

1. 8. PUBLIC TRANSPORT / NON-MOTORISED TRANSPORT (NMT)

Cognizance given to Laingsburg's growth and development approach, the predominant demographics and socio-economic status and IDP objectives, a form of public transport infrastructure is essential for the sustainable development of the area. The spatial framework for the public transportation system has been created via: identification of a public transport route, proposed location of a public transport interchange and the identification of a bicycle route (i.e. non motorized transport or NMT). The SDF designates the on-street parking area on the corner of Voortrekker- and Van Riebeeck Road, adjacent to Erven 459 and 462 for the development of a transport interchange.

The promotion of a cycle route, as described by Hutchinson (2006), follows:

“Cycling plays a critical role in solving global challenges such as economic inequality, energy consumption, air quality and road safety, “ and “... the development of suitable and sustainable infrastructure, cycling presents an irrefutable offer in the resolution of South Africa's increasing mobility concerns.”

The creation of a bicycle route is motivated and guided by the following Government initiatives:

- The Integrated Sustainable Rural Development Strategy (ISRDP): Investment in pedestrian and bicycle facilities can benefit poor people living in rural areas.
- White Paper on National Transport Policy: Promote public transport by the provision of pedestrian facilities.
- Moving South Africa: Importance of walking and cycling is confirmed in the strategy and is supported by this manual.
- National Bicycle Programme (Shova Kalula): Procurement of low-cost new and used bicycles to disadvantaged communities.

8.1 DEPARTMENT OF TRANSPORT: 10 YEAR NON-MOTORISED TRANSPORT ROLLOUT PLAN

The major components of the NMT Plan to ensure its successful implementation, as applicable to the Laingsburg Municipality comprises of the following:

NMT infrastructure

- Cycling Master Plans;
- Cycle and pedestrian paths;
- Signage and traffic calming measures; and
- Cycle parking and lock up facilities.

Shova Kalula Bicycle Rollout

- Target of 1 million bicycle set by Minister;
- To benefit mainly scholars, farm workers, and people with poor access to transport services;
- Beneficiary identification criteria: Accessibility, availability & affordability; and
- Partnerships and funding contribution by other role players is critical to project success.

Safety Education and Law Enforcement

- Effective Law enforcement – key role to play to promote NMT as a mode of transport;
- Education of other users to “look out for NMT users”; and
- Responsible and Safe use of NMT by users.

NMT Promotion and awareness campaign

- Events to profile and promote NMT;
- Use of Champions to promote NMT;
- Political leadership key to elevate NMT into the transport agenda priorities;
- “Practice what we preach approach”; and
- Target scholars to instill culture at an early age.

Job Creation & Poverty Alleviation

- Cycle micro businesses (sales, repair, etc);
- Cycle production (local production);
- Animal drawn cart production;
- Operation of NMT;
- Employment creation & improved access to amenities e.g. clinics; pension-pay-points, etc.; and
- Integrated service delivery across various sector Departments

Partnerships

- Government alone cannot achieve success;
- Partnerships with NGOs, NMT manufacturers and businesses is critical and leads to the successful promotion and rollout of NMT; and
- This will ensure the project sustainability into the future.

Monitoring & Evaluation

- Ongoing process;
- Monitor progress made; and
- Best practices to be replicated to other areas.

2. 9. CENTRAL KAROO DISTRICT MUNICIPAL RISK ASSESSMENT

Both the Municipal System Act and Disaster Management Act requires that disaster management be an integral part of the District Municipalities and Local Municipalities respective IDP. According to the Disaster Management Act (57 of 2002), disaster management is a continuous and integrated multi-sectoral, multi-disciplinary process of planning and implementation of measures aimed at:

- preventing or reducing the risk of disasters;
- mitigating the severity or consequences of disasters;
- emergency preparedness;
- a rapid and effective response to disasters; and
- post disaster recovery and rehabilitation.

The identification of the types of disaster and mapping of high risk areas in the municipal area as part of the SDF is to integrate the District's Disaster Management Plan (DMP) with respective mitigation programmes and projects. As the DMP is still in the development process, only the high risk / hazardous areas can be highlighted in the SDF, with the mitigation measures to be included in future revisions of the SDF.

