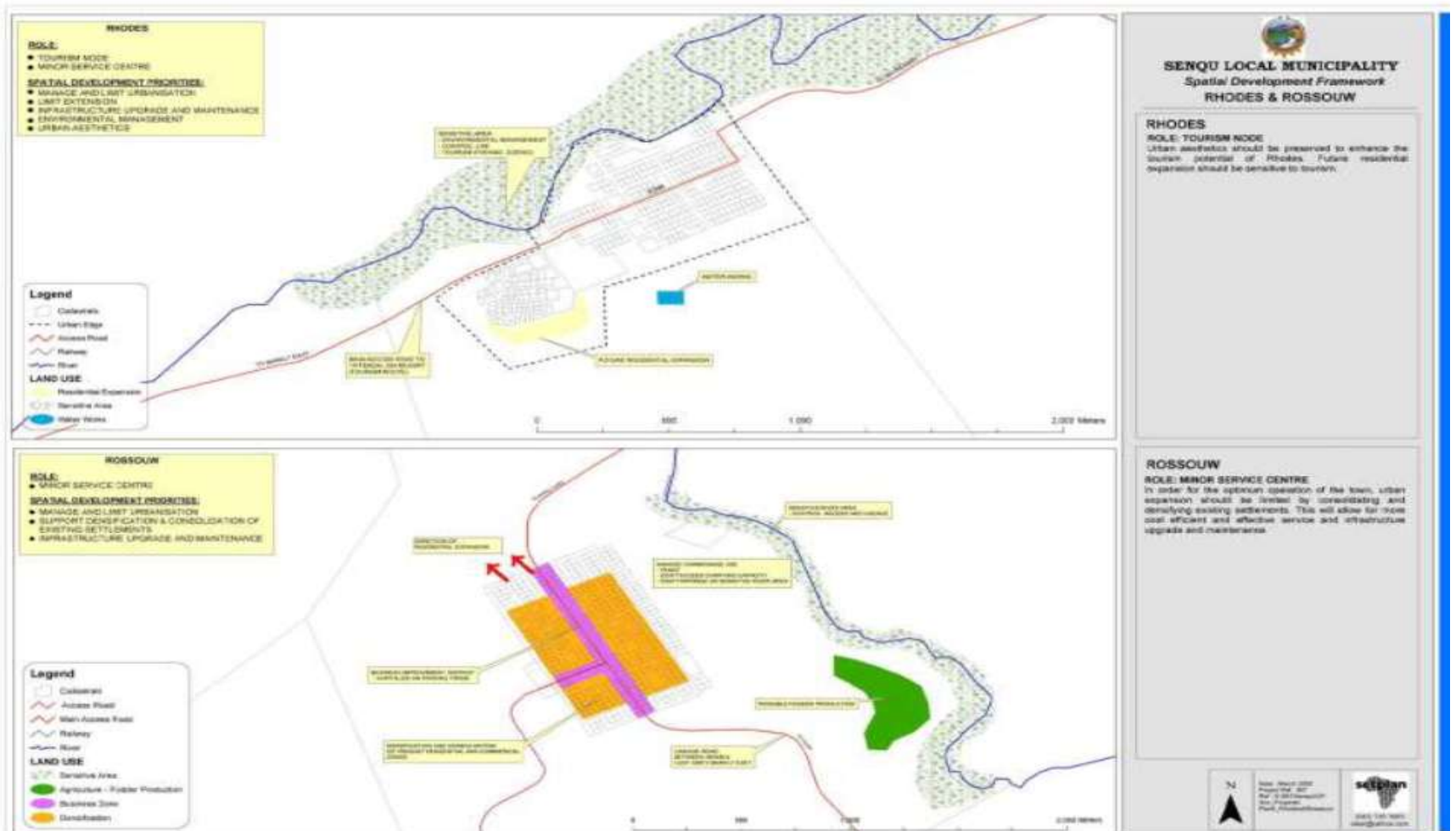


## ANNEXURE 9 SDF MAPS INDICATION FUTURE TRENDS



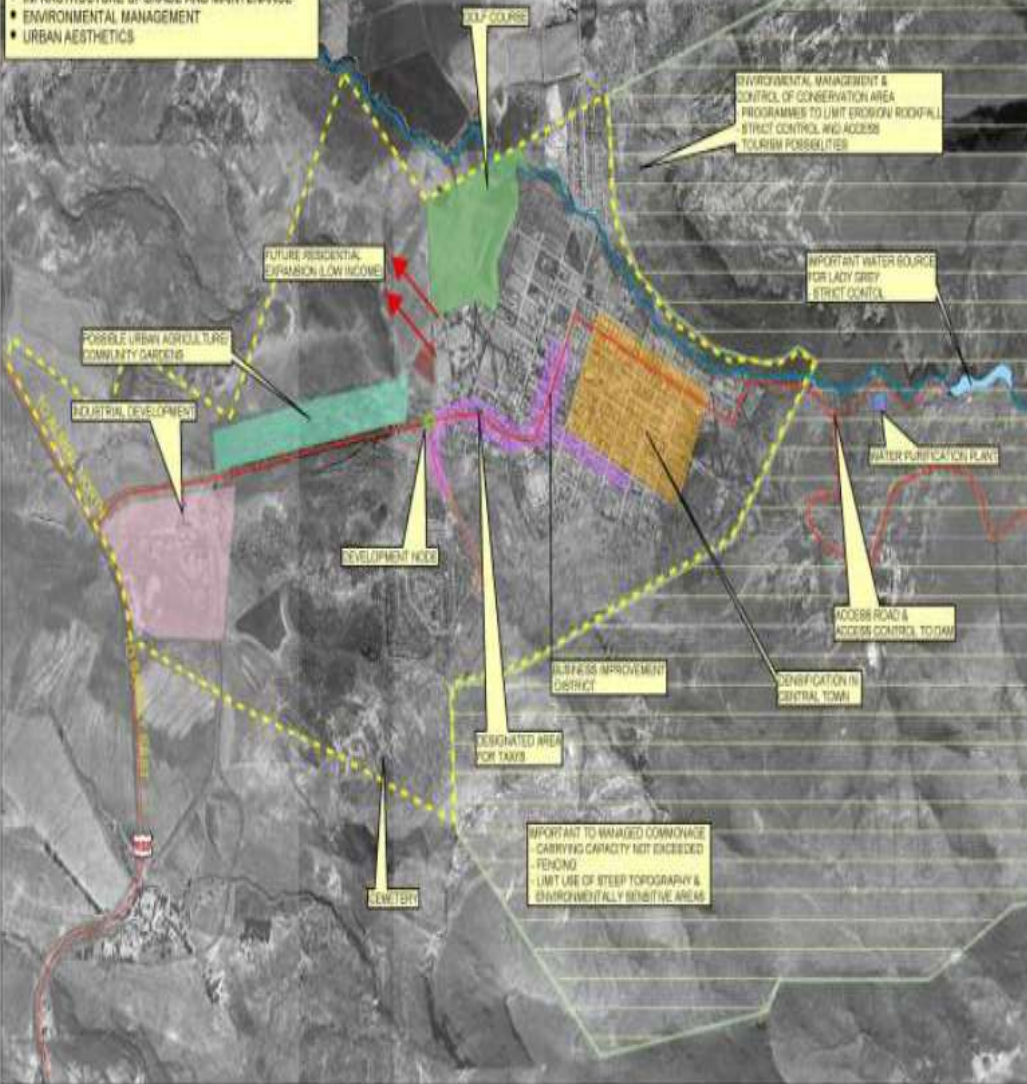
# LADY GREY

## ROLE

- TOURISM NODE
- ADMINISTRATIVE CENTRE

## SPATIAL DEVELOPMENT PRIORITIES

- MANAGE AND LIMIT URBANISATION
- FOCUS ON INSITU UPGRADE
- INFRASTRUCTURE UPGRADE AND MAINTENANCE
- ENVIRONMENTAL MANAGEMENT
- URBAN AESTHETICS



## SENQU MUNICIPALITY

### Spatial Development Framework Review

## Lady Grey

Parish 4

## Legend

- Development Node
- Centrality
- Form Boundaries
- Urban Edge
- Main Access Road
- Railway
- Canal
- River
- Land Use Spatial Proposals
- Business District
- Consolidation of Central Town
- Industrial Development
- Conservation Area
- Urban Edge
- Urban Agricultural Community Gardens
- Water Purification Plant
- Golf Course
- Access Control
- Cemetery

1:20,000



Parish 4 (1/4/20)  
Date: May 2010  
Project Ref: 136  
Ref: 01/10/10, 01/10/10, 01/10/10, 01/10/10  
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## Inset Map



