.1 INTRODUCTION

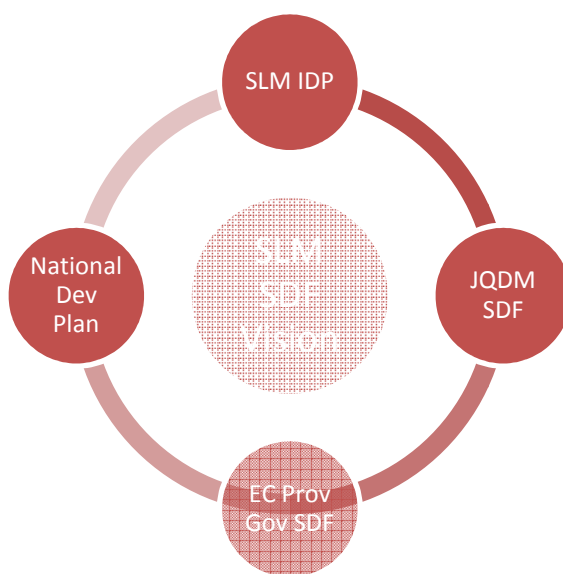
As is required in terms of legislation guiding municipal administration and activities, the Senqu Integrated Development Plan is the principal vehicle for identifying the priority development needs within the Municipality and, moreover, ensuring a progressive linkage between the identified development needs and the Municipality’s budget cycle in order to ensure implementation over time of projects and line activities that address these needs.

The basic purpose of Integrated Development Planning is to achieve faster and more appropriate delivery of services and provide a framework for economic and social development in a municipality. Integrated Development Planning creates a planning environment that allows for the integration and alignment of government’s delivery priorities and objectives and is aimed at eliminating the development legacy of the past.

Figure 2: SLM SDF Vision

There are four main documents which the SLM SDF can find guidance from in deriving its vision. These are as follows:

1. SLM IDP 2015/16;
2. JGDM SDF 2014;
3. National Development Plan 2012; and
4. Eastern Cape Provincial SDF 2011



Formulating a spatial vision needs to take into account the pertinent characteristics of the area of the Municipality which include, amongst others:

- Physical location on the border of the province
- Impact / influence of mountain areas on space economy and spatial form
- Agriculture potential
- Location on main connector routes
- Tourism potential
- Land availability
- Improved infrastructure provision
- The need for accelerated economic development

10.2 ALIGNMENT WITH IDP

In order to ensure that a sustainable approach to development is followed, the Municipality needs to ensure that its developmental activities are physically sustainable and appropriately located. Moreover, the Municipality needs to ensure that its activities are in strategic alignment with broader developmental processes at a District, Provincial and even National level.

Accordingly, it is important that the Spatial Development Framework is contextualised in terms of the vision, objectives, strategies, priorities and key spatial challenges as defined and identified within the IDP. In addition, the strategic approach underpinning the Spatial Development Framework must be seen to be in alignment with the broad policy directions and strategic approach to development of all spheres of government. The Senqu SDF needs to be in alignment with the following policies:

- The Eastern Cape Provincial Spatial Development Plan Final Draft (2010)
- The Joe Gqabi District (Ukhahlamba) Municipality Spatial Development Framework (2009)
- The Joe Gqabi District Municipality IDP review 2012/13

According to the *Guidelines for the Development of Municipal Spatial Development Frameworks: Rural Development & Land Reform (2011)*, the SDF process must be introduced to the public who will be involved in identifying issues and formulating a spatial vision.

A two-stage engagement has been found to provide a balance which also complies with the MSA:

MSA – Section 28(1) (b)	
A Municipality must allow for:	
(i)	The local community to be consulted on its development need and priorities;
(ii)	The local community to participate in the drafting of the integrated development plan; and
(iii)	Organs of state, including traditional authorities and other role-players to be identified and consulted in the drafting of the IDP.

The purpose of consultation is to invite all stakeholders to participate in the formulation of the SDF.

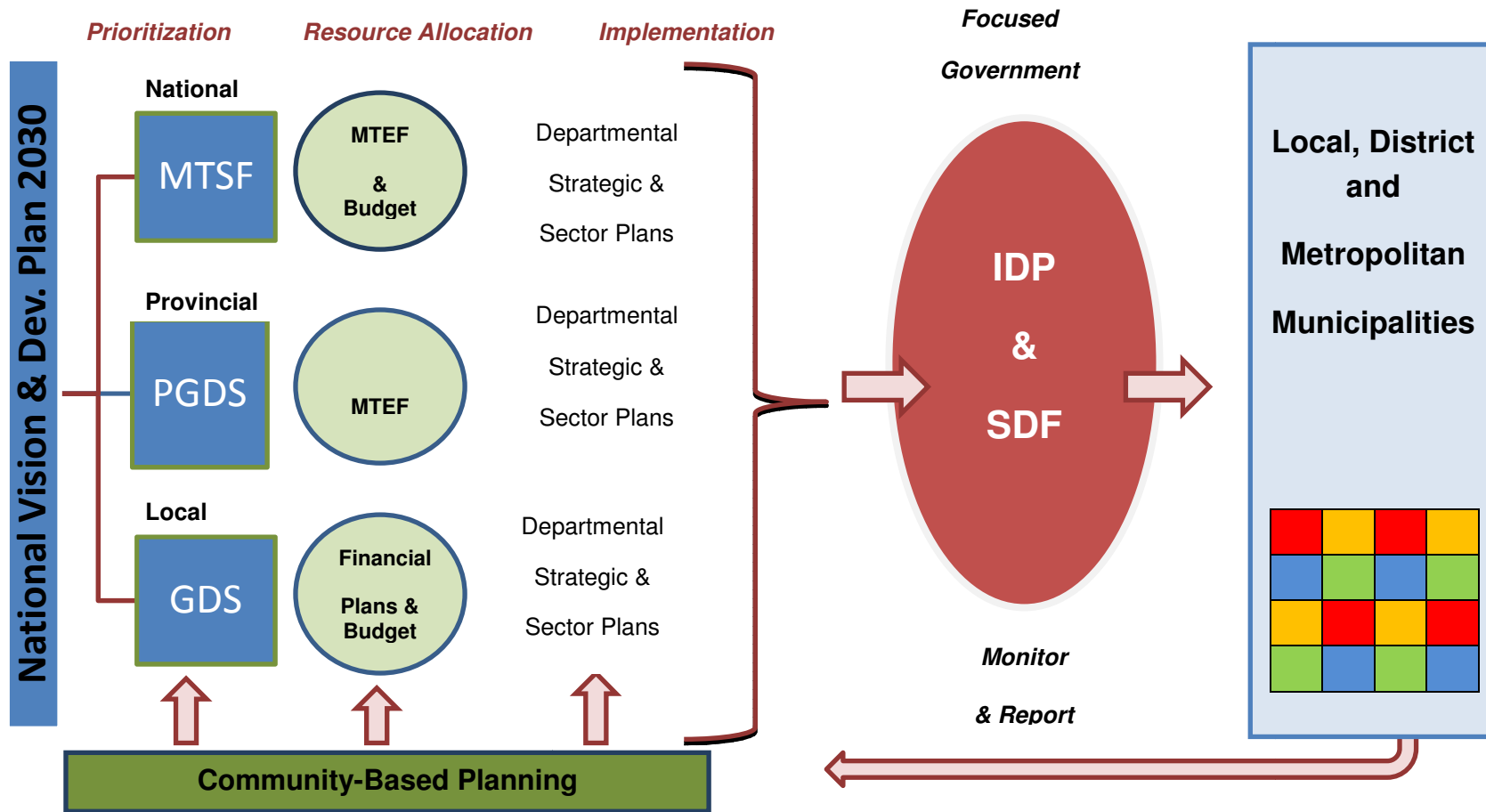
Legal requirements for public participation

The right to participate in governance is entrenched in South African law.

Incorporation into the IDP cycle

Ideally, public participation for the SDF should be incorporated into the IDP consultation processes. The IDP’s ward committees and representative forums should be suitable for this purpose.

Figure 3: Planning Framework – Community Based Planning



Stakeholder Engagement

A detailed stakeholder engagement programme was prepared and formed part of Phase 1 – inception report. A stakeholder consultation report will be compiled at the end of this project.

Minimum Requirements of SDF consultation

There are no specific legal requirements regarding how to engage with stakeholders. The following is regarded as the minimum required:

- Place a notice in the local press and at municipal offices and libraries, informing people of the process and inviting inputs; and
- Hold a round of public meetings that are accessible to all communities to inform them of the process and discuss the issues and spatial vision.

Strategic objectives of SLM

To enable the formulation of its organisational and developmental strategic goals and objectives, Senqu Municipality resolved to align its strategic goals and objectives with the following two key issues:

- The 6 Strategic Goals as set out by the DM as the foundation for its IDP Development strategy, which is, in turn, closely aligned to the Eastern Cape Provincial Growth and Development Plan (ECPGDP) as well as to the District economic development potential identified; and
- The 5 Key Performance Areas (KPAs) for municipalities as set in terms of the 5-Year Local Government Strategic Agenda.

In relation to the above issues, Senqu Municipality has further resolved to graft its Strategic Objectives and Strategic Targets in line with the 5KPAs, which encompass all key activities that would effectively support the effort to work in a collaborative manner with the Joe Gqabi District Municipality in achieving the 6 Strategic Goals.

The 6 Strategic Goals Aligned with the Joe Gqabi DM IDP and the ECPGDP. The adopted strategy for development in the Joe Gqabi district is based on six overarching Goals. Three are strongly connected to the economy, and three are connected as a support for the growth of the economy. Therefore it can be seen that development of the economy forms the basis for the development strategy of the Joe Gqabi area.

JG District Municipality SDF

The overall goal is to change the economic direction of the Joe Gqabi district, and to bring in more investment to the area. This will have an alleviating impact on poverty through retention of existing job opportunities as well as the creation of an environment in which new investments can occur; so more jobs can be created. The JGDM intervention looks at the District economy as a whole rather than focusing on individual or local-level projects.

For this to work there needs to be cooperative effort focused on key areas of potential. The economy is not based on only one sector, department or sphere; it is a collective effort by all.

The Three Economic Strategic Goals are:

1. Growing agrarian development, forestry and related timber industries, and household food security programmes;
2. Growing tourism, trade and related business development programmes; and
3. Growing labour intensive and pro-poor development programmes.

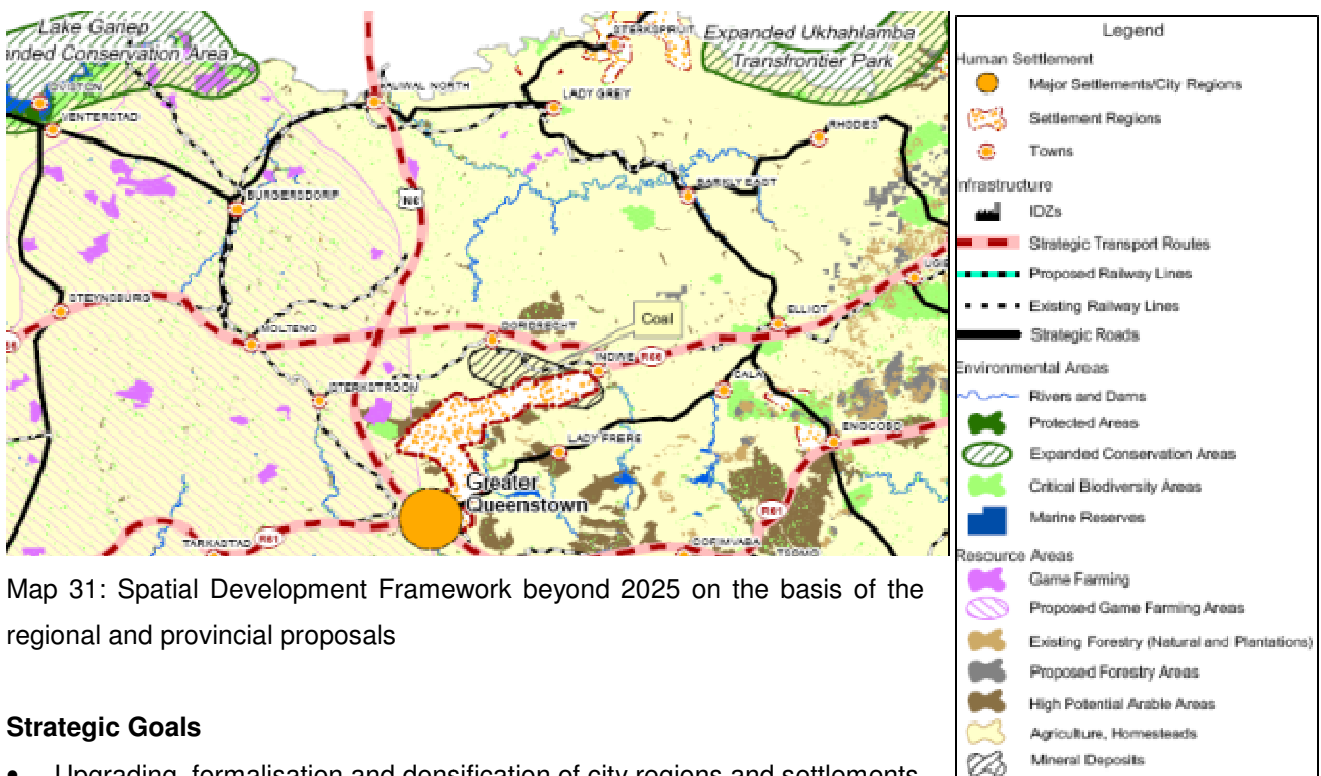
The Three Strategic Goals relating to improving support for economic development are:

1. Improving service delivery quality (effectiveness, economy, efficiency, and ethics);

2. Meeting basic needs; and
3. Improving the capacity of (local) government and communities.

Eastern Cape PSDP

Over the next 15 to 20 years the Eastern Cape will cease to be a peripheral province in South Africa. It will achieve this by its rural development interventions, by developing strong infrastructure linkages with the other coastal and inland provinces to support renewed economic development and growth based on the strategic objectives of the Provincial Growth Development Plan. A composite map showing the spatial development framework beyond 2025 on the basis of the regional and provincial proposals is depicted below.



Map 31: Spatial Development Framework beyond 2025 on the basis of the regional and provincial proposals

Strategic Goals

- Upgrading, formalisation and densification of city regions and settlements
- Strategic transport connectivity to support development (Rail and Road)
- Dryland cropping and mixed livestock
- Productive irrigation schemes
- Tourism focused around game, adventure and farm based leisure
- International heritage and eco-tourism destination
- Improved Environmental Management and inland conservation areas

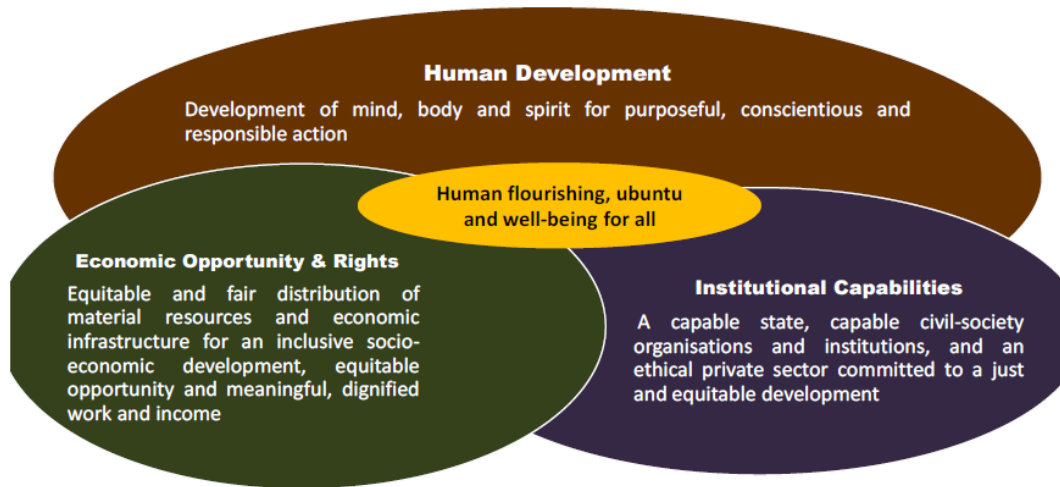
PGDS Goals

The PGDS is based on a long-term view of a province’s development trajectory. Drawing on the NSDP and the MTSF and working within a sustainable development paradigm, the primary purpose of the PGDS is to provide a collaborative framework to drive implementation within a province. It is not a provincial government plan, but a development framework for the province as a whole.

The cornerstone of an effective PGDS is a deep and thorough understanding of provincial endowments and assets, development potential (as defined in the NSDP) and constraints, along with the forces shaping these and how they are changing over time. These should be spatially referenced, with the trend information being specifically important. The institutional arrangements and resource requirements to meet the challenges must be identified, appreciating that some of the resources and capacities required may reside in national and local spheres. This should inform the difficult choices around resource allocation, usage and trade-offs (in the

interests of maximising developmental impact). The Premiers must take the responsibility for annually reviewing the targets set and ensuring that momentum and collaboration is maintained in achieving the long-term goals and short-term objectives.

Conceptual Framework on Aspirational Ends for the Human Condition
 (as basis for analyses, vision, strategy and interventions – departing from promise of justice in Constitution)

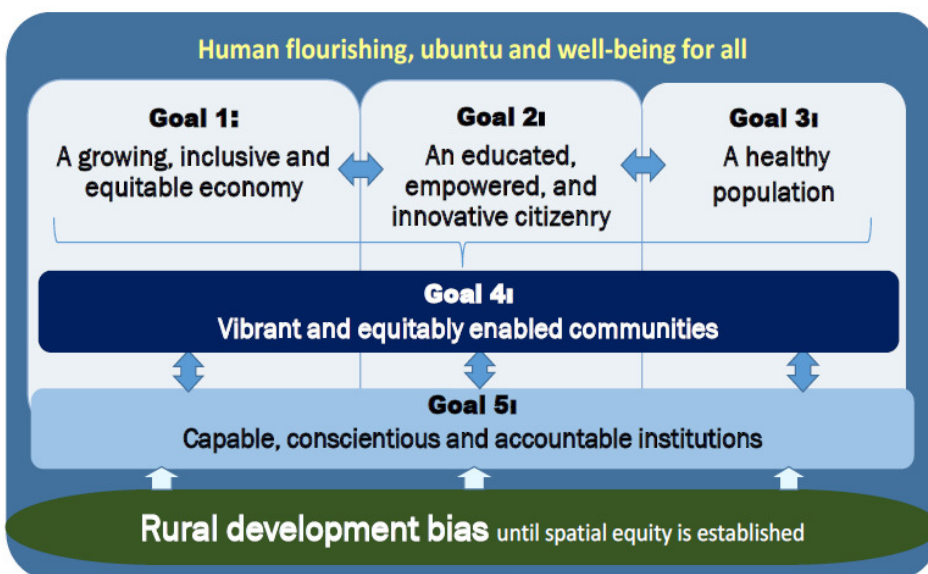


PGDP Goals

The PGDP provided an analysis of poverty in the Eastern Cape and set out seven broad policy initiatives:

- Promoting access to high-quality employment and economic opportunities
- Boosting the physical asset base of the poor
- Supporting access to basic services
- Strengthening community management and organisation of own initiatives and external programmes
- Deepening democratic participation
- Assuring access to legal entitlements and security.

In particular, the PGDP prioritised five programmes: the expanded public works programme (EPWP), the victim empowerment programme (VEP), the water and sanitation programme, the housing programme, and the HIV and AIDS and tuberculosis (TB) programme.



National Development Plan

The National Development Plan Vision for 2030 states that by 2030, South Africa's transition to an environmentally sustainable, climate-change resilient, low-carbon economy and just society will be well under way. Its goals in reaching this are to:

- Coordinated planning and investment in infrastructure and services that take account of climate change and other environmental pressures, provide South Africans with access to secure housing, clean water and decent sanitation, and affordable and safe energy, making communities more resilient to the impacts of climate change and less socioeconomically vulnerable.
- Adaptation strategies in conjunction with national development strategies are implemented, including disaster preparedness, investment in more sustainable technologies and programmes to conserve and rehabilitate ecosystems and biodiversity assets.
- Investment in consumer awareness, green product design, recycling infrastructure and waste to energy projects results in significant strides to becoming a zero-waste society.
- Growth in the renewable energy sector by 2030, as envisaged in the Integrated Resource Plan (IRP 2010), takes off in response to falling technology costs, government's bold support for the sector, and the introduction of targeted carbon pricing mechanisms to facilitate further private investment in renewable energy.
- The development and marketing of niche products and services, coupled with mutually beneficial partnerships with neighbouring countries, create jobs in domestic manufacturing of renewable energy technologies.
- South Africa reduces its carbon emissions, in line with its international commitments, while maintaining its competitiveness in the global economy by carefully managing investments in local and regional renewable energy resources and aggressively promoting just and equitable trading arrangements.
- Policy and regulatory frameworks are created for land use, to determine the environmental and social costs of new developments and ensure the conservation and restoration of protected areas.
- Public investment in new agricultural technologies and the development of resilient and environmentally sustainable strategies and support services for small-scale and rural farmers ensures the protection of rural livelihoods and the concurrent expansion of commercial agriculture, so South Africa remains a net exporter of agricultural produce.
- Inevitably, in the transition to a greener and more environmentally sustainable economy, trade-offs must be made. However, the careful design and sequencing of decisions ensure that the decline of legacy sectors, such as coal-fired electricity generation, are balanced by concurrent growth in green economy sectors.
- The emergence of small, medium and micro enterprises in areas such as waste management contribute to reducing unemployment, poverty and income inequality.

The National Development Plan vision statement is as follows: *"We, the people of South Africa, have journeyed far since the long lines of our first democratic election on 27 April 1994, when we elected a government for us all. Now in 2030 we live in a country which we have remade. Therefore, in 2030, we experience daily how: We participate fully in efforts to liberate ourselves from conditions that hinder the flowering of our talents. We all see to it and assist so that all life's enablers are available in a humane way. We all have actively set out to change our lives in ways which also benefit the broader. We all assist the institutions we have creatively redesigned to meet our varied needs; we reach out across communities to strengthen our resolve to live with honesty, to be set against corruption and dehumanising actions. We know that those to whom we have given the privilege to govern our land, do so on our behalf and for the benefit of all the people.*

We say to one another: I cannot be without you, without you this South African community is an incomplete community, without one single person, without one single group, without the region or the continent. We are not the best that we can be.

We acknowledge that each and every one of us is intimately and inextricably of this earth with its beauty and life-giving sources; that our lives on earth are both enriched and complicated by what we have contributed to its condition.

South Africa belongs to all its peoples. Now, in 2030, our story keeps growing as if spring is always with us. Once, we uttered the dream of a rainbow. Now we see it, living it. It does not curve over the sky. It is refracted in each one of us at home, in the community, in the city, and across the land, in an abundance of colour. When we see it in the faces of our children, we know: there will always be, for us, a worthy future.”

In order to realise the above vision, the SDF identifies the following developmental goals:

- Involve the public in spatial planning through public participation programmes;
- Promote capacity building and skills development;
- Promote transparency;
- Promote integration of plans from all spheres of government.

Outcomes Based Approach to Delivery

To give effect to the above priorities, government has embarked on an outcomes-based approach to ensure the delivery / implementation of these priorities. In line with this approach, government has formulated and agreed on twelve key Outcomes, based on the ten MTSF priorities. These Outcomes have been expanded into high-level outputs and activities, which in turn formed the basis of a series of performance agreements between the President and relevant Ministers.

While all of the Outcomes can to some extent be supported through the work of local government, Outcome 9 is specifically directed at local government:

A responsive, accountable, effective and efficient local government system:

Output 1: Implement a differentiated approach to municipal financing, planning and support;

Output 2: Improving access to basic services;

Output 3: Implementation of the Community Work Programme;

Output 4: Actions supportive of the human settlement outcome;

Output 5: Deepen democracy through a refined Ward Committee model;

Output 6: Administrative and financial capability; and

Output 7: A single window of coordination.

STRATEGIC FOCUS AREAS

The identification of strategic focus areas for the current IDP review is based on the “Ten Point Plan for Local Government” which were presented to Cabinet at the January 2010 Lekgotla. The plan seeks to reinforce and support the implementation of the LGTAS. It comprises the following ten Local Government Outcomes and forty-four performance indicators:

- a. Improve the quantity and quality of municipal basic services to the people in the areas of access to water, sanitation, electricity, waste management, roads and disaster management.

- b. Enhance the municipal contribution to job creation and sustainable livelihoods through LED.
- c. Ensure the development and adoption of reliable and credible IDP's.
- d. Deepen democracy through a refined Ward Committee model.
- e. Build and strengthen the administrative, institutional and financial capabilities of municipalities.
- f. Create a single window of coordination for support, monitoring and intervention in municipalities.
- g. Uproot fraud, corruption, nepotism and all forms of maladministration affecting local government.
- h. Develop a coherent and cohesive system of governance and more equitable intergovernmental fiscal system.
- i. Develop and strengthen a politically and administratively stable system of municipalities.
- j. Restore the institutional integrity of municipalities.

Goals and Objectives

Table 29: SLM Vision Goals and Objectives

Goal		Objective
1	Improve Institutional Capacity and Financial Management	<ul style="list-style-type: none"> - Become a debt free Municipality - Improve revenue collection. - Create a bigger rates base. - Reduce corruption and control expenditure. - Improved housing planning and construction for all housing typologies (RDP, CRU's, Gap and Middle). - Employ suitable qualified staff in all key positions. - Enforce accountability linked to performance management system.
2	Expand Agriculture	<ul style="list-style-type: none"> - To protect and sustainably manage the limited agricultural land and water resources particularly in view of mining pressure and the need for extensive rehabilitation. - To expand the existing Irrigation Schemes both private and public and establish new Irrigation Schemes along the Sterkspruit and Kraai River flood plains. - Expand small scale emergent farming projects. - Expand the game farming and hunting industry. - Establish local produce markets
3	Industrial development and employment creation	<ul style="list-style-type: none"> - Attract and implement catalytic developments (Steel Smelters, Agro-processing plants etc) - Promote new economic and agricultural developments in the main railway. (Railway rebates / Rates incentives) - The development of agriculture processing and packing activities could also increase employment. (Upgrading of an abattoir and the establishment of a venison meat sourcing value chain).
	Tourism	<ul style="list-style-type: none"> - Exploit the existing potential to develop Africa's first Geopark. - To further develop tourism in SLM based on the beauty of the natural and agricultural environment and heritage/historical features. - Upgrade tourist facilities (Toilets, Information Kiosks, establish more hiking trails) - Expand the hospitality industry - Promote tourism through media, expo's and other avenues
	SMME Development	<ul style="list-style-type: none"> - Establishment of a crafters workshop and market in Lady Grey Transport node for selling local crafts and fresh produce. - SMME Database & Support Programme. - Skills Training Facilities. - Form Business Support Network.
	Connectivity and Integration	<ul style="list-style-type: none"> - To improve connectivity in SLM (1) locally in and between settlements, (2) provincially and (3) nationally.

Goal	Objective
Quality of Life Improvement	<ul style="list-style-type: none"> - All-encompassing thrust with specific programmes aimed at: - Expanded Public Works, - Creating employment opportunities, - Improved infrastructure, - Overcoming backlogs in service delivery, - The provision of new human settlements, - Providing education, health and safety services and so on.

Senqu SDF Vision

In keeping continuity and alignment with the new Integrated Development Plan (2015/16), it is recommended that the vision statement be similar, with similar goals and objectives.

In order to realise the SLM SDF vision, the following developmental goals have been identified:

- Give effect to the principles contained in the Spatial Planning and Land Use Management Act of 2013;
- Setting out objectives that reflect the desired spatial form;
- Defining strategies and policies to achieve these objectives which must indicate, amongst others:
 - the desired pattern of land use;
 - how spatial reconstruction will be addressed;
 - providing strategic guidance in respect of the location; and
 - The nature of development. (In this regard it should be noted that the SDFs should inform the investment decisions of the public *and the private* sectors.)
- Set out basic guidelines for Land Use Management Systems;
- Set out a capital investment framework for development programs (this will mainly inform public sector investment priorities);
- Identify programs and projects for development of land;
- Be aligned with neighbouring Municipal SDFs; and,
- Provide a visual representation of the designed spatial form with the Municipality in the form of a map which must indicate the following:
 - public and private land development and infrastructure investment;
 - desired and undesired use of land;
 - may delineate the urban edge;
 - identify areas for strategic investment;
 - where policy intervention is needed; and,
 - indicate where authority spending is required.

Preparing a spatial vision statement

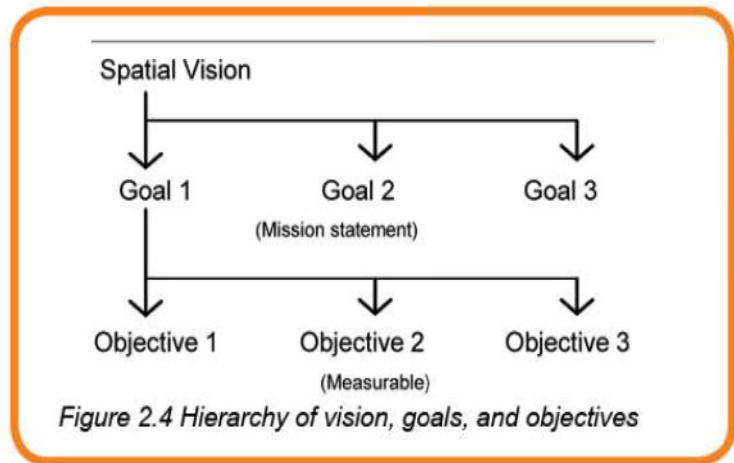
The spatial vision must have a spatial aspect and it must reflect on the nature/characteristics of the municipality.

This statement will form the basis of a set of goals related to the main areas of intervention such as socio-economic development, environmental sustainability or smart growth that are identified in the vision.

Figure 4: Hierarchy of Vision, Goals and Objectives

Source: DRD&LR Guidelines 2011

Suggested SDF vision:



***“To become a financially viable municipality which plans and maintains all spatial features, the environment and infrastructure in a sustainable manner for all our communities to benefit, thereby creating a conducive climate for economic growth, jobs and land development opportunities.*”**

11. SCENARIOS AND FUTURE

Scenarios first became popular in the 1960s, since then they have become a key feature in the research of futures. Scenarios have been defined as “hypothetical sequences of events constructed for the purpose of focusing attention on causal processes and decision points”. As such, scenarios do not seek to present accurate future predictions, but rather to highlight key drivers/trends shaping the future. In doing so, they endeavour to:

- Steer individuals, groups and organisations away from actions that could lead to undesirable futures; and/or
- Prepare them for futures very different from the present and the past.

Essentially, they seek to propose alternative images/maps of the future and to direct and guide individuals, groups and organisations towards more desirable futures and away from less desirable ones.

This they do by reminding individuals, groups and organisations of what is possible and “what can be”, if:

- (1) they change their ways for the better,
- (2) local frame conditions improve, and
- (3) conditions and forces in the external arena take a favourable turn; and
- (4) Warning individuals, groups and organisations of what could happen, if
 - a. they continue along set, detrimental, damaging, destructive ways,
 - b. local frame conditions remain the same, and
 - c. external conditions take a turn for the worse.

In this section, three possible scenarios are presented, based on past trends and patterns and local frame

and external contextual conditions, internal; and

External drivers and the experience of other places and people finding themselves with similar initial conditions and profiles and being impacts upon by similar drivers/trends. These scenarios are labelled based on their most prominent features.

Scenario 1: The Worst Just Got Worse - A Painful End to a Promising Start

The sun that always was the friend of the farms in the Scheme did what concerned scientists, lay observers and models on climate change predicted and even more – it just got warmer and warmer. Heat, evaporation and subsequent demands on water kept on rising, outstripping the quota that was available for farming. In conjunction with this, the amount of water available on the scheme kept on shrinking, as similar harsh climatic conditions led to river systems coming under severe pressure and increasingly less and less water. Lack of environmental management also saw the quality of the water take such a turn for the worse that rivers became equated more with a poisonous snake than the precious lifeblood it once was.

Locally, lack of management and maintenance has seen the Scheme fall foul of severe water loss and even more pollution, further limiting the use of the water it carries.

The pollution and reduction in quantity mean that very few crops are still possible on the Scheme, i.e. very hardy desert type trees, resulting in many farmers having moved to goat, sheep and game farming. For many of those farming on the Scheme, i.e. emerging farmers who received their land through a well intended and extensive, but hastily and badly implemented land restitution programme due to delays and lack of leadership, these haggard conditions have been hugely detrimental. While some farmers buy feed for their animals from producers outside the Scheme, lack of funds and barely any State support means that many are left with no choice but to try and cultivate their own. In most cases, the lack of water and the climatic conditions means this is not a success, resulting in further soil degradation and erosion and declining farm incomes and job opportunities in the area. These conditions aggravate what is already an increasingly difficult socio-economic and socio-political situation in the area, with those without land, animals and jobs venting their frustration on those that still have some of these, and are perceived to live a much better life. Crime, once lauded in the area as ‘low’, has become a major problem, which is worsened by an inability of the State to fight it through a lack of resources and having to fight frequent uprisings and similar and worse conditions throughout most of the country. Vigilante groups and militias are frequent features in the area, and are key determinants in the distribution and ownership of power in the area.

Scenario 1: The Low Road (All or a excessive combination of influencing factors become negative)

Influencing Factors	Result
Environmental: 1. Climatic Change 2. Water shortages 3. Pollution 4. Agriculture	1. Greater climatic extremes – More droughts broken by floods and resultant damage to crops and urban areas leading to increased social and economic strains in SLM. 2. Semi-desert climate with very high summer temperatures and low rainfall figures. 3. Further soil degradation, erosion and declining farm incomes and job opportunities in the area. Agricultural lands damaged and loss of agricultural productivity. 4. Many farmers also cut their losses and leave the land, fuelling further out-movement. 5. Greater unemployment and hardships. 6. Greater housing, infrastructure and business damage. Loss of lives. Economic hardship. <i>Outcome: SLM's heavy reliance on primary activities comes back to haunt it.</i>
Social Conditions	1. Continued high population growth creates greater pressure on SLM to provide social services with diminishing financial resources.



Influencing Factors	Result
	<ol style="list-style-type: none"> 2. Widespread illiteracy, poor community health and a growing dependency on state welfare. 3. Increased substance abuse, domestic violence and civil tensions occur. 4. Living conditions very harsh with a high number of indigents. 5. Crime, once lauded in the area as 'low', has become a major problem, which is worsened by an inability of the State to fight it. 6. Informal activities are all that have remained and expanded.
Political Conditions/ Governance	<ol style="list-style-type: none"> 1. Leadership worsens, corruption, nepotism and patronage increase. 2. Unqualified and inexperienced appointments in key / technical positions. 3. Greater political intolerance and violence. 4. Under par service delivery 5. Ineffective project implementation 6. No co-ordination and integrated programmes 7. SLM exists only in name, with a lack of national government transfers and close to no local tax income and income from the sale of services, fewer employees and cutting back on services. 8. Communities are deeply frustrated with their economic situation, living conditions and the life chances of their children. 9. Unfair dispensation 10. Serious violence, destabilisation and vigilante groups
SA Economy/ Global Impact	<ol style="list-style-type: none"> 1. Global economic conditions worsen due to worsening impact of climate change and / or Regional war/terrorism strike /natural disaster. 2. Ripple effect on SA's economy (trade, balance of payments, debt servicing and interest rates) is severe. 3. Lower levels of disposable income, rising debt and inflation all severely affect SLM's primary sector orientated economy with growing unemployment and fewer economic opportunities. 4. Severe economic hardship for most SLM residents. 5. Widespread poverty and malnutrition 6. Escalating frequency and severity of protests, civil disobedience and non-compliance with established norms and laws. 7. Limited economic activity, extreme marginalisation and economic deprivation.
Land	<ol style="list-style-type: none"> 1. Unresolved spatial fragmentation and no integration & infill 2. Rural areas and former township areas unmanaged, un-serviced and under-developed 3. Massive overgrazing (between 4 and 5 times over the limit) on communal land 4. Large tracts of municipal and government owned land that is undeveloped nor allocated for communal grazing or rural development/agriculture projects 5. Housing provision is also a major concern and one that requires urgent action. 6. Settlements have become concentrations of the destitute, with those that could leave, having done so long ago. 7. Land reform needs attention, energy and care 8. Poor land management destroyed the top soil resulting in serious erosion 9. Emerging farmers who received their land through a well-intended and extensive, but hastily and badly implemented land restitution programme due to delays and lack of leadership, these haggard conditions have been hugely detrimental.