The following identified high and medium risks emanates from the Central Karoo Risk Assessment 2007:

Table 13: CKDM Risk Assessment

Risk Priority Order	Hazard	Area at Risk	Elements at Risk
High	Accidents on Roads	Route: N1 - Matjiesfontein, Laingsburg, Beaufort West, Drie Susters N12 - Beaufort West, Klarstroom, Oudtshoorn R61 - Beaufort West, Aberdeen R407 - Prins Albert Road N1, Prins Albert, Klarstroom R63 - Cross N1 to Murraysburg, Graaf-Reinet	People, Environment, Vehicles, Trucks
High	Transport of Hazardous Material	Route: N1 - Matjiesfontein, Laingsburg, Beaufort West, Drie Susters N12 - Beaufort West, Klarstroom, Oudtshoorn R61 - Beaufort West, Aberdeen R407 - Prins Albert Road N1, Prins Albert, Klarstroom R63 - Cross N1 to Murraysburg, Graaf-Reinet	Environment, People, Vehicles, Trucks
Medium	Thundestorms	All rural areas in Central Karoo Towns: Matjiefontein, Laingsburg, Merweville, Prince Albert Road, Prince Albert, Klarstroom, Leeu-Gamka, Beaufort West, Nelspoort, Murraysburg	People, Properties

Risk Priority Order	Hazard	Area at Risk	Elements at Risk
Medium	Heavy Rains	All rural areas in Central Karoo Towns: Matjiefontein, Laingsburg, Merweville, Prince Albert Road, Prince Albert, Klarstroom, Leeu-Gamka, Beaufort west, Nelspoort, Murraysburg	People, Properties
Medium	Road Damage	Main Roads: N1 - Matjiesfontein, Laingsburg, Beaufort West, Drie Susters N12 - Beaufort West, Klarstroom, Oudtshoorn R61 - Beaufort West, Aberdeen R407 - Prins Albert Road N1, Prins Albert, Klarstroom R63 - Cross N1 to Murraysburg, Graaf-Reinet All Secondary Roads All Rural Roads	
Medium	Droughts	All of farming communities in Central Karoo	People, Environment
Medium	Floods	Towns: Laingsburg, Prins Albert, Beaufort West, Murraysburg Rural Prins Albert Farms, Laingsburg Vleiland, farms next to main rivers: Buffels-, Dwyka-, Gamka-, Traka-, Leeu-, Salt-, Kariegarivier	People, Properties
Medium	Lightning	Whole of the Central Karoo District	People, Properties
	Hail Storms	All Farms All Towns: Matjiefontein, Laingsburg, Merweville, Prince Albert Road, Prince Albert, Klarstroom, Leeu-Gamka, Beaufort west, Nelspoort, Murraysburg	Properties, Environment, People
Medium	Fires: Buildings	All Towns: Matjiefontein, Laingsburg, Merweville, Prince Albert Road, Prince Albert, Klarstroom, Leeu-Gamka, Beaufort west, Nelspoort, Murraysburg	People, Properties
Medium	Water Contamination	All Towns Matjiesfontein, Laingsburg, Merweville, Prince Albert Road, Prince Albert, Klarstroom, Leeu-Gamka, Beaufort west, Nelspoort, Murraysburg	Environment, People

5. 9. SPATIAL PLANNING STRATEGIES

9.1 ISSUES IDENTIFIED BY THE COMMUNITY

The community has identified the following issues that have spatial relevance and should be included in the Spatial Development Framework for Laingsburg and Matjiesfontein.

Table 13: Laingsburg/Matjiesfontein community Issues

	KEY PERFORMANCE AREA	ISSUE
A	Economical	Lack of employment opportunities Lack of sustainable business initiatives
B	Institutional	None
C	Health	Lack of efficient medical treatment and emergency medical services
D	Land and Housing	Housing backlog
E	Infrastructure and basic services	Storm water upgrading in Matjiesfontein Lack of public transport
F	Environment	None
G	Social Development	Lack of education initiatives Lack of support for HIV/AIDS and domestic violence Policing in Matjiesfontein & Vleiland Farms

Source: Laingsburg Municipality IDP Review (2007-2011)

9.2 LAINGSBURG SPATIAL PLANNING STRATEGIES

The following spatial planning strategies for Laingsburg Town are proposed:

Table 14: Laingsburg SDF Planning Strategies

Plan No.	Strategy	Motivation
		KPA Economic Development Objective: To Add Value to Local Products
3 & 4	Exploit the N1 for maximum utilisation by establishing focus areas within the CBD to achieve focused urban renewal and subsequent investment.	Laingsburg's prosperity is heavily influenced (together with agriculture) by through traffic and freight transport services. The N1 runs the full length of the town and the potential exists to maximise the benefits of tourism and SMME development for economic development and job creation. Through the identification of focus areas, specific function/s can be attributed to each area, which in turn will provide suitable and custom-made developments and other initiatives.
3, 4 & 5	Exploit the N1 for maximum utilisation by establishing focus areas within the town to achieve focused urban renewal and subsequent investment.	The Industrial/Business Hub is linked with the town center and Tourism node and business support center via the N1. The connection between these three centers should be made apparent through formalization of the NMT bicycle route, promotion and provision of information of Laingsburg's products/Karoo Branding, thereby establishing the area as a functional business central business district.

Plan No.	Strategy	Motivation
4 & 7	Maximise the income generating potential of raw products.	The establishment of the Industrial/Business Hub for the processing of raw materials will ensure that the town maximizes the income generating benefits from the Agricultural sector. This hub is proposed to be located along the N1 in the designated industrial area. This provides businesses with good visibility for product marketing and easy access to passer-by trade.
KPA Economic Development		
Objective: To Create a Tourism Friendly and Enabling Environment		
3 & 6	Maximise the benefits of the existing town by implementing detail urban design proposals.	Council should provide crucial urban design elements such as sufficient shading, improved walkways, colonnades, enhancing the appearance of historical buildings and improving the facades of unsightly buildings. A detailed survey and urban design plan should be compiled with the main purpose of identifying: <ul style="list-style-type: none"> – Buildings to be renovated; – Buildings for which new facades should be planned; – Pedestrian walkways linking historical attractions and paving / shading thereof. – General landscaping requirements; and – General maintenance requirements.
3	Retain character of the Urban Conservation Area	Most tourism accommodation is provided here. High heritage and accessibility status promotes overnight accommodation.
4	Market the Tourism Node	The high accessibility of the tourism node presents an opportunity to promote the activities within the node and elsewhere in Laingsburg.
KPA: Economic Development		
Objective: To Ensure a Vibrant Local Economic Environment		
3, 4 & 7	Establishment of Industrial / Business Hub	An Industrial/Business Hub is proposed along the N1. Although the properties concerned are in private ownership, the selection of this node for Industrial/Business Hive establishment is supported. The Hub should be promoted and provide investors/entrepreneurs/SMME's with efficient advantages for sustainable development e.g. electricity, water provision etc. This hub should not adversely impact on tourism and the historical part of town.
4 & 7	Establishment of a Recreational Precinct adjacent to the Tourism Node	There is an ideal opportunity, to the west of the current Tourism center, to provide infrastructure for open space enjoyment and the creation of linear Recreational Precinct linking the Golf Course, sporting facility and adjacent river floodplain. The Precinct is suitably located adjacent to the Tourism Node and CBD and is mostly a green area with trees and periodic water. It would be accessible to tourists and local residents alike for recreation. Due to its high accessibility, all sporting related facilities should be developed in this precinct to strengthen its nodal function.
4	Multi-functional use of the Tourism Node	Creation of a "business information hub/support center" for Laingsburg, may lead to the creation of a central place function for business information/support. The bicycle route further increases the accessibility of this facility to the Laingsburg community.
	Display of local LED projects, e.g. Glass Blowing Project, adjacent to existing passerby assembly points i.e. petrol stations along N1	These points have high accessibility and attract visitors. Local products therefore gain maximum exposure to potential market.