## Produced for

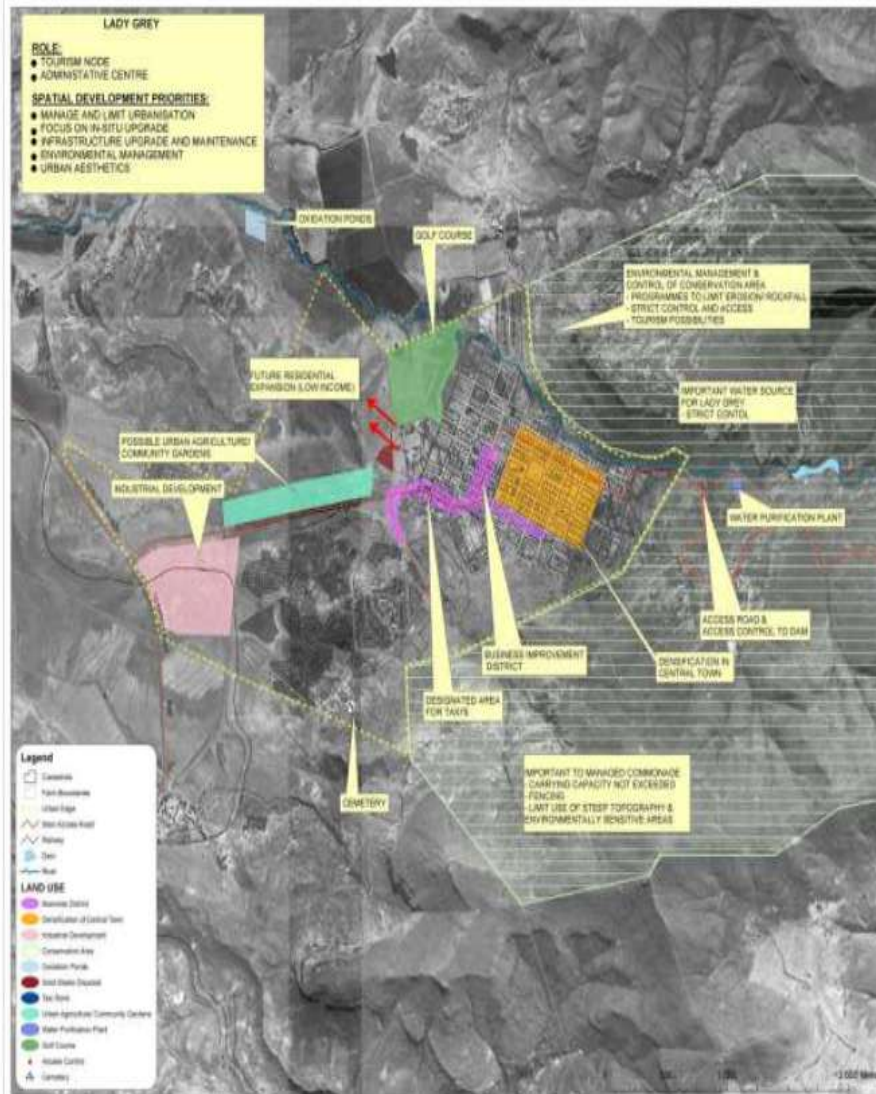


## Produced by



## Client of Lady Grey and Waverley District

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**SENQU LOCAL MUNICIPALITY**  
Spatial Development Framework  
**LADY GREY**

**DEMOGRAPHICS**

Lady Grey is a small town with some 7,300 residents, situated in a relatively isolated geographic location, about 14km east of Abrahams and 17km north of Queenstown.

**HISTORIC CONTEXT**

The town is distanced from major industrial and/or commercial urban centres as well as major inter-provincial road linkages. Localised disadvantage has meant that it has not attracted much industrial investment nor been a significant regional urbanisation focus. Lady Grey is experiencing a change from its traditional role of minor service centre to a predominantly rural farming community, as the town is now being regarded to accommodate a growing urbanising population who, in the main, are unable to afford the range of urban goods and services found here.

**WATER CONSIDERATIONS**

The key problem faced by Lady Grey is the lack of an adequate, assured supply of bulk water. Regular water shortages are experienced. This is an extremely restrictive condition, both in providing the necessary resources and services to the population, and in providing facilities for the development of tourism and other economic growth industries. It has serious implications for the physical and socio-economic growth potential of the town. Careful management of the urbanisation process is therefore essential.

**ENVIRONMENTAL CONSIDERATIONS**

**SOIL STABILITY**

The proliferation of invasive plant species on the mountain slopes above the town threatens indigenous plants and affects soil stability. The pine tree covered slopes pose a potential threat to residents in the form of rock and mud slides.

**INVASIVE SPECIES**

Invasive species and erosion such as the black water pollution along the major watercourses in the town's main water catchment area and threaten the already meagre bulk water supply.

**MANAGED COMMONAGE**

Appropriate management of the commonage is essential for the sustainability of the resource. The managed commonage includes all undeveloped land within the area, including the dam. It is imperative that adequate access control be provided and facilities installed for public use. Environmental Development Strategies aim to include proper wet management to prevent overgrazing and erosion.

**RESIDENTIAL EXPANSION**

Most of the area is mountainous and, therefore, un-developable. This limits possible new development to a westerly and/or north-westerly direction.

Residential Expansion will develop westwards, almost parallel to the R58 to Abrahams.

**DESIGNATED AREA FOR TAXIS**

The Taxi Rank must be situated on the main road, preferably in close proximity to both the CBD and the residential areas. As a result, the proposed site lies between Riverbend and Lady Grey, south of the R58.

**KEY DEVELOPMENT ISSUES**

It is a vital to manage and limit urbanisation because:

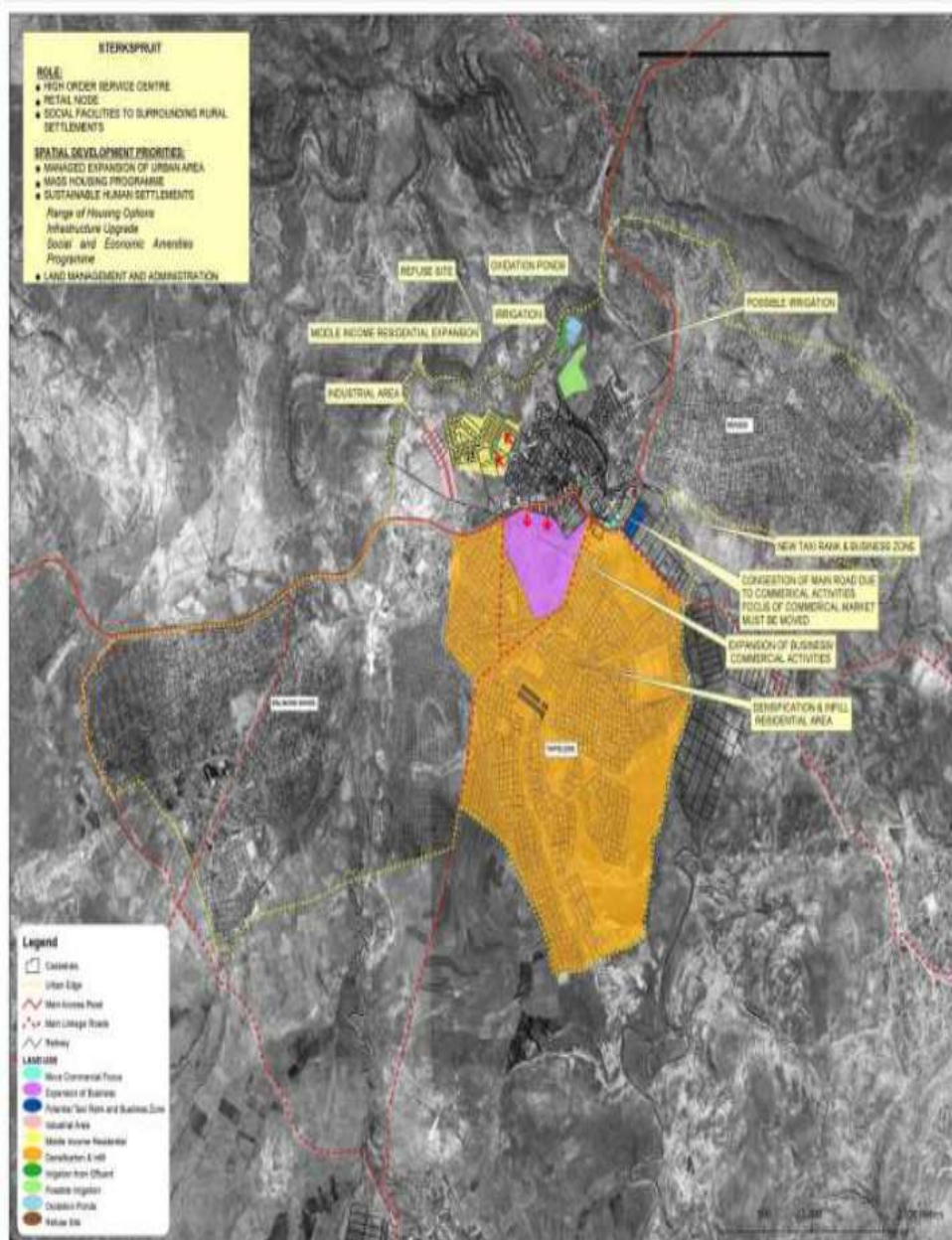
- Socio-economic indicators show that 48% of the population lives below the household subsistence level, whilst the influx of unemployed, poor people from the rural hinterland continues to increase this figure. The town does not have the potential to support a growing population.
- The town's economic growth potential is limited by the urban fabric.
- The town's economic growth potential is limited by the urban fabric.

**ROLE: TOURISM NODE**

Whilst there are limited resources and access for commercial and industrial development, there is opportunity for tourism. The town enjoys a scenic setting and, along with Abrahams, Buxton and the Rhodes/Thabana area, forms part of a potential tourism route in the Eastern Cape. The study focus of such a route would be in catering for niche markets such as eco-tourism (birding, fly-fishing etc.) and adventure tourism (hiking, skiing etc.).







## SENQU LOCAL MUNICIPALITY Spatial Development Framework STERKSPRUIT

### DEMOGRAPHICS

A growing town of more than 40 000 residents situated on the key road to Lesotho, Sterkspruit is the main economic centre in the region, servicing surrounding villages and providing jobs in both the commercial and service sectors.

### SETTLEMENT PATTERN

Due to fragmented administration and superficial boundaries, there has been a lack of co-ordinated and properly managed settlement growth.

Urban settlement is characterised by historically fragmented patterns of spatial development, which mirror fragmented and unequal levels of service provision (social facilities and infrastructure), socio-economic well-being, and land tenure arrangements. Typically, land owned in the formerly designated White urban areas is held in terms of freehold tenure. Land occupied in the formerly designated Black urban areas is commonly held in terms of leasehold forms of tenure (i.e. leasehold) or is informally occupied.

Scattered Peri-Urban and Rural settlements are characterised by dispersed villages that are predominantly residential in nature, with interspersed free-range grazing areas and, in certain cases, viable lands, which are usually allocated to individual residents. Land occupied in these settlements is commonly (although not always) held in terms of leasehold forms of tenure (leasehold or Freehold To Occupy) or is informally occupied.

### ENVIRONMENTAL CONSIDERATIONS

#### FLOODLINE STUDIES

A floodline study needs to be undertaken to determine spatial and safety considerations.

### RESIDENTIAL DEVELOPMENT

#### INFILL AND DENSIFICATION

The principle of infill and densification should be adopted to facilitate the efficient servicing of the urban centre. The provision of bulk services and the realisation of urban growth to within the urban edge will encourage this. The area of Tapping has been identified for infill and densification.

### BUSINESS AND COMMERCIAL DEVELOPMENT

#### INFILL AND DENSIFICATION

To avoid urban sprawl, expansion of business and commercial activities should proceed southwards, incorporating the former woodlots of Tapping.

### DECONGESTION OF THE MAIN ROAD/R360

At present, commercial development and the clash of land use along the main road is hampering the flow of traffic and resulting in congestion. The target market for the commercial node is not passing trade and therefore commercial focus must be moved off the main road. The situation of the new town site will put the market away from the main road.

### KEY DEVELOPMENTAL ISSUES

Sterkspruit is a Level 3 Urban Node i.e. a commercial and service node. As such it is a main urban service centre where higher order facilities such as tertiary education institutions, regional sports facilities, justice centres, warehouses and facilities such as abattoirs and other processing plants etc. should be located.

Land Management and Administration is a key Spatial Development Priority.