Influencing Factors	Result
Service Delivery	<ol style="list-style-type: none"> 1. Service delivery in SLM worsens. Lack of maintenance and over use of existing infrastructure increases until catastrophic failures occur with severe impacts on SLM's already struggling businesses and residents quality of life. 2. Regional agencies provide some services such as water and electricity services, but strictly on a pay-for-service basis. 3. Water rights limited and lack of water availability 4. Lack of bulk infrastructure (new and upgrades) resulting in no new developments being accommodated 5. Without access to Scheme water and with no alternative livelihood, there is no reason to remain in the area. 6. Lack of proper maintenance on existing infrastructure 7. No metering resulting in no revenue collection = SLM debt 8. Poor refuse management and littering out of control 9. Access and mobility challenges – due to fragmentation 10. Socio-economic problems including health and education rise 11. Strategic planning documents such as SDF being ignored 12. No master plans for infrastructure sectors (water, roads etc) 13. Feasibility studies not being undertaken for new projects result in stalled or failed projects – poor due diligence/planning
Conclusion	<p><i>Senqu LM fails to live up to its vision !</i></p> <p>“Batho Pele” principles need to be actively promoted and followed by Government and indeed the private sector businesses as well in order to reduce the chances of drifting down the “low road”.</p> <p>Climate change mitigation measures require buy in and active support from all Government Departments, parastatal sectors, private industry and civil society. It cannot be the existing culture of “business as usual” which unfortunately is increasingly becoming the norm. Out of the box thinking, loyalty and commitment is required.</p>

Scenario 1: The Low Road



Scenario 2: The Middle Road (A low combination of influencing factors become negative and a few improve)

Scenario 3: The High Road (A low combination of influencing factors become negative and a few improve)

Influencing Factors	Result
Environmental: 1. Climatic Change 2. Water shortages 3. Pollution 4. Agriculture	1. With climate change being managed and mitigated as the turn-around strategy is successfully implemented with general buy-in/support, there are less social and economic strains in SLM resulting in sustainability. 2. Environmental rejuvenation and renewal of the degraded land results in job opportunities in the area, and increased agricultural productivity. 3. New farmers are assisted by the experienced farmers in starting their own farms with land leased or provided by government. 4. Focused research into the development of resistant crops. 5. Housing, infrastructure and business growth. 6. Economic stability and growth. <i>Outcome: SLM's heavy reliance on primary activities has decreased and there is diversification and a balanced economic approach / status quo</i>
Social Conditions	1. Considerably improved illiteracy rates through ABET and other education interventions. 2. Much improved community health and improved public health system. 3. Less reliance on state welfare due to opportunities and more jobs. 4. Little substance abuse, domestic violence and civil tensions. 5. Lesser indigents as well as informal activities. 6. Low crime rate. 7. Youth are given both a much better start to life and a dream to work towards, leading to more employment within the area & entrepreneurship.
Political Conditions/ Governance	1. Active involvement of all the communities living in the municipality. 2. Leadership improves considerably with no corruption, nepotism and patronage. 3. The coming together of community leaders, farmers and representatives from government to agree on a way forward where everyone will benefit. 4. Qualified and experienced appointments in key / technical positions. 5. Service delivery per best practice. 6. Effective project implementation, monitoring and evaluation. 7. Best practice co-ordination and integrated programmes. 8. SLM exists in totality and is a proud and efficient institution. 9. Communities are satisfied with their economic situation, living conditions and the life chances of their children. 10. Long-term, viable large-scale spatial-economic interventions that will grow a resilient, robust local economy are completed and applied.
SA Economy/ Global Impact	1. Manufacturing and beneficiation evident, 2. Research into value chains and improved production. 3. New Barkly East and Lady Grey shopping malls are developed. 4. The economics of the model works, as it is built on rapid economic growth that is inclusive and shared, and that benefits everyone. 5. A steady stream of investors set up factories, shops, offices, resorts, estates, tourism establishments and restaurants. 6. Higher levels of disposable income improve the primary sector orientated economy with growing employment opportunities. 7. These opportunities have also expanded with the introduction of wider regional development plans spanning borders and in which tourism, energy generation, agriculture and beneficiation have been key drivers.
Land	1. Integration & infill planning is underway. 2. Former township areas are managed, serviced and developed. 3. There is a communal/grazing land programme implemented per the study that was completed in 2016. 4. Neighbouring farms to commonages are bought and integrated into the commonage and the commonages are increased in size.

Influencing Factors	Result
	<ol style="list-style-type: none"> 5. The JGDM Lady Grey Agri-Park is developed and established. 6. Large tracts of municipal/government owned land is developed and allocated for communal grazing/rural development/agriculture projects 7. Housing provision has been addressed and the HSP of 2013 implemented, monitored and evaluated monthly. 8. <i>Tourism and eco-residential estate development</i>, which largely capitalises on the beauty and tranquillity of the green irrigation-based agricultural economy. 9. Development of agricultural estates. 10. Nodal developments with higher densities to conserve farming land and bring more people closer to schools. 11. Land reform and rural investment and support programme in which the focus is on ensuring transformation, redress and job growth. 12. Spatially the SLM has become a closely interconnected micro-region. 13. Cleverly designed housing types and developments, the maximum retention of agricultural land, public rail transit and a bus system.
Service Delivery	<ol style="list-style-type: none"> 1. The improvement in the economy and livelihoods of communities in the municipality has also meant more income for the municipality and assisted it in performing its functions. 2. Service delivery in SLM improves drastically. 3. There is adequate water availability. 4. Provision of required bulk infrastructure (new and upgrades) resulting in all new developments being accommodated 5. There is proper maintenance on existing infrastructure 6. There is metering resulting in revenue collection = no debt 7. Proper refuse management and littering control 8. No access and mobility challenges 9. Strategic planning documents such as SDF followed 10. Master plans for infrastructure sectors (water, roads etc) completed 11. Feasibility studies undertaken for new projects 12. Efficient use of water, the building of further reservoirs and the placing of more land under irrigation. 13. Improving local connectivity, enhancing intra-settlement trade and sharing facilities and resources. 14. Radical upgrading and continued maintenance
Conclusion	<p>Senqu LM lives up to its vision “Batho Pele” principles are applied and followed by the government resulting in improved “best practice” service delivery. This ultimately results in a financially stable and sustainable SLM. The strategies that have been agreed to by government have received the required support and have been implemented correctly. The old business culture has changed dramatically with “best practice” methods and operational efficiency the norm.</p>

Scenario 3: The High Road



12. SPATIAL PROPOSALS AND LOGIC

12.1 LADY GREY: SPATIAL PROPOSALS

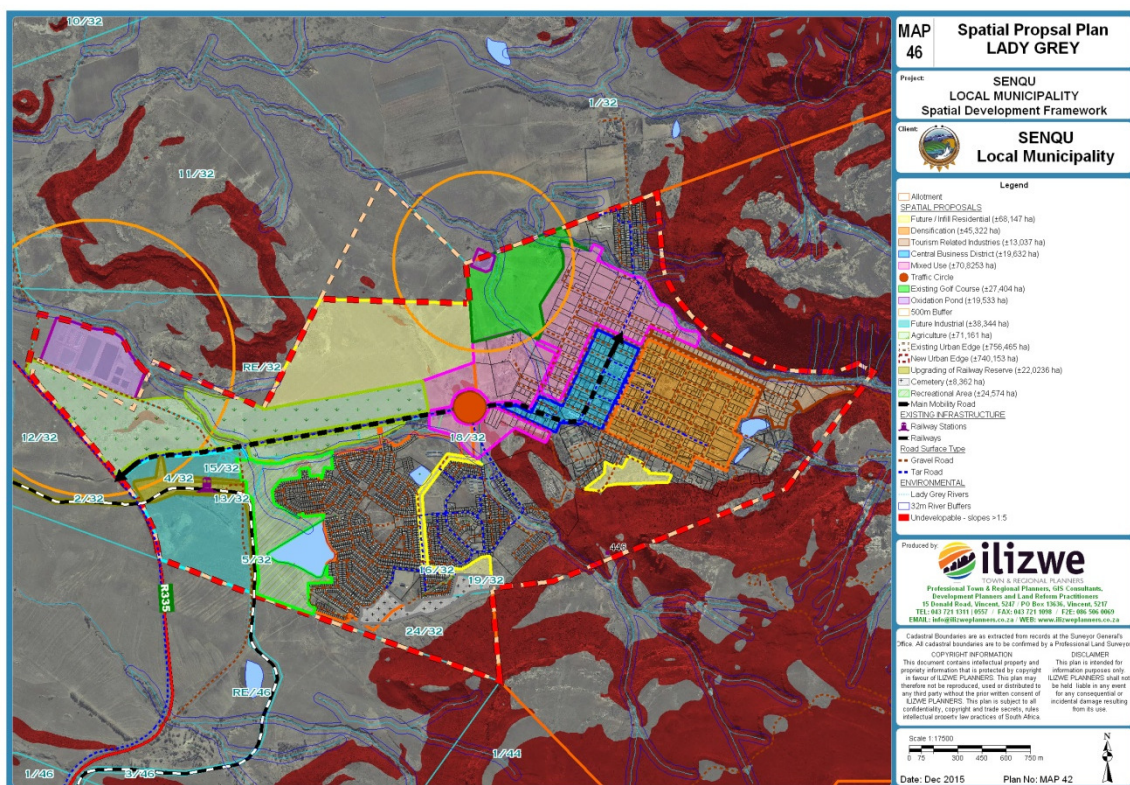
The logic in developing a Spatial Proposals Plan for Lady Grey has been guided by Lady Grey being the administrative centre for SLM. In the SDF the following attributes of the town are acknowledged:

- Administrative centre;
- Availability of industrial land;
- Development potential of the river frontage;
- Development potential of existing railway infrastructure;
- Places of historical interest exist. (Heritage sites)
- Potential for tourism, mountain biking, hiking and various other outdoor sports;

The land use situation in Lady Grey reflects a typical apartheid fragmented town, with a clear distinction between the former white area in town and the township of Khwezi-Naledi in the outskirts of town. The spatial logic and SDF plan reflects the following:

A lot of the land that lies east of Lady Grey is mountainous and steeply sloped thus there is little development that can happen in this area. Most of the land which offers better topography and is more economically feasible to develop is located on the west and the north side.

North of Burnet Street is an area which has been earmarked for future low and medium-income residential development. A small piece of this land however falls within the 500m buffer area of the oxidation pond.



Map 32: Lady Grey Spatial Proposal Plan

In the next 15-20 years it is foreseen that Lady Grey will grow substantially as it is the administrative centre of the municipality and this role will become more pronounced over in the future. Provision has been made for densification in the township of Khwezi-Naledi and further expansion. The future growth of Lady Grey will also allow the railway station to become more and more of a priority to invest in so that more people choose railway transit as their preferred option of transport.

Existing tarred roads are indicated as the blue dotted lines, whereas the gravel roads are indicated as the red dotted lines. The main mobility route is indicated as the black dotted line, this road is the main road allowing access into, through and out of Lady Grey. Mobility or activity streets are also proposed along the main roads in order to promote movement/ trade and improve linkages. This is also dependent on the upgrading and maintenance of Cloete Street which can potentially become an important mobility/activity street in future.

LADY GREY: SPATIAL LOGIC

The spatial logic around Lady Grey has been mainly informed by the existing spatial structure and the foreseen growth over the next five to fifteen years. Lady Grey is the administrative centre of SLM and houses the municipal offices, thus there is opportunity for growth in the administrative sector and government offices in this town.

The following two major nodes have been proposed for Lady Grey:

Transport Node

The first node is a transport node and is located at the intersection of Brummer Street and the access road to Khwezi-Naledi. The potential for long distance transport and economic activity (informal and formal) at this intersection is currently not realized. There is a huge potential for an open market which sells locally manufactured products, vegetables and fruits. When people are walking to their homes in Khwezi-Naledi they may want to buy some vegetables from a local stand, others who are travelling to nearby rural settlements or other towns may want to buy fresh produce or other manufactured goods.

This proposed transport node is located at an ideal locale as it is also near the train station. Although the train station is currently underutilized and there is a need to upgrade the railway infrastructure, the Joe Gqabi District Municipality Spatial Development Framework and the Comprehensive Infrastructure Plan both aim to reinvigorate railway transportation and divert investment into upgrading of rail infrastructure for the purpose of passenger commuters, this is also echoed by provincial and national policy documents.

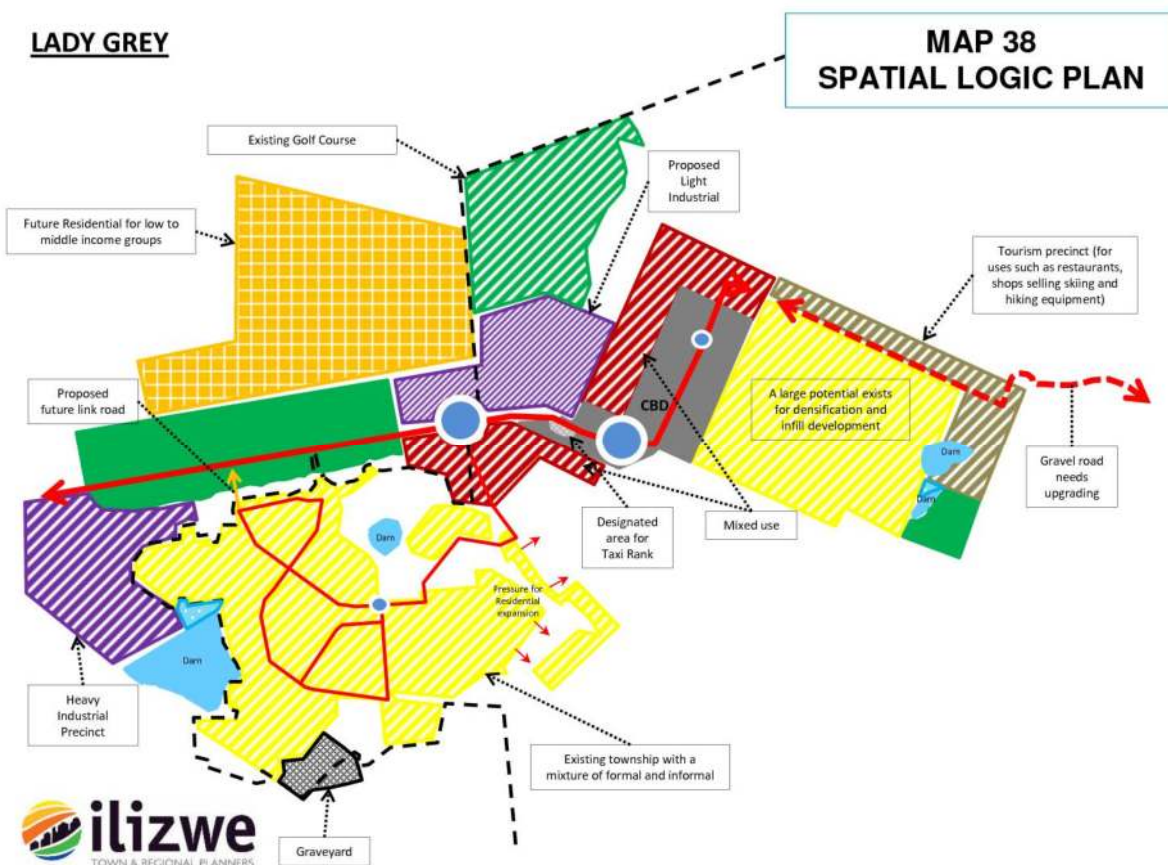
Economic Node

The second proposed node in Lady Grey is an economic node located in the central business district. It is along Brummer Street which is the main road. This node should cater for business uses and other related high order services. Retail stores which receive bulk deliveries via heavy trucks should not be encouraged to operate along this main road, in cases where they already exist deliveries should be received from back roads or lower order roads and not along the main road as this will cause congestion because of the huge delivery vehicles.

Minor Nodes

Two minor nodes are proposed in Lady Grey:

- The first is at the intersection of Burnet and Cloete Street. This node is to cater for financial services providers such as banks, loan, life insurance and investment related services. Another aspect of this node is restaurants, bars and hotels, this location will be ideal as it is close to the CBD but also a bit further away from the hustle and bustle associated with the core centre of town.
- The second proposed node is in Kwezi-Naledi, as depicted on the plan below.



Map 33: Lady Grey Spatial Logic Plan

Proposed Land Uses

In the Kwezi-Naledi Township, the eastern suburbs are areas that have a large potential for residential densification. It is proposed that certain areas are densified. This can be done by building block flats which will allow for cheaper accommodation. This will also allow for a more viable transport system with more viable routes and will stimulate small local businesses at the minor node and at the transport node.

Mixed use developments are encouraged in the outer CBD. These mixed use developments may cater for mixed use of apartments on upper levels of buildings and shops at the ground level, hardware stores, offices, retail stores, clothing store etc.

The tourism precinct in the eastern side of the town is strategically located on Cloete Street; this street feeds into the gravel road along Joubert’s Pass which is known for its spectacular views, hiking trails, stone bridges and historic sites. The tourism precinct may be allowed to house shops which sell

hiking equipment, sports gear, river rafts, mountain climbing equipment and other outdoor related merchandise.

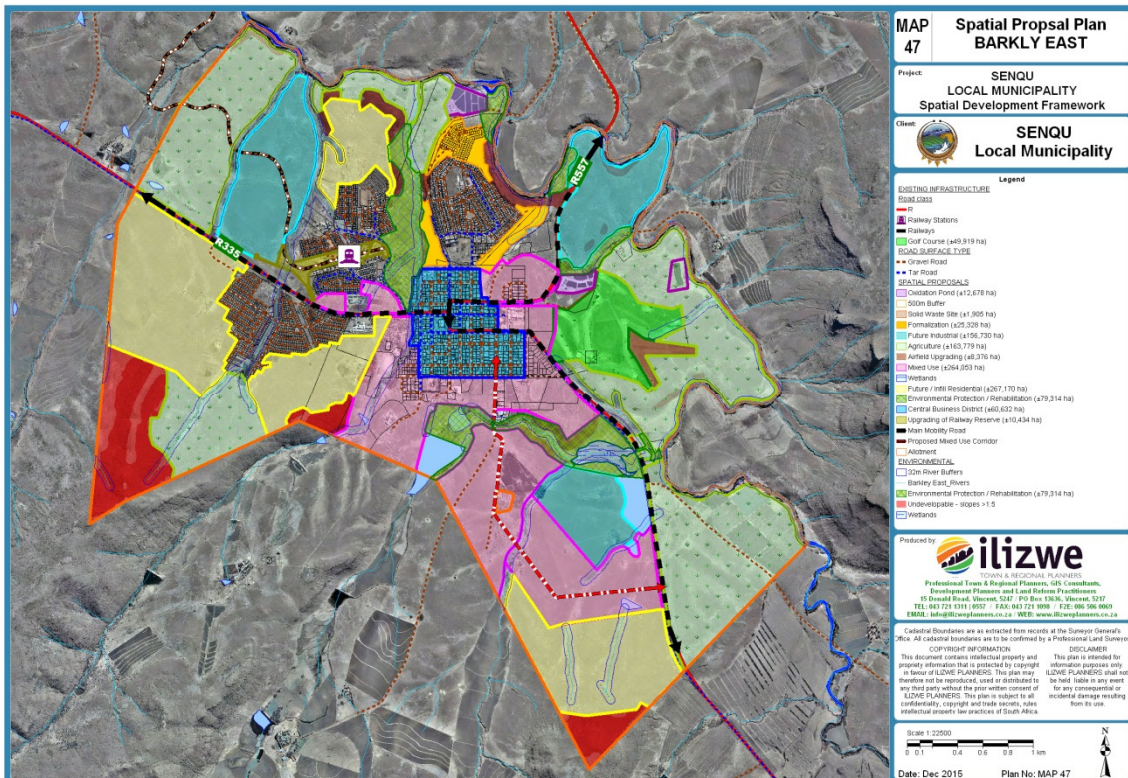
Lastly, the JGDM agri-park has been planned for Lady Grey. An ideal location would be at the location to Lady Grey at the Industrial Park.

12.2 BARKLY EAST: SPATIAL PROPOSALS

In Barkly East the main spatial element which has guided planning and future development have been the three access roads which leave Barkly East in a northerly, southerly and westerly direction. Barkly East has an existing potential for industrial development and agricultural production, this potential can be exploited in an economically beneficial and sustainable manner. Coupled with the fact that Barkly East is also scenic and boasts beautiful scenic routes it has the potential to do well in agribusiness, agro-processing and agri-tourism.

In the plan below it is proposed that the town have three future industrial precincts, the largest is located along the R58 and through it runs a railway line. This is particularly advantageous because goods can either be transported on the road and in the medium term when the railway lines are upgraded and become more functional the industrial and agribusiness sector can develop exponentially.

Adjacent to the proposed industrial precincts are large tracts of land earmarked for agricultural production and processing. These agricultural precincts should only be utilized to farm crops and organic products and should not be used for farming livestock. Livestock farming can take place outside of the urban area.



Map 34: Barkly East Spatial Proposal Plan

Proposed residential developments are located in close proximity to the proposed industrial and agricultural precincts. This will allow for the mainly unskilled and semi-skilled workers to be in close proximity to their places of work.

BARKLY EAST: SPATIAL LOGIC

The spatial logic of Barkly East has been guided by the calculated assumption that there will be less growth of high order economic services; however more growth is foreseen in the agro-processing, agri-business, agritourism and the industrial sector of the town's economy. When compared to Sterkspruit and Lady Grey, Barkly East plays a slightly different role in that it has the potential to become SLM's bread basket and industrial hub.

Industry and Agribusiness

Barkly East has the potential and needs to develop a chain of industries or sectors directly and indirectly involved in the production, transformation and provision of food and fibre consumables. This entails a diverse but also focused array of activities of which most are commonly found in all the JGDM towns. These industries will be accommodated within the future industrial precinct shown on the plan below. Barkly East also has a country side feel to it and has the potential to support Agritourism. Agritourism, as it is defined most broadly, involves any agriculturally based operation or activity that brings visitors to a farm. Agritourism is considered to be a niche or uniquely adapted form of tourism and is considered a growth industry in many parts of the world. Agritourism overlaps with geotourism and ecotourism.

Geoparks is a relatively new concept where the original idea of a natural park is extended to also include culture, environment, heritage, and the wellbeing of its residents. UNESCO drives this concept internationally and the JGDM could have the first Geopark in Africa if they decided to follow the recommendation made in its report.

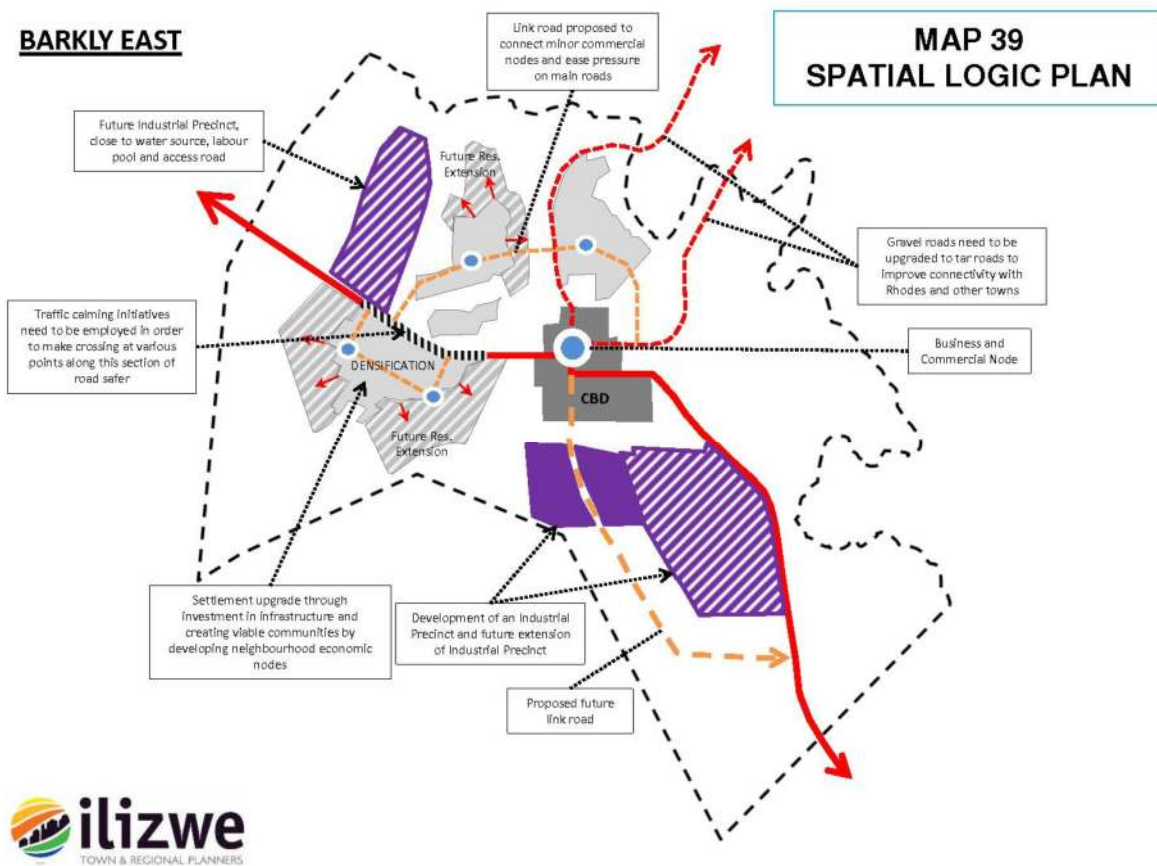
Urban Edge

The urban edge of Barkly East is proposed to stay as it currently is, this is because there is a large potential within the town's boundaries to densify residential development and there is room to upscale the industrial activities which are currently in existence in this town. Barkly East has vast farmlands which have the potential to produce crops as well as farm livestock, especially cattle and sheep. The commonages need to be managed well in order to make maximum use of the available land within the town's allotment area.

Linkages and Access

The main access routes into and through Barkly East are the R58 and R396. The R396 however is a gravel road which needs to be upgraded to a tar road in order to improve connectivity between Barkly East and Rhodes.

Proposed loop roads are represented on the plan by the orange dotted lines, these proposed roads will take the pressure off the main roads as this town grows. A major link road is proposed to run from the CBD through the proposed industrial precinct and will join onto the R58. This proposed road will allow for goods vehicles, trucks, tractors and other heavy vehicles to access the industrial precinct without causing congestion on the main roads in and out of Barkly East.



Map 35: Barkly East Spatial Logic Map

Other spatial development features that need to be noted include:

- Public open space identified areas are to be upgraded and maintained
- There is intensive small scale agriculture that should be retained
- Neighbourhood Nodes are earmarked for upgrading and development
- There is a buffer zone around the dam area (open space corridor)
- A mobility street that provides linkages through the settlement

12.3 STERKSPRUIT: SPATIAL PROPOSALS

The spatial proposals suggested in the plan below are respondent to the spatial issues which have been identified. The Spatial Proposals Plan has been moulded and guided by the following structuring elements:

- The Sterkspruit River
- The major roads
- The current spatial

Environmental Rehabilitation

It is proposed that in order to rehabilitate the Sterkspruit River there needs to be a radical change in land use in certain areas which are close to the river. It is proposed that in areas where rehabilitation is indicated on the plan, that this land be used in a manner that will not cause pollution of the river.

Planting of trees, creating park areas, boardwalks etc. can be built or encouraged in such areas in order to promote the protection of the environment. These areas can also be used to host events, indabas and expo's which promote sustainability, green living, renewable energy etc.

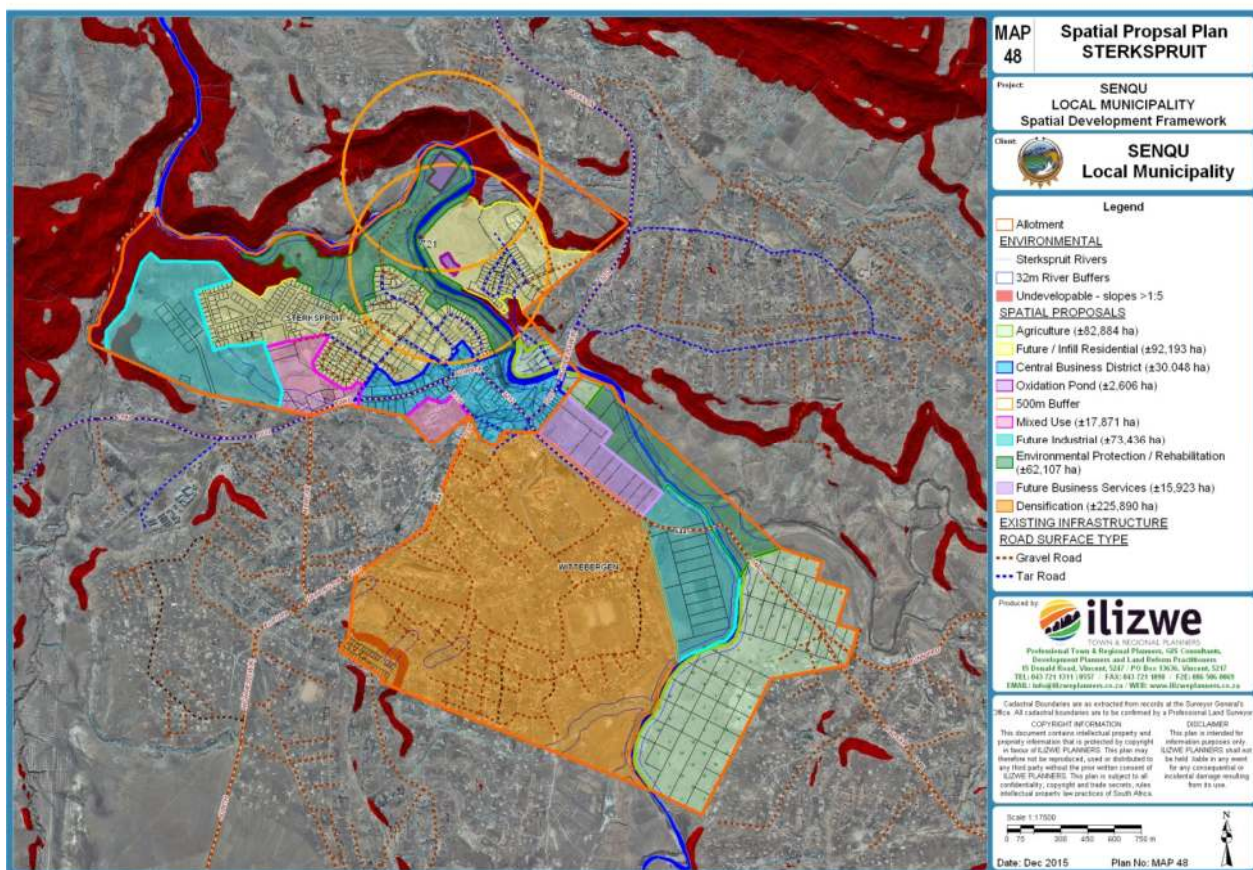
The environmental rehabilitation areas are in close proximity to the oxidation ponds and some of the area in which they fall within is the 500m buffer where no residential developments are encouraged. The rehabilitation areas also help to act as a buffer around the oxidation ponds.

Agriculture

Agriculture is a very important part of this rural economy and thus needs to be accommodated and promoted within the spatial extent of the town. The majority of land earmarked for agricultural purposes is located in the south-eastern corner of the plan. This land is currently undeveloped land and was previously land set aside as quitrents. This agricultural precinct can develop into a packaging and processing plant as well.

Future Residential/ Infill Development

Sterkspruit has a large number of settlements around it, however the densities are lower than what one would expect. In order to curb urban sprawl and fragmentation it is important for the municipality to develop a densification strategy for Sterkspruit as well as the surrounding settlements. A densification strategy can include but is not limited to the adoption of different and developing of new housing typologies, this can range from semi-detached housing to block flats in some areas.



Map 37: Sterkspruit Spatial Proposal Plan

Industrial Precincts

There are two industrial precincts that have been proposed, the first is an existing proposal from the previous SDF and a new one is proposed to the south-east of the plan. The new proposed industrial precinct is situated close to the agricultural precinct and along the main road, which is to be upgraded into a tar road in the future. This will allow for fresh agricultural product to be processed, packaged and made ready for shipping.

Future Offices and Business Services

Sterkspruit Plaza is a mall located on the main road; this mall has had the catalytic effect of drawing more and more investment into the eastern parts. In the years to come even more investment is foreseen in this direction. This is why it has been proposed that an area of land which be set aside for the accommodation of business and financial services uses, as well as offices for professional services.

Mixed Use Development Clusters

Mixed use development precincts are proposed along the main road (R392). These mixed use clusters can accommodate retails shops, clothing shops, hardware stores, corner shops, filling stations, small scale manufacturers etc. The mixed use clusters extend all the way through the town and join the major mixed use activity corridor proposed between Sterkspruit and Herschel.

STERKSPRUIT: SPATIAL LOGIC

The spatial logic which has informed the development of the plan below has been mainly the fact that Sterkspruit is the economic hub of SLM. Sterkspruit also has to accommodate a large amount of people from the surrounding rural and peri-urban settlements who come to buy goods and services in the town. Hence, a great deal of thought has and still needs to go into the movement system in and around Sterkspruit with regard to pedestrian and vehicular traffic.

The following spatial trends and issues have been identified.

- The historical legacy has left a glaring scar in the spatial structure of Sterkspruit: it is clearly obvious that no planning was done in the early development of this town in comparison to Lady Grey and Barkly East, which are traditionally so called 'white towns';
- A lack of middle income housing in general, but also a lack in the variety of available housing;
- Infill planning and development is possible within the allotment area;
- There is opportunity for extension of the CBD and a new mixed use development precinct;
- There are limited business land uses;
- There is a lack of agro-industry as well as other industries/manufacturing considering the Sterkspruit River water source as well as proximity to labour and the existing road network;
- Absence of a coherent spatial structure to the location of public facilities.
- Lack of access roads into the informal settlements hindering access for ambulances, fire engines, police cars and refuse trucks;
- There is a range of land uses within the allotment area with undeveloped municipal commonage being the largest land use followed by residential land uses;
- Accessibility and movement is adequate for the most part but traffic and pedestrian congestion on the main roads becomes very problematic during peak hour and on certain days of the month;

Existing Traffic Issues

The traffic congestion situation in Sterkspruit needs urgent attention. Currently the CBD of Sterkspruit, as depicted below, becomes very congested during peak traffic hours. Traffic moves very slowly along the main road, below is a list of some reasons why traffic becomes congested:

- A large number of pedestrians who use the road's shoulder and not the sidewalk.
- Haphazard development of the taxi rank and the lack of co-ordination within the rank.
- No dedicated turning lanes at the traffic lights on the R392.
- Vehicular and pedestrian conflicts due to:
 - Pedestrians within the roadway – some pedestrians still to choose to walk within the roadway as opposed to the newly revamped sidewalks.
 - Roadway easier to push trollies on as opposed to the sidewalk.
 - Frustrated motorists that have experienced excessive delays due to the traffic congestion do not want to wait for crossing pedestrians.
 - Hawkers use up much of the area dedicated to the movement of pedestrians.
- Limitations in the detailed planning/designs of the town, including:
 - The physical barrier created between the settlements south of the Sterkspruit River and the surrounding settlements to the north – this places extra pressure on the traffic movements.
 - A lack of detailed short, medium and long term solutions to address the traffic situation in the CBD and surroundings.

Development Trends

Sterkspruit is the economic hub of SLM and thus needs to provide more opportunities for people to gain meaningful employment within this town. Sterkspruit also caters for a lot of people coming from smaller towns who can only access certain goods and services here. Thus, the future development of Sterkspruit needs to be along the lines of meeting the needs of consumers, while simultaneously providing economic opportunities for the locals to gain employment, and creating a conducive environment for doing business.

Spatial provision has been made for the future expansion of the CBD further south of the current CBD, as indicated on the plan. Provision has also been made to the east of Sterkspruit Plaza to accommodate retail, offices, banking services and other related land uses. Further down the main road, onto the gravel road is an area which is currently underutilised. The land in this area has vast potential to becoming economically productive land, it is thus proposed that the gravel road be upgraded to tar and mixed use precinct be developed in order to encourage more businesses to invest in the local economy. Immediately adjacent to the mixed use precinct is the proposed industrial precinct. The industrial precinct is relatively close to a number of residential settlements which will supply a labour pool and provide people with job opportunities within close proximity to their places of residence.

As per the plan below as well as the previous SDF, land has been allocated for industrial purposes. This land is currently being unlawfully invaded by people and structures have already started being built. The municipality needs to work speedily to address this issue before it spirals out of control.

