

SECTION G

SPATIAL DEVELOPMENT FRAMEWORK

1. Introduction

The **Spatial Development Framework (SDF)** for Buffalo City has been compiled to support the development vision, and sectoral objectives and strategies identified in the BCM's Integrated Development Plan (IDP).

In terms of Section 26(e) of the Municipal Systems Act (Act No. 32 of 2000), the SDF is a legally required component of the Municipality's IDP. Whilst the full SDF document is available as a 'stand alone' report, this section serves to focus on the key elements contained in that report, which identify the desired spatial form of Buffalo City.

Once approved by the Municipal Council, the Buffalo City SDF has the status of a statutory plan, serving to *guide and inform all decisions on spatial development and land use management* in the area to which it applies.

However, it is critical to understand that the SDF is not a comprehensive, blueprint plan. Rather, in line with a new, more flexible conception of spatial planning and its interrelationship with other (spatial and non-spatial) development processes prevailing in South Africa now, the Framework is *indicative* in nature and not, in the final instance, prescriptive.

Following the direction of the *White Paper on Wise Land Use: Spatial Planning and Land Use Management* (Department of Land Affairs, 2001), **the SDF is intended to:**

- Function as a strategic, indicative and flexible *forward planning tool*, to guide decisions on land development;
- Develop a set of policies and principles, and an approach to the management of spatial development in the Buffalo City area, which is clear enough to guide decision-makers in dealing with land development applications (i.e. it will serve to inform the formulation of a new Land Use Management System);
- Provide a clear and logical framework for spatial development by providing an indication of where the public sector would, in the first instance, support certain forms of development and where state investment is likely to be targeted in the short – medium term;
- Based on this, to provide a clear spatial logic that would facilitate private sector decisions on investment in the built environment;
- Facilitate the social, economic and environmental sustainability of the area; and
- In the rural context, provide a framework for dealing with key issues such as natural resource management, land reform, sub-division of rural land and the conservation of prime and unique agricultural land.

2. Key Informants of the Spatial Development Framework

For the purposes of the Buffalo City SDF, the key legislative and policy elements of this new approach to spatial planning are derived from: -

- The Municipal Systems Act (Act 32 of 2000);
- The Development Facilitation Act (Act 67 of 1995);
- The White Paper on Wise Land Use: Spatial Planning and Land Use Management (March 2001); and
- The Draft Land Use Management Bill (July, 2002).

The above laws and policy documents provide the foundations for establishing the parameters of a SDF. As such, these are the principle informants on matters of policy for the BCM and, in the case of the enacted laws, the Municipality is legally obliged to apply their provisions when engaging in spatial planning and land use management.

In addition, the SDF is materially informed by the outcomes of completed and ongoing Sector Planning processes within the BCM and the ADM.

3. Spatial Development Scenario

After evaluating a number of alternative strategies, the BCM's IDP has adopted a broad spatial development scenario identified as **Building on Urban and Rural Strengths**. For the purposes of this SDF, this overall concept is accepted and endorsed as a strategic direction provided by the Municipal Council.

In this regard, the Buffalo City IDP 2002 notes that:

- In essence, the [approach of Building on Urban and Rural Strengths] acknowledges that the urban areas of greater East London/Mdantsane and King William's Town/Bhisho and environs are likely to be focal points for significant economic growth and development within Buffalo City over an extended period of time.
- However, it is accepted that there is a dependency amongst a significant proportion of the residents of Buffalo City on access to peri-urban and/or rural land for basic livelihood (i.e. survival or subsistence) purposes, and that this is likely to continue to be so, at least in the medium term (10 years).
- Therefore, it is concluded that it is most rational and economically effective to focus higher order development investment (in infrastructure, housing and a diversity of economic enterprises) in the urban core areas.
- However, a proportion of the resources of the BCM must also be targeted in areas of opportunity and areas of need in fringe rural and peri-urban areas, in order to upgrade existing settlements and create or facilitate new development opportunities in these areas.

In response to the above Scenario, the SDF for Buffalo City is based on the **Objectives and Strategies** for the management and direction of spatial development and land use management in the area, which are set out below.