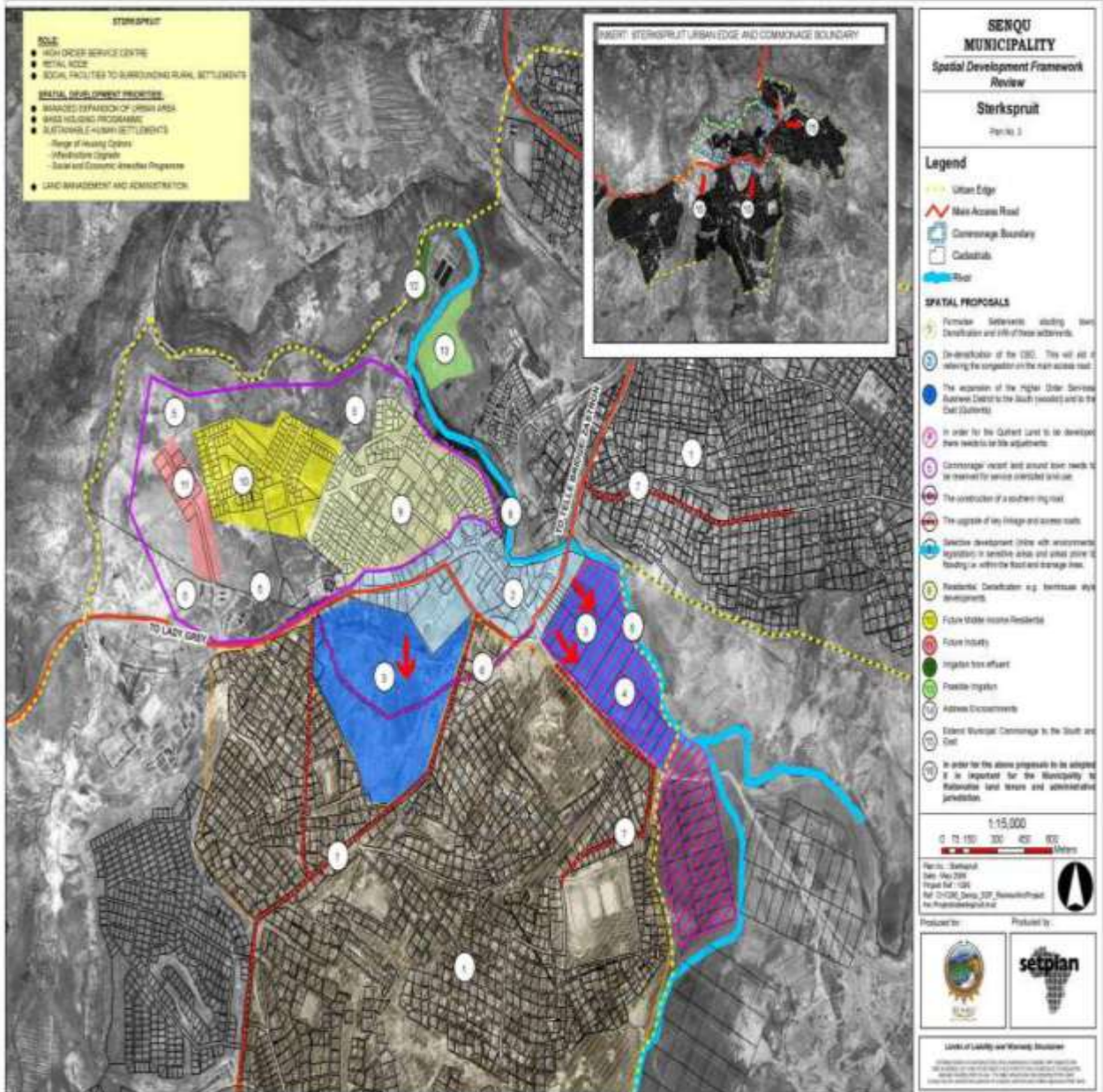
### ROLE: SERVICE AND RETAIL NODE

Sterkspruit is the Service and Retail centre for the surrounding rural areas. It is therefore important that linkages to these rural areas facilitate easy flow of goods and people. In addition, although no national routes pass through Senqu Municipality, the road linking the Eastern Cape and Lesotho, via Tlokoeng, runs through Sterkspruit. It is a significant fact, which is becoming increasingly realised by tourists visiting Lesotho, that the T360 could result in a greater flow of people to Sterkspruit wanting to make use of its commercial and social facilities.