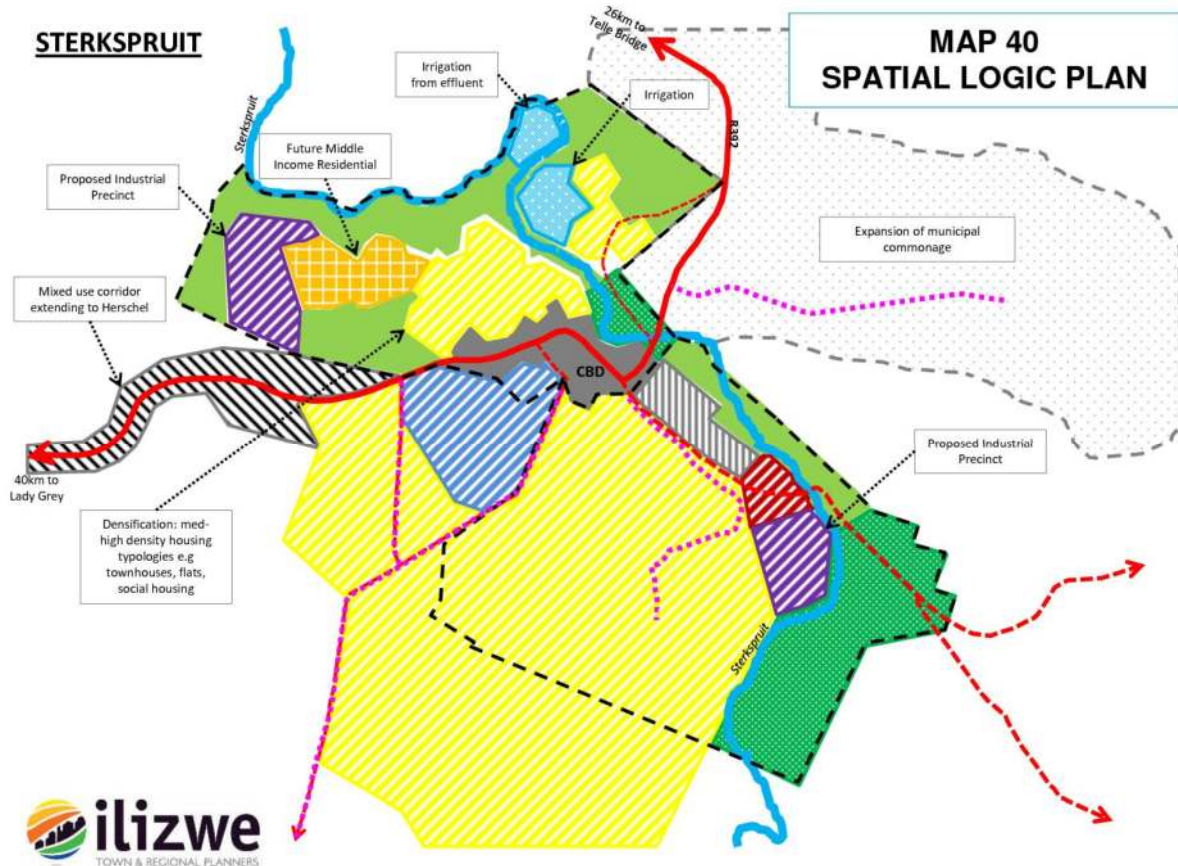
Residential Development

The land grabs which took place in Sterkspruit have had a detrimental effect on the settlement planning process which had already taken place. The situation needs to be dealt with speedily and efficiently as this land is ideal for the development of mixed income housing. As per the plan below and the previous SDF there has been land which has been earmarked for middle-income as well as low-income housing.

Mixed Use Corridor/ Activity Spine

A mixed use corridor is proposed between Sterkspruit and Herschel with a focus on reinforcing and supporting the current nodes and the linear development between them. Such linear development should allow for land use and transportation to support each other, and improve the efficiency of the public transport system and the infrastructure network.

This corridor will also allow for many of the settlements along the R392 to have access to retail services without having to travel to the Sterkspruit CBD. The corridor will not only ease the pressure of pedestrian and traffic congestion but it will also allow for employment opportunities for those who live along this route. This proposed corridor beautifully encompasses the principles of nodes and corridors talked about in many spatial planning policies.



Map 36: Sterkspruit Spatial Logic Plan

13. Conceptual Development Plan

13.1 INTRODUCTION

The Conceptual Development Plan encompasses the entire municipality and proposes spatial reforms and proposals in a comprehensive and holistic manner. Identifying a Unique Sense of Place informs the concept planning component which then forms the foundation of the spatial development framework plan.

The following items describe the SLM in terms of sense of place:

Table 30: Description of SLM in terms of Sense of Place

1	Rich in heritage attractions and history	5	Agricultural production
2	Numerous pockets of untouched natural environment	6	Large market for sheep and cattle farming
3	Rich cultural heritage	7	Friendly and hospitable community
4	Beautiful landscape	8	Home to the only ski resort in SA

13.2 LINKAGES

Currently, there is a major problem on inaccessibility in SLM, this is partly owing to the fact that SLM is a predominantly rural municipality. Accessibility to Rhodes needs to be improved in order to allow more tourists and visitors to explore the scenic treasures that exist in SLM. Tiffindell Ski Resort is the only ski resort in the entire country, thus creating better access to it will boost the tourism industry. The most important linkage with Rhodes/Tiffindell is with the R396, this road has been identified as a tourism corridor and thus needs to be exploited as such.

Many more roads within SLM need to be maintained and new roads need to be laid down, this will:

- improve the overall connectivity of towns and settlements,
- improve the standard of living of many communities, and
- allow for more investment by the business sector.

13.3 ACTIVITY CORRIDORS

The main tourism corridor runs through Sterkspruit, Bluegums, Herschel, Barkly East and Rhodes. This corridor needs to be better established, more signage and advertising boards along this corridor will inform people of the existing tourism destinations and other points of interest that visitors might be interested in.

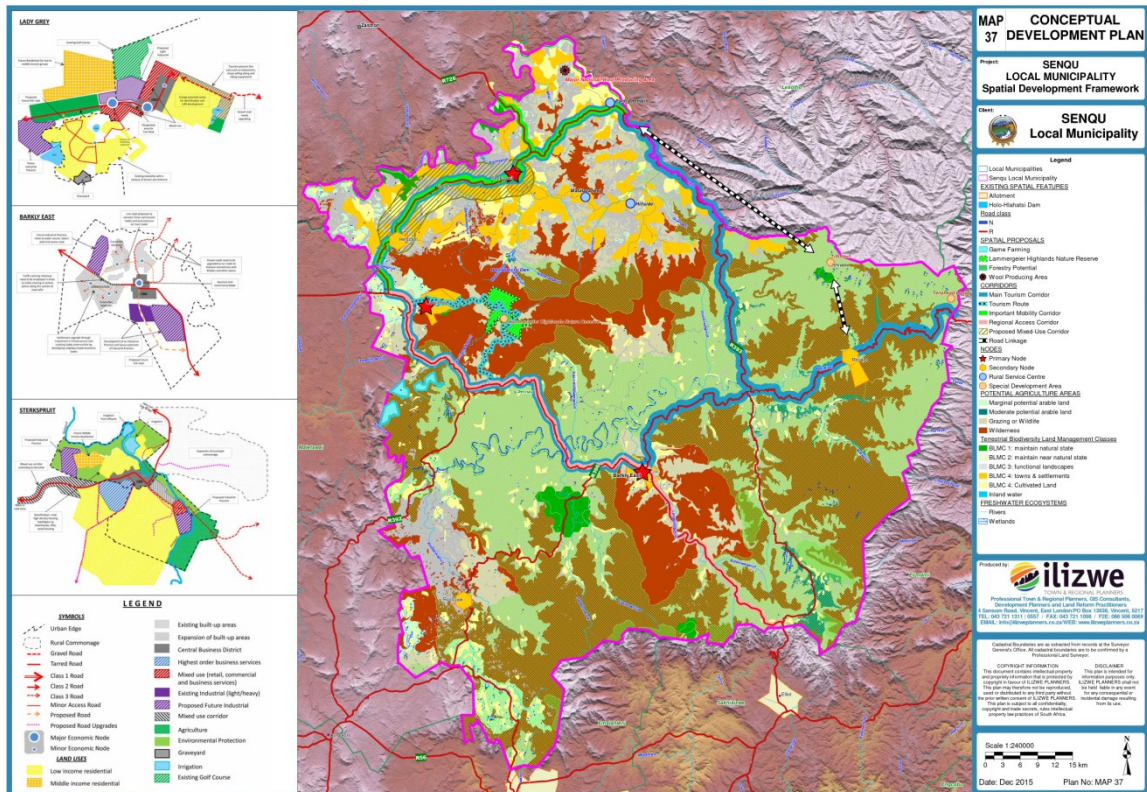
The plan also depicts an important mobility corridor. This corridor is very important from an economic standpoint in that it acts as an artery for businesses to perform their activities and allows for goods and services to be supplied to local towns and settlements. The regional access corridor performs a similar function, however this road which run from the N6 in Aliwal North past Lady Grey and through Barkly East to Elliot, Ugie and Maclear. This regional access corridor carries a fairly large number of vehicular traffic, however the road is in poor condition and needs upgrading and maintenance work done.

A new proposed Tourism route is depicted on the map; it runs in a loop pattern from Lady Grey and onto the R58. This proposed tourism route is an important strategic move in trying to boost the

tourism economy of SLM. The loop passes a historic site, hiking trails and even a stone arch bridge. A major point of interest along this route is the Lammergeier Highlands Nature Reserve. It is proposed that this route be properly maintained and more sign posts and advertising should be in place in order to market this route to tourists as well as local residents.

13.4 MIXED USE ACTIVITY CORRIDOR

A mixed use activity corridor is proposed between Sterkspruit and Herschel. This corridor will help to alleviate the situation of traffic congestion and overcrowding in Sterkspruit, especially on major shopping days like the month end and Fridays. The mixed use activity corridor will also allow more and more people to have access to new job opportunities.



Map 38: Senqu Conceptual Development Plan

14. Spatial Node Proposals

The Nodes plan illustrates all the proposed nodes and the existing and proposed hierarchy of settlements in the municipality.

14.1 SETTLEMENT HIERARCHY

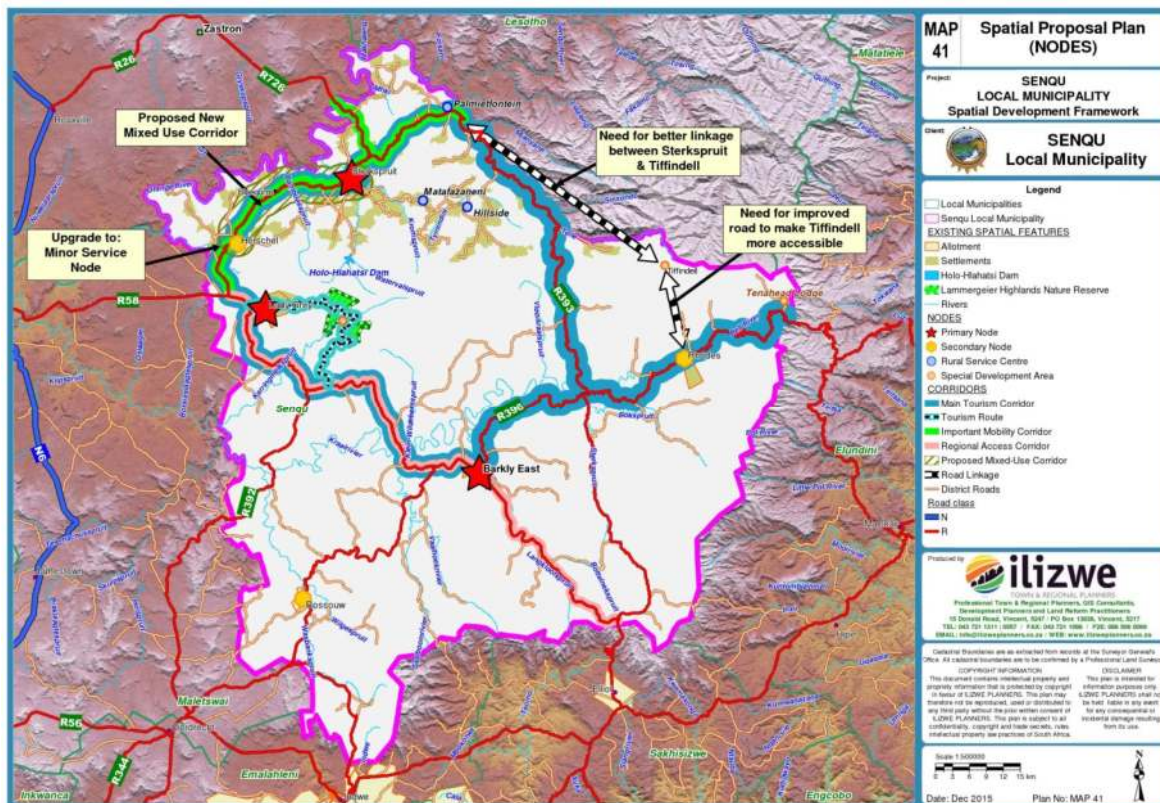
At the top of the settlement hierarchy is the primary node. There are three primary nodes which have been identified, namely: Sterkspruit, Lady Grey and Barkly East. Each one of these towns has a different niche and plays a different role in terms of its contribution to economic growth. For example Sterkspruit's role in economic growth relates more to the distribution of goods and services, financial services, business services and other high order goods and services. The role that Lady Grey plays in the economy is an administrative and bureaucratic role. However there is potential, as is proposed in

this plan that this role can branch out into a role more in line with tourism. Lady Grey has beautiful hillsides and mountainous terrain, hiking trails and various points of interest in terms of tourism, heritage, cultural and historic sites. Barkly East currently plays the role of a dormant small town which contributes largely to the agricultural sector. It is proposed that this role be diversified in order to advance the local economy. There is a large potential in Barkly East for industrial and agricultural production, manufacturing, processing, packaging, marketing and shipping. Barkly East can in its long term strategy combine tourism and agribusiness to create a new niche called agritourism for itself. A Geopark is a unified area that advances the protection and use of geological heritage in a sustainable way, and promotes the economic well-being of the people who live there. There is potential for Joe Gqabi DM to house Africa’s first Geopark and this Geopark could be located in SLM. With these sorts of ground breaking developments we could see the development of a major regional activity corridor which could run through SLM and bring lots of investment into the area.

Three secondary nodes have been identified in the study area, namely: Herschel, Rhodes and Rossouw. These nodes perform an auxiliary function to the primary nodes. The secondary nodes are towns with limited growth prospects and thus they are positioned lower on the settlement hierarchy.

The third type of node is Rural Service Centre which is a very small node and its role is much more diminished than the secondary or the primary nodes. The rural service centre is just a town centre where people can access certain daily goods and services. The higher order goods and services are not available in these towns.

The fourth type of node that has been proposed is the Special Development Area (SDA). There are two SDA’s which have been identified, the first is Tiffindell Ski Resort and the second is along the newly proposed tourism route. The SDA along the tourism route offers spectacular scenic views, hiking trails, 4x4 trails, historic sites, a stone arch bridge and nature reserve plus many other activities.



Map 39: Senqu Spatial Proposal Plan (Nodes)

15. Quantitative Guidelines: Social Facility Provision

When planning for public facilities for residential settlements it is necessary to analyse the site and target population in order to determine the type of public facilities required for a specific development.

In the past, public facilities were provided through the application of a set of standards relating to the provision of different types of public facility. These tended to be rigid and inflexible and, as a result, it was decided instead to provide a set of guidelines for the provision of public facilities. As the name implies, these are meant to guide the planning of public facilities and cannot be applied uniformly across the board. The context must be evaluated and the guidelines adapted to suit the specific situation at hand.

15.1 EDUCATIONAL FACILITIES

FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Crèche/nursery school	These are community specific facilities which should be within walking distance of residential units. Facilities can be clustered with pre-primary schools, primary schools, community centres, etc. (This does, however, result in the externalisation of facilities beyond individual residential settlements).	Should be accessible by pedestrian pathways without having to cross major streets. Where streets are crossed these should be minor streets. Maximum travel time: 10 minutes (whether by foot or vehicle). A maximum walking distance of 750 m.	Minimum size for facility: 130 m ² • 50 m ² per 45 children served. • Minimum area per playlot: 20 - 30 m ² . • One third of the total area should be used for circulation, administrative and ancillary	Estimated minimum population: 5000.
Primary school	Should be located within easy reach of the local areas which it is intended to serve. As a result it needs to be located close to, but not necessarily along, a public transport route. Primary schools can be combined with a number of other facilities to form a cluster (i.e. a high	Should ideally be accessible by foot, bicycle and vehicle. Maximum travel time: 20 minutes (whether by foot, bicycle or by vehicle). Maximum walking distance: 1,5 km.	Buildings and recreational space are the two components of a school which physically occupy the site. The minimum size of a primary school site is estimated at 2,4 ha and is made up as follows: Buildings: 1,4 ha Recreational space: 1 ha. If exact numbers are known, one can do	Estimated minimum population: 3 000 - 4 000.



FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
	school, community hall, playground, park, etc).		a calculation based on the following: • 40 pupils per classroom and 50 m2 per classroom. • One third of the area for circulation, administrative and ancillary uses. • Recreational area: 1 ha (playing fields).	
High school	School should be situated on a major transport route with public transport stops.	Maximum travel time: 30 minutes. Maximum walking distance: 2,25 km.	The minimum size of a high school is estimated at 4,6 ha and is made up as follows: Buildings: 2,6 ha Recreational space: 2 ha. If exact numbers are known then one can do a calculation based on the following: • 40 pupils per classroom and 50 m2 per classroom. • One third of the area for circulation, administrative and ancillary uses. • The recreational area can be calculated according to the type of sports to be offered - refer Sub-chapter 5.5, Table 5.4.3, for the dimensions of sports fields.	Estimated minimum population: 6000 - 10 000.
Tertiary facilities	Regional facilities located along major transport routes with public transport stops.	Regional scale of facility means that it would be planned for in terms of a development framework and not when designing specific living environments.		
Adult learning centres	Adult learning centres are not usually provided as stand-alone facilities and generally “double up” with some other form of facility (i.e. a community centre, hall, school etc). No figures have therefore been given as the most efficient provision is through doubling up where existing space is adapted for adult learning classes.			

Table 31: Educational Facilities

15.2 HEALTH FACILITIES

FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Mobile clinic	Mobile facilities which move from community to community - therefore there is no fixed location.	Must be accessible by foot. Maximum walking distance: 1 km.	These are self-contained units. Space is, however, required to park and operate the clinic: this can be done from a local park, community centre, church, etc.	A mobile facility will serve a population of about 5 000 people.
Clinic	Clinics should be accessible to the greatest number of people and as such should be located close to public transport stops. The facility need not be located along a major route and can be located a block or two back, in quieter surroundings.	Maximum walking distance: 2 km. Where it is not possible for the facility to be placed within walking distance, it must be easily reached via public transport, with a maximum walk of 5 minutes from the public transport stop to the facility. Maximum travel time of 30 minutes to reach the facility.	The size of the clinic will vary according to the number of people the clinic will serve - the more people the greater number of services required, and as a result the larger the facility. The following guidelines are suggested: <ul style="list-style-type: none"> • 0,1 ha per 5 000 people • 0,2 ha per 10 000 people • 0,5 ha per 20 000 people • 1 ha per 40 000 people • 1,5 ha per 60 - 80 000 people. 	An estimated minimum of 5 000 people.
Hospitals	These are regional facilities, which must be located along major transport routes in close proximity to public transport stops.	Regional scale of facility means that they would be planned for in terms of a development framework and not when designing specific living environments.		

Table 32: Health Facilities

15.3 RECREATIONAL FACILITIES

FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Playgrounds	See Sub-chapter 5.4 Table 5.4.3			
Sports fields				
Sports clubs				



Sports stadiums	Regional facilities, located along major transportation routes in close proximity to public transportation stops.	Regional scale of facility means that they would be planned for in terms of a development framework and not when designing specific living environments.
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Table 33: Recreational Facilities

15.4 CULTURAL FACILITIES

FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Community centres	A community centre provides a variety of services to a number of residential communities and, as such, it should be easily accessible to these communities, preferably on a main thoroughfare in close proximity to public transport stops.	Where possible, community centres should be within walking distance. The suggested distance is 1,5 km - 2,25 km. Where it is not possible to provide the facility within walking distance it should be within 5 minutes walking distance of a public transport stop. A maximum travel time of 20 – 30 minutes is recommended.	The estimated minimum size is 5 000 m2. This may vary according to the amount of sharing undertaken with other public facilities such as parks, libraries, playgrounds, and schools.	A minimum population of about 10 000 people.
Libraries	Should be easily accessible, preferably on main thoroughfare convenient to main traffic and transportation routes. Libraries can be combined with a number of other facilities to form a convenient cluster i.e. schools, community centres, etc.	Libraries should be within walking distance of the communities they are to serve. Walking distance: 1,5 km - 2,25 km. Where it is not possible to provide the facility within walking distance, it should be within 5 minutes walking distance of a public transport stop. Maximum travel time: 20 – 30 minutes.	Libraries require a minimum of two books per capita and the size of the library will depend upon the population being served. The suggested minimum size is 130 m².	Libraries can serve populations of 5 000 - 50 000.
Religious centres (churches,	The location will generally depend on the community	Churches are generally community facilities and should	There is no common uniform agreement as to the adequate	It is estimated that approximately 2000



FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
synagogues, mosques, etc.)	being served and the existing facilities in the area surrounding the site. Churches can be clustered with other public facilities such as playgrounds, community centres, halls, etc., in order to promote multi-functionality.	be located within walking distance for members. Maximum walking distance: 1,5 km. The maximum travel time by foot or public transport or vehicle: 20 minutes.	size of a church site. The size will depend on the facilities provided (i.e. if there is a religious school attached, the site will be much larger). A site can therefore range from 150 m2 - 3 000 m2.	people are required to support a single church.
Cemeteries	Cemeteries are generally not considered as a land use which is compatible with residential land use and, as a result, they are not dealt with in this document.			

Table 34: Cultural Facilities

15.5 ADMINISTRATIVE FACILITIES

FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Magistrates court	This is a provincial facility and courts are planned and provided for by the provincial administration.			
Municipal offices/pay points	These facilities require high levels of exposure and must be easily accessible by public transport.	Should be accessible by public transport. Maximum travel time: 30 minutes.	The minimum size for municipal offices is 3 000 m2.	A minimum population of 50 000 people.
Post offices	Post offices generally serve a number of communities and, as a result, need to be visible and accessible to the surrounding population. As such, they should be located along activity routes within easy walking distance of public transport stops. The minimum recommended size is 500 m ² .	Where possible, communities should be able to access the post office on foot - the maximum walking distance is 2 km. The maximum travel time per foot/vehicle: 30 - 40 minutes.	These have generally moved into commercial shopping nodes and, as such, the rental will be a determining factor when deciding on a minimum size.	Estimated minimum population: 11 000 people.



FACILITY	LOCATION	ACCESS	SIZE AND DIMENSIONS	USE CAPACITIES AND THRESHOLDS
Police stations	Community police stations should be located central to all the communities which they are required to serve and should be on a main thoroughfare - so that emergency vehicles can be easily dispatched to adjoining communities.	Where possible, people should be able to access their community police station on foot - a walking distance of 1,5 km is recommended. Maximum travel time: 20 minutes.	Varies between 0,1 ha - 1 ha, depending on the type of facility provided.	Estimated minimum population: 25 000.
Fire stations	Fire stations distribute emergency vehicles to the area and as a result, they should be located on higher-order multifunctional routes that intersect with primary or regional distributors.	Fire stations are a higher-order facility - not generally planned for within a residential community nor one that residents would require access to on a regular basis.	Average erf size: 1,2 ha	Estimated minimum population: 60 000 people.
Old age home	Old age homes are generally provided by the private sector, based on need and demand, and are therefore not dealt with in this guideline.			
Children's home	This is a regional facility and would be provided in terms of a development framework based on statistics regarding homeless children.	Not applicable to the planning of residential settlements.	Average erf size: 2 ha.	One children's home is required per 200 000 people.
Community information centres	These are aimed at providing information to communities on the various services and activities available to them. They should be easily accessible, and visible to as many people as possible. They would be located on busier road intersections.	They should be within 1 km walking distance of residents or easily accessible by some means of public transport with a maximum journey time of 15 minutes.	The size of the facility will depend upon funds available but the building need not be bigger than 100 m ² .	Estimated minimum population: 22 000 people.

Table 35: Administrative Facilities



	Populati on Size	Community information centres	Old age home	Fire stations	Police stations	Post offices	Libraries	Sports fields	Hospital	Mobile clinic	Tertiary facilities	High school	Primary school	Crèche/ Nursery school
Ward 1	6 646	0		0	0	0	0			1		1	2	1
Ward 2	11 856	1		0	1	1	1			2		1	3	2
Ward 3	7 892	1		0	0	0	0			2		1	2	2
Ward 4	2533	0		0	0	0	0			0		0	1	0
Ward 5	8 997	1		0	0	1	0			2		1	2	2
Ward 6	6 638	0		0	0	0	1			1		1	2	1
Ward 7	11 180	1		0	0	0	0			2		1	3	2
Ward 8	9 954	1		0	0	0	0			2		1	2.5	2
Ward 9	6 866	0		0	0	0	0			1		1	2	1
Ward 10	9 055	1		1	1	1	1			2		1	2	2
Ward 11	7 795	0		0	0	0	0			1		1	2	2
Ward 12	7 633	1		0	1	0	0			1		1	2	1
Ward 13	6 663	1		0	0	1	1			1		1	2	1
Ward 14	7 115	1		1	1	1	1			1		1	2	1.5
Ward 15	8 309	1		0	0	1	0			2		1	2	1.5
Ward 16	8 238	1		1	1	1	1			1		1	2	1.5
Ward 17	6 783	0		0	0	0	0			1		1	2	1

16. SPATIAL STRUCTURING ELEMENTS AND DESIGN GUIDELINES

16.1 SPATIAL STRUCTURING ELEMENT DESIGN GUIDELINES

This chapter focuses on the basic Spatial Structuring Elements that guide spatial development decision-making within SLM's jurisdictional area. These elements are used to manage and guide development into certain patterns or arrangements, which are intended to promote more efficient future development.

Spatial structuring elements are important design concepts which guide the planning process and are used to identify areas or special features of areas that allow Senqu Local Municipality (SLM) to rationalise the extent of their responsibility to carry out municipal planning. These spatial structuring elements can be used to guide growth and also limit urban growth and expansion in certain areas.

Recognising the need to plan for urban efficiency, optimum usage of resources and sustainability, there is a need to focus limited public resources in areas of opportunity and create maximum impact. These spatial structuring elements enable the Municipality to identify areas where different types of land uses would be permitted and/or discouraged and thus form the building blocks that guide future planning in the municipality. The Senqu Spatial Development Framework proposes to make use of seven spatial structuring elements, as follows: -

1. The concept of **Development Nodes**
2. The concept of defined **Urban Edges**
3. Areas where **Environmental Constraints** apply
4. Municipal **Open Space** System
5. **Precinct**
6. **Activity Street**
7. **Activity Corridor**

The key functions of the Structuring Elements are to facilitate the following:

- Containment of urban sprawl (urban sprawl implies higher per capita cost when providing essential services and loss of valuable agricultural or natural land);
- Promotion of urban and social integration by creating compact urban areas (these are areas where the mixing of compatible land-uses and a wide range of urban activities/facilities are accommodated within walking distance of living areas, which contributes to the accessibility of economic, social and recreational opportunities to the community);
- Promotion of acceptable higher densities (higher densities imply more efficient use of available urban land, natural resources and service infrastructure);
- Creation of quality urban environments through urban renewal and landscaping (priority should be given to the conservation and reuse of buildings, infrastructure and materials and the beautification of the urban environment through intensive landscaping);

- Reduction of the need for traffic movement and promotion of pedestrian and non-motorized movement patterns (the price signals of transport, such as construction costs and cost of petrol given by the transport market, because they ignore environmental costs, mislead the users into believing that personal mobility is cheaper than it really is); and
- Restoration and maintenance of a defined sense of place (urban areas must reflect the culture-historical character of the area and its people and unique local land uses).

16.2 MAJOR STRUCTURING ELEMENTS

Structuring elements to a large extent, dictate the location of development, the nature thereof and direction of growth in a municipal area. This mainly refers to the natural environment and certain man-made issues that were established over many years. These structuring elements as well as the Spatial Guiding Principles of this document would generate the future restructuring of the spatial pattern and shape within the service area.

- Natural Environment, including agricultural activities, tourism activities and the indication of water bodies;
- Built Environment, including the settlement hierarchy, main road system, airports and railway links, development nodes and corridors.

The major physical and manmade structuring elements in the SLM are:

- The R58 that passes through Herschel and Sterkspruit;
- The R396 that traverses through Lady Grey, Barkly East and Rhodes;
- The closed railway line through Lady Grey and Barkly East and accompanying railway stations;
- The landing strip in Barkly East;
- The Sanitation Scheme in the Sterkspruit, Bluegums and Herschel areas in the north of SLM, as well as the Sanitation Schemes in Lady Grey, Barkly East and Rhodes;
- The towns of Sterkspruit, Lady Grey, Barkly East and Rhodes; and
- The Kraai Rivier and Sterkspruit River, as well as the Holo Hlahatsi Dam.

16.3 THE RURAL DEVELOPMENT AGENDA

The Eastern Cape Provincial Development Plan draws from the 2010 BRICS Rural Transformation Conference's resolutions to present the following summary points on the plan's rural development agenda. It should:

- Strive for inclusive development and growth, contribute to eradicating poverty and reduce inequalities.
- Ensure food security, accelerated agricultural development and opportunities for small-scale producers and family farmers in local, provincial, national and global value chains.
- Create more and better jobs, as well as economic self-sufficiency in rural areas.
- Encourage regional development and rural economic diversification, playing to the competitive strengths of the various regions of the province. This should also help improve

- rural labour markets and rural/urban migration in the long term.
- Be cognisant of the climate and environmental challenge, enhance environmental resilience and sustainability, use scarce natural resources efficiently, promote renewable sources of energy and leverage a green agenda for new jobs and income for the poor.
 - Stimulate the growth of rural towns and intermediate cities and metros, and strengthen the links between them and their rural surroundings.
 - Secure the rural population's universal access to basic public services, such as education (including adult education and ECD), health, housing, water and sanitation, electricity, transport and communication infrastructure.
 - Develop land-reform and land-tenure systems that balance social equity, economic growth and environmental sustainability. These systems should encourage young, educated people to participate in agriculture and the non-farming rural economy.
 - Secure widespread access to efficient and sustainable financial services and capital. This requires a significant expansion of financial resources and budgets, as well as major improvements in the efficiency and institutional sustainability of rural financial systems.
 - Promote research and innovation in appropriate technology, foster the integration of indigenous knowledge systems, and focus R&D on the needs of rural communities, producers and rural economic institutions.
 - Endeavour to make better and more creative use of the opportunities offered by the ICT revolution.
 - Put in place social support schemes, including cash transfers, pensions, employment guarantees and subsidies for the most vulnerable, that secure every rural citizen's basic human dignity. Eradicating poverty and promoting social inclusion will lead to better long-term outcomes if the province's efforts rest on localised, inclusive growth – complemented, not replaced, by social support schemes.

16.4 BIO-REGIONAL PLANNING

A Spatial Development Framework guides and informs all decisions relating to the use, development and planning of land in a specified area, and thus indicates the desired patterns of land use, directions of growth, urban edges, special development areas and conservation areas in that area. However, not all components of the Spatial Development Strategies are spatial in nature, thus in this section the spatial components of the Conceptual Development Plan, Nodes Plan and Spatial Logic Plans are discussed.

The base of the spatial structure is made up of the existing structuring elements that largely dictate the location of development and the direction of growth. In order to align the SDF with the bioregional planning approach of the ECPSDF (2012), bioregions need to be identified on a district municipal level and local municipalities need to identify Neighbourhood Areas as fine grained planning units to ensure constructive community participation and action.

Drakensburg mountain range falls within a large part of SLM and the terrain is very rugged in some areas. This has had a remarkable impact on the spatial structuring and has limited growth and made it difficult for services to reach isolated pockets of rural settlements, in some aspects it has also created opportunities in that the beautiful untouched scenery is attractive to the tourism market.

While the District Municipalities are supposed to define the bioregions in their areas, there was no evidence of such demarcation on a district level. It is therefore crucial that (1) this SDF takes the interaction between SLM and the surrounding district municipalities into consideration when making

proposals and (2) the SLM sets up lines of communication and cooperation with the district municipality and the Eastern Cape Province.

The SWOT analysis in the Sustainable Development Strategy: Part II identified the following opportunities for the development of the environmental management:

- Land stewardship arrangements for conservation purposes
- Core conservation area – high altitude national parks
- Improving the natural environment

This pillar seeks to increase the protection of natural resources through direct protection initiatives such as the investigation into a core conservation area and indirect initiatives such as environmental awareness.

SLM falls within an Area of Co-operation according to the provincial conceptual bio-regional boundaries. In these areas, where municipal boundaries do not correspond with bio-regional parameters, the municipality needs to cooperate with its neighbouring areas.

Bio-regional planning has gained increasing importance in recent years as a methodology for simply and effectively addressing the issue of land use management in regional planning. Four main land use management zones or areas can be identified.

a. Core Areas

These are based on the principle that there are important areas of biodiversity and ecosystems services functioning that should be disturbed as little as possible, for example:

- Mountain and river catchment areas;
- Wetlands;
- Sensitive coastlines; and,
- Important or rare areas of biodiversity.

In some instances it may be appropriate to identify ecological corridors which help to link and ensure the viability of separated areas of important biodiversity.

b. Buffer Areas

Around these core areas are buffer areas of less ecological importance where extensive agriculture and other primary activities such as mining may be carried out according to sustainable principles.

c. Intensive Agricultural Areas

Due to the important role that intensive agriculture plays in ensuring food security, providing low skilled employment and its scarcity in SA, which is an arid country, this activity is identified as a separate bioregional planning zone.

d. Urban Development Areas

Outside of these areas are locations suitable for urban development where a high degree of land transformation can occur but taking care to ensure that the pre-conditions for effective settlement development are met. The bioregional planning zones provide a high level land use guideline that can successfully be used to inform regional and urban development patterns.

16.5 OTHER STRUCTURING ELEMENTS

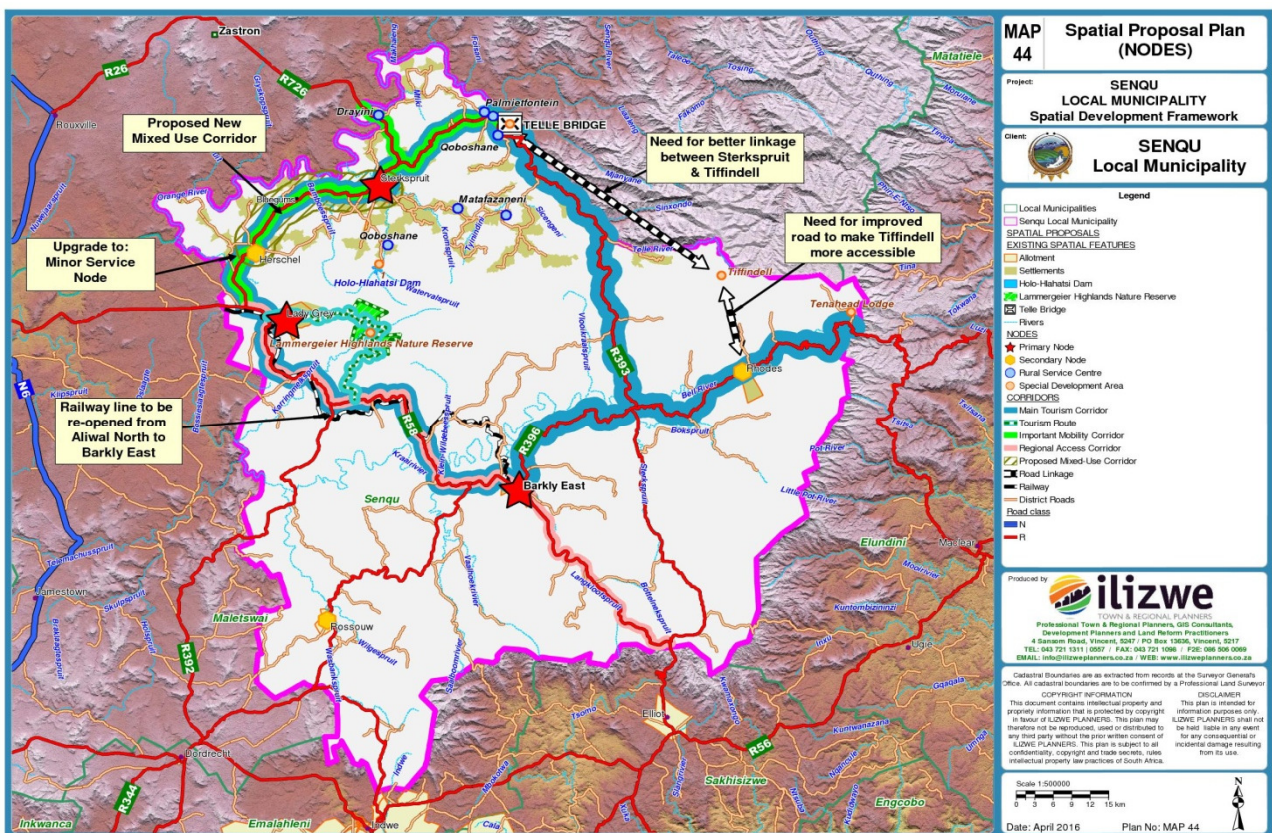
Special Development Areas

Special Development Areas (SDAs) are geographical areas of interest which have been earmarked for investment in order to achieve both the objectives of SLM's Integrated Development Plan and the related objectives of the Spatial Development Framework. SLM would need to prioritise its development efforts and capital expenditure in these areas in order to optimise the development potential of these areas.

Development Nodes

Development nodes are generally described as areas of mixed-use development, usually having a higher intensity of activities involving retail, office, commercial and residential land uses. These are the places where most interaction takes place between people and organisations, enabling the most efficient transactions and exchange of goods and services. Nodes are also areas where vast numbers of people from peripheral areas and isolated rural communities are able to buy certain goods and services which would not be attainable in their communities and villages. Nodes act as focal areas of business and social services. Nodes are usually located on main transport routes to provide maximum access and usually act as catalysts for new growth and development in areas adjacent to the nodes. As such, they are areas where the following should be prioritised: -

- *Appropriate levels of development investment in infrastructure.*
- *Appropriate land use management to promote preferred development outcomes.*



Map 39: Senqu Spatial Proposal Plan (Nodes)

No towns in SLM have been identified as major nodes on a provincial level. However on a municipal level the different towns play important and very particular roles and local nodes with specific characteristics can be identified.