Plan No.	Strategy	Motivation
9	Maximise the potential of agriculture to empower poor communities to care for themselves through the implementation of agricultural empowerment projects.	<p>It is widely accepted that agricultural development could provide one of the most cost-effective ways to create sustainable jobs, to improve food security, to address poverty at grass roots level, to improve quality of life through a healthier diet and to stimulate local economic growth.</p> <p>In general, urban agricultural development in Laingsburg should focus on primary production through water-wise irrigation systems, value adding and mass reduction through secondary processing, labour-intensive methods to create sustainable new job opportunities, “import” substitution of fresh produce, and products aimed at the passing tourist trade e.g. “Turksvy” Project. New developments in the Cape Metropole to stimulate land reform and the emerging farming sector (like the new Philippi Market) is probably too far in distance from Laingsburg to have a significant effect. Nonetheless, all well-presented agricultural development initiatives, from home food gardens, community gardens, semi-commercial projects to commercial initiatives should be encouraged and supported, providing that no laws or by-laws would be transgressed, and that there would be equal and transparent access to public funds and facilities. The Policy for the establishment of agricultural holdings in the urban fringe is presented in Annexure D.</p>
KPA: Social Development Objective: To Promote a Learning Culture		
4 & 7	Creation and marketing of an Education/Learning Hub at the Multi-purpose center (Erf 1884) for Education, Skills, Community and Self empowerment initiatives.	<p>Training for these LED initiatives should occur at the center. The center can be promoted as a central place for learning, thereby providing the center with a sense of identity.</p> <p>The proposed NMT bicycle route will link the Multi-purpose center will all other opportunities in the area. With the implementation of the NMT bicycle route, the center becomes relatively accessible to all within Laingsburg.</p> <p>Community facilities play an important role in the future development of the settlement by attracting people to an area and thereby encouraging the development of other activities around them. Creation of a “central place” for, among other activities, learning allows the sharing of resources which bring people from different communities together and reduces the cost of providing the facilities as equipment, land and other resources can be shared.</p>
KPA Social Development Objective: Create a Safe Environment		
Not applicable from a spatial planning perspective		
KPA: Social Development Objective: To Prevent the further spread of HIV/Aids		
Not applicable from a spatial planning perspective		
KPA: Social Development Objective: To Create Higher Health Standards		
Not applicable from a spatial planning perspective		
KPA: Social Development Objective: To Build the Communities Morality		

Plan No.	Strategy	Motivation
4 & 5	The Multi-purpose center's (Erf 1884) central place function as a "learning hub" should include life skills and awareness programmes as well as community empowerment projects e.g. needlework, woodwork and beading projects	<p>Training for these initiatives should occur at the center. The center can be promoted as a central place for learning, thereby providing the center with a sense of identity.</p> <p>The proposed NMT bicycle route will link the Multi-purpose center will all other opportunities in the area. With the implementation of the NMT bicycle route, the center become relatively accessible to all within Laingsburg.</p> <p>Community facilities play an important role in the future development of the settlement by attracting people to an area and thereby encouraging the development of other activities around them. Creation of a "central place" for, among other activities, learning allows the sharing of resources which bring people from different communities together and reduces the cost of providing the facilities as equipment, land and other resources can be shared.</p>
	Needlework, Woodwork & Beading Projects should be incorporated at the Tourism node	Supports the development of the tourism node. Promotion of local skills and products can easily occur along the main road to guarantee maximum exposure to potential market.
KPA: Infrastructure Development Objective: Improve infrastructure		
5	Provision of transport infrastructure to accommodate long distance taxi rank facility on the corner of Van Riebeeck- and Voortrekker Roads adjacent to Erven 459 and 46. 2	Provision of taxi rank adjacent to local main transportation route and along public transport route. The lack of intensive use of the taxi rank does not warrant the establishment of a large formal transport interchange at present, thus the use of the parking bays is adequate to meet current needs.
4	Formalisation of Public Open Spaces (P.O.S) for the creation of usable and functional hard and soft open spaces	Creation of functional, attractive, safe and pleasant hard/soft P.O.S gives character to a settlement and uplifts the community's mood, attitude and behaviour. Strategically placed P.O.S's should be upgraded and maintained at the expense of other, less strategic and less feasible P.O.S's.
5	The paving of roads and sidewalks should keep the different types of links used by pedestrians connected with the NMT bicycle route, which is incorporated with these links	The use of sidewalks, pedestrian crossings and demarcated NMT bicycle routes makes roads safer for pedestrians and cyclists. The formalization of the bicycle route is focused along main roads and links the proposed nodal activities i.e. Education/Learning Hub, Tourism node and business information/support center, the Industrial/business Hub and the Recreation Precinct.
KPA: Environmental Infrastructure Development Objective: Health, Eco-Friendly & Integrated planning		
	Densification Study	Increase the understanding of densification dynamics by conducting a densification study to determine the impact of projects on urban infrastructure and provide an integrated strategy for urban compaction and densification.
	Urban Edge Study	Detailed study is required to delineate the areas suitable for such uses.
	Socio-Economic & Mixed Land Integration Study	Increase understanding of socio-economic conditions and factors and mixed-use land integration dynamics by conducting a study to determine the impact of projects on urban infrastructure and character.
	Identify sites for future sewage dam & landfill sites	Detailed study is required to delineate the areas suitable for such uses.