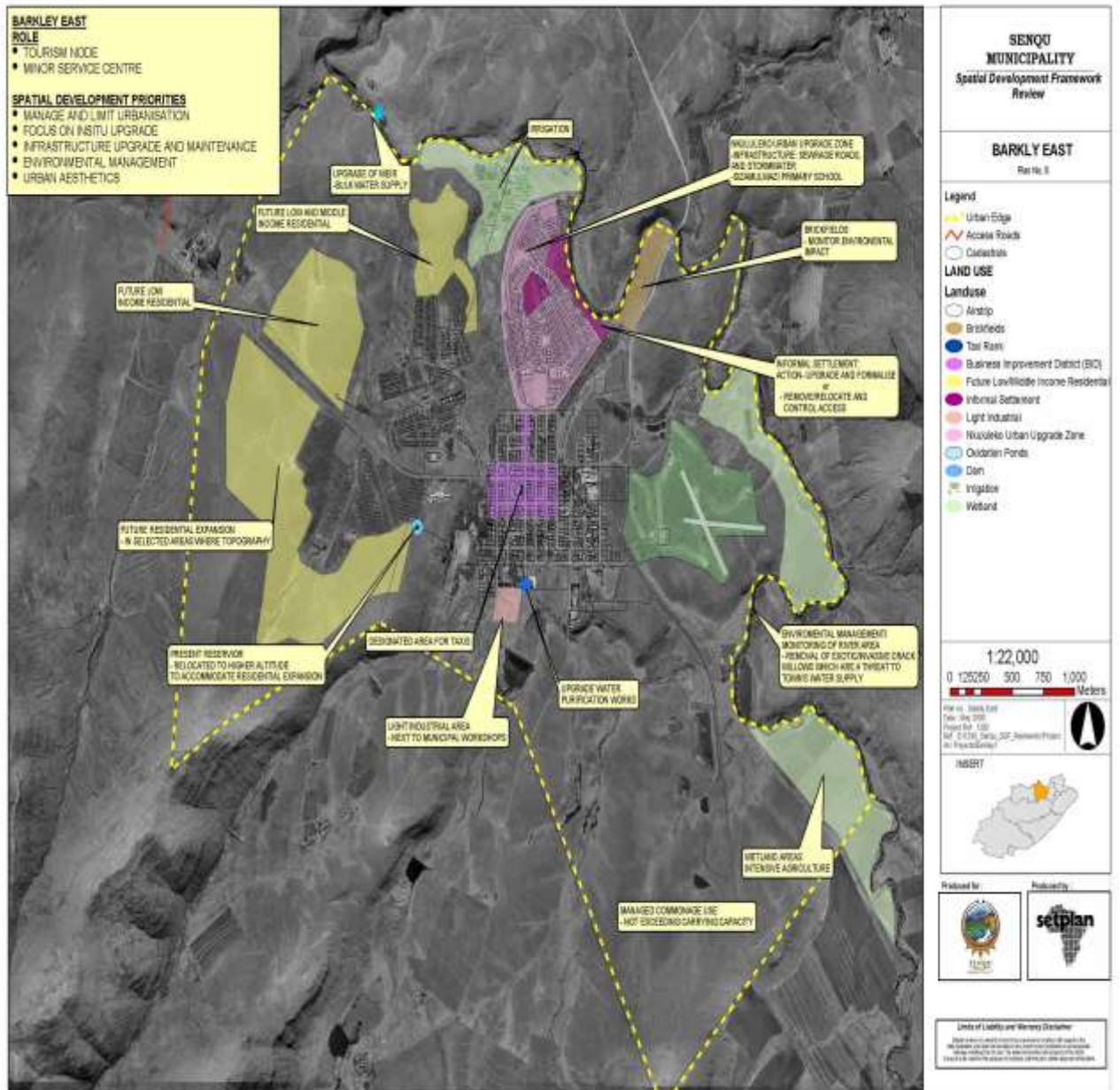


Scale: 1:50 000  
Project Ref: 201  
Ref: 1:100 000  
Senqu Municipality  
2014-2017  
www.senqu.gov.za









## ANNEXURE 10: SUMMARY OF SPATIAL PROPOSALS

### Introduction

This chapter focuses on two elements that, together, make up the forward planning mechanism of the Spatial Development Framework for the Senqu Municipality.

The two elements are described as follows: -

### Spatial Structuring Elements

These are concepts or “planning tools” that are used to identify areas or special features of areas that enable the Senqu Municipality to “make sense” of their responsibility to carry out municipal planning.

Recognising the need to plan for human settlement 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 Senqu area.

The Senqu Spatial Development Framework proposes to make use of four spatial structuring elements, as follows: -

- The concept of **Development Nodes**
- The concept of **Development Corridors**
- The concept of defined **Urban Edges**
- Areas where **Environmental Constraints** apply

### **Special Development Areas**

Special Development Areas (SDAs) are geographical areas where, in order to achieve both the objectives of the Senqu Integrated Development Plan *and* the related objectives of the Spatial Development Framework, the Senqu Municipality would need to prioritise its development efforts and capital expenditure.

### **Spatial Structuring Elements**

This section focuses on the four basic **Spatial Structuring Elements** that guide spatial development decision-making in the Senqu area: these elements are used to manage and guide development into certain patterns or arrangements, which are intended to promote more efficient future development

### **Development Nodes of Importance**

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 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.*

**The following classes of node have been identified and/or are proposed as indicated on Plan 1: Spatial Priorities and Plan 2: Spatial Priorities – Sterkspruit District:**

<b>NODE TYPE</b>	<b>AREA/LOCALITY</b>	<b>DESCRIPTION</b>
Municipal Level – Primary Urban Node	Sterkspruit	The primary urban settlement in Senqu, providing social facilities to surrounding rural settlements, this

NODE TYPE	AREA/LOCALITY	DESCRIPTION
		<p>area should be targeted for the following: -</p> <ul style="list-style-type: none"> <li>Managed expansion of urban area</li> <li>Large-scale sustainable human settlement programme</li> <li>Development of regional social facilities, including tertiary educational institutions, and sports and recreational facilities</li> <li>Land use management that focuses on establishing the CBD as an attractive area to do business in.</li> <li>Formalisation of neighbouring settlements that have been engulfed by the urban area</li> <li>Rationalisation of land tenure and administration jurisdiction arrangements</li> </ul>
Municipal Level – Secondary (Minor) Urban Node	Lady Grey and Barkly East	<p>These areas should be targeted for the following: -</p> <ul style="list-style-type: none"> <li>Manage and limit urbanisation</li> <li>Focus on in-situ upgrade</li> <li>Focus on tourism-related development</li> <li>Infrastructure upgrade and maintenance</li> <li>Environmental management</li> <li>Urban aesthetics</li> </ul>
Municipal Level - Tertiary Node	Rhodes & Rossouw	<ul style="list-style-type: none"> <li>Limit urbanisation and extension</li> <li>Infrastructure upgrade and maintenance</li> <li>Environmental management</li> <li>Urban aesthetics</li> </ul>
Municipal Level – Higher Order Rural Settlement Nodes	Herschel Qoboshane/ Palmietfontein Majuba – A Hillside – E Upper Telle – A	<ul style="list-style-type: none"> <li>Priority public sector investment</li> <li>Infrastructure upgrade and maintenance</li> <li>Environmental management</li> <li>Land management and administration</li> </ul>
Central Business Districts (CBDs)	Sterkspruit	<p>The Sterkspruit CBD is the most important locality for local economic development and serves as a regional centre to a wide hinterland. It should be prioritised for: -</p> <ul style="list-style-type: none"> <li>A CBD Revitalisation Framework, which is aimed at identifying optimum land use and traffic arrangements in the locality.</li> </ul>