The GVA and the settlement categories developed was used to identify these nodes. Most of the GVA in the SLM is generated in Sterkspruit.

Table 36: Categorises the Main Settlements, their Primary Economic Base, Potential Needs and Investment Required

SETTLEMENT	POPULATION	ECONOMIC BASE	POTENTIAL NEED	INVESTMENT TYPE
Sterkspruit	Large	Retail and commercial services	High Development Potential High Need	Infrastructure, education, entertainment, middle income housing and social facilities
Lady Grey	Medium	Agriculture and administration	High Development Potential High Need	Infrastructure (especially water), business services and social facilities
Barkly East	Small	Agriculture	High Development Potential High Need	Basic services, formal housing, industry and agro-processing
Rhodes	Very small	Agriculture	Low Development Potential High Need	Basic services, tourism, social facilities and infrastructure
Herschel	Small	Agriculture	Medium Development Potential High Need	Mixed use developments, social facilities, infrastructure and low to middle income housing
Rossouw	Very small	Agriculture	Low Development Potential High Need	Infrastructure, social and housing

Based on the above information and the vision, mission, objectives and spatial strategies proposed for SLM, the 6 main settlements have been classified as follows:

The classification of the SLM towns as specific nodes does not only indicate current trends, but also the desired future function of these settlements. The following roles are envisaged for the above towns:

Barkly East:

- Agri-processing (related to local raw agricultural products).
- Agriculture related services such as repair and servicing of farm equipment.
- Wholesale and retail
- Administrative centre
- Financial intermediation, insurance, real estate and business services
- Potential Industry & Manufacturing (Brick Making Plant, Proposed Iron Ore/Steel Smelter and associated light support enterprises).
- Tourism/Heritage and Hospitality Centre.(resorts, eco estates and golf estates)
- Infrastructure services.
- Community, social and personal services
- Transport, storage and communication centre.



Lady Grey

- Intensive and extensive agriculture (Expanded Community Hydroponic Schemes)
- Residential Function
- Tourism (Potential River Adventure Resort and Historical/Heritage sites)
- Community services.

Sterkspruit

- Business and tertiary services
- Wholesale and retail
- Administrative centre
- Infrastructure services.
- Social and community services
- Secondary and tertiary education
- Epicentre of SLM's wool market
- Residential Function

Rhodes

- Municipal storage and related services
- Tourism/Heritage and hospitality centre.(resorts, eco estates and ski resort accommodation)
- Infrastructure maintenance services.
- Community, social and personal services
- Transport, storage and communication centre

Rossouw

- Rural service node
- Primary school

Herschel

- Rural service node
- Postal services

For these nodes to be strengthened it is crucial that public investment be directed to these nodes. However, nodes do not function in isolation, and it is important to strengthen the linkages between them through the development of corridors and the upgrading of transport infrastructure.

16.6 PROTECTED AND DEVELOPMENT RESTRICTED AREAS

Due to the general agricultural character of SLM, the protection of land runs hand in hand with the development of nodes and the infill and densification of urban settlements. It is thus not solely about restricting development in certain areas, but also about promoting development in others. As long as sustainable settlements with adequate housings and services are not created, protected areas will always be in danger of being degraded / transformed.

Municipal Open Space System (MOSS)

An open space system results from a planning process that is innovative, scientific, and most importantly community driven. Open space planning and decision-making must reflect community values, respond to citizens' needs and address broader community goals. Whilst incorporating sound

environmental science regarding ecosystems and the connection between land and water resources, participation by community residents of all backgrounds and diverse interests should simultaneously drive the planning and design process.

Definition

The definition of a Municipal Open Space System (MOSS), aptly describes this concept as follows:
“A Municipal Open Space System (MOSS) is an inter-connected and managed network of open space, which supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements. MOSS comprises public and private spaces, human-made or delineated spaces, undeveloped spaces, disturbed 'natural' spaces, and undisturbed or pristine natural spaces.”

Benefits of a MOSS

Since the 1990s, there have been numerous case studies that have shown the benefits that open spaces provide to communities. Open spaces with trails or sports facilities promote physical health, a growing concern given the rise in obesity in South Africa. Open space also adds to the overall quality-of-life and helps unite a community by creating sports fields and parks where neighbours can meet and get to know each other. And, of course, open spaces help maintain the environment by providing wildlife habitat and facilitating the soaking away of rain water and surface runoff.

Open space has also been shown to be an important contributor to the economy of a community. The presence of open spaces helps to maintain property values. Open spaces are used by businesses as a means to attract employees, especially for high tech or service industries. Tourism, from fishing and cycling to visiting historic sites or simply taking a scenic drive, is highly influenced by local open space planning. In some municipalities open space is intertwined with agriculture and the breeding and training of horses.

Tourism-related Conservation Elements

The following tourist attractions, points of interest and areas where outdoor activities are available and need to be promoted and protected:

LADY GREY / BARKLY EAST

1. Lammergeyer Highlands Reserve
2. Joubert's Pass
3. Naude's
4. Barkly Pass
5. Otto Du Plessis
6. Lady Grey Dam
7. Barkly East Museum
8. Anglo Boer War Sites
9. Ancient Rock Art Sites
10. Tiffindell Resort
11. Karnmelkspruit
12. Witteberg Mountain Range
13. Poplar Park
14. Wartrails
15. Dutch Reformed Church – National Monument

16. Glen Doone, Kantienpoort, Karnmelkspruit, Majuba

STERKSPRUIT

1. Mapetla Mohapi Monument
2. Bushmen Paints
3. Wittenbergen Missionary station
4. Lundean's Nek

RHODES

1. Wartrail and New England
2. Wild Mountain Country
3. Bell, Kraai and Bokspruit Rivers
4. Flora and Fauna
5. Fly fishing and Trout fishing
6. Volunteershoek
7. Carlislehoek
8. Unique Hunting Trophe Room



16.7 URBAN EDGES

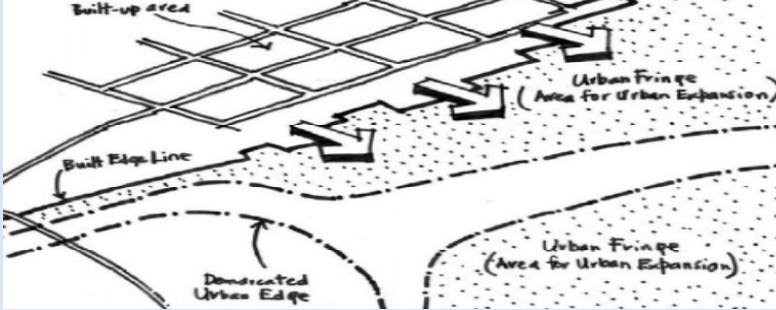
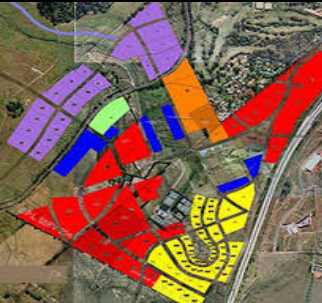

The concept of an urban edge is most commonly used to identify the outer limits of areas where the Municipality would prefer to see an urban level of development. Most importantly though, the Urban Edge defines the zone within which the municipality will endeavour to upgrade levels of infrastructure over a period of time and according to available resources, to support higher densities of residential, industrial, and commercial development. Beyond the Urban Edge, it is envisaged that rural communities will enjoy lower density environments with basic infrastructure and social facilities. The SDF proposes that an Urban Edge be defined for each area beyond which it is envisaged that lower density rural development will be favoured.

Finally, one of the primary functions of the Urban Edge is to protect valuable agricultural land from being eroded by urban sprawl. For this purpose, *agricultural land is seen as all land zoned for agricultural purposes plus all land (whether zoned or not) that was defined as agricultural land in terms of the Subdivision of Agricultural Land Act (Act No. 70 of 1970) and land currently used for either commercial or non-commercial agricultural purposes: excluding land identified in the Spatial Development Framework for non-agricultural development.*


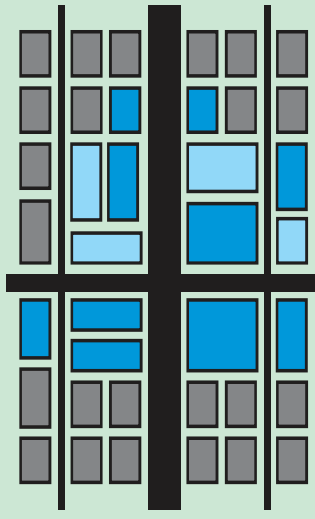
- **Tourism Corridor:** is a mobility route linking areas of greater intensity from a tourism point of view. This type of corridor will generally have a lot of points of interest along its route and many land uses such as B&Bs, heritage sites, camping sites, rock art caves, nature reserves, wildlife, beautiful landscapes and scenery amongst other things.
- **Mixed-use Corridor:** is an activity corridor which is geared towards the development of mixed uses along a mobility route. The mixed use corridor is used in the context of this SDF to bring goods, services and social facilities closer to the people. This also allows for economic opportunities to reach a larger number of people in having them spread along a route instead of them being focused on one particular point.

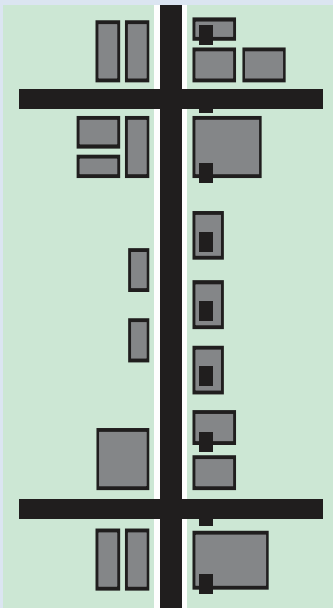
Table 37: Provides short descriptions of each Spatial Structuring Element, as well Design Guidelines for the implementation of these guidelines in the LM

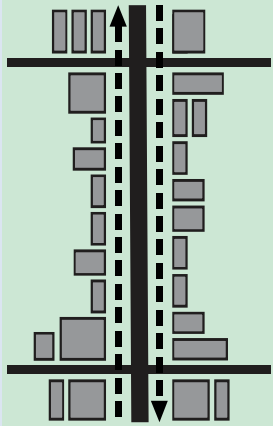
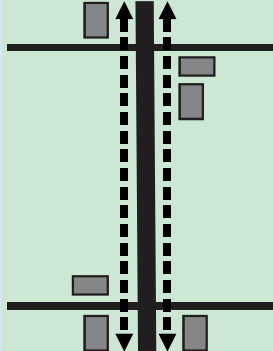
SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES										
<p>MUNICIPAL NODE These are the primary and secondary nodes in a municipality and are towns of significance in terms of scale, location, impact, diversity and agglomeration of functions.</p>		<table border="1"> <tr> <td data-bbox="1032 320 1245 427">Barkly East</td> <td data-bbox="1245 320 2056 427">All new developments linked to government administrative, personal services, retail, industrial, manufacturing, transport, beneficiation & agri-processing should be directed to Barkly East.</td> </tr> <tr> <td data-bbox="1032 427 1245 534">Lady Grey</td> <td data-bbox="1245 427 2056 534">All new developments linked. (Municipal administrative, retail, industrial, storage, transport, agriculture, tourism, adventure and agri-processing) should be directed to Lady Grey.</td> </tr> <tr> <td data-bbox="1032 534 1245 608">Sterkspruit</td> <td data-bbox="1245 534 2056 608">All new developments linked to services, retail, industrial, commercial and education.</td> </tr> <tr> <td data-bbox="1032 608 1245 647">Rhodes</td> <td data-bbox="1245 608 2056 647">Tourism, adventure and agriculture</td> </tr> <tr> <td data-bbox="1032 647 1245 715">Herschel and Roussouw</td> <td data-bbox="1245 647 2056 715">Local services. Government support. Intervention plans to re-position the economy from a social to an economic one.</td> </tr> </table>	Barkly East	All new developments linked to government administrative, personal services, retail, industrial, manufacturing, transport, beneficiation & agri-processing should be directed to Barkly East.	Lady Grey	All new developments linked. (Municipal administrative, retail, industrial, storage, transport, agriculture, tourism, adventure and agri-processing) should be directed to Lady Grey.	Sterkspruit	All new developments linked to services, retail, industrial, commercial and education.	Rhodes	Tourism, adventure and agriculture	Herschel and Roussouw	Local services. Government support. Intervention plans to re-position the economy from a social to an economic one.
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Rhodes	Tourism, adventure and agriculture											
Herschel and Roussouw	Local services. Government support. Intervention plans to re-position the economy from a social to an economic one.											
<p>URBAN EDGE The Urban Edge is the demarcated outer boundary of urban areas and marks the transition between urban and rural land-uses. The Urban Edge is demarcated to manage, direct and control the outer limits of development and protect valuable natural environments and resources. It is also an important tool to contain urban sprawl and ad hoc low-density development, which adds to the life cycle costs of urban areas and places an unnecessary heavy burden on communities. The urban edge consists of the following components:</p> <p>Urban Edge Line: The Urban Edge Line is the demarcated outer boundary within which urban expansion can be accommodated within a defined period of time.</p>	<p>Barkly East Lady Grey Sterkspruit Herschel Rhodes Roussouw</p>	<p>The key objectives of the urban edges are to prevent the transformation and fragmentation of high potential agricultural land. For LM to consider non-agricultural development to be undertaken on agricultural land, applicants have to provide assurance that such development would not fragment high potential agricultural land. The proposed development must, therefore, imply a direct, or indirect, positive impact on, for example, regional tourism, agriculture, environmental conservation and the interest of previously disadvantaged people. The urban edges identified will be applicable for a ten-year period (2017 to 2027).</p> 										

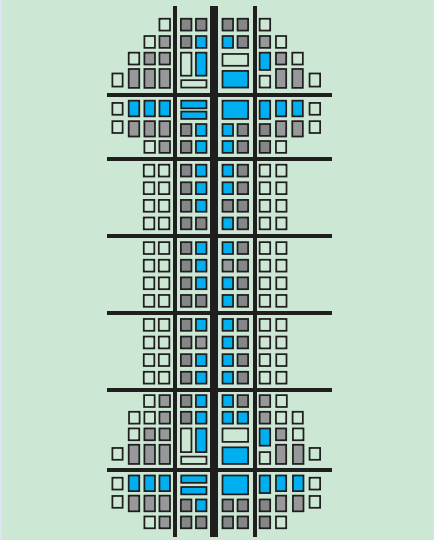
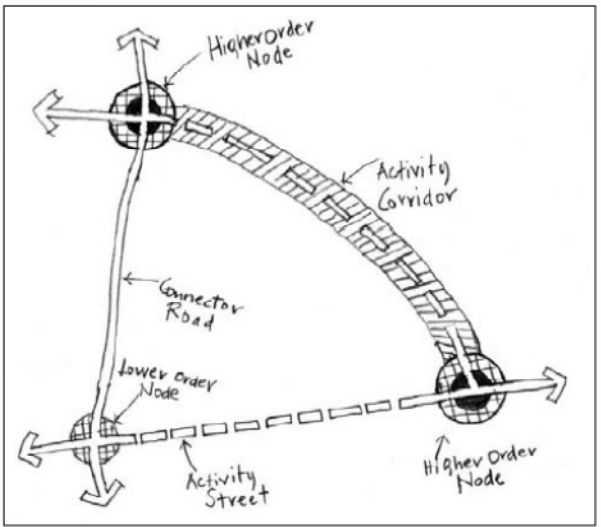

SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
<p>Built Edge Line: The Built Line defines the outer boundary of the existing built up area and will always be contained by, or coincide with, the Urban Edge Line.</p> <p>Urban Fringe: The Urban Fringe is the area located between the Urban Edge Line and the Built Edge Line. The Urban Edge is significant because it is the area in which urban expansion must be accommodated.</p>		
<p>PRECINCTS</p> <p>Precincts are special use areas, which are dominated by a primary activity with an appropriate diversity of land-uses closely associated with the primary activity.</p>		<p>Barkly East Lady Grey</p> <p>The Agri-Industrial Precinct has been established to concentrate industrial activities related to the local agricultural industry and agricultural service industry. The development of an Agri-Industrial Precinct Development Plan is crucial for the effective development of this Precinct.</p>
	<p>Barkly East Lady Grey</p>	<p>Barkly East and Lady Grey have the potential and infrastructure to develop into an industrial precinct. The Industrial Precinct has been established to concentrate industrial activities related to beneficiation, storage and transport. The development of an Industrial Precinct Development Plan is crucial for the effective development of this Precinct.</p>




SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
	Barkly East	<p>Barkly East poses a relatively well-structured central business area and it is crucial that none the intensity of use is lost through the development of retail or commercial activities outside of the proposed CBD Precinct. In order to guide the development of the CBD, a CBD Design Framework should be developed for Barkly East. Until a Design Framework is developed all developments should follow the following guidelines:</p> <ul style="list-style-type: none"> • All developments must contribute to high quality public environment; • Large parking lots adjacent to streets should not be permitted; • Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space; • Land uses on the ground floor of buildings must have an extroverted public façade (e.g. shops, restaurants etc.); and • Site layout and building designs must take cognisance of and support public transport, cyclist and pedestrian movement.
	Sterkspruit and Lady Grey	<p>Sterkspruit and Lady Grey have a small central business area that is not structured optimally and not well connected. In order to guide the development of the CBD, a CBD Design Framework should be developed focussing on strengthening its link to the Activity Spine. Until a Design Framework is developed all developments should follow the following guidelines:</p> <ul style="list-style-type: none"> • All developments must contribute to high quality public environment; • Large parking lots adjacent to streets should not be permitted; • Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space; • Land uses on the ground floor of buildings must have an extroverted public façade (e.g. shops, restaurants etc.); and • Site layout and building designs must take cognisance of and support public transport, cyclist and pedestrian movement.
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SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES	
<p>SETTLEMENT UPGRADE ZONES Settlement Upgrade Zones are areas in a settlement where there is little coherent structure and a low-quality urban environment. In these zones, Neighbourhood Nodes, Activity Streets and Mobility Streets are used to restructure the settlement in combination with improved service provision and beautification of the settlement.</p>	<p>Barkly East Lady Grey Sterkspruit Herschel</p>	<p>Apply the Development Guidelines of the individual components in combination with the guidelines provided.</p>	
<p>NEIGHBOURHOOD NODES Nodes are characterised by a concentration of mixed-use activities around a central core. Nodes, public transport and the public spaces in and between nodes are important urban elements which can be used to restructure areas where economic activities have been dispersed and where there is no sense of place, legibility or special focus.</p>		<p>Barkly East Lady Grey Sterkspruit Herschel</p>	<p>Many of the settlements in the LM, especially in the low-income and informal areas, have no sense of place, legibility or special focus. The aim of the Neighbourhood Nodes is to concentrate compatible and supporting uses in specific areas, creating a concentration of users that make other economic functions more sustainable.</p> <p>In order to ensure the set objectives, the following guidelines should be applied:</p> <ul style="list-style-type: none"> • Concentrate public facilities; • Promote the development of mixed use; • Create safe and interesting public settings; and • Ensure that the interfaces with adjoining lower intensity residential developments are treated sensitively.

SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
<p>DEVELOPMENT CORRIDOR</p> <p>A development corridor is an extensive and complex linear development system of regional or municipal significance. It comprises a central movement axis with supporting movement infrastructure and high intensity land development. Direct access to land uses is usually not possible along the central movement axis (but high visibility is a major feature) and the corridor therefore also comprises linear activity spines that provide access to development.</p> <p>The width of the corridor is usually restricted to walking distance on either side of the central axis (e.g. 600m on either side). Development corridors can either accommodate specialised activities (e.g. industrial corridor) or mixed uses (retail, businesses, offices, high density residential etc.).</p>	 <p>Barkly East Lady Grey Sterkspruit Herschel</p>	<p>Agri-processing and Beneficiation Corridor along the corridor.</p> <p>Focus on tourism/adventure industry as well as agriculture / agri-processing. There is a dire need for social development and the upgrading of the settlements along these corridors.</p> <p>The aim of the Agri-processing and Beneficiation Corridor it to not only strengthen the local agricultural economy but to expand it from predominantly primary to the secondary economy. In order for this initiative to be successful the following need to be in place:</p> <ul style="list-style-type: none"> • Re-opening of railway stations along the R58; • Restore and redevelop existing agri-processing facilities along the R58 / R396; • Promote new agri-processing initiatives along the R58 and R396; • Development of bicycle lanes to facilitate the movement of the workforce; and • Improve public transport along the R58 and R396, as well as road to Sterkspruit and through Herschell

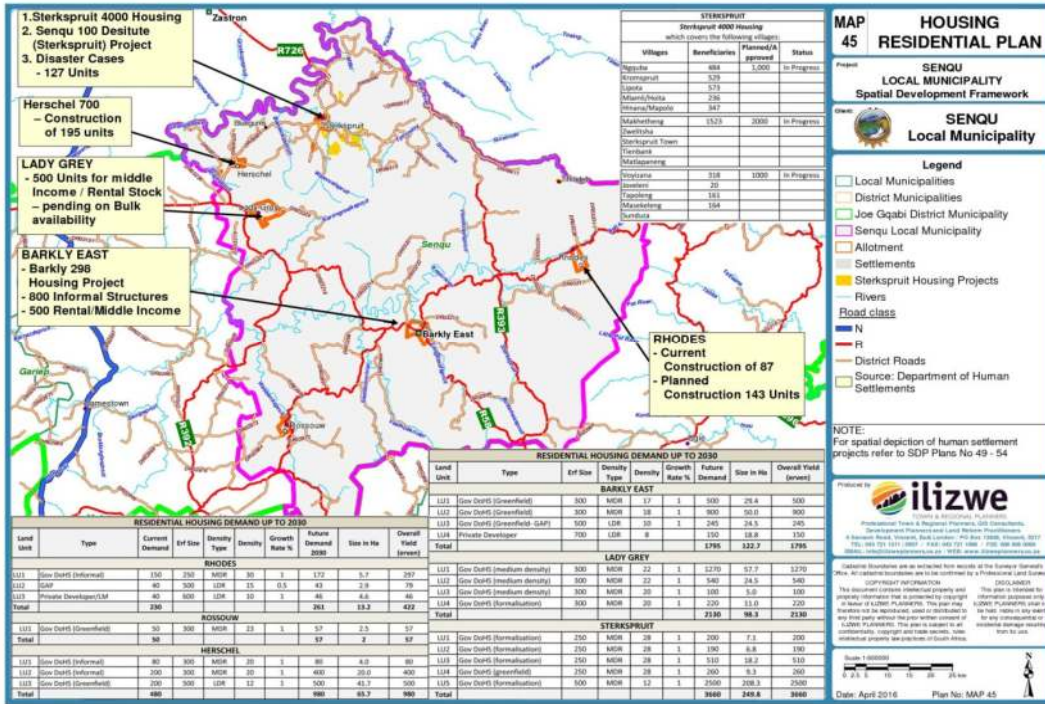
SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
<p>ACTIVITY SPINE</p> <p>An activity spine is an urban linear development area made up of a single central movement axis with intense activity along it.</p> <p>Linear development allows for land use and transportation to support each other. With the higher intensity of development, more people and business will be located next to the activity spine, which means that the use of public transport and existing movement infrastructure becomes more efficient. The movement axis is usually a higher order road of city-wide importance, but it must achieve a balance between promoting access, creating pedestrian-friendly environments and accommodating traffic mobility.</p>		<p>Sterkspruit, Lady Grey and Barkly East have nodal areas, connected to each other by higher order roads that are not used optimally, even though they possess high levels of accessibility and visibility. The development of an Activity Spine along these roads will allow for (1) a concentration of uses along the spine, and (2) a more efficient movement infrastructure. The following guidelines for the development Activity Spines are proposed:</p> <ul style="list-style-type: none"> • Mixed land-uses along the spine; • Interface with adjoining lower-intensity residential developments to be treated sensitively; • Urban design guidelines to be used to guide the development along the spine; • Pedestrian/cyclist-oriented environment to be created, with traffic-calming for cars as and where appropriate; • High accessibility to land-uses; • High density development with mixed uses to be promoted in suitable locations along these routes; and • On-street parking to be provided as and where appropriate.
<p>MOBILITY ROAD</p> <p>Mobility roads primary serves intra-municipal traffic. While this route is characterised by through traffic, trends indicate pockets of mixed use development located alongside. It serves as an important linkage between urban activity areas.</p>		<p>The aim of the development of Mobility Roads in Sterkspruit, Lady Grey and Barkly East is to facilitate the movement of the residents to and from their places of work and play. The following guidelines need to be applied in order to achieve this:</p> <ul style="list-style-type: none"> • Pedestrian/cyclist-oriented environment with traffic calming for cars where possible and appropriate; • Nodal development with a mixed use character (development at intersections) along the route; • Limited direct access; and • Improve public transport along the Mobility Road.

SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
<p>ACTIVITY STREET</p> <p>Activity streets are linear development areas along smaller, local streets. The focus in this type of development is predominantly on the land-use mix and on enhancing pedestrian movement. Traffic mobility is not an important consideration and fast moving traffic on activity streets is avoided. Land-uses tend to be retail and service-oriented.</p>	<p>Barkly East Lady Grey Sterkspruit</p>	<p>The development of Activity Streets in the LM settlements will allow for a concentration of land-uses along prominent spines inside local neighbourhoods, providing structure to the general dispersed nature of public facilities and retail opportunities in the LM. The following guidelines for the development of Activity Streets are proposed:</p>
		<ul style="list-style-type: none"> • Low-intensity mixed land-uses with a focus on community services and economic opportunities; • A focus on low to medium-density residential developments; • The interface adjoining lower residential intensity developments to be treated sensitively; • A focus on pursuing a pedestrian/cyclist-oriented environment; and • 'Good urban design-guidelines' need to be used to guide the development along the street. 

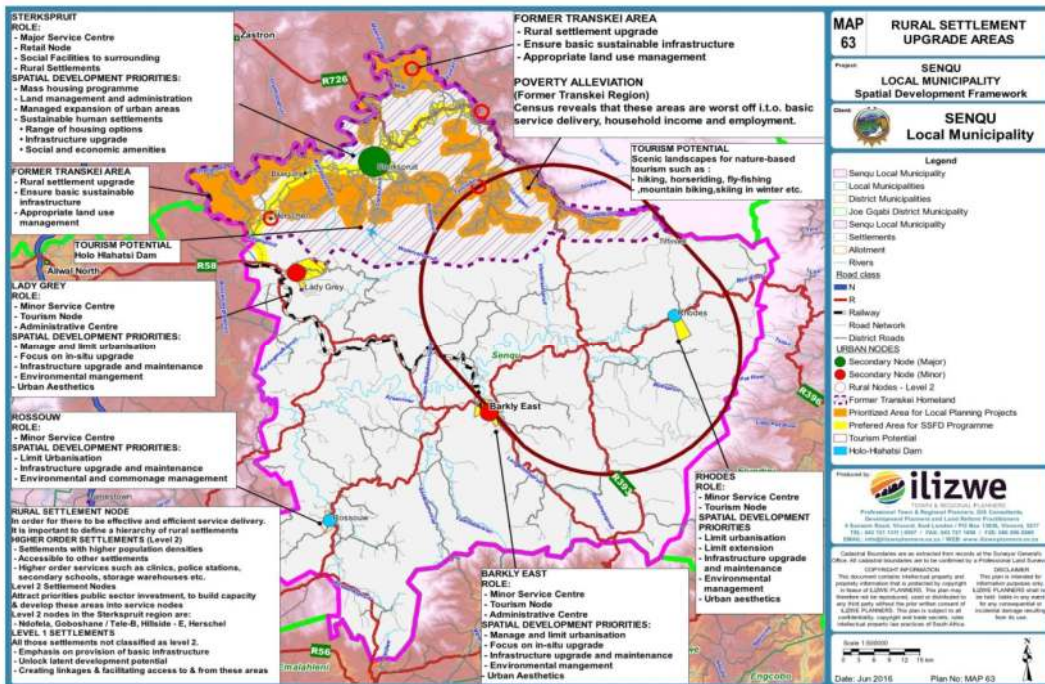
SPATIAL STRUCTURING ELEMENT	LOCATION	DEVELOPMENT GUIDELINES
<p>MOBILITY STREET Mobility streets are proposed as structuring elements focussed on facilitating safe pedestrian and bicycle movement in the Settlement Upgrade Zones, through the provision of sidewalks along roads or pedestrian routes through public open space, vacant land and buffers. These Mobility Streets in combination with Activity Streets link up all the Neighbourhood Nodes, and through the provision of street lighting, street furniture and trees, create high intensity use streets that are not only safer for the communities, but may in time allow for the development of mixed land-uses along the spines.</p>	<p>Barkly East Lady Grey Sterkspruit</p>	<p>The development of Mobility Streets in the main LM settlements aim to provide focus with regard to the upgrading of the public environment and development of pedestrian and bicycle-friendly environments. The following guidelines for the development of Mobility Streets are proposed:</p> <ul style="list-style-type: none"> • Sidewalks and bicycles lanes; • Street lighting; • Public furniture; • Link up public open spaces; • Planting of trees; and • Public transport.
		

17. SENQU SECTORAL STRATEGIC PLANNING

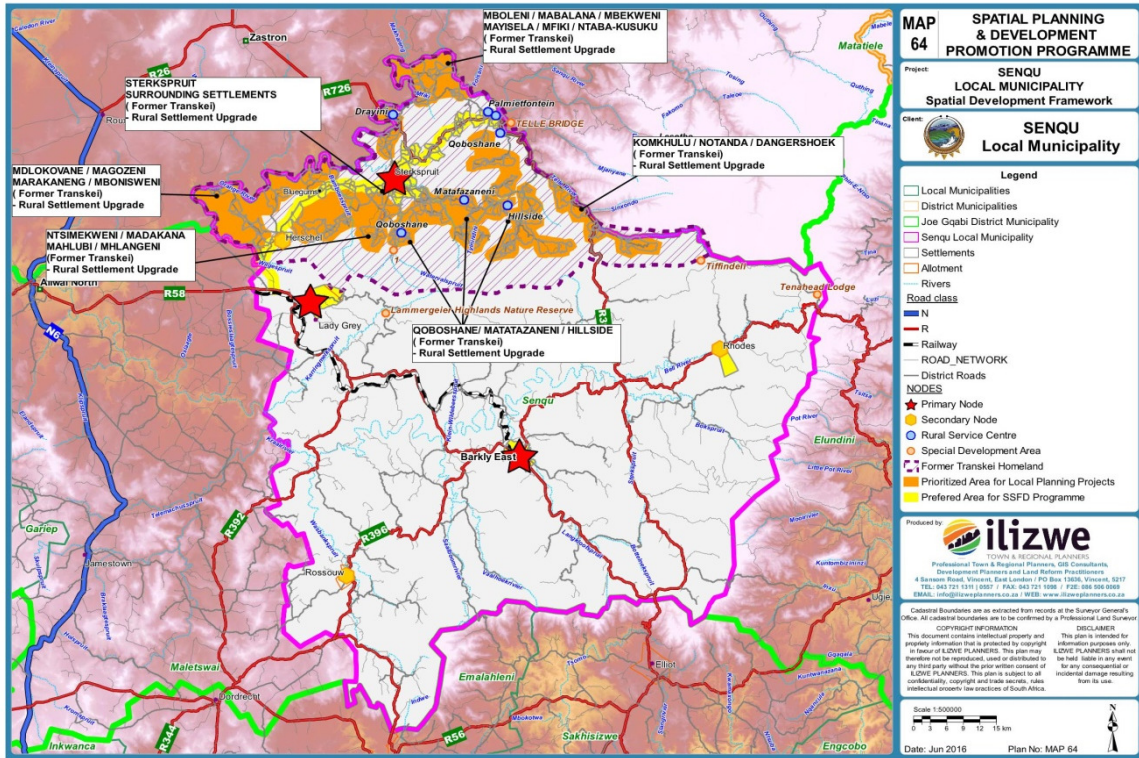
17.1 HOUSING RESIDENTIAL PLAN



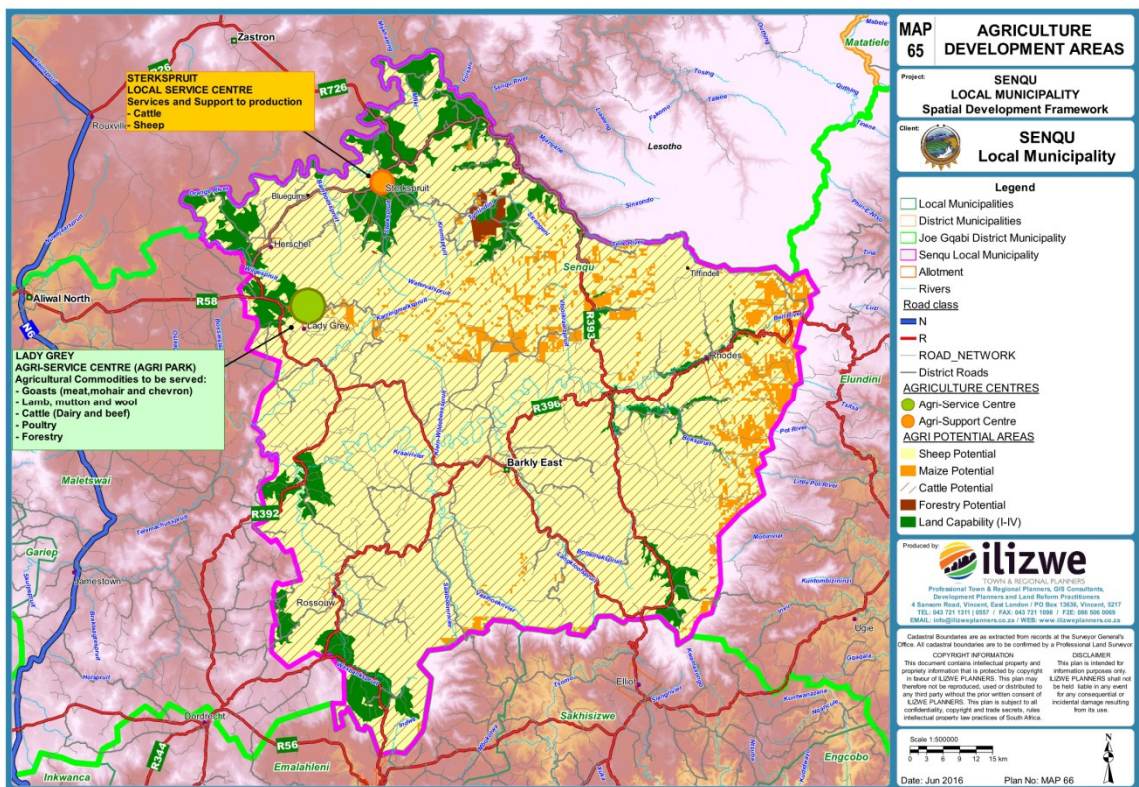
17.2 RURAL SETTLEMENT UPGRADE AREAS



17.3 SPATIAL PLANNING & DEVELOPMENT PROGRAMME

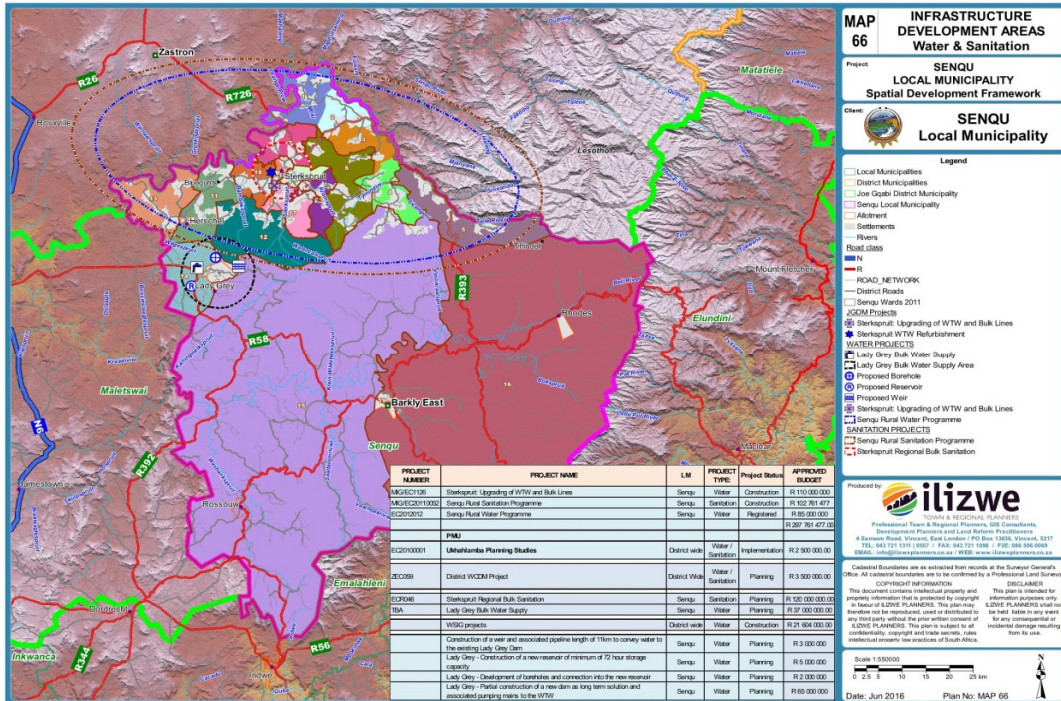


17.4 SENQU AGRICULTURAL DEVELOPMENT AREAS

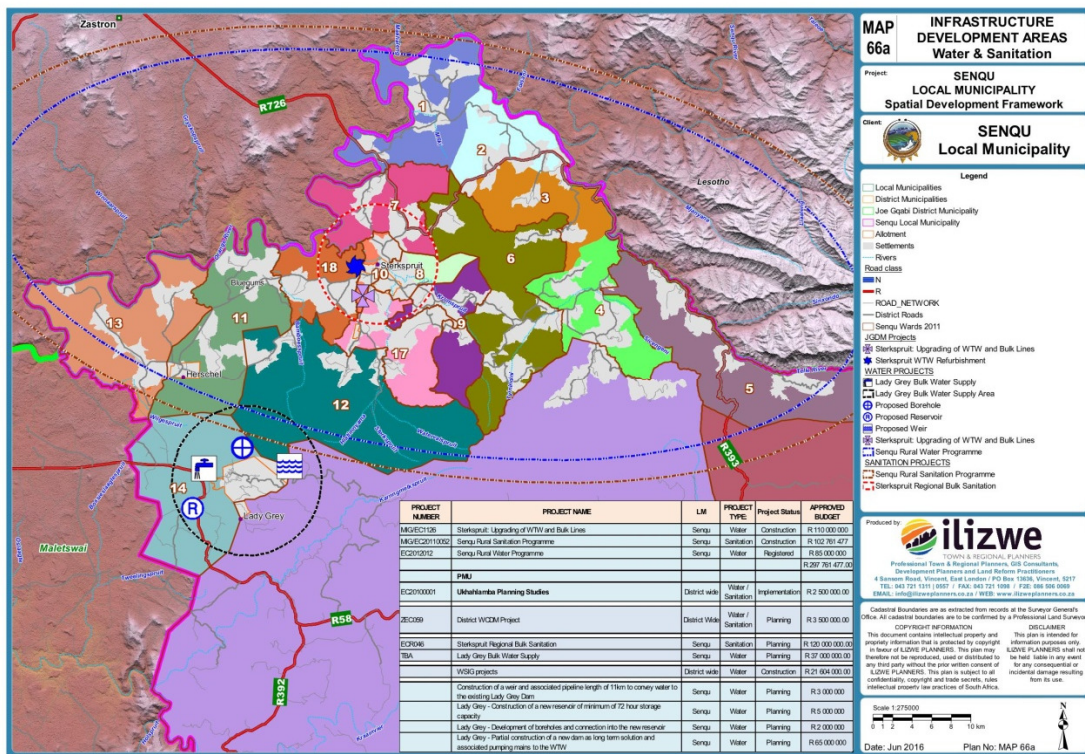


17.5 INFRASTRUCTURE PLAN

No infrastructure plans that are linked to the Joe Gqabi District Municipality 3 year infrastructure plan to give an indication of where the bulk water and sanitation plans are for all towns and to guide the spatial proposals e.g. areas shown on spatial proposal plans for future residential expansion.