4. Spatial Development Objectives & Strategies

The following issues, objectives strategies were identified in the IDP (Review 2005-2006): -

Priority Spatial Development Issue	Objective	Strategy
Spatial fragmentation & complex land administration	I&S 1 A well structured, efficient & sustainable city which has corrected historically distorted spatial development patterns.	i) Consolidate and integrate spatial development by developing land in proximity to public transport facilities & existing services. ii) Develop & implement the land acquisition and disposal policy. iii) Improve inter-governmental relations to expedite land transfer.
Rapid unmanaged urbanization & urban sprawl	I&S 2 Adequate land & services for urbanizing (existing & new) communities encouraging higher density settlements in appropriate locations.	i) Limit & manage urban sprawl by supporting development in close proximity to transport & urban services. ii) Support & Implement the Land Reform & Settlement Plan. iii) Develop & implement a Land Surveying Programme. iv) Monitor the development of informal settlements using aerial photography. v) Develop & implement a tenure upgrading programme. vi) Develop & implement a Land Management Policy.
Low economic growth	I&S 3 Development Planning supports development & economic growth in the city.	i) Continuously update and correct the cadastral layer (accurate data). ii) Land administration supports development through facilitating land release. iii) Compilation of forward planning policy. iv) Efficient processing of development applications. v) Provide land-surveying services to internal & external customers.
Uncoordinated spatial development	I&S 4 Sustainable and spatially coordinated development.	i) Support spatial co-ordination through the sector integration task team. ii) Proactively manage land use in accordance with the appropriate levels of service (LOS) to achieve sustainability in urban, peri-urban & rural areas.
Management of municipal properties and land	I&S 5 Efficient, productive and sustainable management of municipal properties and land.	i) Develop systems & procedures to ensure the improved use and management of properties. ii) Develop & implement a comprehensive maintenance programme for municipal buildings. iii) Improve the accessibility of Municipal buildings and structural environment (disabled).
Inadequate control of the built environment	I&S 6 A safe aesthetic built environment, compliant with legislation & regulations.	i) Implementation of a comprehensive building control function in compliance with National Building Regulations. ii) Extend building control function to areas currently not served. iii) Implementation of a comprehensive commercial advertising signage control function.

5. Proposed Spatial Structure of Buffalo City

This section highlights the basic **Spatial Structuring Elements** identified in Buffalo City. These elements are used to manage and guide development into certain patterns or arrangements, which will lead to a better and more efficient city in future.

5.1 Conceptual Approach to Spatial Elements

From a conceptual point of view, the urban portion of Buffalo City extends in a linear form along the main watershed between East London and King Williams Town, with the historical settlements and urban nodes using the main roads and railway line as the main transport route to the surrounding area.

This urban form can be simply described as 'beads on a string' and, in order to enhance the operational effectiveness of this built form, it is envisaged that future development should be directed in such a way that the various settlements or nodes (beads) along the main rail and road transport routes (or string) be allowed to develop in intensity (i.e. density and variety or mix of land uses).

This is intended to create areas where the density of development and the increased variety of opportunities at points of good access to the majority of residents would improve both the overall functioning of the built environment in Buffalo City, as well as offer better social and economic opportunities for the residents.

More specifically, it is suggested that within areas of high need and/or development potential, the integration of modes of transportation, particularly public transportation modes, should be undertaken to create points of high accessibility for a greater number of people. Of particular importance in the longer term is maximising the potential of historical investments in rail infrastructure.

There are also signs that use of this mode is increasing, and this should be vigorously encouraged. In this context, the main railway stations represent points of particular potential. Creating high density, mixed-use nodes, which provide intensive local markets, and thus, a climate in which small business can flourish around them, should reinforce these high accessibility points. The components of these nodes are discussed below.

For the purposes of the Buffalo City SDF, then, the central development concept is one of 'beads on a string', with the string comprising a linear system of integrated movement modes and the beads being the intensive mixed-use nodes, around multi-modal transportation terminals. An alternative (or more technical) description of the concept would be to focus on the concepts of nodes (beads) and corridors (string).

Using the basic concept of nodes and corridors as a fundamental planning tool, the conceptual framework is extended to incorporate the following key aspects: -

At each Node, it is desirable to integrate a number of physical elements, including: -

Public transportation terminals: An important theme running through the concepts is the integration of different modes of transportation, particularly public transportation. The existing rail system, although badly under-utilised at present, represents a major potential asset. A conscious attempt should be made to activate this potential by significantly increasing housing densities around stations and by

integrating stations with taxi and bus terminals. The success of the plan, however, is not dependent on the utilisation of the train system.

Public facilities: Wherever un-served demand for public services exists, the nodes should become the focus of social facilities and services such as schools, clinics, community halls, sports fields, pension payout points, libraries and so on.