#### Development Corridors of Importance

As with nodes, development corridors are described in planning terms as roads or railway routes that are usually associated with the movement of people between places. This function of facilitating movement of people along a route also means that these “movement corridors” have the potential to accommodate development of different levels of intensity and a mix of land uses.

- **Mobility Routes are defined as roads with limited access that principally carry traffic between major nodes.**

**As per the definition outlined above, the following corridors are identified within the municipality: -**

TYPE	AREA/DESCRIPTION OF LOCALITY
Mobility Routes – Municipal level	<ul style="list-style-type: none"> <li>R58 Elliot- Aliwal North</li> <li>R392 Sterkspruit - Telle Bridge Border Post – access to Lesotho</li> <li>R726 Sterkspruit – Zastron/ Free State</li> </ul>

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. In short, the urban edge defines the proposed boundary line where the transition from the urban area to peri-urban and rural development is seen to be desirable, involving differing land use characteristics and density of development

Accordingly, as part of the effort to consolidate the urban areas and achieve a more compact settlement in Senqu, 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.**

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.*

The following principles 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 is strongly supported and the Senqu Municipality should investigate forming a joint partnership approach to this issue with the Department of Agriculture and, if possible, relevant NGOs.
- Lastly, rural agriculture is held to be a prime resource in Senqu 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.

#### Environmental Constraints

The environmental conservation and management areas in Senqu comprise all afforested areas, nature reserves, river flood plains, steep slopes in excess of 1 in 6 gradient and fragile ecosystems. The following points are noted: -

- A key consideration and structuring element is the definition by the Eastern Cape Biodiversity Conservation Plan of Biodiversity Land Management Classes (BLMCs) in the Municipal area. In particular, BLMCs 1 and 2 are noted as areas of high sensitivity. As such, these areas should be protected from high-impact land uses.
- At a local level, the impact of 1:100-Year floodlines needs to be calculated and illustrated on all Site Development Plans

## Special Development Areas

In order to give a focus for the organisational activities of the Municipality as it strives to achieve its developmental goals, several specific areas (or geographic localities) have been identified as Special Development Areas. These are: -

- **Sterkspruit District**
- **Sterkspruit Town**
- **Lady Grey**
- **Barkly East**
- **Rhodes and Rossouw**

### ***The Sterkspruit District***

The Sterkspruit district is defined as the geographic area surrounding the town of Sterkspruit and comprising a number of rural settlements in what was formerly a portion of the Transkei.

There are many rural settlements scattered through this region, but 5 settlements can be prioritised as secondary service centres by virtue of the fact that they are more easily accessible to road linkages and that they are generally the settlements where the majority of social facilities including schools, clinics and police stations are located.

These 5 settlements are:

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

These differ slightly from the settlements earmarked in the Ukhahlamba District IDP as secondary service centres, but represent the agreement reached by the community on the need to prioritise the eastern portion of the municipality due to the constraints to development and access as a result of the topography.

The rationale for the choice of settlements as service centres relates to the terrain / topography which limits the accessibility of the area and increases the need to develop locally accessible nodes.

## **Sterkspruit Town**

The specific proposals for Sterkspruit are indicated on the map. The historical development of Sterkspruit has not followed traditional development patterns and practices, which generally result in a town developing from the central business district outwards as the demand and need for additional land for development is experienced.

Sterkspruit seems to have experienced its development pressures from the outside inwards, as a result of the intensive development on the fringes of the town, which are now exerting pressure on the central area. The result is that the central area (CBD) cannot cope with the demands for land and the related traffic congestion which is currently being experienced in Sterkspruit. In addition, the road layout has not been designed to deal with the additional development pressures and resultant traffic flows, exacerbating the situation.

It will be necessary for detailed planning to be done on the Sterkspruit town and its urban edge, in order to deal with the problems which have arisen.