17.6 INFRASTRUCTURE DEVELOPMENT AREAS (WATER AND SANITATION)



INFRASTRUCTURE PROJECTS MTEF

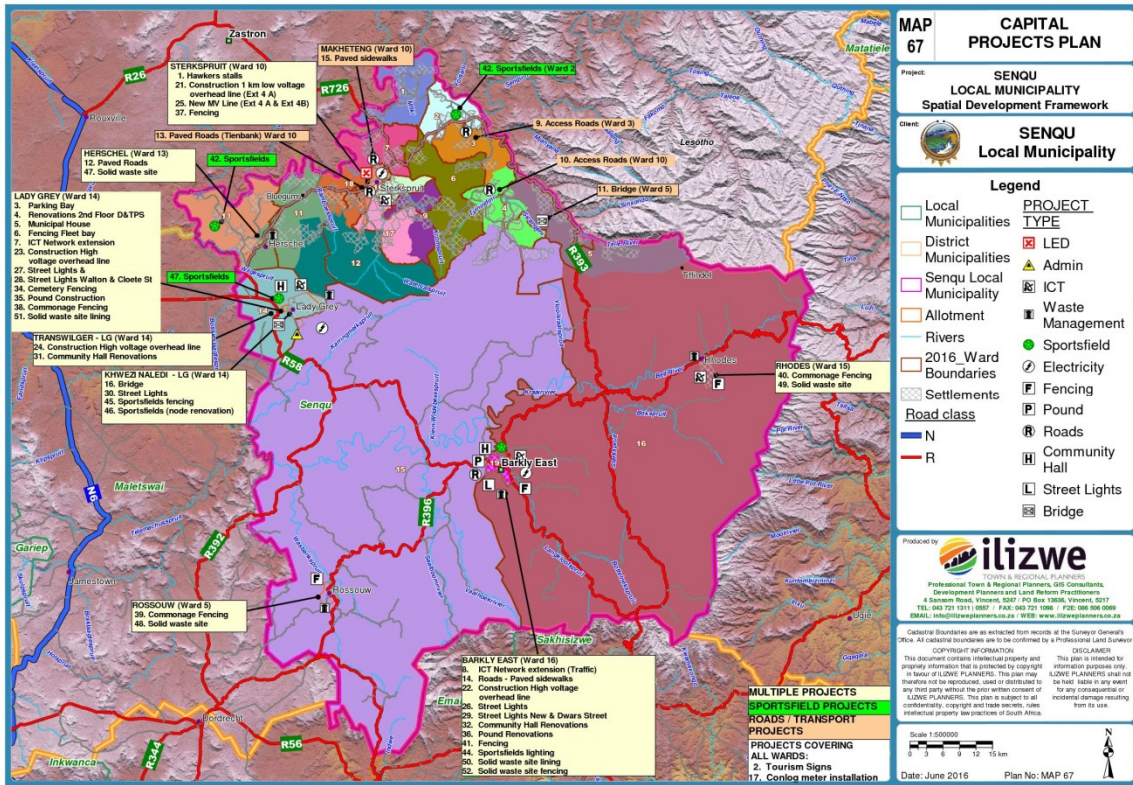
PROJECT NUMBER	PROJECT NAME	LM	PROJECT TYPE:	Project Status	APPROVED BUDGET
MIG/EC1126	Sterkspruit: Upgrading of WTW and Bulk Lines	Senqu	Water	Construction	R 110 000 000
MIG/EC20110052	Senqu Rural Sanitation Programme	Senqu	Sanitation	Construction	R 102 761 477
EC2012012	Senqu Rural Water Programme	Senqu	Water	Registered	R 85 000 000
					R 297 761 477.00
	PMU				
EC20100001	Ukhahlamba Planning Studies	District wide	Water/Sanitation	implementation	R 2 500 000.00
ZEC059	District WCDM Project	District Wide	Water/Sanitation	Planning	3 500 000.00
ECR046	Sterkspruit Regional Bulk Sanitation	Senqu	Sanitation	Planning	120 000 000.00
TBA	Lady Grey Bulk Water Supply	Senqu	Water	Planning	37 000 000.00
	WSIG projects	District wide	Water	Construction	21 604 000.00
	Construction of a weir and associated pipeline length of 11km to convey water to the existing Lady Grey Dam	Senqu	Water	Planning	R 3 000 000
	Lady Grey - Construction of a new reservoir of minimum of 72 hour storage capacity	Senqu	Water	Planning	R 5 000 000
	Lady Grey - Development of boreholes and connection into the new reservoir	Senqu	Water	Planning	R 2 000 000
	Lady Grey - Partial construction of a new dam as long term solution and associated pumping mains to the WTW	Senqu	Water	Planning	R 65 000 000
MIG/EC1126	Sterkspruit: Upgrading of WTW and Bulk Lines	Senqu	Water	Construction	R 110 000 000
MIG/EC20110052	Senqu Rural Sanitation Programme	Senqu	Sanitation	Construction	R 102 761 477
EC2012012	Senqu Rural Water Programme	Senqu	Water	Registered	R 85 000 000
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17.7 CAPITAL PROJECTS PLAN



Code	Type	Project Name	Description	Ward	Village/Area	Budget
1	LED	Hawkers stalls	MIG Funded	10	Sterkspruit	R 400 000.00
2	LED	Tourism signs	SM Funded	All		R 110 000.00
3	ADMIN	Parking Bay	SM Funded	14	Lady Grey	R 2 000 000.00
4	ADMIN	Renovations 2 nd Floor D&TPS	SM Funded	14	Lady Grey	R 9 200 000.00
5	ADMIN	Municipal House	MIG Funded	14	Lady Grey	R 750 000.00
6	ADMIN	Fencing Fleet bay	MIG Funded	14	Lady Grey	R 2 200 000.00
7	ICT	ICT Network extension	MIG Funded	14,15,16,10	Lady Grey, Barkly East, Sterkspruit, Rhodes,	R 800 000.00
8	ICT	ICT Network extension (Traffic)	SM Funded	16	Barkly East	R 275 000.00
9	ROADS	Access Roads	MIG Funded	3		R 600 000.00
10	ROADS	Access Roads	MIG Funded	4		R 600 000.00
11	BRIDGE	Bridge	MIG Funded	5		R 100 000.00
12	ROADS	Paved Roads	DPW Funded	13	Hershel	R 8 589 000.00
13	ROADS	Paved Roads	DPW Funded	10	Tienbank	R 13 589 000.00
14	ROADS	Paved sidewalks	MIG Funded	16	Barkly East	R 3 400 000.00
15	ROADS	Paved sidewalks	MIG Funded	10	Makheteng	R 3 400 000.00
16	BRIDGE	Bridge	SM Funded	14	Khwezi Naledi	R 2 200 000.00
17	ELECTRICITY	Conlog meter installation	SM Funded	All		R 1 420 000.00
18	ELECTRICITY	Construction High voltage overhead line	SM Funded	16	Lombaard Farm	R 90 000.00
19	ELECTRICITY	Construction High voltage overhead line	SM Funded	10		R 8 000.00
20	ELECTRICITY	Construction High voltage overhead line	SM Funded	10	Empilisweni	R 73 000.00
21	ELECTRICITY	Construction 1 km low voltage overhead line	SM Funded	10	Ext 4 A	R 230 000.00
22	ELECTRICITY	Construction High voltage overhead line	SM Funded	16	Barkly East	R 550 000.00
23	ELECTRICITY	Construction High voltage overhead line	SM Funded	14	Lady Grey	R 570 000.00
24	ELECTRICITY	Construction High voltage overhead line	SM Funded	14	Transwilger	R 97 000.00



Code	Type	Project Name	Description	Ward	Village/Area	Budget
25	ELECTRICITY	New MV Line	SM Funded	10	Ext 4 A to Ext Nr 4 B	R 230 000.00
26	STREET LIGHTS	Street Lights	SM Funded	16	Barkly East	R 400 000.00
27	STREET LIGHTS	Street Lights	SM Funded	14	Lady Grey	R 2 800 000.00
28	STREET LIGHTS	Street Lights Walton & Cloete St	SM Funded	16	Lady Grey	R 123 000.00
29	STREET LIGHTS	Street Lights New & Dwars Str	SM Funded	16	Barkly East	R 65 000.00
30	STREET LIGHTS	Street Lights	SM Funded	14	Khwezi Naledi	R 106 000.00
31	COMMUNITY HALL	Renovations	SM Funded	14	Transwilger	R 2 000 000.00
32	COMMUNITY HALL	Renovations	SM Funded	16	Barkly East	R 1 000 000.00
33	COMMUNITY HALL	Renovations	SM Funded	16	Fairview	R 800 000.00
34	CEMETRIES	Fencing	SM Funded	14	Lady Grey	R 300 000.00
35	POUND	Construction	SM Funded	14	Lady Grey	R 1 000 000.00
36	POUND	Renovations	SM Funded	16	Barkly East	R 600 000.00
37	COMMONAGE	Fencing	SM Funded	10	Sterkspruit	R 40 000.00
38	COMMONAGE	Fencing	SM Funded	14	Lady Grey	R 40 000.00
39	COMMONAGE	Fencing	SM Funded	5	Rossouw	R 40 000.00
40	COMMONAGE	Fencing	SM Funded	15	Rhodes	R 40 000.00
41	COMMONAGE	Fencing	SM Funded	16	Barkly East	R 230 000.00
42	SPORTS FIELDS	Sports fields	MIG Funded	2		R 4 000 000.00
43	SPORTS FIELDS	Sports fields	MIG Funded	13		R 3 000 000.00
44	SPORTS FIELDS	Sports fields lighting	SM Funded	16	Barkly East	R 80 000.00
45	SPORTS FIELDS	Sports fields fencing	SM Funded	14	Khwezi Naledi	R 800 000.00
46	SPORTS FIELDS	Sports fields (node renovation)	SM Funded	14	Khwezi Naledi	R 200 000.00
47	WASTE MANAGEMENT	Solid waste site	MIG Funded	13	Hershel	R 1 450 000.00
48	WASTE MANAGEMENT	Solid waste site	SM Funded	5	Rossouw	R 560 000.00
49	WASTE MANAGEMENT	Solid waste site	SM Funded	15	Rhodes	R 560 000.00
50	WASTE MANAGEMENT	Solid waste site lining	SM Funded	16	Barkly East	R 500 000.00
51	WASTE MANAGEMENT	Solid waste site lining	SM Funded	14	Lady Grey	R 500 000.00
52	WASTE MANAGEMENT	Solid waste site fencing	SM Funded	16	Barkly East	R 1 450 000.00
53	WASTE MANAGEMENT	Solid waste site transit sites	SM Funded	13	All	R 500 000.00

18. LAND USE MANAGEMENT GUIDELINES

18.1 BACKGROUND

In order to assist SLM with aligning the SDF with the ECPSDF the major proposed land-use zones in the SDF are categorised according to the proposed land uses and the policy guidelines provided for the management of these zones.

The formulation of land use management guidelines is legislated as an essential component of a Spatial Development Framework. In complying with this requirement, it is important to be clear on what is understood by the term “*land use management*”, and therefore, how this is translated into a set of usable guidelines.

The following exert from the White Paper on Spatial Planning and Land Use Management (Dept Land Affairs, 2001) provides a broad definition of what, *in essence*, a **Land Use Management System** is expected to achieve in the new spatial planning system in South Africa, and how this **differs from the development control approach** that was central to the old planning system in this country:

“To implement a [Spatial Development Framework] it is clearly necessary... to have mechanisms in place to *encourage* the desired types of land development. This makes the Municipal Systems Act terminology, land use management, that much more appropriate, as it suggests a function that is broader than merely controlling development. [Therefore], the term land use management includes the following activities:

- The regulation of land-use changes such as, for example, the rezoning of a property from residential to commercial use;
- The regulation of ‘green fields’ land development, i.e. the development of previously undeveloped land;
- The regulation of the subdivision and consolidation of land parcels;
- The regulation of the regularization and upgrading process of informal settlements, neglected city centres and other areas requiring such processes; and
- The facilitation of land development through the more active participation of the municipality in the land development process, especially through public-private partnerships.

The last of these five activities is different from the rest in that it requires of local government a more proactive approach to land development, one that moves well beyond that simply of a regulator or market forces. The first four however correspond more closely with the traditional land development regulation role.

Land-use management has two main underlying rationales. The first is the widely felt resistance to the idea of uncontrolled land development and the second is the commonly expressed wish by particular sectors in society to promote various types of desirable land development.

The *resistance to uncontrolled development* is motivated by a number of concerns, the precise mix of which is determined by the particular social, economic and political contexts of different times and places. Essentially however these concerns include the following:

Environmental concerns: uncontrolled development of land can have adverse effects on natural habitats, cultural landscapes and air and water quality.

Health and safety concerns: uncontrolled development can lead to overcrowding and unsafe building construction. Certain land uses can also be detrimental to the health and safety of neighbours.

Social control: the control of land uses and building types has long been a means of exerting social control, particularly through the exclusion of certain types of person, household or economic activity from certain areas through the application of particular development controls limiting, for instance, plot sizes, plot coverage and home industries.

Efficiency of infrastructure provision and traffic management: increasingly it has become clear that where the granting of development permissions is not coupled with the provision of adequate infrastructure and traffic management the consequences can be severe. Similarly, where infrastructure is provided, generally at high financial cost, without taking into account likely and relevant land-use and settlement patterns the opportunity costs to society are very high.

Determination of property values for purposes of rating: the market value of land is the basis on which property valuation is determined and the extent and nature of the development permitted on the land is a key factor in that determination.

Aesthetic concerns: the control of land development enables government to prescribe certain design parameters for buildings.

The *wish to promote desirable development* is also driven by a number of different concerns:

The land development needs of the market seldom match precisely the social and political needs of government: government may well want to promote a type of land development in an area that the market neglects. It then has to take certain steps to facilitate that development or provide incentives. The history of land ownership in South Africa also inevitably skews the land market in favour of white people, thus creating a situation where the needs of the market reflect only those of an already privileged minority.

Investment promotion: changing the applicable land-use management instruments is often seen as a prerequisite for attracting certain types of investment to certain areas. This can take the form of both relaxing controls in those areas and increasing controls in other areas which might be more favoured by the market. These strategies are likely to be linked to local economic development initiatives.”

Following the direction of national policy, it is accepted that the intention of the Senqu Municipality would be to formulate a single, “wall-to-wall” Land Use Management System across the full extent of the Municipal area, *when SPLUMA is enacted*.

In the interim, it is accepted that the Municipality intends to approach the issue of land use management on a more holistic scale, using currently available statutory planning mechanisms. Accordingly, this section sets out some key elements to a more holistic approach to land use management. These are noted as follows: -

- Firstly, in respect of the concern to ensure a more sustainable approach to urban and rural settlement development, a **prototypical framework for categorising settlement models or “types” and associating these with typical Levels of Service (LOS)** provision is proposed.

- Secondly, in order to provide a flexible guideline to land use management in the different urban and rural settings of the Senqu area, four distinct types of **Spatial Management Area** are identified, each **with applicable Preferred Land Use Outcomes**.

18.2 SETTLEMENT DEVELOPMENT FRAMEWORKS

The reason for defining a settlement model – or “typical forms of settlement” – is to allow for the establishment of a range of spatial planning and servicing options that Senqu Local Municipality could endorse and make available to prospective beneficiaries of a land development process.

It is acknowledged that the range of settlement models is more easily contemplated in a ‘greenfields’ situation. However the models are not only for new developments, but can be used to broadly identify and categorise existing settlements in order to shape planning and support interventions in these areas. The models that have been developed are also applicable to infill developments and also applicable to densification strategies.

The following are the proposed settlement models:

Table 38:

Model 1: Settlements within the Urban Edge

Development Parameters	Spatial Application	Livelihoods Base
<ul style="list-style-type: none"> Small erf sizes (300m² or less, depending on nature of development and setting). A dwelling in terms of Provincial housing parameters. Township layout. Highest <u>feasible</u> Level of Service (LOS - linked to affordability [means] of client community). Freehold title, rent-to-buy or leasehold on individual household basis. Provision of neighbourhood level services and facilities within the community. 	<ul style="list-style-type: none"> For areas located within urban edges or within the fabric of existing urban development (in-fill). Good access to high order goods, services and facilities (e.g. hospitals, commercial districts etc.). Located for integration with main commuter transport networks and tar road access. Located for integration with existing water and sanitation networks servicing the urban setting. 	<ul style="list-style-type: none"> Income generation in the informal sector through use of own skills. May have access to municipal commonage (if available). Livelihood support through small business development, or other municipal LED programmes (such as job creation programmes). Urban economic opportunities for employment in the formal and informal sector.

Table 39:

Model 2: Low Density Peri – Urban / Rural Village Settlement

Development Parameters	Spatial Application	Livelihoods Base
<ul style="list-style-type: none"> Erf sizes: Sizes of existing residential sites in settlements are accepted. New residential sites to have site sizes in the range of 500-1,000m², depending on local conditions and provisions of local planning processes. In new settlements top structure support to be provided, but can be provided in follow up phase of 	<ul style="list-style-type: none"> New developments located in defined Rural <i>Settlement Areas</i>. Existing settlements that get prioritised to be developed within parameters as set out within this table (allowing some flexibility based on local realities and 	<ul style="list-style-type: none"> A defined objective of providing a household subsistence level based on at least the economically defined ‘minimum household subsistence level’. The intention would be to support multiple livelihood options. This would include families potentially

Development Parameters	Spatial Application	Livelihoods Base
<p>development.</p> <ul style="list-style-type: none"> ▪ In existing settlements top structure support is optional, depending on financial availability and development priorities ▪ Settlement design options should be available for selection by community. In appropriate circumstances, can combine household/residential sites with arable allotments (i.e. larger site sizes). Township layout is one alternative. ▪ LOS likely to be lower than full urban LOS, depending on proximity to existing networks. Will also be impacted on by how community prioritises subsidy expenditure. ▪ Tenure/titling options can be individual or group options (e.g. CPA or further options to be provided by CLRB). ▪ Provision of neighbourhood level services and facilities within the community. ▪ This model is seen to offer the potential to densify and develop into the urban model over time, should communities so desire. If densification occurs it must be done within parameters of improvements in LOS and access, as well as a sustainable livelihood base. 	<p>development priorities).</p> <ul style="list-style-type: none"> ▪ Daily / weekly commuting for work & to existing service/facility nodes. ▪ Location of settlement and suitability of <i>type</i> of settlement to be related to existing infrastructure networks – i.e. base on principle of “Maximise Existing Opportunities/Build on Strengths”. ▪ Access to urban centre for access to goods and services should be good but is likely to mean travel from the urban periphery. ▪ Should have good public transport access, but could be gravel road access. ▪ New rural settlements should avoid impacts on high potential agricultural land as far as is possible within each municipal area, taking account other spatial factors. ▪ New settlement location should not be adjacent to key agricultural enterprises (as assessed within the local context) – i.e. must be compatible with surrounding land uses. 	<p>having employment in nearby farms or in close by urban employment, by participating in LED projects/enterprises on the commonage, and through access to land for small scale gardening, and access to the commonage for grazing.</p> <ul style="list-style-type: none"> ▪ Specifically this model will allow space for on-site gardens and access to grazing & arable lands (where possible) on commonage. ▪ Commonage planning needs to take account of LED opportunity development. Commonage ideally to be state/LA-owned and managed by a commonage management committee under municipality guidance. ▪ <u>But</u> access to commonage capped according to defined parameters (i.e. the objective of minimum household subsistence levels taking account the community’s economic position – this practically means that communities with better alternative economic opportunities may have less commonage while more destitute communities may have more).

Table 40:

Model 3: Productive Farming (Small / Medium / Large)

Development Parameters	Spatial Application	Livelihoods Base
<ul style="list-style-type: none"> ▪ In line with DRDLR policy framework – must meet the criteria for LRAD support. ▪ Dwelling will usually be existing farm buildings but any further development comes from LRAD grant or own contribution. ▪ Employment needs of farming enterprise determine scale of 	<ul style="list-style-type: none"> ▪ Can be located on any piece of land within the Municipality. ▪ Can be located within a larger zone where special planning provision has been made for the reservation of a land parcel for productive agricultural use. ▪ Land to have established 	<ul style="list-style-type: none"> ▪ Predominately agricultural production, but households may also utilize other economic related skills or opportunities to enhance agricultural

Development Parameters	Spatial Application	Livelihoods Base
<ul style="list-style-type: none"> permitted settlement on-site. Infrastructure is owner’s responsibility within property boundaries. Layout is based on farming operations. Individual or Group ownership (freehold/CPA or other). No provision of community services other than that usually provided in commercial farming areas (e.g. farm school service local district). 	<ul style="list-style-type: none"> agricultural potential. Within communal areas could be on commonage or on PTO/Quitrent held land by agreement of land rights holders. Land should be able to provide water needs for households. No municipal provision. 	<ul style="list-style-type: none"> income. Business Plan for farming to set out livelihoods base for beneficiaries. The emphasis is on productive use of the land not subsistence, so beneficiaries must demonstrate an interest and skills in farming for profit/surplus.

Comparison of Broad Development Parameters of Models 1 – 3

The *comparative* development parameters applicable *between* the above outlined models are set out below: -

Broad Development Parameter	Model 1	Model 2	Model 3
Primary Source of Development Funding	<ul style="list-style-type: none"> State Housing Development Subsidy State Infrastructure Grants Own funds 	<ul style="list-style-type: none"> DRDLR Settlement & Commonage Grants State Housing Development Subsidy State Infrastructure Grants 	<ul style="list-style-type: none"> DRDLR Subsidy Beneficiary contribution Institutions (Land Bank etc.)
Location	<ul style="list-style-type: none"> Urban infill area / Within Urban Edge 	<ul style="list-style-type: none"> In defined Rural Settlement Areas 	<ul style="list-style-type: none"> Outside defined Rural Settlement Areas Within an area where specific provision has been made for restriction of land use for production.
Responsible for Servicing	<ul style="list-style-type: none"> Local Government 	<ul style="list-style-type: none"> Local Government 	<ul style="list-style-type: none"> Private
Dominant Land Use	<ul style="list-style-type: none"> Urban mixed land uses with requisite support uses. 	<ul style="list-style-type: none"> Mixed (residential and agriculture) 	<ul style="list-style-type: none"> Farming enterprises
Livelihoods Base	<ul style="list-style-type: none"> Primarily the urban economy 	<ul style="list-style-type: none"> Mixed (urban and land-subsistence) 	<ul style="list-style-type: none"> Primarily Agriculture
Investment Priority	<ul style="list-style-type: none"> Higher order infrastructure Housing Community facilities 	<ul style="list-style-type: none"> Land Basic Level of Service (LOS) infrastructure Livelihood opportunities 	<ul style="list-style-type: none"> Land Agricultural infrastructure



Table 41: Land Use Zone Policy Guidelines

LAND USE ZONE	LAND USE PERMITTED	POLICY GUIDELINES
Outside the Urban Edge Irrigation Schemes	<ul style="list-style-type: none"> ▪ Intensive agriculture ▪ New farmer settlements ▪ Small farming units ▪ Sustainable agriculture-related practices e.g. hydroponics and nurseries ▪ Agricultural industry ▪ Resort and Tourism related 	<ul style="list-style-type: none"> ▪ Agricultural Industry and Resort and Tourism-related developments may not be undertaken that would result in the complete loss intensive agricultural land. ▪ Where development applications are inconsistent with the LM SDF, the onus is on the applicant to prove, through a Strategic Environmental Assessment (SEA) and Environmental Impact Assessment (EIA), that the relevant application is consistent with the overarching objectives and directives of the SDF. ▪ New development must be undertaken with design guidelines provided by DRD&LR toolkit. ▪ Subdivided unit must be capable of sustaining productive/economic farming. ▪ Must be self-sufficient with regard to provision of services, or appropriate municipal services contribution must be determined by the Municipality.
Outside the Urban Edge Eco-Estate Development	<ul style="list-style-type: none"> ▪ Extensive agriculture ▪ Resort and Tourism related ▪ Agricultural Industry 	<ul style="list-style-type: none"> ▪ Where development applications are inconsistent with the LM SDF, the onus is on the applicant to prove, through a Strategic Environmental Assessment (SEA) and Environmental Impact Assessment (EIA), that the relevant application is consistent with the overarching objectives and directives of the SDF. ▪ New development must be undertaken with design guidelines provided by DRD&LR toolkit. ▪ Must be self-sufficient with regard to provision of services, or appropriate municipal services contribution must be determined by the Municipality.
Agri- Industry Precinct	<ul style="list-style-type: none"> ▪ Industrial activities related agri-processing. ▪ Industrial activities that provide support to the agri-processing and the agricultural community. ▪ Service centres for agricultural industry. 	<ul style="list-style-type: none"> ▪ Must be undertaken in accordance with site-specific design and planning guidelines. ▪ All industrial activities must be regulated and managed in accordance with sustainability standards (e.g. ISO 14001). ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF. ▪ New development must be undertaken in line with the agri-Industry Precinct Development Plan.
Industrial Precinct	<ul style="list-style-type: none"> ▪ Industrial activities related beneficiation, storage and transport. ▪ Light industrial. 	<ul style="list-style-type: none"> ▪ New development must be in line with the Industrial Precinct Development Plan. ▪ New developments must be undertaken in accordance with site-specific design and planning guidelines. ▪ All industrial activities must be regulated and managed in accordance with sustainability standards (e.g. ISO 14001). ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the



LAND USE ZONE	LAND USE PERMITTED	POLICY GUIDELINES
		applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.
Extractive Industry	<ul style="list-style-type: none"> ▪ Industrial activities related extraction beneficiation, storage and transport. ▪ Heavy industrial. ▪ Mining 	<ul style="list-style-type: none"> ▪ Must be undertaken in accordance with site-specific design and planning guidelines. ▪ All industrial activities must be regulated and managed in accordance with sustainable standards (e.g. ISO 14001) ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.
Central Business District	<ul style="list-style-type: none"> ▪ High intensity, mixed land uses including business, community facilities and social services. ▪ High density residential development. 	<ul style="list-style-type: none"> ▪ New developments must be in line with the CBD Precinct Development Plan. ▪ If the CBD Precinct Development Plan has not yet been developed new developments must be in line with the following guidelines: <ul style="list-style-type: none"> ○ All developments must contribute to high quality public environment. ○ Large parking lots adjacent to streets should not be permitted. ○ Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space. ○ Land uses on the ground floor of buildings must have an extroverted public façade (e.g. shops, restaurants etc.). ○ Site layout and building designs must take cognisance of and support public transport, cyclist and pedestrian movement. ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.
Mixed Use	<ul style="list-style-type: none"> ▪ Business ▪ Offices ▪ Community facilities ▪ High density residential 	<ul style="list-style-type: none"> ▪ New developments must be undertaken in line with the following design guidelines: <ul style="list-style-type: none"> ○ All developments must contribute to high quality public environment. ○ Large parking lots adjacent to streets should not be permitted. ○ Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space. ○ Land uses on the ground floor of buildings must have an extroverted public façade (e.g. shops, restaurants etc.). ○ Site layout and building designs must take cognisance of and support public transport, cyclist and pedestrian movement. ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the

LAND USE ZONE	LAND USE PERMITTED	POLICY GUIDELINES
		applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.
Low Density Residential	<ul style="list-style-type: none"> ▪ One dwelling per erf. ▪ Other uses supporting residential areas such as schools, churches and other community facilities. 	<ul style="list-style-type: none"> ▪ New developments must be undertaken with design guidelines provided in DRD&LR toolkit. ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.
New Residential Extension	<ul style="list-style-type: none"> ▪ Low and medium-density. ▪ Other uses supporting residential areas such as schools, churches and other community facilities. 	<ul style="list-style-type: none"> ▪ New developments must be undertaken with design guidelines provided in DRD&LR Toolkit. ▪ Where development applications are inconsistent with the prescribed uses, the onus is on the applicant to prove, through the undertaking of an Impact Study, that the relevant application is consistent with the overarching objectives of the SDF.

18.3 PREFERRED LAND USE OUTCOMES IN SPECIAL DEVELOPMENT AREAS

In order to provide a user-friendly yet flexible guide to land use management, it is proposed to apply the concept of **Preferred Land Use Outcomes** in relation to identified **Special Development Areas (SDAs)**, which are areas that are identified on the basis of their broadly defined characteristics.

It is proposed that for ease of administration, it is possible to outline the Preferred Land Use Outcomes (the types of land uses or the range of different land uses that are preferred in an area) and the range of legislation governing land use management tasks by referring to broadly defined Special Development Areas.

The SDAs identified within the Senqu Municipal area are noted as follows: -

- (i) **The Lammergeier Game Reserve**
- (ii) **The Tiffindell Ski Resort**
- (iii) **Hlolohlathi Dam**
- (iv) **Telle Bridge Border post**

Given the understanding that the Senqu Municipality will, in time, proceed to the formulation of a single, integrated Land Use Management System, it is proposed that the identification of Preferred Land Use Outcomes and other relevant information for each SDA will serve as a platform for a new Land Use Management System to proceed with detailing appropriate zoning and other land use management instruments, in future.

Preferred Land Use Outcomes in the Greater Lady Grey Area

Description of the Area	This SDA is comprised of and interconnected with the following areas: - <ul style="list-style-type: none"> ▪ The urban area of Lady Grey ▪ Joubert’s Pass, which is the 3rd highest pass in RSA
Status of Policy Plans Applicable in the SDA	The following existing Spatial Plans have effect in SDA 2: - <ul style="list-style-type: none"> ▪ The Senqu Local Municipality SDF
Preferred Land Use Outcomes in SDA	<ul style="list-style-type: none"> i) Land use management is enforceable through normal zoning scheme regulations, i.e. land uses allowed in terms of applicable zonings and density control. ii) Compliance with the Land Use Management System and conditions of approval of land use applications is to be actively enforced. iii) Provide protection of any Heritage Buildings. iv) Provide land use management measures for the orderly and intense development of land within the boundaries of this precinct. v) Provide for promotion of this newly proposed Tourism route. vi) Allow for the densification of residential land uses in public-funded housing development areas to facilitate economical housing provision. vii) Accommodate areas in which business development should be promoted through land use management measures, through the Local Spatial Development Framework. viii) Measures to prevent land invasion to be implemented. ix) Provision should be made for urban agricultural development where feasible on land within and surrounding urban settlements.



Applicability of Legislation

AREA	APPLICABLE LEGISLATION	ZONING SCHEME
Lady Grey, Barkly East, Rossouw, Rhodes	Land Use Planning Ordinance 15 of 1985	Section 8 scheme
Sterkspruit and Herschel	Ordinance 33 of 1934	Transkei Town Planning scheme.

Table 42: Applicability of Legislation

Preferred Land Use Outcomes in the Greater Tiffindell Area

Description of the Area	<p>This SDA is comprised of and interconnected with the following areas:</p> <ul style="list-style-type: none"> ▪ The town centre of Rhodes, including township extensions ▪ The gravel access road to Tiffindell
Status of Policy Plans Applicable in the SDA	No forward plans currently have effect in this area.
Preferred Land Use Outcomes in SDA	<ul style="list-style-type: none"> i) Provide land use management measures for the orderly intensification of the vicinity of Tiffindell, Rhodes and intensified supportive land uses related to tourism in Barkly East. ii) Provide for promotion of the tourism sector throughout the major tourism towns of the municipality. iii) Provide for the urban regeneration of Sterkspruit as a high order business and services hub. iv) Allow for the densification of residential land uses in public-funded housing development areas to facilitate economical housing provision. Densification strategies are proposed in the framework plans for a number of towns but most importantly Lady Grey, Barkly, Rhodes and Rossouw. v) Measures to prevent land invasion to be implemented especially in Sterkspruit. vi) Provision should be made for urban agricultural development where feasible on land within and surrounding urban settlements. vii) Focus on sustainable livelihood strategies. viii) Maximise irrigation potential of the area including the Lady Grey Dam and implement an irrigation scheme for Sterkspruit. ix) Revival of the industrial area for production for local markets. Revitalisation of industrial potential of Lady Grey and Barkly East by investing in railway infrastructure. x) Stabilising land administration - Applying Provisions of a new Zoning Scheme and Rural Development Area Land Use Control which provides a lower level of detail (defining broad outcomes only), but implementing a feasible means of administration and enforcement.

18.4 GENERAL POLICIES AND GUIDELINES FOR LAND DEVELOPMENT IN SENQU

The following general policies and guidelines are to be applicable to land development in the Senqu Municipal area: -

- The following basics Disaster Management guidelines: -
 - No development should take place on land within the 1 in 100-year flood line. In certain cases, exemption may be granted for development up to the 1 in 50-year flood line (but commonly only in cases where existing development has occurred).
 - Development is prohibited on slopes steeper than 18% (or 1-in-5 gradients), with exemptions on merit in certain cases being permitted, except in the case of public-funded housing developments.
 - Engineering Geotechnical reports should be undertaken prior to planning of new areas for settlement/development.
 - Wherever possible mitigation steps should be taken to prevent informal settlement development within 1 : 100-year flood areas. Where such settlement has occurred, appropriate steps should be taken to clear the area and secure it from future settlement.

- Controlled Areas around municipal and infrastructure installations such as Waste Disposal Sites; Waste Water Treatment Works etc. shall stipulate minimum distances from installations within which specified land use development shall not take place, based on environmental and health considerations.

- A Controlled Area shall be established around any Airstrip/aerodrome to include the following stipulations: -
 - Areas where $L_{Rdn} = 55$ dBA: Residential developments not allowed; nor are other noise-sensitive uses such as hospitals, educational institutions, conference facilities and places of worship;
 - Areas where $L_{Rdn} = 60$ dBA: Commercial uses are permitted, including retail/shopping, offices, consulting rooms.
 - Areas where $L_{Rdn} = 65$ dBA: Commercial/Industrial uses are permitted, including CBDs, motor trade, warehousing. Also agricultural uses involving livestock and breeding and cemeteries.
 - Areas where $L_{Rdn} = 70$ dBA: Industrial activities are permitted; i.e. manufacturing, assembly, repairing, packaging, bus depots, builders' yards etc.
 - Areas where $L_{Rdn} = 75$ dBA: Agricultural land uses not involving livestock are permitted, as well as picnic facilities and open space (vacant land).
 - Areas where $L_{Rdn} = 80$ dBA: Prohibited area; i.e. no land development to be permitted.
 - Any land uses proposed within the 55 dBA and 60 dBA noise contours surrounding an airport must be referred to the Airport Authority and/or the Airports Company of South Africa (ACSA) for approval.