Plan No.	Strategy	Motivation
	Prepare a heritage register	A comprehensive register will allow the Municipality to prioritise initiatives for the renovation and upgrading of buildings, sites and elements associated and having a potential for tourism development. This can form part of the "Clean Town Framework & Urban Renewal" Project.
	KPA: Institutional Development	
	Objective: To Create an institution with skilled and inform employees who can provide a professional and effective service to its clientele guided by the BAHTO PELE Principles	
	Not applicable from a spatial planning perspective	
	KPA: Infrastructure development	
	Objective: Maintained Infrastructure	
	Not applicable from a spatial planning perspective	
	KPA: SMME, Social & Infrastructure Development	
	Objective: That the majority of people on the waiting list in Laingsburg and Matjiesfontein should have access to land, and own a permanent house with services and land to use for Small/Medium Farming	
6	Identify suitable areas for housing development	Suitable areas for housing development have been demarcated. Appropriate higher density housing development should occur to enable an efficient, compact town.
	Creation of sustainable human settlements	Sustainable human settlements are well-managed entities in which economic growth and social development are in balance with the carrying capacity of the natural systems on which they depend for their existence and result in sustainable development, wealth creation, poverty alleviation and equity. Developments be holistic and strengthen Laingsburg's sense of place e.g. promoting karoo architecture, implementing green-building strategies etc.
6	Optimum use of vacant land earmarked for residential use through densification	This minimises/reduces the footprint of the town, improves the use of public transport, bicycle routes and facilitating pedestrianisation as well as improving the efficiency of urban areas. Appropriate higher density housing opportunities at appropriate locations should be provided for a range of income groups. Areas targeted for densification should be developed holistically i.e. promote safety and security, functional recreation areas etc.
	Creation of urban and architectural design guidelines to create a unique Karoo sense of place	Urban design guidelines considers the overall environmental aspects of a neighbourhood rather than those of a single site. Architectural design guidelines specify the formal characteristics of buildings and their immediate surroundings so that visually and functionally a coherent environment is created to the satisfaction of the residents/occupants.
	KPA Infrastructure Development	
	Objective: Improving the storm water infrastructure to promote a healthy and safe environment for the communities of Laingsburg & Matjiesfontein	
	Not applicable from a spatial planning perspective	
	KPA: Infrastructure Development	
	Objective: To improve the road infrastructure	
5	The paving or roads and sidewalks should keep the different types of links used by pedestrians connected with the bicycle route incorporated with these links.	The use of sidewalks, pedestrian crossings and demarcated NMT bicycle routes makes roads safer for pedestrians and cyclists.
	KPA Infrastructure Development	
	Objective: To provide efficient, safe and affordable electricity service	
	Not applicable from a spatial planning perspective	

Integrated SDF

9.3 MATJIESFONTEIN SPATIAL PLANNING STRATEGIES

The following spatial planning strategies for Matjiesfontein Town are proposed:

Table 15: Matjiesfontein SDF Planning Strategies

Plan No.	Strategy	Motivation
	KPA Economic Development Objective: To Add Value to Local Products	
	Not applicable from a spatial planning perspective	Matjiesfontein is not designated to be a development node. The existing character of the area requires preservation to ensure the success of the town.
	KPA: Economic Development Objective: To Create a Tourism Friendly and Enabling Environment	
	Maximise the benefits of the existing town by implementing detail urban design proposal via creation of urban and architectural design guidelines to create a unique Karoo sense of place to compliment the heritage of the town.	Urban design guidelines considers the overall environmental aspects of a neighbourhood rather than those of a single site. Architectural design guidelines specify the formal characteristics of buildings and their immediate surroundings so that a visually and functionally coherent environment is created to the satisfaction of residents, occupants and tourism promotion.
	Retain character of Town	Tourism accommodation is provided here. High heritage and accessibility status promotes overnight accommodation.
	Market the heritage status and tourist attractions of the town	The heritage status and tourism attraction of the town, together with its accessibility, presents an opportunity to promote the activities within the town and the surrounding environment.
	KPA: Economic Development Objective: To Ensure a Vibrant Local Economic Environment	
	Establishment of local arts and crafts center	Local LED projects should be promoted in areas with high visual accessibility without having a detrimental affect on the character of the town.
	Multi-functional use of the community hall	Creation of a service center for Matjiesfontein.
	Display of local LED projects adjacent to existing passerby assembly points	These points have high accessibility and attract visitors/passersby. Local products therefore gain maximum exposure to market products.