The urban edge proposed for Sterkspruit in the previous SDF is still relevant and should be retained. Specific proposals as set out in the map are:

1. Formalise settlements abutting the town – Densification and infill
2. De-densification of the CBD. This will aid in relieving the congestion on the main access road
3. The expansion of the higher order services business district to the South (woodlot) and to the East (Quitrent land)
4. In order for the Quitrent land to be developed, a Titles Adjustment process is required
5. Commonage/ vacant land around the town needs to be reserved for service orientated land uses
6. The construction of a proposed southern ring road
7. The upgrade of key linkage and access roads.
8. Selective development in line with environmental legislation in sensitive areas and areas prone to flooding, i.e. within the flood and drainage lines
9. Residential densification – eg townhouse style development
10. Proposed future middle income residential area
11. Proposed future industry
12. Irrigation from effluent
13. Possible irrigation
14. Address encroachments
15. Extend the municipal commonage to the South and East
16. ***In order for the above proposals to be adopted, it is important for the Municipality to rationalise land tenure and administrative jurisdiction.***

## Key Spatial Planning Programmes and Priority Projects

In order to give effect to the Spatial Development Framework, two spatial development programmes and related priority projects are identified. These are noted as: -



- The **Urban and Rural Forward Planning Programme**
- The **Land Use Management Programme**

#### The Forward Planning Programme

The Spatial Development Framework, by definition, is an overall indicative plan highlighting the key direction for spatial growth and development in the Senqu Municipal area.

However, the broad nature of the Framework cannot cover the forward planning requirements of specific localities where development pressures are felt. Accordingly, it is proposed that the Municipality establish a **Forward Planning Programme** that addresses any needs for the formulation of more detailed forward-looking spatial plans.

The proposed key Forward Planning Projects for the Senqu Municipality are proposed below: -

#### **Key Forward Planning Projects**

Project Title	Reason for Project's Importance	Est. Cost (ZAR)	2009/2010	2013/14
1. <b>Sterkspruit CBD Revitalisation Framework</b>	This project is needed to put in place a detailed framework for land development and traffic management in the Sterkspruit CBD and immediate surrounds.	NDPG FUNDING	NDPG FUNDING	
2. <b>Greater Sterkspruit Local Spatial Development Framework</b>	<p>This project is needed to put in place a detailed Spatial Development Framework to manage land development in the <u>Greater</u> Sterkspruit area.</p> <p>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.</p> <p>The proposed budget makes allowance for the inclusion of agricultural development specialists on the Planning Team.</p>	NDPG FUNDING	NDPG FUNDING	

#### The Land Use Management Programme

The Land Use Management Programme addresses the ongoing need for the Senqu Municipality to engage in proactive land use management in both urban and rural areas, in line with the intentions of the new spatial planning system in South Africa.

Key activities forming part of this programme are the establishment of an integrated GIS-based dataset logging all cadastral data and financial management data in a user-friendly system. Part of this dataset should be made up of key information on land uses and, where applicable, cadastrally defined land use zones as per applicable Zoning Schemes and/or the Land Use Planning Ordinance Scheme Regulations.

The proposed key Land Use Management Projects for the Senqu Municipality are proposed below: -

<b>Key Land Use Management Projects</b>
---

Project Title	Reason for Project's Importance	Est. Cost (ZAR)	2009/2010	2013/2014
1. <b>Implementation of first generation Integrated Zoning Scheme for the Greater Sterkspruit area</b>	This project is needed to put in place a more functional Zoning Scheme to enhance the Municipality's performance of its land use regulation role.	NDPG FUNDING	NDPG FUNDING	
2. <b>Development of a "Process Manual" on managing spatial planning and land use management processes</b>	<p>The proposed Process Manual is required to assist the Local Municipalities in establishing clear and efficient processes to undertake their responsibilities in terms of spatial planning and land use management.</p> <p>It is intended that the Manual should provide protocols for handling typical land development applications, including applications for land use change (rezonings, special consents and departures), and township development in terms of applicable legislative instruments. The Manual should also provide guidance on the handling of building plan approvals, and the management of environmental requirements in terms of applicable legislation.</p> <p>This manual should be workshopped with traditional leaders in the area to ensure that areas of responsibility regarding land use management are clearly understood and agreed on.</p>	NDPG FUNDING	NDPG FUNDING	
3. <b>Land tenure rationalisation and titles adjustment</b>	In order to deal with land tenure and title adjustment in the Sterkspruit and surrounding areas, it will be necessary to liaise with the Department of Land Affairs (now Department of Rural Development and Land Reform)	NDPG FUNDING	NDPG FUNDING	

Project Title	Reason for Project's Importance	Est. Cost (ZAR)	2009/2010	2013/2014
	with a view to providing solutions to unlock communal land for development and facilitate applicable title to land.			

Source: Senqu SDF 2013

## REFERENCES

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Joe Gqabi Environmental Management Plan 2006

Joe Gqabi Environmental Management Plan Draft December 2011

Joe Gqabi Disaster Management Framework 2005

Joe Gqabi Integrated Development Plan 2012/13

Joe Gqabi Integrated Transport Plan 2010

Joe Gqabi Area Based Plan 2010

New Growth Path

National Development Plan

Senqu's Municipal turnaround strategy 2010

Senqu Integrated Development Plan 2013/14



Senqu draft budget 2013/14

Senqu 3 year financial plan 2011

Senqu Spatial Development Framework 2011 & 2013

Senqu Integrated Waste Management Plan 2013

Senqu Human Resources Strategy

Senqu WSDP

Senqu Employment Equity Plan

Senqu HIV and Aids Mainstreaming Strategy

Senqu CIP

Senqu PMS Framework 2011

Senqu LED Strategy 2013

Senqu Housing Sector Plan 2013

Senqu Tourism Plan 2013

DEAT website

ECSECC website

CEEPA": Mapping the South African Farming sectors' vulnerability to climate change and variability

Copies of the Document or sector plans may be ordered electronically from the IDP Manager via an email request to [viedgeb@senqu.gov.za](mailto:viedgeb@senqu.gov.za) or downloaded from the municipal website <http://www.senqumunicipality.co.za>