- For the purposes of settlement planning, the standards for settlement design and development set out in the *Guidelines for Human Settlement Planning and Design* (the so-called "Red Book" compiled by CSIR Building and Construction Technology, 1998) be adopted and used in the scrutiny of relevant land developments.

- All land developments should be undertaken in accordance with an approved Layout Plan and/or Site Development Plan. After approval, only minor deviations from the applicable plan are to be permitted
- The National Building Regulations are applicable in all land development areas.
- The Development Principles and Norms and Standards set in terms of Chapter 2 of the Spatial Planning and Land Use Management Act, 16 of 2013 are applicable to every land development application.

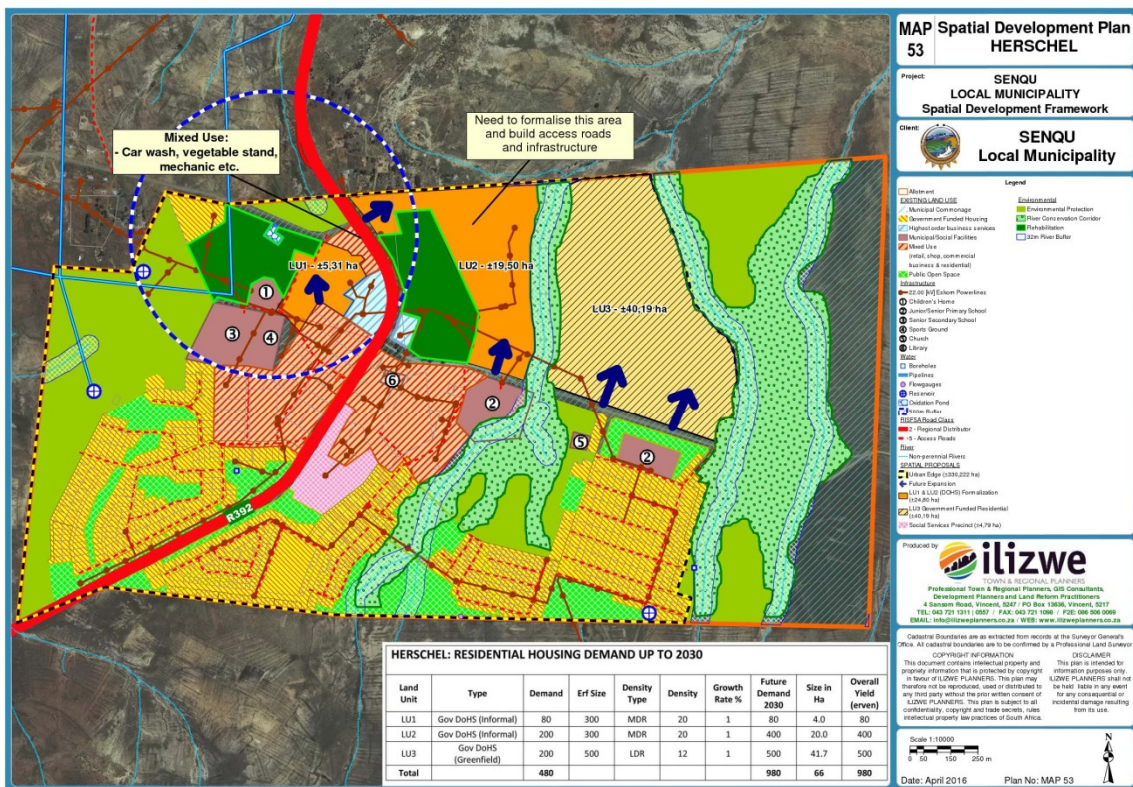
19. SPATIAL DEVELOPMENT FRAMEWORK

19.1 Introduction

A Spatial Development Framework guides and informs all decisions relating to the use, development and planning of land in a specified area, and thus indicates the desired patterns of land use, directions of growth, urban edges, special development areas and conservation areas in that area. However, not all components of the Spatial Development Strategies are spatial in nature, thus in this section the spatial components of the SLM SDF are discussed while the non-spatial components are outlined in the Implementation Framework.

19.2 Spatial Development Framework Plans

HERSCHEL



Map 46: Herschel Spatial Development Plan

Environment

Due to the high levels of soil degradation and erosion vast areas of land have been put under conservation, environmental protection and rehabilitation in Herschel. The commonage of Herschel is very sparse and therefore needs to be protected. These areas need to be fenced off and measures put in place to restrict access. These areas need only to be accessible to herders who are allowed to graze their herds. A commonage management plan is currently under way but excludes the Herschel and Greater Sterkspruit area due to the large extent at which the commonage has been depleted.

Future Development

Herschel has a very high development potential, this is mainly due to the high number of people living in the greater Sterkspruit and Herschel areas. It is thus important for Herschel to develop as a subordinate town to Sterkspruit in order to divert some of the traffic away from Sterkspruit. This will result in less traffic congestion in the Sterkspruit CBD. Economic investment is required for this to be enabled.

Residential Expansion

There are three land units measuring a total of 66 hectares that have been identified. LU1 and LU2 is currently habited by a few dozen households which have been built upon the land in an unstructured manner, LU1 and LU2 have been identified as one of the areas that need to be planned and formalised. LU3 is currently a vacant plot of land measuring 40 hectares and has been earmarked for future government funded housing.

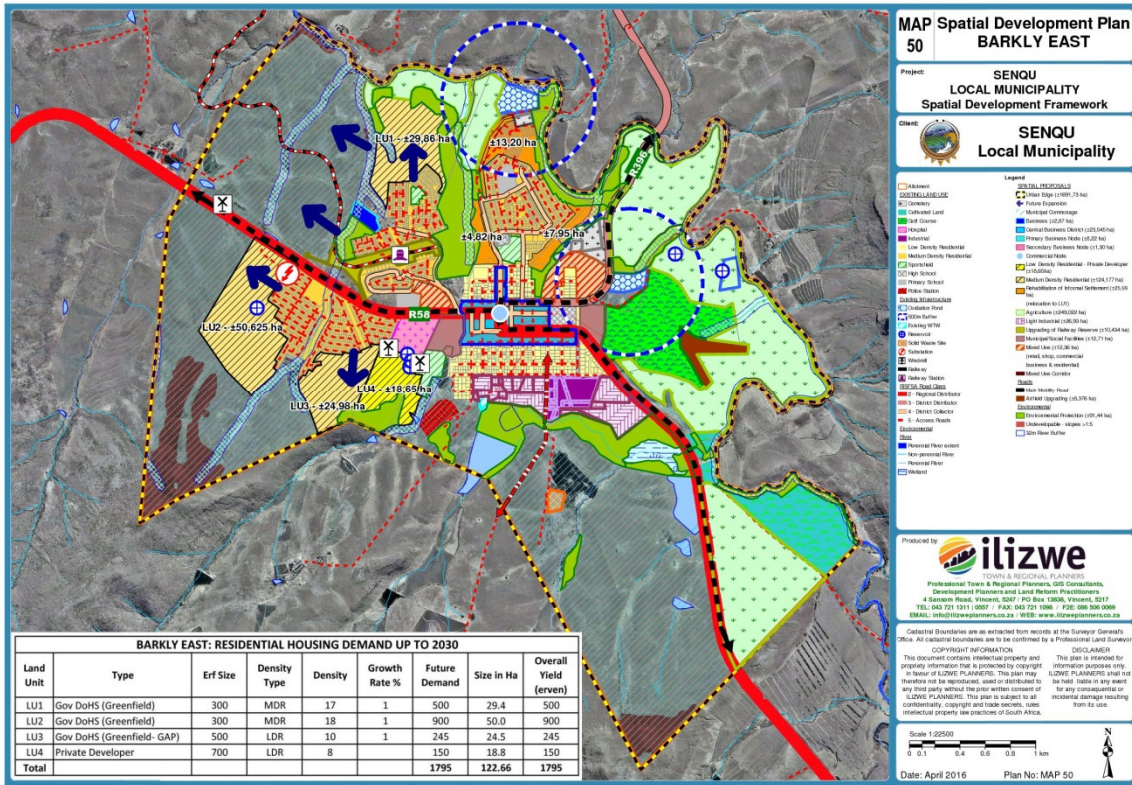
Future Investment

The development of a mixed-use corridor between Herschel and Sterkspruit will present an opportunity for private sector investment to flow into this area. It will also help the municipality in fulfilling its mandate to provide services to the people; it will also create an environment which is slightly more attractive to investment than what the current status quo is.

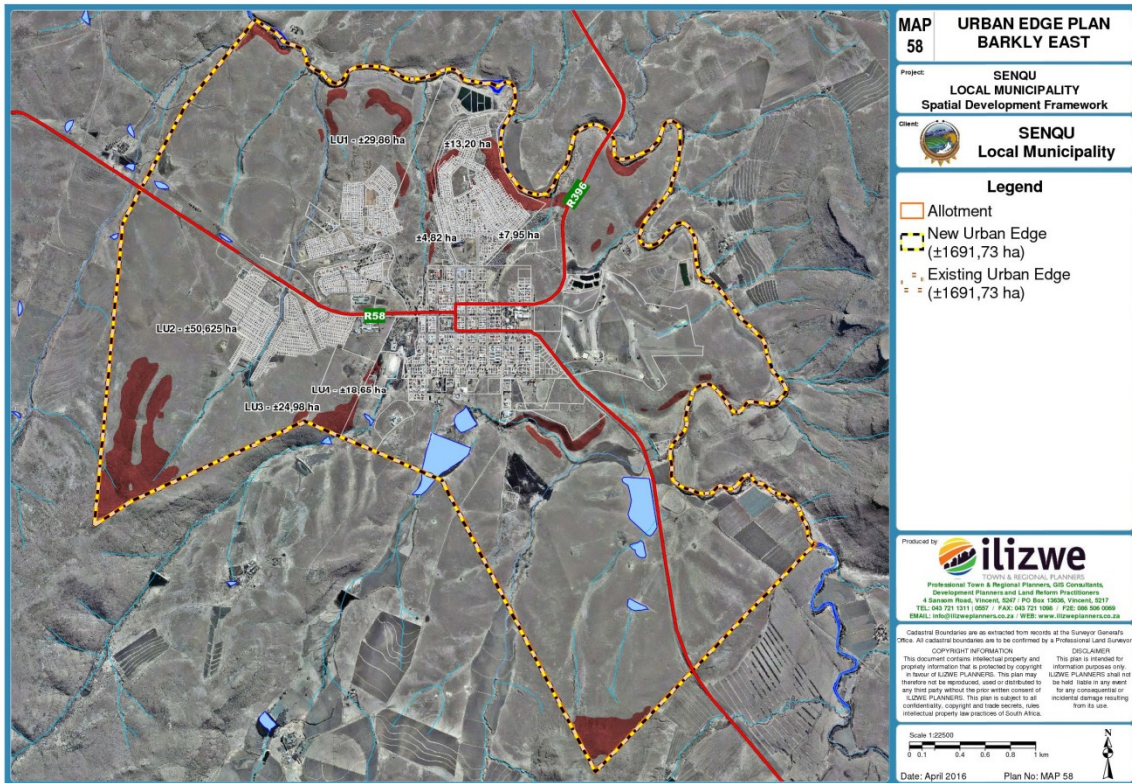
Urban Edge



BARKLY EAST



Map 48: Barkly East Spatial Development Plan



Map 49: Barkly East Urban Edge Plan

Environment

Barkly East has a huge agricultural potential keeping the natural environment in high regard and this has become a very important aspect in the development of the spatial proposals. The protection of environmental assets such as rivers and streams has been a key structuring element. The key to keeping the water quality clean is to keep a non-development buffer around rivers and streams. The most destruction to environmentally sensitive ecosystems is usually caused by informal settlements encroaching on the land near river banks and streams.

The above plan also proposes that 249 hectares of land is set aside for agricultural purposes. This is in line with the foreseen future development of Barkly East. The proposal is also in line with the development path and future role which Barkly East will play in SLM as an agro-processing hub in the coming years.

Future Development

It is proposed that an industrial precinct be planned for future development. The location of this industrial precinct is in the same vicinity as the current location where large, bulky farming equipment is sold. This precinct will house warehouses, companies selling tractors, farming equipment, wire fencing, barbed wire, Jojo tanks and all sorts of tools needed in commercial and subsistence farming. There is also an opportunity for there to be some sort of information desk either municipal or government offices which will assist small scale farmers and offer support and opportunity to share knowledge and skills about farming.

The land being bordered by Botha, Jameson and White Streets which is currently vacant has a lot of development potential. It is proposed that any development which takes place within this land parcel should broadly encompass mixed use. It is more specifically proposed that this land parcel be used to develop an office park measuring approximately 3000-5000m² in order to establish an office park for government departments and municipal offices. Part of this land parcel may be used to store municipal assets such as vehicles, machinery, street furniture and signage.

Residential Expansion

One of the projects which have been identified is the relocation of informal settlements to the north or Barkly East CBD. Informal housing which encroaches onto the 32m buffer from the Langkloof River and its tributaries will need to be relocated. The estimated amount of land these informal settlements take up is approximately 26 hectares. The Land Unit 1, 2 and 3 measure approximately 105 hectares in extent and will accommodate medium density housing, and Land Unit 4 measures 18 hectares and will accommodate low density housing.

Room for future residential demand has been set aside in land unit 1, 2, 3 and 4. There are also areas which have been identified for infill residential development and densification.

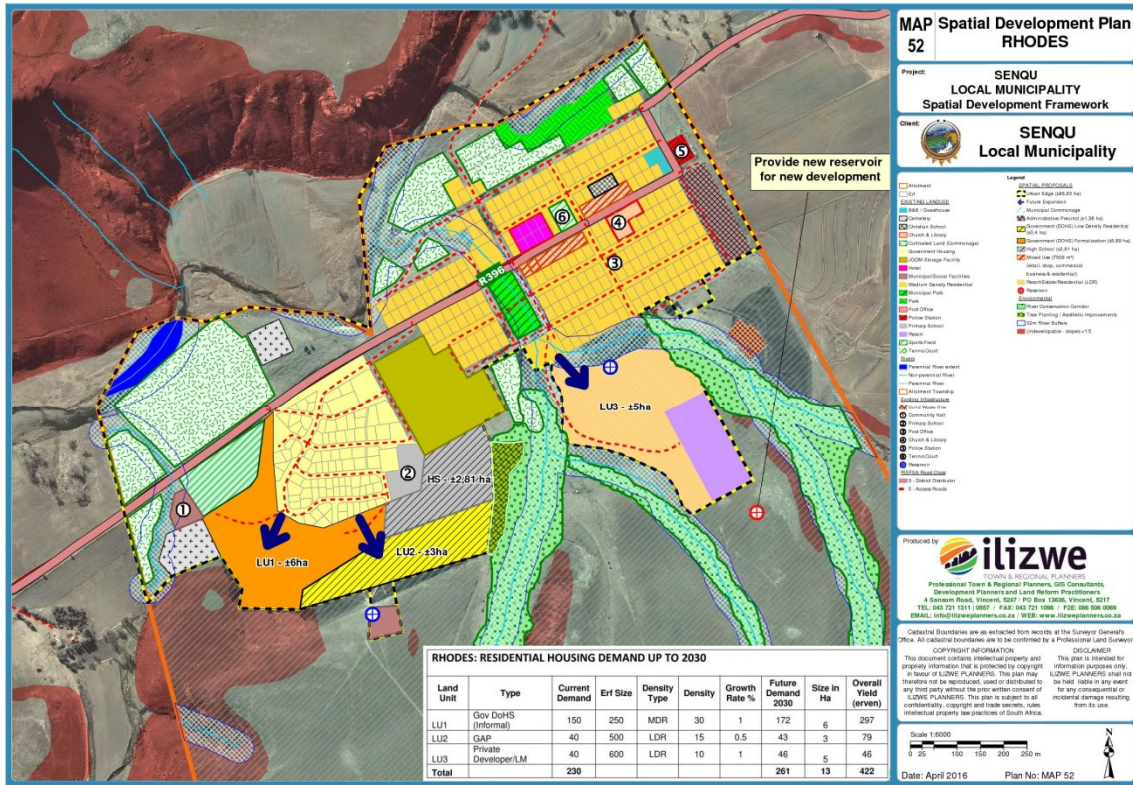
Future Investment

Future investment in Barkly East will most likely come from the agro-processing and agri-business sector. Agro-processing plants will need to be set up in areas set aside for agriculture in order to make full use of this growing economic sector.

Infrastructure

Large amounts of money will need to be invested towards infrastructure if the industrial and manufacturing economy of Barkly East is to grow. The SLM may have to look for funding from the national treasury in order to upgrade the railway infrastructure. The reason for this is because rail transportation is more optimally efficient for transporting large bulky goods such as those made in the manufacturing, industrial and agri-processing sectors than road transport.

RHODES



Map 50: Rhodes Spatial Development Plan

Environment

Eroded areas along the banks of the rivers and streams will need to be protected in order to improve water quality. This will also allow for the environment to be held in high regard, rightly so because the natural environment is one of the major attractions of Rhodes.

Future Development

Rhodes has a very limited growth trajectory because there are very few economic opportunities which would attract large amounts of people to relocate to Rhodes. The most promising sector of the Rhodes economy is tourism. Thus, more money needs to be invested into tourism more especially in Rhodes due to its close proximity to Tiffendell. Tiffendell is South Africa's only ski resort and thus needs to be marketed as such in order to make people aware and come experience the activities which are on offer at Rhodes and the surroundings.

On the plan above a high school measuring 2.8 hectares is proposed in the south-east of the township.

Residential Expansion

Due to Rhodes not having much of an industrial, manufacturing, retail or services base there is a very low level of urbanisation. Thus, there is a marginal need for new housing stock. There are a total of three land units which have been earmarked for housing. Land Unit 1 currently has informal settlements on it and measures 6 hectares in extent; it has been earmarked for formalisation. Land Unit 2 is a green field site measuring around 3 hectares; it has been earmarked for low density government funded housing. Land Unit 3 is next to the resort and it is proposed that private

developers be approached and for them to make development proposals for a resort estate on the subject land measuring approximately 5 hectares. They should be given the land for free and develop it at their own cost. This will capture more of the tourists who come here for vacation and it will also raise the property values of the nearby properties.

Future Investment

Rhodes needs to invest in social facilities and infrastructure that can make service delivery a reality to the people living in the isolated areas of SLM. Rhodes also needs to investment into the tourism sector in order to capture as much of the tourism market as possible. Without the proper tourist facilities and establishments which will cause tourists to want to spend their money in Barkly East there will be leakages in the economy and tourists will rather opt to spend the night in nearby Aliwal North. By creating an environment which is welcoming to tourists both local and international we can plug up the holes in the tourism market and allow less money to leak out into other towns.

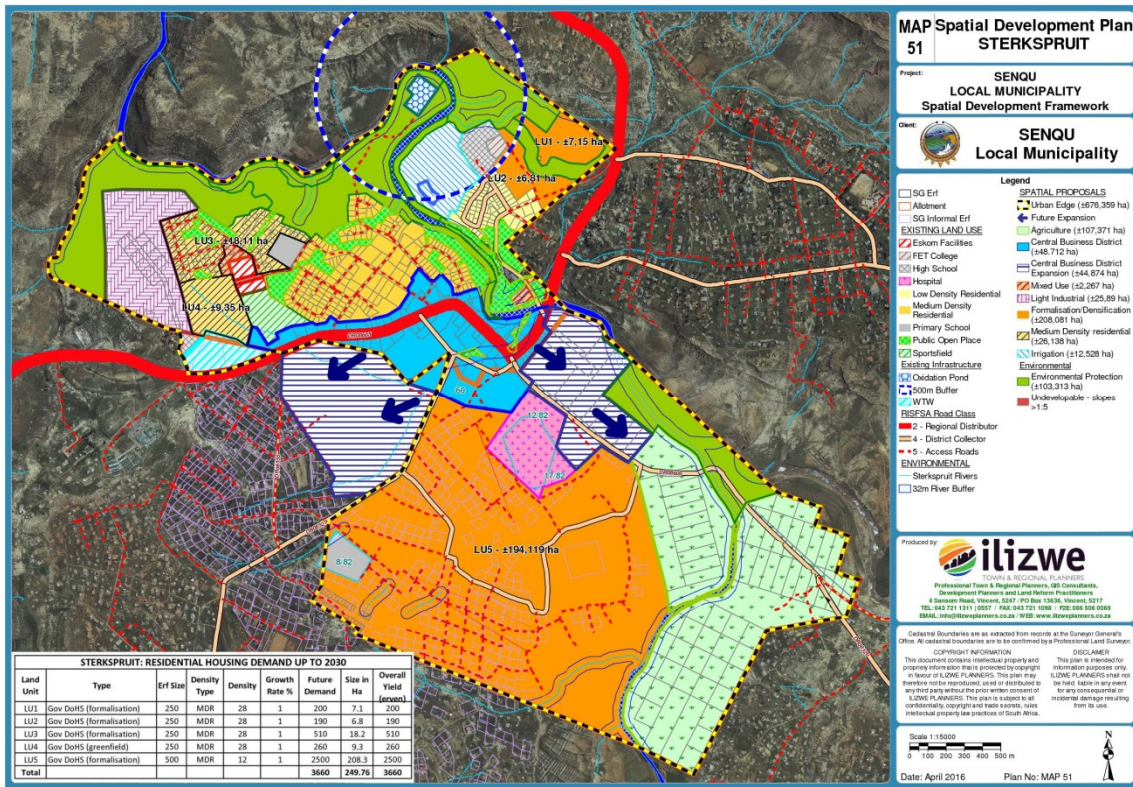
Infrastructure

A waste water treatment works needs to be built in Rhodes; this may have a positive impact on tourism. Service delivery will also be enhanced with the building of this facility.



Map 52: Rhodes Urban Edge Plan

STERKSPRUIT



Map 52: Sterkspruit Spatial Development Plan

Environment

The environment in the Sterkspruit area is in varying quality but the majority of the environment has been left in disregard. This is owing to multiple factors some of which relate to the historical context of greater Sterkspruit being within the former Transkei. Because of the high density of people in this region there has been fierce competition for land especially for grazing and farming. The farming methods that have been used and the lack of veld management have caused large portions of land to become eroded. The grass does not grow very long in some areas due to large number of livestock grazing on a small amount of land.

Due to the high population density in greater Sterkspruit and owing to the fact that in some areas a large number of residents who are poor live next to the rivers and streams this affects the water quality negatively. Because of there being gaps in service delivery this may cause a lot of people to drink water which is unsafe, causing diseases.

Future Development

Greater Sterkspruit has an enormous potential for development as a region due to its large population and the existing amount of economic activity currently taking place such as business services, retail, banking, industrial and manufacturing. The fragmented and sprawling nature of land use that characterises the rural settlements in the broader Sterkspruit region represent a major challenge to appropriate land use management. From a spatial perspective, Sterkspruit must be a priority, due to its proximity to the densest areas of settlement in the municipality. The functioning and performance of the Sterkspruit urban area must be enhanced in order to encourage further commercial activities in the town.

The Sterkspruit CBD is currently under pressure to expand as the town's population grows and more people from isolated rural areas move closer and closer to bigger towns such as Sterkspruit. In the above plan it has been proposed that the CBD be expanded in order to accommodate more of the core businesses of Sterkspruit, these include retail stores, hardware stores, furniture shops, banking services, funeral parlours, taxi ranks, shopping mall etc. These business activities should be sufficiently accommodated and catered for as they are the sector that contributes most to employment and this needs to be understood and acknowledged by creating a conducive environment for them to operate.

The land to the south-east of the mall needs to be acquired by SLM in order for future growth to be projected in the desired direction. For this reason we have proposed that services and infrastructure be put in place on this land parcel in order to facilitate the desired mixed use development which would redirect growth along a linear pattern.

Decentralisation needs to be a core theme in the conceptualisation of a reformed town centre and CBD. Large retailers, wholesalers and shops which receive bulk goods should not be allowed to receive inventory along the main road where there are major traffic flows. These stores should rather allow for deliveries to come in from the back streets. In areas where this is not possible space should be made for trucks, lorries and goods vehicles to park and off-load their cargo and for this not to be done on the main roads.

The location of the industrial precinct which has been planned is currently under the occupation of illegal inhabitants with illegal structures / invasion of an informal/formal settlement.

Infrastructure

Once acquired by SLM the land to the south-east of the mall needs to be serviced and infrastructure put in place on this land parcel in order to realise the desired mixed use development proposed in this area.

There is currently no irrigation scheme in place in Sterkspruit, there is one being proposed to the south of the current location of the oxidation ponds. It is very important to have a reliable water supply in order for businesses to thrive and investment to come in. This is why an irrigation scheme is key to unlocking the dormant economic potential of Sterkspruit.

Future Investment

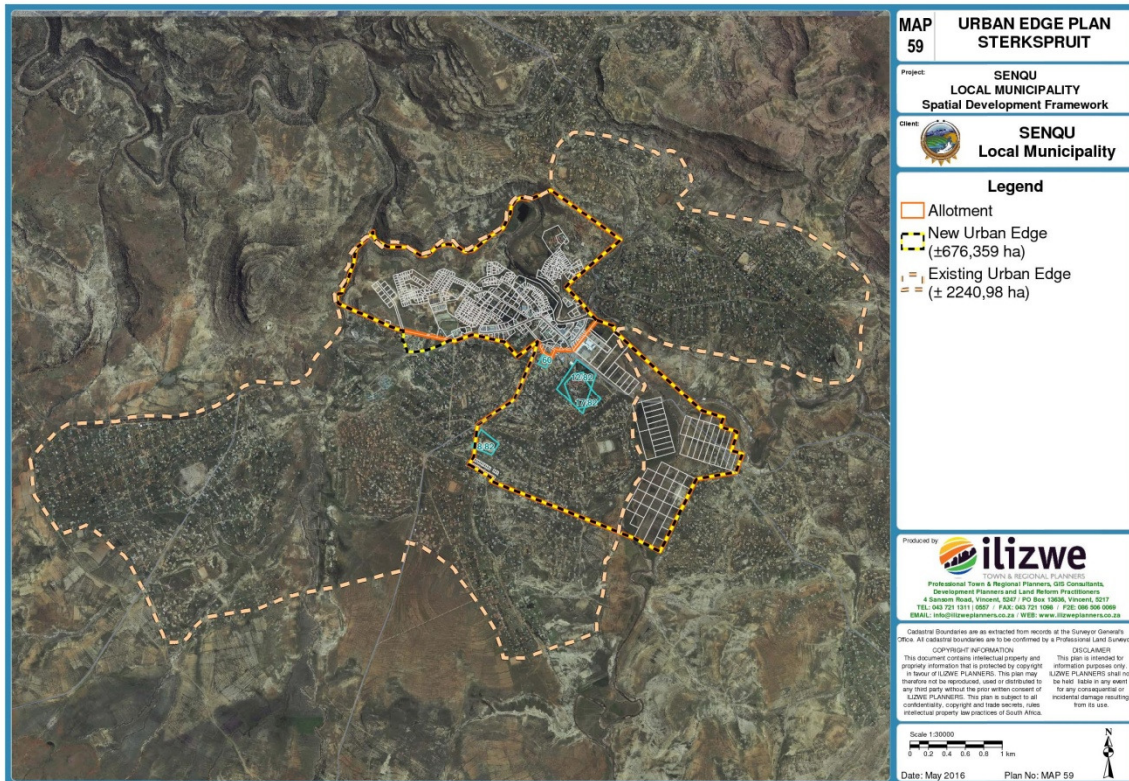
There is major opportunity for investment in the proposed industrial precinct. There is a large labour pool and there are initiatives which seek to assist people especially the youth in gaining artisan skills. Sterkspruit is at the epicentre of the sheep wool market and there are shearing sheds being set up in order to shear, weigh and sort wool out. Eastern Cape is the biggest wool producing region in South Africa, accounting for 35% of all sheep wool export. The development of this proposed industrial precinct should take cognisance of this fact and look at ways in which this endowment of excellent climatic conditions for sheep production can be enhanced. Raising awareness, educating and training people in order for more to start producing wool is key in making headway in this sector.

Residential Expansion

Sterkspruit is highly saturated in terms of residential settlements and has been allowed to sprawl because no planning was previously done. Sterkspruit is characterised by sprawl, congestion and overcrowding. For this reason it is proposed that new residential developments should happen at higher densities, the existing informal settlements will need to be formalised and densified.

There are five residential land units which have been identified for intervention. Land Units 1, 2 and 5 measure approximately 224 hectares, these land units have been identified for densification and

formalisation. Land Units 3 and 4 measure 27 hectares and have been identified for medium density housing. The major threats of land grabs are problems which SLM will have to work to resolving as soon as possible. There are currently illegal squatters in land units 3 and 4, these residents will have to be relocated to land unit 5, in areas where infill residential developments have been erected.



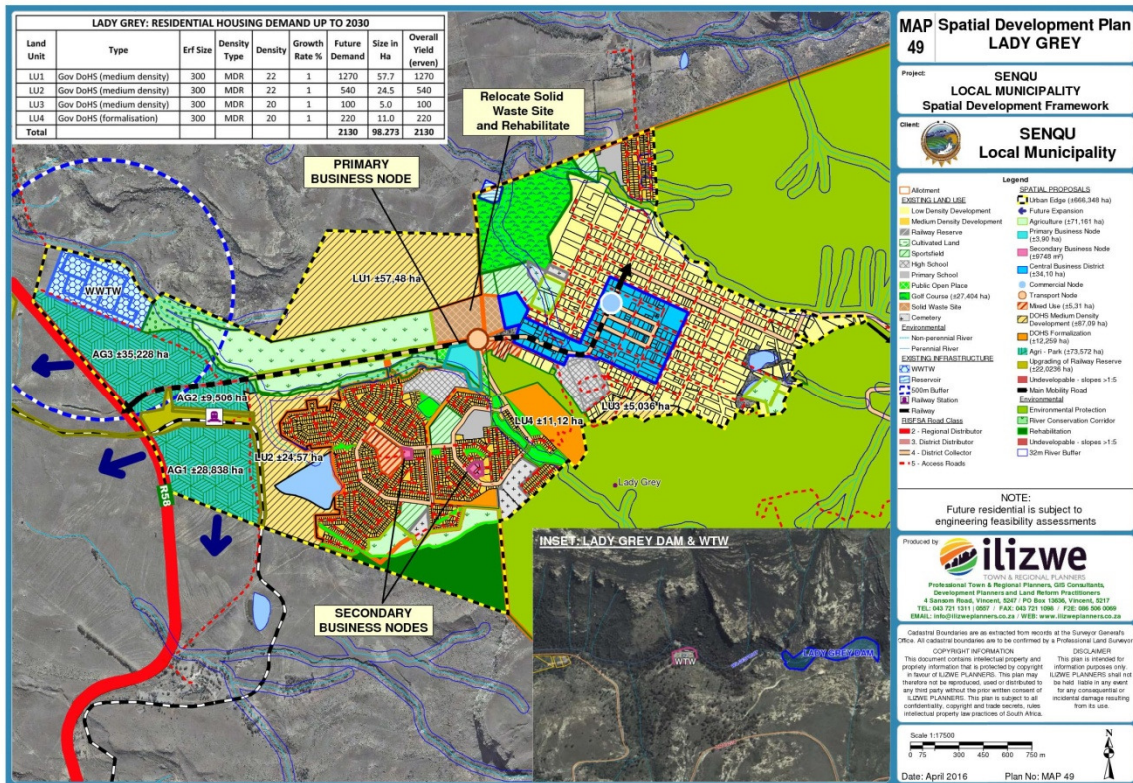
Map 53: Sterkspruit Urban Edge Plan

LADY GREY

Environment

The natural environment of Lady Grey is characterised by beautiful mountains and a picturesque natural landscape. However, this natural environment needs to be protected from soil erosion, haphazard and unapproved development, sprawl and other nuisances caused by urban development. The mountain needs proper veld management and rehabilitation in order to allow for more grass, bush and ground cover to grow so that erosion will be mitigated. The Senqu Commonage Management Plan which is currently being prepared will deal with the issues of mitigation of erosion, rehabilitation and veld management. The issue of erosion is a very important one which needs to be dealt with especially in light of the drought and the Lady Grey Dam capacity. Soil gets eroded and runs into the river channels and ends up at the bottom of the Lady Grey Dam silting it up, the capacity of this dam will be largely increased if erosion is mitigated.

The existing wetland on the northern side, abutting the golf course needs to be protected as it is a vital ecosystem.



Map 54: Lady Grey Spatial Development Plan

Future Development

The mountains to the south, east and north of Lady Grey mean that future development is confined to the west. It is therefore important to control the size of the town and to prevent sprawling. It is thus proposed that new developments are built at higher densities and new housing typologies for government housing are investigated.

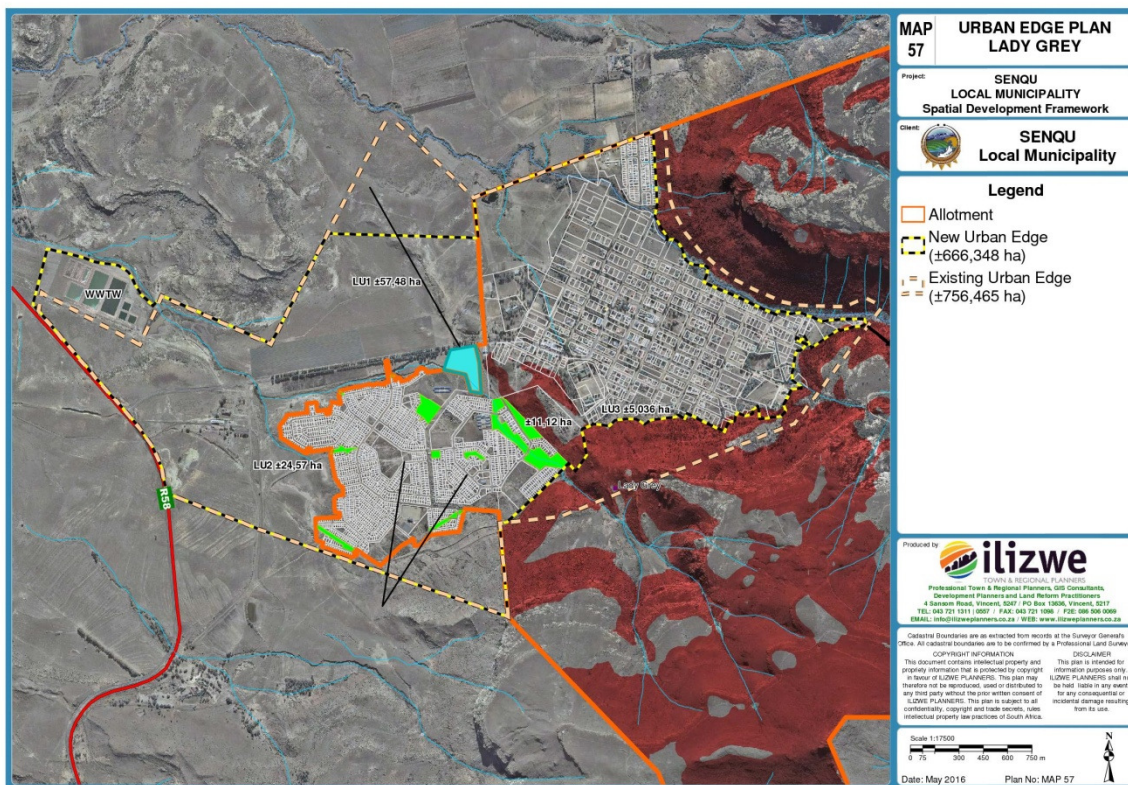
There are also still a lot of open spaces where development can still take place. Infill development is still an option in other areas. In areas where there is currently existing low density housing it is proposed that densifying these areas is promoted.

A transport node is proposed in Lady Grey and in the area surrounding this node it is foreseen that a local farmers market can develop in this area where locals can open up stalls and sell their produce. This area currently has a bus and taxi shelter where commuters can sit and wait. This node has the potential to become more than just a transport node but also a place of local trade and transport. The second node that has been proposed is a commercial node. In this area it is proposed that land uses which relate to restaurants, shops, cafes and coffee shops etc. should be prioritised in this area. Secondary to these should be retail, offices, wholesalers etc.

Infrastructure

The Lady Grey Dam was built in 1925 and since then the town has grown immensely. The townships of Transvilge and Khwezi-Naledi were not in existence at the time the dam was built, so the demand for water from this dam has increased exponentially. The dam needs to be de-silted in order to raise the capacity of it and it needs to also be deepened in order for it to hold a higher capacity of water. The solid waste site will need to be relocated in the near future (approximately 10-20 years). As development happens around the site it will create a health hazard to those living near or around it.

The solid waste site will first need to be rehabilitated, this may take as much as 20 years to achieve. Thus planning for the future location of the solid waste site will need to be done now.