Plan No.	Strategy	Motivation
5	Maximise the potential of agriculture to empower poor communities to care for themselves through the implementation of agricultural empowerment projects	<p>It is widely accepted that agricultural development could provide one of the most cost-effective ways to create sustainable jobs, to improve food security, to address poverty at grass roots level, to improve quality of life through a healthier diet and to stimulate local economic growth.</p> <p>In general, urban agricultural development in Laingsburg should focus on primary production through water-wise irrigation systems, value adding and mass reduction through secondary processing, labour-intensive methods to create sustainable new job opportunities, “import” substitution of fresh produce, and products aimed at the passing tourist trade e.g. “Turksvy” Project. New developments in the Cape Metropole to stimulate land reform and the emerging farming sector (like the new Philippi Market) is probably too far in distance from Laingsburg to have a significant effect. Nonetheless, all well-presented agricultural development initiatives, from home food gardens, community gardens, semi-commercial projects to commercial initiatives should be encouraged and supported, providing that no laws or by-laws would be transgressed, and that there would be equal and transparent access to public funds and facilities. The Policy for the establishment of agricultural holdings in the urban fringe is presented in Annexure D</p>
<p align="center">KPA: Social Development Objective: To Promote a Learning Culture</p>		
	Creation and marketing of an Learning Hub e.g. Multi-purpose center in Matjiesfontein used for Education, Skills, Community and Self empowerment initiatives	Public transport between Matjiesfontein and Laingsburg should be offered to increase Matjiesfontein’s access to opportunities.
<p align="center">KPA: Social Development Objective: Create a Safe Environment</p>		
Not applicable from a spatial planning perspective		
<p align="center">KPA: Social Development Objective: To Prevent the further spread of HIV/Aids</p>		
Not applicable from a spatial planning perspective		
<p align="center">KPA: Social Development Objective: To Create Higher Health Standards</p>		
Not applicable from a spatial planning perspective		
<p align="center">KPA: Social Development Objective: To Build the Communities Morality</p>		
15, 4 & 5	<p>The Multi-purpose center’s central place function as a place of assembly should include life skills and awareness programmes as well as community empowerment projects e.g. needlework, woodwork and beading projects.</p> <p>These multi-purpose center activities could be linked to those activities occurring in Laingsburg’s Multi-purpose Centre.</p>	<p>Training for these initiatives should occur at the center. The center can be promoted as a central place for learning, thereby providing the center with a sense of identity.</p> <p>Public transport between Matjiesfontein and Laingsburg should be offered to increase Matjiesfontein’s access to opportunities, if these opportunities are not offered locally.</p>
	Needlework, Woodwork & Beading Projects should be incorporated at the arts and crafts market.	Support the development of the local arts and crafts market for the promotion of skills and products