Map 55: Lady Grey Urban Edge Plan

Future Investment

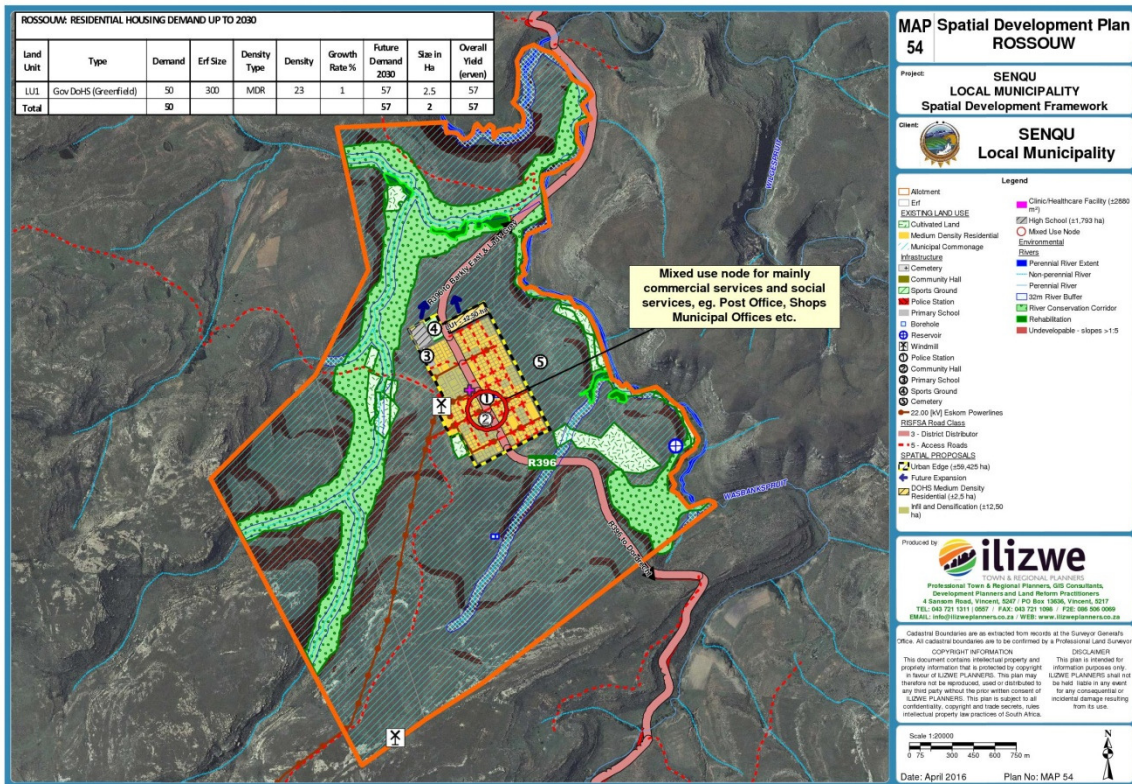
Tourism is a major economic sector which shows promise and should thus be invested in by SLM. Joubert’s Pass is the third highest mountain pass in South Africa; it has been proposed that a tourism route from Lady Grey along Joubert’s Pass should be established in order to cash in on the areas natural endowments. The route needs to be marketed and advertised by SLM so that awareness is raised and tourists (both local and foreign) are encouraged to explore this area. Guesthouses and overnight accommodation will also need to be encouraged in order to deal with the influx of tourists during peak seasons. This will allow for SLM to capture as much of the tourist market as possible and will result in a situation where tourists choose to stay in Aliwal North is avoided. This will essentially mean that tourists will spend more of their money in SLM.

A large industrial precinct is proposed in the west of Lady Grey town. The industrial precinct is located near the old railway lines. There is potential for Lady Grey to develop a manufacturing and industrial plant in this area. In line with national and provincial government’s commitment to investing money into upgrading the frail railway infrastructure, it is also important that bulk production of industrial and manufactured goods are strategically located near existing railway lines and along transport routes.

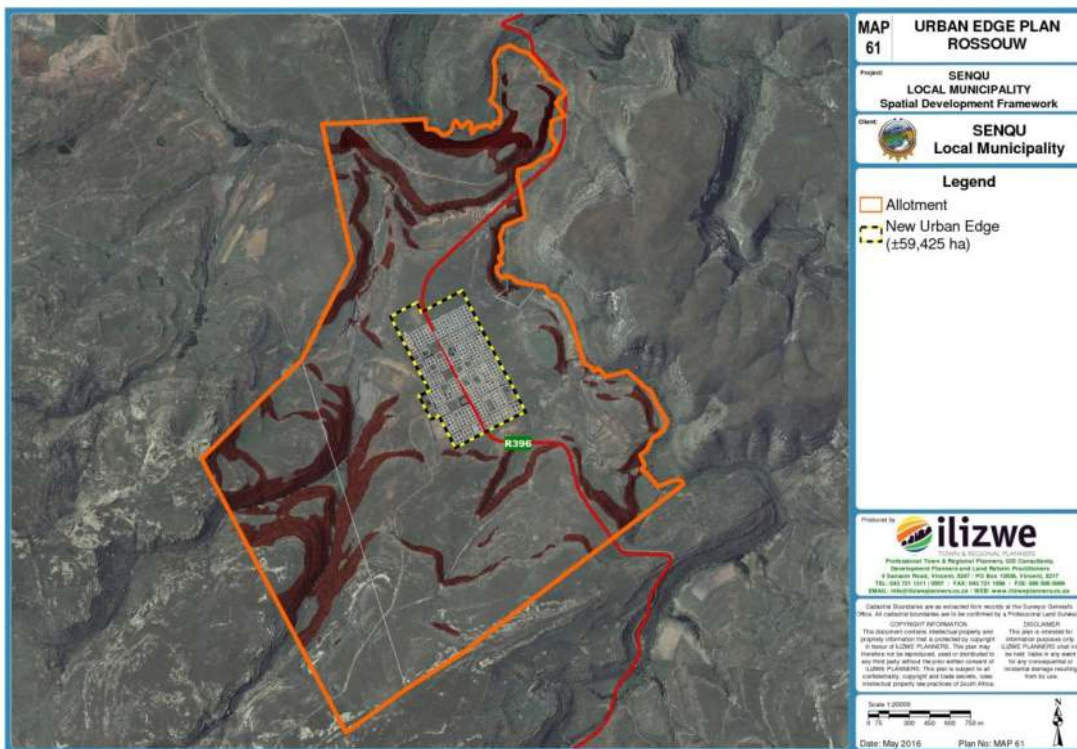
Residential Expansion

There is 57, 48 hectares of land that has been earmarked for medium density residential units in land unit 1. This land parcel sits immediately north of the cultivated land next to Brummer Street and west of the golf course. Land unit 2 measures approximately 24 hectares and is situated west of Khwezi-Naledi Township.

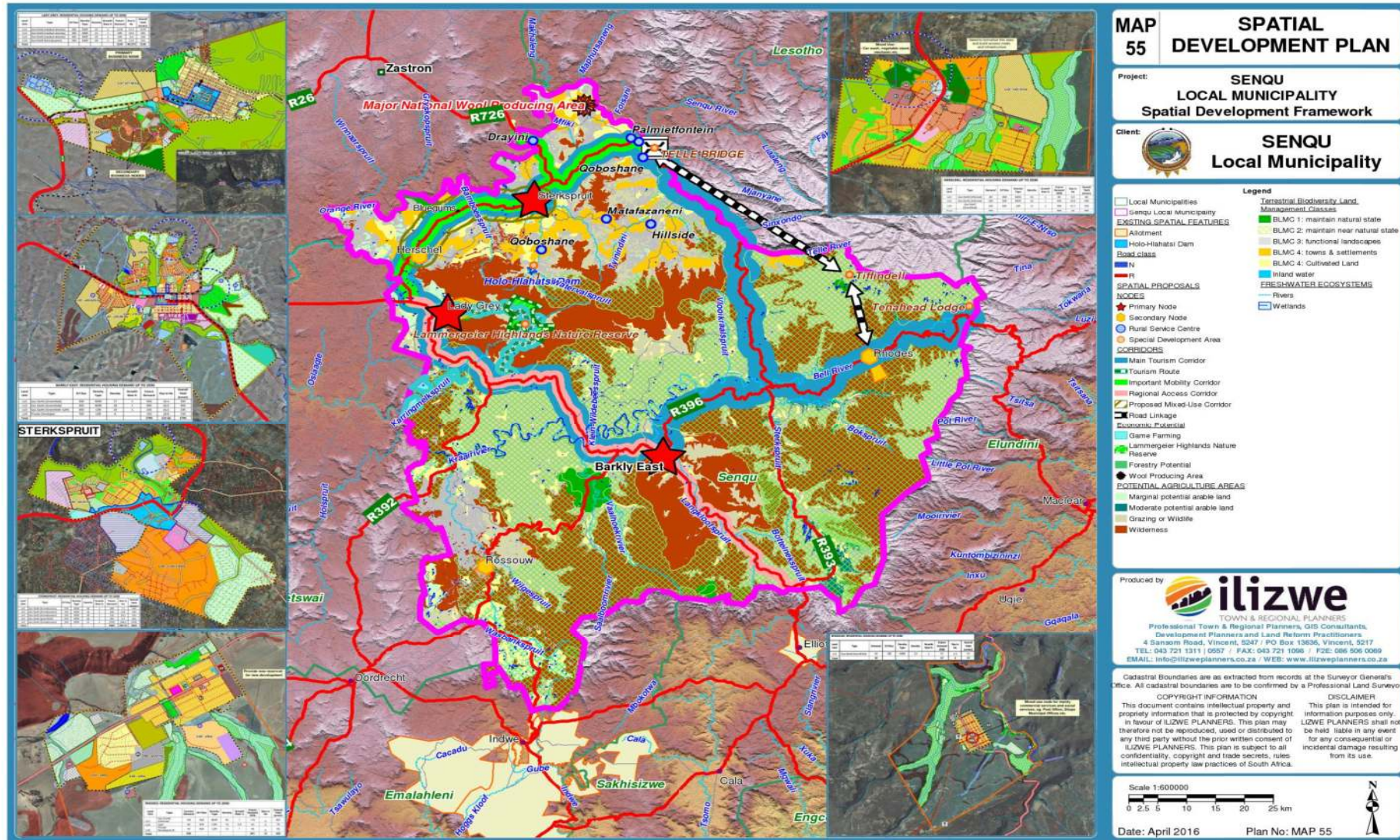
ROSSOUW



Map 56: Rossouw Spatial Development Plan



Map 57: Rossouw Urban Edge Plan



20. IMPLEMENTATION FRAMEWORK

The Implementation Framework consists of three sections:

- (1) Goals and objectives
- (2) The unpacking of each spatial development strategy project; and
- (3) The Priority Matrix as outlined by the DRDLR.

20.1 GOALS AND OBJECTIVES

Table 100: SLM Spatial Development Goals and Objectives:

Goal		Objective
1	Improve Institutional and Spatial/ Development Planning Capacity	<ul style="list-style-type: none"> - Become a debt free Municipality - Improve revenue collection. - Reduce corruption and control expenditure. - Improved housing planning and construction for all housing typologies (RDP, CRU's, Gap and Middle). - Employ suitable qualified staff in all key positions. - Enforce accountability linked to performance management system. - Attract and implement catalytic developments
2	Environmental and water resources sustainability	<ul style="list-style-type: none"> - To expand the existing Irrigation Schemes both private and public and establish new Irrigation Schemes - To protect and sustainably manage limited water resources particularly in view of the need for extensive rehabilitation.
3	Provision of adequate and reliable infrastructure/services	<ul style="list-style-type: none"> - To improve connectivity in SLM (1) locally in and between settlements, (2) provincially and (3) nationally. - Improved infrastructure, - Overcoming backlogs in service delivery, - The provision of new human settlements, - Promote new economic and agricultural developments in the main railway / Infrastructure corridors.(Railway rebates / Rates incentives) - Providing education, health and safety services and so on. - All-encompassing thrust with specific programmes aimed at: - Expanded Public Works, - Creating employment opportunities,
4	Development and Expansion of Industry and Agri-processing (Economy & SMME)	<ul style="list-style-type: none"> - To protect and sustainably manage the limited agricultural land and water resources particularly in view of the need for extensive rehabilitation. - Expand small scale emergent farming projects - Expand the game farming and hunting industry - Establish local produce markets - The development of agriculture processing and packing activities could also increase employment. (Upgrading of an abattoir and

Goal		Objective
		the establishment of a venison meat sourcing value chain). - Establishment of a crafters workshop and markets for selling local crafts. - SMME Database & Support Programme. - Skills Training Facilities. - Form Business Support Network.
5	Land Development and Expansion of Tourism and Resorts	- To further develop tourism in SLM based on the beauty of the natural and agricultural environment and heritage/historical features. - Upgrade tourist facilities (Toilets, Information Kiosks) - Expand the hospitality industry

20.2 SPATIAL DEVELOPMENT STRATEGIES

SPATIAL DEVELOPMENT STRATEGY 1

Spatial Planning and Institutional Capacity

The central challenge in local government remains the issue of capacity (in terms of financial and institutional resources) of the Municipality to incorporate the Municipal Planning function and the monitoring and evaluation of implementation activities into the mainstream of its day-to-day activities. Many municipalities lack the knowledge and expertise to do their own planning and in most cases result to outsourcing some components of spatial planning.

The approach to be followed in order to achieve successful implementation is suggested as the Area Based Planning Institutional Approach, which is based on co-responsibility with various government departments and community organisations.

The requirements of this approach are the formation of one or more Area-Based Management Committees, comprising relevant officials from: -

1. The Senqu Local Municipality
2. The Department of Rural Development & Land Reform
3. The Provincial Department of Rural Development & Agrarian Reform
4. The Provincial Department Co-operative Governance & Traditional Affairs
5. Civic Representatives and Community Members and
6. Traditional Councils, where relevant.

The Committee(s) should meet quarterly to address area based planning and development matters and to consider progress on implementation of key initiatives.

Indicators for Achievement:

- Active involvement of all the communities living in the municipality.
- Leadership improves considerably with no corruption, nepotism and patronage.
- The coming together of community leaders, farmers, businessmen and representatives from government to agree on a way forward where everyone will benefit.
- Qualified and experienced appointments in key / technical positions.
- Service delivery per best practice.
- New sustainable Human Settlements are built

- Effective project implementation, monitoring and evaluation.
- Best practice co-ordination and integrated programmes.
- SLA signed with traditional leaders.
- SLM exists in totality and is a proud and efficient institution.
- Communities are satisfied with their economic situation, living conditions and the life chances of their children.
- Long-term, viable large-scale spatial-economic interventions that will grow a resilient, robust local economy are completed and applied.

SDS 1	Project Description
SDS 1.1	Capacity Building in SLM. To implement the spatial proposals
SDS 1.2	Establishment of the SLM Development Tribunal
SDS 1.3	Land Use Management and Development Planning
SDS 1.4	Planning and development promotion
SDS 1.5	Development of Neighbourhood Nodes
SDS 1.6	Development of detailed Precinct Plans

Table 74: SDS 1.1 Capacity Building in SLM. To implement the Spatial Proposals

SDS 1.1 Capacity Building in SLM. To implement the Spatial Proposals		
Objectives	Target Groups	Location
Organise sector related skills enhancement training courses/seminars with incentives for participation.	ALL/COGTA	SLM
Refine Municipal Department Organogram and make qualified and experienced appointments in key / technical positions.	SLM	SLM/JGDM
Outputs	Project timeline	Responsible Agencies
Improved leadership, governance and spatial planning	2016 onwards	SLM/JGDM
Best Practice Governance and “Batho Pele” principles are adopted and applied by the SLM and its officials. Qualified and experienced staff who are able to perform their duties.	2016 onwards	JGDM CoGTA EC Province / Sector Departments
Major activities	Cost/budget	Source of funding
Qualified and experienced appointments in key / technical positions.	unknown	Nat & Prov Gov, JGDM and SLM Sector Departments
In house and external training courses/seminars/lectures etc Incentives for participation/attendance.	R 170 000.	SLM
Refine Municipal Department Organogram	R 80 000	SLM / Service provider

Table 75: SDS 1.2 Establishment of the SLM Development Tribunal

SDS 1.2 Establishment of the SLM Development Tribunal		
Objectives	Target Groups	Location
To establish and set up the SLM Land Development Tribunal in terms of the Spatial Planning and Land Use Management Act.	SLM ECape Provincial Government COGTA DRD&LR	SLM
Outputs	Project timeline	Responsible Agencies
To set up Development Tribunal and Secretariat for SLM Fully functional and operational land development tribunal Apply SPLUMA legislation Implement the rules and regulations of SPLUMA Process all land development applications	2016/17	SLM JGDM DRDLR
Major activities	Cost/budget	Source of funding
Draw up a SLM policy relating to the functions and responsibilities of the tribunal Appoint secretariat Appoint tribunal members. Establish office/location of the tribunal	±R 400 000 per annum and escalating 10% per annum. Start-up costs of ±R300 000 are needed.	SLM JQDM DRD&LR

Table 76: SDS 1.3 Land Use Management and Development Planning

SDS 1.3 Land Use Management and Development Planning		
Objectives	Target Groups	Location
To review and update the land use management system of SLM so that all land development is streamlined and aligned with SPLUMA legislation.	SLM	SLM
Outputs	Project timeline	Responsible Agencies
Align with National government directives Align the land use management system with the SLM SDF of 2014 Complete a land audit including ownership for SLM Prepare updated land use and zoning plans for SLM Update and review the Zoning Scheme of SLM to align with the SDF Align with the Development Tribunal Apply SPLUMA legislation Implement the rules and regulations of SPLUMA	2016/17	SLM JGDM DRDLR CoGTA
Major activities	Cost/budget	Source of funding
Prepare terms of reference. Appoint consultant/service provider. Complete all outputs above. Monitor and evaluate.	±R 700 000	SLM DRD&LR JGDM COGTA

Table 77: SDS 1.4 Planning and development promotion

SDS 1.4 Planning and Development Promotion		
Objectives	Target Groups	Location
To promote the planning profession. To open up the language of town planning. To help expand the knowledge and understanding of the town planning profession.	SLM, SLM Residents, Ratepayers, Taxpayers, Schools, Ward Committee, Ward Councillors, Community and Traditional Leaders.	SLM
Outputs	Project timeline	Responsible Agencies
Town planning forums. Town planning indabas. Municipality open day where people can come and learn what functions are performed by municipal personnel.	2016/17	SLM JGDM DRDLR COGTA
Major activities	Cost/budget	Source of funding
Forums on spatial planning and development planning SLM Open Day Town Planning Indaba at SLM/JGDM	±R 200 000	1. SLM 2. DRD&LR 3. COGTA 4. JGDM

Table 78: SDS 1.5 Development of Neighbourhood Nodes

SDS 1.5 Development of Neighbourhood Nodes		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> To develop nodes in Sterkspruit, Lady Grey and Barkly East that will attract new business and inhabitants and retain existing businesses and inhabitants. To use the development of clusters of government services, mining and vibrant agri-processing and manufacturing economies in the four nodes. To use the formation of nodes in the four towns to create jobs in close proximity to the residents of these towns. To develop public spaces for markets in the nodes in the towns. 	<ul style="list-style-type: none"> All the residents of the nodes Existing and emerging businesses in the four nodes Organised Business associations in the SLM. 	Sterkspruit, Lady Grey and Barkly East
Outputs	Project timeline	Responsible Agencies
Sterkspruit, Lady Grey and Barkly East Urban Design Frameworks: <ul style="list-style-type: none"> Creation of an enabling spatial structure that support sustainable spatial, economic and social development of the three towns. Attraction of new businesses and creation of jobs. 	2017-2018	SLM JGDM DRDLR DEDEA Gov Sector Departments
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> Draw up ToRs for nodal development in the three towns that take the Urban Design Frameworks for the towns into consideration: <ul style="list-style-type: none"> Publish the ToRs and appoint service providers. Appoint a project and steering committee. Preparation of Urban Design Frameworks for towns. Ensuring stakeholder buy-in and support to proposals 	Plan preparation as one: ±R 800 000, comprised of: B/East ±R250 000 Sterkspruit ±R300 000 Lady Grey ±R250 000	SLM JGDM DRDLR All Gov Sector Departments



Table 79: SDS 1.6 Development of Detailed Precinct Plans (Urban Design Frameworks) for Sterkspruit, Lady Grey and Barkly East

SDS 1.6 Development of detailed Precinct Plans for Sterkspruit, Lady Grey and Barkly East		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> To develop the nodes of Sterkspruit, Lady Grey and Barkly East into attractive settlements for new and existing businesses and inhabitants. To prepare precinct plans including urban design frameworks that will enable the sustainable development of Sterkspruit, Lady Grey and Barkly East. To ensure the development of clusters of government services and vibrant agri-processing, industry and manufacturing economies in the three nodes. To enable the creation of jobs in close proximity to the residents of the three nodes. To provide public spaces for markets in the three nodes. 	All the residents of the three nodes: <ul style="list-style-type: none"> Businesses in the three nodes. Organised Business associations in the SLM. 	Sterkspruit, Lady Grey and Barkly East
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> Barkly East, Sterkspruit and Lady Grey Precinct Plans including Urban Design Frameworks. Creation of an enabling spatial structure that supports sustainable spatial, economic and social development. Attraction of new businesses and creation of jobs. 	2017-2018	SLM JGDM DRDLR DPW COGTA
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> Draw up a ToR Publish the ToR and appoint service provider. Appoint a project and steering committee. Preparation of Urban Design Frameworks for three nodes Ensuring stakeholder buy-in and support to proposals as contained in the framework. 	Plan preparation: ±R1 000 000	SLM JGDM DRDLR DPW COGTA

SPATIAL DEVELOPMENT STRATEGY 2

Environmental and Water Resources sustainability

Indicators for Achievement:

- Expansion of Irrigation Schemes;
- Expansion of the agricultural economy is subject to water availability (DWA);
- Access to the irrigation scheme by new and developing farmers;
- Provision of water to land reform projects;
- Clarity regarding the water-rights (DWA);
- Water for industrial / economic development;
- All relevant plans aligned with the Irrigation Scheme expansion;
- Curbing of land degradation;
- Limiting the negative effect of soil salination & mineralisation; and
- Widespread knowledge and understanding of the need for, and support for addressing soil salination.

SDS 2	Project Description
SDS 2.1	Expansion of Orange River Irrigation Scheme and Holo Hlahatsi Dam and Sterkspruit
SDS 2.2	Allocation of water rights & economic opportunities (bottling)
SDS 2.3	River and ground water quality monitoring
SDS 2.4	Water feasibility study for Lady Grey Dam
SDS 2.5	Stop the degradation of land
SDS 2.6	Senqu National Park feasibility study

Table 80: SDS 2.1 Implementation Framework: Expansion of the Orange River Irrigation Schemes and establishment of Irrigation Schemes at Holo Hlahatsi Dam and Sterkspruit River

SDS 2.1 Expansion of the Orange River Irrigation Schemes and establishment Of Irrigation Schemes at Holo Hlahatsi Dam and Sterkspruit River.		
Objectives	Target Groups	Location
Expansion of Irrigation Schemes through more efficient use of water, the building of further reservoirs and the placing of more land under irrigation.	Established, large-scale farmers and new entrants into this group: <ul style="list-style-type: none"> - Subsistence farmers - Commercial farmers - Land reform recipients - Industry / agro-processing - Human Settlements 	Along the Orange River, on the northern border of SLM.
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> • Established Irrigation Schemes Task Team • Developed Irrigation Schemes Expansion Plan • Expanded Irrigation Schemes 	2017-2025	SLM and JGDM DEDEA DRDLR Department of Public Works
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> • Establishment of Sterkspruit River Irrigation Schemes Task Team • Sourcing of funds • Status Quo Report on current irrigation system to establish current state of irrigation infrastructure • Coordination and alignment of proposed River Corridor Protection Plan, Agriculture Development Plan and Water Management Plan proposed in the JGDM SDF • Development of Rivers Irrigation Schemes Expansion Plan • Implementation of the Irrigation Schemes Expansion Plan 	To be determined by the Department of Water Affairs (DWA).	DWA DRDLR National Gov



Table 81: SDS 2.2 Allocation of water rights & economic opportunities (bottling)

SDS 2.2 Allocation of water rights		
Objectives	Target Groups	Location
To explore the allocation of water rights for new economic activities in the area, notably ones that will enhance the participation of previously excluded groups in the municipality. Open up new channel for economic development by giving water rights to communities for bottling of spring water	Newly emerging farmers and cooperatives: Established farmers and cooperatives. Established and emerging individuals and any small and medium companies involved in bottling spring water and mineral water. Industry and commerce. Human Settlements.	SLM Wide.
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> Water rights allocated/transferred to primarily emerging farmers and cooperatives, and emerging individuals and companies involved in industry, agro-processing and manufacturing. Water rights being used/utilised in farming and production by emerging farmers and co-operatives and emerging individuals and companies involved in agro-processing and manufacturing. Industrial development 	2017 – 2025 on-going	<ul style="list-style-type: none"> SLM JGDM DWA Department of Economic Development, Tourism and Environmental Affairs. CoGTA
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> Prepare ToR and publish for service provider to undertake assignment. Appoint suitable service provider. Put out call for emerging individuals, companies and cooperatives seeking water rights to register on a database. Undertake study. Prepare proposals for allocation of water rights and initiate discussions with relevant entities to Secure the rights and finalise allocations. 	To be determined by the Department of Water Affairs.	<ul style="list-style-type: none"> DWA. DRDLR Emerging individuals, companies and Co-operatives.

Table 82: SDS 2.3 Implementation Framework: Water Quality Monitoring

SDS 2.3 River and ground water quality monitoring		
Objectives	Target Groups	Location
Management of soil salination due to intensive irrigation	New and established farmers.	Irrigated farms throughout the SLM.
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> Widely accepted plan for management of soil salination. Sustainable, affordable, effective and efficient management of soil salination in the SLM. Water quality monitoring resulting in good water quality 	Continuous, after beginning in 2017.	DWA SLM Department of Environmental Affairs and Nature Conservation DRDLR
Major activities	Cost/budget	Source of funding
Establishment of soil salination task team: <ul style="list-style-type: none"> Establishment of research network consisting of researchers in the area of soil salination, especially in the SLM area. Initiate and undertake research projects regarding soil salination in the area. Development of information packages regarding affordable, effective and efficient methods to address soil salination. Information sessions/packages about methods to address salination of soil. Provision of assistance to emerging farmers to address soil salination. 	To be determined by the Department of Water Affairs (DWA).	DWA Department of Economic Development, Tourism and Environmental Affairs. National Gov / EC Gov

Table 83: SDS 2.4 Implementation Framework: Feasibility Study to increase capacity of Lady Grey Dam

SDS 2.4 Feasibility Study to increase capacity of Lady Grey Dam		
Objectives	Target Groups	Location
To increase the capacity of the dam. Increase the amount of available water for Lady Grey. To mitigate the devastation a future drought can potentially cause.	<ul style="list-style-type: none"> • Eastern Cape Province • Department of Water Affairs • Department of Environment and Nature Conservation • Community leaders • JGDM • SLM community 	SLM – Lady Grey
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> • Higher dam wall • Increased capacity • Remove silt and rehabilitate 	2016 - 2020	SLM DWA JGDM
Major activities	Cost/budget	Source of funding
Organise meeting with all interested and affected parties Involve government departments in the consultation and project inception	To be financed by the various organs of state - +- R400 000	SLM JGDM

Table 84: SDS 2.5 Implementation Framework: Degradation of Land

SDS 2.5 Stop the degradation of land		
Objectives	Target Groups	Location
Preventing land degradation and the encroachment of settlements onto valuable agricultural land as well as sensitive environmental land. Overgrazing, stormwater management and natural disasters are included.	<ul style="list-style-type: none"> • Eastern Cape Province • DEDEA • Traditional leaders • Community leaders • JGDM • SLM community 	SLM
Outputs	Project timeline	Responsible Agencies
Shared understanding between all stakeholders, including the DMR, traditional leaders, all relevant municipalities in the JGDM and the SLM, of the issues and ways to deal with them. <ul style="list-style-type: none"> • Established cooperation agreement between all stakeholders, including the traditional leaders, all relevant municipalities in the JGDM and the SLM, as to how to deal with the issues. 	2017 onwards – continuous.	SLM JGDM Eastern Cape Province DEDEA
Major activities	Cost/budget	Source of funding
Organise meeting with all provincial, district and Local municipalities involved including: <ul style="list-style-type: none"> • Reach agreement between SLM and neighbouring municipalities on how to manage the urban expansion as well as how to address the soil degradation. • Set in place institutional structures to manage the 'Areas of Cooperation'. • Set up a working committee between sector departments • Educational programmes to educate all communities 	To be financed by the various organs of state Involved. +- R300 000	SLM JGDM Eastern Cape Province DEDEA

Table 85: SDS 2.6 Feasibility Study for Senqu National Park

SDS 2.6 Feasibility Study for Senqu National Park		
Objectives	Target Groups	Location
To establish a future national park / reserve. Feasibility study is required.	<ul style="list-style-type: none"> • Eastern Cape Province • DEDEA • Community leaders • JGDM • SLM community 	SLM – Lady Grey
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> • Feasibility study 	2018	SLM DEDEA JGDM
Major activities	Cost/budget	Source of funding
Organise meeting with all interested and affected parties Involve government departments in the consultation and project inception	To be financed by the various organs of state. +- R350 000	SLM JGDM DEDEA

SPATIAL DEVELOPMENT STRATEGY 3:

**Provision of adequate and reliable Infrastructure/Services
Indicators for Achievement:**

- Use of unused infrastructure for agri-processing and beneficiation;
- Provision of adequate and reliable basic services, such as electricity and water, to support the development of industry and human settlements;
- Increased employment opportunities;
- Improved connectivity locally, provincially and nationally;
- Improved use of existing infrastructure;
- Improved access to adequate services to support agri--processing, human settlement and Industrial development;
- Improved public transport options/facilities;
- Well planned nodal development;
- Reduced fragmentation and improved integration;
- Integration of rural areas into SLM;
- Higher density development; and
- Improved access to tertiary education.
- Better planned settlements according BNG and COP 18 principles.

SDS 3	Project Description
SDS 3.1	Provision of adequate and reliable services (Master Planning)
SDS 3.2	Development of a Public Transport Plan informed by the proposed JGDM ‘Study on Public Transport Facilities in Rural and Urban Settlements’.
SDS 3.3	Human settlement feasibility studies for new development/s
SDS 3.4	Upgrading of all local transport routes in all settlement
SDS 3.5	Provision of Social Services

Table 86: SDS 3.1 Implementation Framework: Provision of Adequate and Reliable Infrastructure/Services (Master Planning)

SDS 3.1 Provision of adequate and reliable infrastructure/services		
Objectives	Target Groups	Location
To ensure the availability of adequate and reliable basic services such as water and electricity to support the development of productive, job creating industries, human settlements, agriculture and agri-processing industries in the SLM.	All SLM residents but more specifically individuals, companies and cooperatives involved in industry, agriculture, agri-processing, beneficiation, manufacturing, retail and tourism.	SLM wide.
Outputs	Project timeline	Responsible Agencies
A Municipal Services Master plan that provides for existing users and activities and addresses the proposed expansion in the SLM including proposed industrial, human settlements, agricultural, agri-processing, beneficiation, manufacturing, retail and tourism development.	2016-2017	<ul style="list-style-type: none"> • SLM • JGDM • ESCOM • DWA • Sector Departments
Major activities	Cost/budget	Source of funding
Set up a task team composed of relevant stakeholders: <ol style="list-style-type: none"> 1. Undertake status quo study of current and required basic service needs in the SLM, as well as the infrastructure available, under construction and required to meet the needs. 2. Development of Infrastructure Development Plan (Master Plan for SLM) 3. Source funding for large-scale infrastructure development and SDF projects as contained in the implementation matrix. 4. Undertake the re-development of SLM infrastructure to ensure the provision of affordable and reliable basic service provision. 	1. ±R1.0m	DBSA IDC National Treasury Prov Gov SLM JGDM

Table 87: SDS 3.2 Implementation Framework: Development of a Public Transport Plan

SDS 3.2 Development of a new Public Transport Plan		
Objectives	Target Groups	Location
To ensure greater access to and use of public transport in the SLM to reduce reliance on the private motor vehicles for movement in the SLM and reduce fragmentation.	All the inhabitants of the SLM: Tourists and visitors to the SLM Businesses in the SLM, notably small-scale operators. Government employees	SLM wide
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> • Safer and more reliable public transport services in the SLM: • Accessible taxi and bus ranks, facilities and furniture. • Greater use of public transport in the SLM. • Greater and more affordable access to economic activities in the SLM and the wider region. 	2018-2019	SLM JGDM Department of Transport. Department of Public Works.
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> • Draw up a terms of reference for the preparation of an 'Internal Roads Master Plan' for the upgrading and maintenance of the internal road network in the SLM, informed by the proposed JGDM 'Study on Public Transport Facilities in Rural and Urban Settlements'. • Publish the ToR and appoint a service provider. • Appoint project and steering committee. • Service provider undertakes study. • Preparation of the 'Internal Roads Master Plan'. • Upgrading and maintenance of key roads in and between settlements in the municipality in accordance with the plan. 	Plan preparation: ± R800 000	Department of Transport: Department of Public Works.



Table 88: SDS 3.3 Human settlement feasibility studies for new development/s

SDS 3.3 Human settlement feasibility studies for new development/s		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> To assess the need and feasibility of new human settlements in SLM. 	<ul style="list-style-type: none"> SLM JGDM Community in targeted areas 	Sterkspruit, Lady Grey, Barkly East and other SLM communities/nodes
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> New human settlement feasibility studies and implementation programme for informal, public funded and private land developments Recommendations Project Programmes Costing Future Phases 	2016-2017	SLM JGDM ECDoHS
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> Draw up a terms of reference for the work to be undertaken. Involvement of different stakeholders to decide on what the outcomes of this study should be. 	Unknown Approx R1mil	SLM JGDM ECDoHS National DoHS

Table 89: SDS 3.4 Upgrading of local transport routes in all settlements

SDS 3.4 Upgrading of local transport routes in all settlements		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> • Improve the Quality of transport in local areas. • Increase connectivity between areas on a local scale. • Create a more inclusive and reliable mode of transport for short distance transportation. 	All SLM residents	All of SLM
Outputs	Project timeline	Responsible Agencies
Better form of local transportation and more local routes	2017-2030 - on-going	SLM/JGDM Department of Transport
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> • Investment into taxi ranks • Inclusion and involvement of taxi associations 	Unknown	SLM/JGDM Department of Transport

Table 90: SDS 3.5 Provision of Social Services

SDS 3.5 Provision of Social Services		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> The establishment of new Social Facilities and the maintenance / repair of existing facilities 	All SLM residents	All of SLM
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> Social Facilities plan in place at the completion of this projects The maintenance and repair of all existing social facilities Identify areas where social facilities are in dire need 	2017-2030 - on-going	SLM/JGDM
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> Stakeholder engagement meetings Presentations to the local residents and communities PSC Meetings 	Unknown	SLM, JQDM, Gov Sector Depts

SPATIAL DEVELOPMENT STRATEGY 4

Economic development and expansion of Agri-processing industry

Indicators for Achievement:

- Better understanding of the agricultural and agri-processing value chain;
- Development of agri-processing and beneficiation industries;
- Better use of unused infrastructure for agri-processing and beneficiation;
- Increased employment opportunities;
- Improved connectivity locally, provincially and nationally;
- Improved access to adequate services to support agri-processing and industrial development;
- Increased GDP contribution from agriculture, manufacturing and general industrial activities;
- Diversification of the local economy; and
- Strengthening of the local economy

SDS 4	Project Description
SDS 4.1	Implementation of Urban Regeneration Plans
SDS 4.2	Development and expansion of Agriculture and Agri- processing
SDS 4.3	Development Plan for harnessing natural resources
SDS 4.4	Wool production enhancement plan

Table 91: SDS 4.1 Implementation of Urban Regeneration Plans

SDS 4.1 Implementation of Urban Regeneration Plans		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> - Identify and analyse stakeholders in the economy. - Organise stakeholder participation in the development of the plan. - Identify the role of the town in the local and wider regional and national economy. - Identify competitive and comparative advantages of the town in the local and regional economy. - Develop a guiding vision for the town and developmental scenarios based on the identified comparative and competitive advantages with value chain analysis of each. - Take into consideration the existing plans on municipal, district and provincial level and their impacts on Sterkspruit's development. 	<p>SLM, Sterkspruit public, Business owners, Retail store owners.</p>	<p>Sterkspruit, Barkly East and Lady Grey</p>
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> - A stakeholder profile and analysis. - Interactions with the identified stakeholders to understand the role of the town in the local and wider regional and national economy. - Analyse and understand the competitive and comparative advantages of Sterkspruit and surrounds. - Develop a vision and evaluate alternative development scenarios with value chain analysis and select the most appropriate one in consultation with the identified stakeholders. - Develop an implementation plan for the prioritised development scenario. 	<p>2017 and beyond up to 2030</p>	<p>SLM. Department of Economic Development, Tourism and Environmental Affairs. Department of Trade and Industry (DTI). Industrial Development Corporation (IDC) Department of Public Works</p>
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> - Draw up a terms of reference for the study - Publish the ToR and appoint a service provider. - Appoint a project and steering committee. - Service provider undertakes study. - Findings of the study are widely disseminated and used to inform strategy, planning and funding in the SLM by all organs of state involved. - Set up a task team composed of relevant stakeholders. - Source funding for development proposals - Undertake the development proposals as required to support agri-processing, beneficiation and manufacturing. 	<p>unknown</p>	<p>DEDEA, SLM JGDM Industrial Development Corporation (IDC). Gov Sector departments</p>

Table 92: SDS 4.2 Development and Expansion of Agri - Processing

SDS 4.2 Development and Expansion of Agri-processing		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> - To understand the local agricultural economy and its value chains - To determine what agricultural products hold the most significant local beneficiation opportunities. - To utilise unused land for agricultural/rural development activities. - To expand the secondary economy in the SLM and diversify the economy. - To increase participation of previously disadvantaged groups in the regional and local economy 	Farmers, from established large-scale to small-holder emerging individuals and companies involved in the agri-processing, beneficiation and manufacturing industries. Unemployed members from previously disadvantaged groups.	SLM-wide with an emphasis on land around the Sterkspruit, Lady Grey and Barkly East settlements on rehabilitated floodplains
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> - A completed study on the agricultural economy and value chains in SLM - Planning, budgeting and implementation by all organs of state involved - A study on the status quo of land and infrastructure in the SLM that can be utilised for beneficiation and agro-processing purposes. - A Redevelopment Plan to utilise and capitalise on the opportunities identified in the agricultural economy and value chain study - Sector government co-operation and involvement 	2017 to 2027	SLM. Department of Trade and Industry (DTI). Industrial Development Corporation (IDC) Dept of Public Works DRDLR
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> - Draw up a terms of reference for the study, taking into consideration the proposed JGDM Agriculture Development Plan and JGDM Feasibility Study to Reinforce the Economic Base of the Settlement Areas - Publish the ToR and appoint a service provider. Appoint a PSC. - Service provider undertakes study. Findings of study are widely disseminated and used to inform strategy, planning and funding in the SLM - Set up a task team composed of relevant stakeholders. - Undertake status quo study of current infrastructure in SLM to identify what can be utilised for beneficiation and agro-processing purposes - Conduct an Agricultural Economy and Value Chain Study - Development of Re-development Plan - Source funding for redevelopment proposals and undertake proposals 	±R250 000	Department of Economic Development, Tourism and Environmental Affairs. Industrial Development Corporation (IDC).



Table 93: SDS 4.3 Development Plan for Harnessing Resources

SDS 4.3 Development Plan for harnessing resources		
Objectives	Target Groups	Location
<p>Maximise the resource potential within the development rectangle by developing a strategy and development plan to improve industry, including agriculture, trout fishing and game farming.</p> <p>This will need to be balanced considering the environment, infrastructure, social and economic needs which lead to sustainable development as well as job creation.</p>	<ul style="list-style-type: none"> • Eastern Cape Province • DEDEA • Traditional /community leaders • JGDM • SLM community 	SLM
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> • Completed Development Plan for SLM • Task team set up for this key catalytic project • Shared understanding between all stakeholders • Strategic direction and platform for co-operation for all government sectors • Institutional responsibilities made clear and understood • Shared sector strategy which is aligned and focused • Business Plans – for project funding (priority projects) • Investment and project implementation 	2018 onwards – continuous.	SLM JGDM Eastern Cape Province
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> • Allocate funding and develop scope of work for this critical project • Tender and appoint team to support the key stakeholders • Organise meeting with all provincial, district and local municipalities involved and set up PSC • Set in place institutional structures to manage the ‘Areas of Cooperation’. • Set up a Task Team / working committee between sector departments to tackle this important project. 	<p>To be financed by the various organs of state involved.</p> <p>±R300 000</p>	SLM JGDM Eastern Cape Province Sector Departments

Table 94: SDS 4.4 Wool production enhancement plan / feasibility study

SDS 4.4 Wool production enhancement plan/feasibility study		
Objectives	Target Groups	Location
<ul style="list-style-type: none"> - Examine the SLM's sheep and wool industry - Attempt to identify opportunities for better use of the by-products of sheep raising, such as wool and hides 	Community-based development Organization. SLM commercial and subsistence farmers association. Commonage Committee. SLM Community Services. Feed producers. Black farmers association.	SLM-wide with an emphasis on land around the Sterkspruit, Lady Grey and Barkly East
Outputs	Project timeline	Responsible Agencies
<ul style="list-style-type: none"> - All parts of the agricultural production and processing chain need to be in place and operating effectively. - Examination of the farmer's flocks and feeding programs to the final stage of wool processing at the spinning mill to the use of the wool in final product. - The recommendations for future activities to support the enhancement of the sheep farming and wool production industry. 	2018 to 2019	SLM. DRDLR DRDAR
Major activities	Cost/budget	Source of funding
<ul style="list-style-type: none"> - Undertake a regional sheep and wool industry assessment. - A census of agriculture, livestock numbers and locations, farming population, and demographics with economic data needs to be undertaken to allow the development of strategic and marketing plans for all agricultural products. - The establishment of a land reform process should be a high priority, with farmers having guaranteed ownership (title) to land parcels. 	±R250 000	DRDLR DRDAR DEDEA DTI

SPATIAL DEVELOPMENT STRATEGY 5

Land Development and Expansion of the Tourism Sector

Indicators:

- Increased visitors to SLM both local and foreign;
- Increase in employment opportunities;
- More informed and knowledgeable community;
- Improved living conditions;
- Increase in local tax base;
- Better Integration and viability of settlements;
- Provision of services easier;
- Economic opportunities; and
- Residents save on transport to closer and cheaper shopping centres.

SDS 5	Project Description
SDS 5.1	Improve Tourism Industry & implement the JGDM tourism plan
SDS 5.2	Promote and develop Tourism and Resorts/Eco Estates
SDS 5.3	Feasibility Study on the future of Herschel, Rhodes and Rossouw
SDS 5.4	Feasibility Study for a Shopping Centre at each main node.
SDS 5.5	Feasibility study for Tiffendell and Telle Bridge border post development
SDS 5.6	Feasibility Study for government office park development for Barkly-East
SDS 5.7	Re-development of the railway line from A/North to B/East

Table 95: SDS 5.1 Implementation Framework: Improve the Tourism Industry

SDS 5.1 Improve Tourism Industry & Implement JGDM plan		
Objectives	Target Groups	Location
Implementation of the Tourism Development Strategy for the SLM.	All the inhabitants of the SLM. Plan the development of the tourism industry in the SLM in such a way that it primarily benefits previously disadvantaged groups in the SLM.	SLM
Strengthen the existing Tourism Development Office in SLM that can assist with the implementation of tourism projects.	SLM Officials / JQDM	SLM
Beautification and improved attractiveness of the SLM.	SLM Officials and the Public	Whole SLM area
Expand the Hospitality Industry	SLM/Private Sector	Whole SLM area
Expand Game Viewing /Hunting Industry.	SLM/Private Sector/Farmers	Whole SLM area
Promote awareness of the rich heritage	All the inhabitants of the SLM - Tourism operators	Whole SLM area
Outputs	Project timeline	Responsible Agencies
Implementation of Tourism Development Strategies and projects for the SLM An increase in the economic benefits from tourism derived by all and especially previously disadvantaged groups in the SLM, notably women, youth and persons with disabilities.	2017 to 2030.	SLM/DoT/JGDM
Resorts upgraded Increase in beautification and maintenance of urban areas, public open space/parks and recreational areas.	2017 and beyond	SLM/JGDM/ /DEDEA
Increase in the number of tourist establishments in the municipality. E.g. B&B's, guest houses/farms, hotels and backpacking establishments.	2017 and beyond	SLM/DoT/JGDM.
An increase in the number of game farms /nature reserves / taxidermists/ abattoirs and hunters visiting the SLM.	2017 and beyond	SLM/Private Sector

SDS 5.1 Improve Tourism Industry & Implement JGDM plan		
An increase in the number of tourists to the SLM.	2017 and beyond	All
Major activities	Cost/budget	Source of funding
Ensure that SLM/JQDM has adequate resources and staff skills to implement the plan.	unknown	JGDM DEDEAT
Establish a task team consisting of government, community, farming and business stakeholders. Prepare a plan for the upgrading and beautification of the SLM. Undertake the actions as set out in the plan.	Plan preparation: N/A, part of the work of the organs of state. Plan implementation: To be determined by the proposals contained in the plan.	SLM JGDM DEDEA
Expand the Hospitality Industry by: Promoting the establishment of resorts/ B&B's, Guest houses/Guest farms, hotels and backpacking establishments. Easing "Red Tape" restrictions.	Un-determinable - Private sector driven. Minimal.	Private Sector/SLM. SLM/ JGDM/ (DEDEA)
Expand Game Viewing /Hunting Industry by: Establishing Nature/Game Reserves. Promoting and encouraging the expansion of game farming in agriculturally un-fertile/un-productive areas.	Feasibility study required first. Un-determinable - Private sector driven	SLM JGDM DEDEA
Publish information pamphlets/brochures/maps on the various heritage sites	Per budget available	SLM JGDM

Table 96: SDS 5.2 Implementation Framework: Expansion and Promotion of Tourism and Resorts/Eco Estates.

SDS 5.2 Expansion and Promotion of Tourism and Resorts/Eco Estates		
Objectives	Target Groups	Location
To develop resorts as well as residential estates that will draw high-income residents into the area and in doing so, support local businesses, grow the local tax base and assist in ensuring new business development in the area. To ensure local job creation in the development of the estates and the provision of goods and services to those living in the estates.	New residents and businesses in the SLM. Emerging private businesses in the SLM.	SLM
Outputs	Project timeline	Responsible Agencies
The development of eco-residential estates that are in harmony with the area, and that will not result in a loss of agricultural production in the region. Development of existing and establishment of new businesses in the area as a result of the estates. Job creation as a result of the development of the estates (construction, servicing and maintenance). A completed feasibility study.	2017/18	SLM JGDM DRDLR Private Enterprise
Major activities	Cost/budget	Source of funding
Draw up a ToR for service provider to prepare a feasibility study Publish the ToR and identify and appoint an appropriate service provider. Appoint a project and steering committee. Preparation and roll-out of Marketing Plan Management of applications for eco-residential estate development	Feasibility Study:± R 300 000	SLM Private sector: Property developers.

Table 97: SDS 5.3 Feasibility Study on the future of Herschel, Rhodes and Rossouw

SDS 5.3 Feasibility Study on the future of Herschel, Rhodes and Rossouw		
Objectives	Target Groups	Location
Assess the viability of Outlying Small Settlements in SLM Assess how viable tourism business is in Rhodes, Barkly East and Tiffindell areas Assess the feasibility of the future development of Herschel	General businesses, B&Bs and Guesthouses, Resorts	Herschel, Rhodes and Rossouw
Outputs	Project timeline	Responsible Agencies
Phase 1 Feasibility Studies for Viability of Herschel and Rossouw Phase 1 Feasibility Studies for Viability of Rhodes and the region at large	2019	SLM/JGDM/DoHS
Major activities	Cost/budget	Source of funding
Undertake Phase 1 Feasibility Studies on the viability of: SLM's continued provision of relatively expensive services and amenities for marginal settlements must be assessed and a decision made: i.e. Continuation and expansion / development of the settlements or relocation of residents to nearby settlements with better prospects and easier service provision. Undertake Phase 1 Feasibility Studies on the viability of: Rhodes and the surrounding region whether it is feasible to invest in growth of the tourism sector in the area of Rhodes.	±R180 000	SLM/JGDM/DoHS

Table 98: SDS 5.4 Feasibility and Land Availability Study for a Shopping Centre for each node

SDS 5.4 Feasibility and Land Availability Study for a Shopping Centre for each node		
Objectives	Target Groups	Location
To determine the feasibility for a shopping centre for each node as well as the location.	Private Investors and Commercial Property Developers.	Lady Grey, Barkly East and Herschel
Outputs	Project timeline	Responsible Agencies
3 X Shopping Centre Feasibility Studies for the 3 main settlement nodes (Lady Grey, Barkly East and Herschel) in SLM	2018	JGDM/SLM
Major activities	Cost/budget	Source of funding
Set up a task team composed of relevant stakeholders: <ol style="list-style-type: none"> 1. Undertake Shopping Centre Feasibility Studies for the 3 main centres in the SLM, 2. Studies will confirm demand, suitability of site geological stability of sites, infrastructure status/capability, cost estimates, timeframes etc. 3. Prepare ToR and advertise for investors - prospective Commercial Developers for long term lease 	± 3 x R 100 000	JGDM/SLM

Table 99: SDS 5.5 Feasibility Study for Tiffindell and Telle Bridge as Special Development Areas

SDS 5.5 Feasibility Study for Tiffindell and Telle Bridge as Special Development Areas		
Objectives	Target Groups	Location
To determine the feasibility of the development potential of Tiffindell and Telle Bridge.	Government Sectors. Private Investors and Commercial Property Developers.	Telle Bridge and Tiffindell
Outputs	Project timeline	Responsible Agencies
Two Feasibility Studies for Tiffindell and Telle Bridge	2019	DRD&LR/JGDM/SLM
Major activities	Cost/budget	Source of funding
Set up a task team composed of relevant stakeholders: 1. Undertake Feasibility Studies for Tiffindell and Telle Bridge, 2. Studies will confirm demand, suitability of site geological stability of sites, infrastructure status/capability, cost estimates, timeframes etc. 3. Prepare ToR and then advertise for investors - prospective Commercial Developers	± R 90 000 x 2	JGDM/SLM/Private Investors/Developers

Table 100: SDS 5.6 Re-development of the railway line from Aliwal North to Barkly East

SDS 5.6 Re-development of the railway line from Aliwal North to Barkly East		
Objectives	Target Groups	Location
To develop new railway infrastructure and maintain existing rail infrastructure	SLM, JGDM, Transnet, PRASA, Metrorail	Railway line between Aliwal North and Barkly East
Outputs	Project timeline	Responsible Agencies
Reopening of railway line	2017-2022	JGDM/SLM DPW Transnet PRASA
Major activities	Cost/budget	Source of funding
Set up a task team composed of relevant stakeholders: Undertake feasibility study to ascertain the estimated costs, infrastructure status/capability, timeframes etc.	± R 180 000	JGDM/SLM EC Provincial gov Transnet DEDEA National Treasury

Table 101: SDS 5.7 Feasibility Study for government office park development for Barkly-East

SDS 5.7 Feasibility Study for government office park development for Barkly-East		
Objectives	Target Groups	Location
To determine the feasibility for a government office park for Barkly East	Government and Municipal Departments	Barkly East
Outputs	Project timeline	Responsible Agencies
Feasibility study	2017-2022	JGDM/SLM
Major activities	Cost/budget	Source of funding
Set up a task team composed of relevant stakeholders: Undertake Feasibility Study Study will confirm demand, suitability, infrastructure status/capability, cost estimates, timeframes etc.	+R 180 000	JGDM/SLM

21. PRIORITY PROJECT MATRIX

The Priority Matrix (see **Table 102**) was developed by the DRDLR in order to standardise the prioritisation process in all the SDFs in South Africa.

The matrix makes use of a scoring method, which consists of (1) spatial fundamentals for which the SLM SDF uses the SDF Objectives, in alignment with the provincial and district SDFs; and Benefits to the Community.

21.1 SLM SPATIAL FUNDAMENTALS:

- 1 *Social freedom (basic human needs)*
- 2 *Economic Freedom*
- 3 *Reshape existing spatial form*
- 4 *Environmental considerations*
- 5 *Sustainable development*

21.2 SCORING

The following scoring method is provided by the DRDLR:

Low			Medium			High		
Low low	Low medium	Low high	Medium low	Medium medium	Medium high	High low	High medium	High high
1	3	5	6	8	10	11	13	15
Maintain the status quo			Ensure a moderate improvement			Enable the municipality to fulfil its mandate		

Table 70: Priority Matrix Scoring Method

Points awarded to projects should be justified in terms of the rating per project. The proposed method of scoring is Odd--Even--Odd number method as see above.

22. SUMMARY

Table 102: Project Matrix Summary

PROJECT IMPLEMENTATION MATRIX								
Project priority	SDS No	Project Name	Project Description	timeframe	Responsible	Amount / budget	Source	Scoring
1	SDS 1.1	Capacity Building in SLM. To implement the spatial proposals	Develop capacity and skills in SLM to be able to implement the project implementation programme internally, with as little external PSP as possible.	2017-2020 - on-going	SLM, JGDM and Sector Departments	Approx R250k	SLM, JGDM and Sector Departments	108
2	SDS 1.2	Establishment of the SLM Development Tribunal	To set up a fully functional Land Development Tribunal and Secretariat - MDT and MADT to be operational	2016/17	SLM, JGDM and DRD&LR	Approx R300000 for 201617	SLM, JGDM and DRD&LR	107
3	SDS 1.4	Planning and development promotion	Fast track land use development applications and reduce "red tape".	2017-2020 - on-going	SLM	Approx R200k	SLM, JGDM and DRD&LR / COGTA	101
4	SDS 1.6	Development of detailed Precinct Plans	To prepare precinct plans for Sterkspruit, Lady Grey and Barkly East including urban design frameworks that will enable the sustainable development.	2017	SLM	Approx R1m	SLM, JGDM and Sector Departments	100
5	SDS 1.3	Land Use Management System	To review and update the land use management system so that all land development is streamlined and aligned with SPLUMA legislation	2016/17	SLM, JGDM and DRD&LR / COGTA	Approx R700k	SLM, JGDM and DRD&LR / COGTA	100
6	SDS 2.4	Water feasibility study for Lady Grey	A plan for sustainable, affordable, effective and efficient management of water quality monitoring. Improve water supply and quality.	2016/17	SLM, JGDM	R 400 000	SLM, JGDM	99
7	SDS 3.3	Human settlement feasibility studies for new development/s	New human settlement feasibility studies and implementation programme for (informal, public funded and private land developments)	2017 to 2020	DoHS SLM	Unknown	DoHS, SLM, JGDM	98
8	SDS 3.1	Provision of adequate and reliable services (Master Planning)	A Municipal Services Master plan that provides for existing users and activities and addresses all the proposed expansion including proposed industrial, human settlements, agricultural, agri-processing,	2017	SLM, JGDM	Approx R1m	SLM, JGDM	98

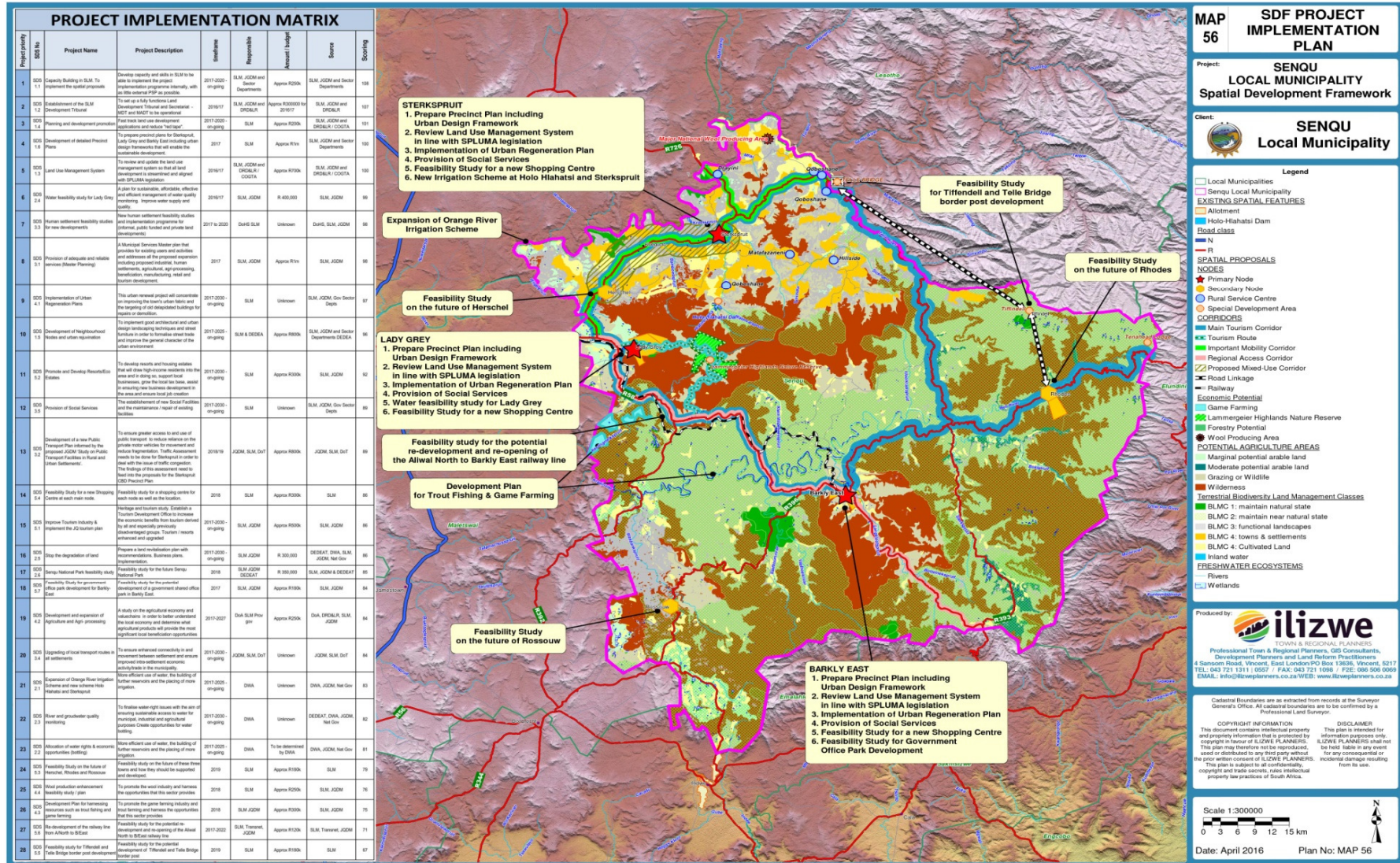
PROJECT IMPLEMENTATION MATRIX								
Project priority	SDS No	Project Name	Project Description	timeframe	Responsible	Amount / budget	Source	Scoring
			beneficiation, manufacturing, retail and tourism development.					
9	SDS 4.1	Implementation of Urban Regeneration Plans	This urban renewal project will concentrate on improving the town's urban fabric and the targeting of old dilapidated buildings for repairs or demolition.	2017-2030 - on-going	SLM	Unknown	SLM, JQDM, Gov Sector Depts	97
10	SDS 1.5	Development of Neighbourhood Nodes and urban rejuvenation	To implement good architectural and urban design landscaping techniques and street furniture in order to formalise street trade and improve the general character of the urban environment	2017-2025 - on-going	SLM DEDEA &	Approx R800k	SLM, JGDM and Sector Departments DEDEA	96
11	SDS 5.2	Promote and Develop Resorts/Eco Estates	To develop resorts and housing estates that will draw high-income residents into the area and in doing so, support local businesses, grow the local tax base, assist in ensuring new business development in the area and ensure local job creation	2017-2030 - on-going	SLM	Approx R300k	SLM, JQDM	92
12	SDS 3.5	Provision of Social Services	The establishment of new Social Facilities and the maintenance / repair of existing facilities	2017-2030 - on-going	SLM	Unknown	SLM, JQDM, Gov Sector Depts	89
13	SDS 3.2	Development of a new Public Transport Plan informed by the proposed JGDM 'Study on Public Transport Facilities in Rural and Urban Settlements'.	To ensure greater access to and use of public transport to reduce reliance on the private motor vehicles for movement and reduce fragmentation. Traffic Assessment needs to be done for Sterkspruit in order to deal with the issue of traffic congestion. The findings of this assessment need to feed into the proposals for the Sterkspruit CBD Precinct Plan	2018/19	JQDM, SLM, DoT	Approx R800k	JQDM, SLM, DoT	89
14	SDS 5.4	Feasibility Study for a new Shopping Centre at each main node.	Feasibility study for a shopping centre for each node as well as the location.	2018	SLM	Approx R300k	SLM	86

PROJECT IMPLEMENTATION MATRIX								
Project priority	SDS No	Project Name	Project Description	timeframe	Responsible	Amount / budget	Source	Scoring
15	SDS 5.1	Improve Tourism Industry & implement the JQ tourism plan	Heritage and tourism study. Establish a Tourism Development Office to increase the economic benefits from tourism derived by all and especially previously disadvantaged groups. Tourism / resorts enhanced and upgraded	2017-2030 - on-going	SLM, JQDM	Approx R500k	SLM, JQDM	86
16	SDS 2.5	Stop the degradation of land	Prepare a land revitalisation plan with recommendations. Business plans. Implementation.	2017-2030 - on-going	SLM JQDM	R 300 000	DEDEAT, DWA, SLM, JGDM, Nat Gov	86
17	SDS 2.6	Senqu National Park feasibility study	Feasibility study for the future Senqu National Park	2018	SLM JQDM DEDEAT	R 350 000	SLM, JGDM & DEDEAT	85
18	SDS 5.7	Feasibility Study for government office park development for Barkly-East	Feasibility study for the potential development of a government shared office park in Barkly East.	2017	SLM, JQDM	Approx R180k	SLM, JQDM	84
19	SDS 4.2	Development and expansion of Agriculture and Agri-processing	A study on the agricultural economy and value chains in order to better understand the local economy and determine what agricultural products will provide the most significant local beneficiation opportunities	2017-2027	DoA SLM Prov gov	Approx R250k	DoA, DRD&LR, SLM, JQDM	84
20	SDS 3.4	Upgrading of local transport routes in all settlements	To ensure enhanced connectivity in and movement between settlement and ensure improved intra-settlement economic activity/trade in the municipality.	2017-2030 - on-going	JQDM, SLM, DoT	Unknown	JQDM, SLM, DoT	84
21	SDS 2.1	Expansion of Orange River Irrigation Scheme and new scheme Holo Hlahatsi and Sterkspruit	More efficient use of water, the building of further reservoirs and the placing of more irrigation.	2017-2025 - on-going	DWA	Unknown	DWA, JGDM, Nat Gov	83
22	SDS 2.3	River and groundwater quality monitoring	To finalise water-right issues with the aim of ensuring sustainable access to water for municipal, industrial and agricultural purposes Create opportunities for water bottling.	2017-2030 - on-going	DWA	Unknown	DEDEAT, DWA, JGDM, Nat Gov	82



PROJECT IMPLEMENTATION MATRIX								
Project priority	SDS No	Project Name	Project Description	timeframe	Responsible	Amount / budget	Source	Scoring
23	SDS 2.2	Allocation of water rights & economic opportunities (bottling)	More efficient use of water, the building of further reservoirs and the placing of more irrigation.	2017-2025 - on-going	DWA	To be determined by DWA	DWA, JGDM, Nat Gov	81
24	SDS 5.3	Feasibility Study on the future of Herschel, Rhodes and Rossouw	Feasibility study on the future of these three towns and how they should be supported and developed.	2019	SLM	Approx R180k	SLM	79
25	SDS 4.4	Wool production enhancement feasibility study / plan	To promote the wool industry and harness the opportunities that this sector provides	2018	SLM	Approx R250k	SLM, JQDM	76
26	SDS 4.3	Development Plan for harnessing resources such as trout fishing and game farming	To promote the game farming industry and trout farming and harness the opportunities that this sector provides	2018	SLM JQDM	Approx R300k	SLM, JQDM	75
27	SDS 5.6	Re-development of the railway line from A/North to B/East	Feasibility study for the potential re-development and re-opening of the Aliwal North to B/East railway line	2017-2022	SLM, Transnet, JQDM	Approx R120k	SLM, Transnet, JQDM	71
28	SDS 5.5	Feasibility study for Tiffendell and Telle Bridge border post development	Feasibility study for the potential development of Tiffendell and Telle Bridge border post	2019	SLM	Approx R180k	SLM	67

PRIORITY MATRIX



Priority Matrix																
Project List				Scoring / Rating Matrix								Other				
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
1	SDS 1.1	Capacity Building in SLM. To implement the spatial proposals	Develop capacity and skills in SLM to be able to implement the project implementation programme internally, with as little external PSP as possible.	13	13	13	13	15	13	13	15	2017-2020 - on-going	SLM, JGDM and Sector Departments	Approx R250k	SLM, JGDM and Sector Departments	108
2	SDS 1.2	Establishment of the SLM Development Tribunal	To set up a fully functional Land Development Tribunal and Secretariat - MDT and MADT to be operational	13	13	14	12	13	14	14	14	2016/17	SLM, JGDM and DRD&LR	Approx R300000 for 2016/17	SLM, JGDM and DRD&LR	107
3	SDS 1.4	Planning and development promotion	Fast track land use development applications and reduce "red tape".	11	13	13	12	12	13	13	14	2017-2020 - on-going	SLM	Approx R200k	SLM, JGDM and DRD&LR / COGTA	101
4	SDS 1.6	Development of detailed Precinct Plans	To prepare precinct plans for Sterkspruit, Lady Grey and Barkly East including urban design frameworks that will enable the sustainable development.	12	13	14	9	13	12	12	15	2017	SLM	Approx R1m	SLM, JGDM and Sector Departments	100
5	SDS 1.3	Land Use Management System	To review and update the land use management system so that all land development is streamlined and aligned with SPLUMA legislation	12	12	14	11	12	13	13	13	2016/17	SLM, JGDM and DRD&LR / COGTA	Approx R700k	SLM, JGDM and DRD&LR / COGTA	100

Priority Matrix																
Project List				Scoring / Rating Matrix								Other				
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
6	SDS 2.4	Water feasibility study for Lady Grey	A plan for sustainable, affordable, effective and efficient management of water quality monitoring. Improve water supply and quality.	11	11	11	12	13	13	13	15	2016/17	SLM, JGDM	R 400 000	SLM, JGDM	99
7	SDS 3.3	Human settlement feasibility studies for new development/s	New human settlement feasibility studies and implementation programme for (informal, public funded and private land developments)	12	12	13	10	13	12	12	14	2017 to 2020	DoHS SLM	Unknown	DoHS, SLM, JGDM	98
8	SDS 3.1	Provision of adequate and reliable services (Master Planning)	A Municipal Services Master plan that provides for existing users and activities and addresses all the proposed expansion including proposed industrial, human settlements, agricultural, agri-processing, beneficiation, manufacturing, retail and tourism development.	10	15	12	9	12	12	13	15	2017	SLM, JGDM	Approx R1m	SLM, JGDM	98
9	SDS 4.1	Implementation of Urban Regeneration Plans	This urban renewal project will concentrate on improving the town's urban fabric and the targeting of old dilapidated buildings for repairs or demolition.	11	12	13	10	13	12	12	14	2017-2030 - on-going	SLM	Unknown	SLM, JQDM, Gov Sector Depts	97



Priority Matrix																
Project List				Scoring / Rating Matrix								Other				
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
10	SDS 1.5	Development of Neighbourhood Nodes and urban rejuvenation	To implement good architectural and urban design landscaping techniques and street furniture in order to formalise street trade and improve the general character of the urban environment	9	13	13	10	12	12	13	14	2017-2025 - on-going	SLM & DEDEA	Approx R800k	SLM, JGDM and Sector Departments DEDEA	96
11	SDS 5.2	Promote and Develop Resorts/Eco Estates	To develop resorts and housing estates that will draw high-income residents into the area and in doing so, support local businesses, grow the local tax base, assist in ensuring new business development in the area and ensure local job creation	9	13	10	9	14	11	12	14	2017-2030 - on-going	SLM	Approx R300k	SLM, JQDM	92
12	SDS 3.5	Provision of Social Services	The establishment of new Social Facilities and the maintenance / repair of existing facilities	15	9	10	10	12	10	10	13	2017-2030 - on-going	SLM	Unknown	SLM, JQDM, Gov Sector Depts	89
13	SDS 3.2	Development of a new Public Transport Plan informed by the proposed JGDM 'Study on Public Transport Facilities in Rural and Urban	To ensure greater access to and use of public transport to reduce reliance on the private motor vehicles for movement and reduce fragmentation. Traffic Assessment needs to be done for Sterkspruit in order to deal with the issue of traffic congestion. The findings of	8	12	11	8	12	12	13	13	2018/19	JQDM, SLM, DoT	Approx R800k	JQDM, SLM, DoT	89

Priority Matrix																
Project List				Scoring / Rating Matrix							Other					
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
		Settlements'.	this assessment need to feed into the proposals for the Sterkspruit CBD Precinct Plan													
14	SDS 5.4	Feasibility Study for a new Shopping Centre at each main node.	Feasibility study for a shopping centre for each node as well as the location.	8	13	13	7	12	10	10	13	2018	SLM	Approx R300k	SLM	86
15	SDS 5.1	Improve Tourism Industry & implement the JQ tourism plan	Heritage and tourism study. Establish a Tourism Development Office to increase the economic benefits from tourism derived by all and especially previously disadvantaged groups. Tourism / resorts enhanced and upgraded	8	13	10	8	13	10	11	13	2017-2030 - on-going	SLM, JQDM	Approx R500k	SLM, JQDM	86
16	SDS 2.5	Stop the degradation of land	Prepare a land revitalisation plan with recommendations. Business plans. Implementation.	9	13	10	9	12	10	10	13	2017-2030 - on-going	SLM JQDM	R 300 000	DEDEAT, DWA, SLM, JGDM, Nat Gov	86
17	SDS 2.6	Senqu National Park feasibility study	Feasibility study for the future Senqu National Park	10	11	11	10	12	10	10	11	2018	SLM JQDM DEDEAT	R 350 000	SLM, JGDM & DEDEAT	85

Priority Matrix																
Project List				Scoring / Rating Matrix									Other			
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
18	SDS 5.7	Feasibility Study for government office park development for Barkly-East	Feasibility study for the potential development of a government shared office park in Barkly East.	9	13	9	8	12	10	10	13	2017	SLM, JQDM	Approx R180k	SLM, JQDM	84
19	SDS 4.2	Development and expansion of Agriculture and Agri- processing	A study on the agricultural economy and value chains in order to better understand the local economy and determine what agricultural products will provide the most significant local beneficiation opportunities	8	12	8	9	12	11	11	13	2017-2027	DoA SLM Prov gov	Approx R250k	DoA, DRD&LR, SLM, JQDM	84
20	SDS 3.4	Upgrading of local transport routes in all settlements	To ensure enhanced connectivity in and movement between settlement and ensure improved intra-settlement economic activity/trade in the municipality.	10	9	12	8	12	11	11	11	2017-2030 - on-going	JQDM, SLM, DoT	Unknown	JQDM, SLM, DoT	84
21	SDS 2.1	Expansion of Orange River Irrigation Scheme and new scheme Holo Hlahatsi and Sterkspruit	More efficient use of water, the building of further reservoirs and the placing of more irrigation.	6	12	10	10	12	10	11	12	2017-2025 - on-going	DWA	Unknown	DWA, JGDM, Nat Gov	83



Priority Matrix																
Project List				Scoring / Rating Matrix								Other				
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
22	SDS 2.3	River and groundwater quality monitoring	To finalise water-right issues with the aim of ensuring sustainable access to water for municipal, industrial and agricultural purposes Create opportunities for water bottling.	7	8	7	13	13	10	10	14	2017-2030 - on-going	DWA	Unknown	DEDEAT, DWA, JGDM, Nat Gov	82
23	SDS 2.2	Allocation of water rights & economic opportunities (bottling)	More efficient use of water, the building of further reservoirs and the placing of more irrigation.	8	12	8	9	12	10	10	12	2017-2025 - on-going	DWA	To be determined by DWA	DWA, JGDM, Nat Gov	81
24	SDS 5.3	Feasibility Study on the future of Herschel, Rhodes and Rossouw	Feasibility study on the future of these three towns and how they should be supported and developed.	10	10	11	8	11	9	10	10	2019	SLM	Approx R180k	SLM	79
25	SDS 4.4	Wool production enhancement feasibility study / plan	To promote the wool industry and harness the opportunities that this sector provides	8	13	7	8	11	9	9	11	2018	SLM	Approx R250k	SLM, JQDM	76
26	SDS 4.3	Development Plan for harnessing resources such as trout fishing and game farming	To promote the game farming industry and trout farming and harness the opportunities that this sector provides	7	12	8	9	11	9	9	10	2018	SLM JQDM	Approx R300k	SLM, JQDM	75
27	SDS 5.6	Re-development of the railway line from A/North to	Feasibility study for the potential re-development and re-opening of the Aliwal North to B/East railway	7	10	7	7	9	10	10	11	2017-2022	SLM, Transnet, JQDM	Approx R120k	SLM, Transnet, JQDM	71



Priority Matrix																
Project List				Scoring / Rating Matrix								Other				
				Spatial Fundamentals (linked to spatial goals/objectives)					Align- ment		Benefits to the community	Project timeframe	Responsible department	Funds		Total Score
Project priority	Pr No	Project Name	Project Description	No 1 Social Freedom	No 2 Economic Freedom	No 3 Reshape existing form	No 4 Environ considerations	No 5 Sustain development	PSDF	JQDM SDF				Amount / budget	Source	
		B/East	line													
28	SDS 5.5	Feasibility study for Tiffendell and Telle Bridge border post development	Feasibility study for the potential development of Tiffendell and Telle Bridge border post	8	10	5	7	9	9	9	10	2019	SLM	Approx R180k	SLM	67

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