Plan No.	Strategy	Motivation
	KPA: Infrastructure Development Objective: Improve infrastructure	
14	Formalisation of Public Open Spaces for the creation of usable and functional hard and soft open spaces	Creation of functional, attractive, safe and pleasant hard/soft public open spaces gives character to a settlement and uplifts the community's mood, attitude and behaviour. Hard open spaces are able to fulfill the role of social gathering/recreational places.
	Matjiesfontein lighting should be of a sensitive nature and not adversely affect the character of the area.	The general practice for lighting in low-income areas occurs in the form of the erection of floodlights. This however would ruin the natural landscape and character of the town. A more costly, but unquestionably better option would be the erection of lampposts or other lighting with a less adverse on the visual character of the area.
	The paving of roads and sidewalks should keep the different types of links used by pedestrians.	The use of sidewalks and roads aids stormwater management and aids safety of pedestrians.
	KPA: Environmental Infrastructure Development Objective: Health, Eco-Friendly & Integrated planning	
	Densification Study	Increase understanding of densification dynamics by conducting a densification study to determine the impact of projects on urban infrastructure and character. Densification should however only be considered to accommodate the existing housing need.
	Urban Edge Study	Detailed study is required to delineate the areas suitable for such uses.
	Identify sites for future sewage dam & landfill sites	Detailed study is required to delineate the areas suitable for such uses.
	KPA: Institutional Development Objective: To Create an institution with skilled and inform employees who can provide a professional and effective service to its clientele guided by the BAHTO PELE Principles	
	Not applicable from a spatial planning perspective	
	KPA: Infrastructure development Objective: Maintained Infrastructure	
	Not applicable from a spatial planning perspective	
	KPA: SMME, Social & Infrastructure Development Objective: That the majority of people on our waiting list in Laingsburg and Matjiesfontein should have access to land, and own a permanent house with services and land to use for Small/Medium Farming	
12	Identify suitable areas for housing development	Suitable areas for housing development have been demarcated. It is stressed that no further housing should occur in Matjiesfontein than that which is currently required. Further growth of the area i.e. beyond urban edge should not be considered.
	Creation of sustainable human settlements	Sustainable human settlements are well-managed entities in which economic growth and social development are in balance with the carrying capacity of the natural systems on which they depend for their existence and result in sustainable development, wealth creation, poverty alleviation and equity. Developments be holistic and strengthen Laingsburg's sense of place e.g. promoting Karoo architecture, implementing green-building strategies etc.

Plan No.	Strategy	Motivation
12	Optimum use of vacant land earmarked for residential use through densification	Existing erven in Matjiesfontein informal residential area are fairly large for low-income housing. Current erf sizes average between 200m ² and 500m ² , which is significantly larger than the average low-income/RDP erf size of 100m ² -180m ² . It is recommended that these erven be subdivided to no less than 180m ² so as to accommodate only the current housing shortfall, bearing in mind that Matjiesfontein is not intended to accommodate further significant housing development. A densification study would provide appropriate guidelines for densification to meet current housing needs.
	Creation of urban and architectural design guidelines to create a unique Karoo sense of place	Urban design guidelines consider the overall environmental aspects of a neighbourhood rather than those of a single site. Architectural design guidelines specify the formal characteristics of buildings and their immediate surroundings so that visually and functionally a coherent environment is created to the satisfaction of the residents/occupants. The design of all new housing developments in Matjiesfontein should be aligned with Karoo-style architectural guidelines, similar to that of the Tourism facility in Laingsburg. It is emphasised that any new housing development should not follow the characteristic appearance of existing and traditional RDP housing.
	KPA Infrastructure Development	
	<i>Objective: Improving the storm water infrastructure to promote a healthy and safe environment for the communities of Laingsburg & Matjiesfontein</i>	
	Not applicable from a spatial planning perspective	
	KPA: Infrastructure Development	
	<i>Objective: To improve the road infrastructure</i>	
	The paving of roads and sidewalks should keep the different types of links used by pedestrians.	The use of sidewalks and roads aids stormwater management and aids safety of pedestrians.
	KPA: Infrastructure Development	
	<i>Objective: To provide efficient, safe and affordable electricity service</i>	
	Not applicable from a spatial planning perspective	

LAND USE STUDY

INTEGRATED SDF

6. 10. STATUS OF SDF

This framework will have the status of a Spatial Development Framework as approved by the Laingsburg Municipality in accordance with section 30 of the Municipal Systems Act, 2000 (Act 32 of 2000). In accordance with section 35(2) of the Act, a SDF contained in an IDP prevails over a plan as defined in section 1 of the Physical Planning Act, 1991 (Act No. 125 of 1991).

Although the plan is formally approved, it should not be seen as a final statement of future spatial development of the area, but it should rather be viewed as a current statement of how land use should be structured within the Municipality. The proposals and policy should be updated as part of the IDP process in accordance with changing circumstances.

It should be noted that on approval of the SDF, the Municipality does not assign or withdraw any rights. Decisions made by the Municipality shall be further subject to and must be combined with other legislation and policies when development proposals are evaluated.