The public spatial environment: At all nodes, careful attention is given to this. There are two main reasons for this. The first is that the quality of the public spatial environment has a profound impact on private investor confidence. The second is that the public spaces have a direct economic role, in that they provide viable opportunities for informal trade, at very low overheads. If properly managed, this kind of activity can add to the vibrancy and attractive power of the node.

Housing: The nodes provide opportunities for high-density housing, where households, who wish to do so, trade off space for much greater convenience and lower costs. The nodes also offer entrepreneurs economic opportunities through the provision of rental accommodation and lodging.

Manufacture and Retail: Develop opportunities for smaller and larger forms of manufacture and trade, both formal and informal.

There can be no doubt that an efficient transport system is fundamental for the successful development of the City. The greater the integration between development and the road, rail and modes of transport, the more opportunities there will be for economic development. This implies a need to develop intense and higher density settlements with mixed uses along the main transport routes; inner city medium density residential environments surrounding the East London and King William's Town CBD's and medium density residential development not more than 120 metres from bus/taxi routes and near stations.

As a refinement of this model, the MELD plan completed in 1999 also conceptualised 'Public Transport suburbs' situated within 500 metres of public transport and railway stations, giving way to vehicle priority suburbs further away from the main transport routes.

The rural areas, which contain agricultural/residential mixed uses, would be located in suitable areas where water soils and topography could sustain 'urban agricultural environments'. It is further proposed that market garden living environments be supported where commercial scale agriculture could be sustained.

Such a conceptual framework would enable a close relationship to develop between urban and rural settlements. There is a danger that urban sprawl could erode valuable agricultural land if it continues unchecked. Accordingly, it is believed essential that increased densities close to transport and economic centres are a vital strategy.

New investment in housing, commercial buildings, industrial sites and recreation facilities should be used to increase the intensity of land use within the confines of the existing urban area and thereby raise living densities, improve public transport viability and increase economic activity.

Investment in public facilities can also be used as development facilitators through the development of intensive mixed use nodes and creation of 'community bundles'

containing public facilities, community services and sports infrastructure. Through this conceptual framework of integrating development closely with efficient transport systems, an improved environment is expected for the future city. In order to achieve such a future vision, certain key spatial structuring elements need to be used in all development decision making to direct growth and ensure the city starts to re-direct development into a framework which is more appropriate and desirable.

5.2 Spatial Structuring Elements in Buffalo City

Recognising the need to plan for efficient transport access, maximise use of resources and achieve sustainability; there is a need to focus limited public resources in areas of opportunity and create maximum impact. This in essence is the Compact City Model and it espouses the need for Structuring Elements/Concepts. These structuring elements are clustered into six main components: -

1. Nodes
2. Corridors
3. Urban Edge
4. Open Space System (OSS)
5. Densification/Residential Intensification
6. Mixed Uses

5.2.1 Definitions

1. **Nodes** – comprising existing and proposed nodal points in the city where mixed uses and high intensity transport, business and residential activities can or do take place. There are two main types of Nodes applicable in BCM:
 - **Metropolitan or Primary Nodes** – these are nodes that are of such significance in terms of scale, location, impact, diversity and agglomeration of function (facilities, services and economic activities), that they impact on the metropolitan region as a whole (or have potential to do so in the context of the SDF).
 - **Local Nodes** – these are modal interchanges and lower-order intersections within a corridor or activity street where a range of lower-level activities and services, aimed at local needs, tends to locate.
2. **Corridors** – described variously as follows: -
 - **Activity Corridors**, which are described as bands of high-density urban development up to 800 metres wide along a public transportation route. Typically, activity corridors link areas of greater intensity of land use, which are commonly called nodes. Activity corridors are generally considered the highest order of corridor. In Buffalo City, two activity corridors have been identified: -
 - **The Mdantsane – East London Corridor (MELD)**
 - **The Rail Corridor** associated with the passenger rail link from Mdantsane to East London CBD.
 - **Activity Spines**, which are defined as the central road or railway line within an activity corridor that links major or minor nodes.

- **Activity Street**, which is usually defined as a local street that is located within the sphere of influence of an activity corridor and reinforces it. To be classified as an activity street, vehicle and pedestrian access to a mix of land uses is a priority.
 - **Mobility Routes**, which are defined as roads with limited access that principally, carry traffic between major nodes. An example of a mobility route would be the N2 linking East London to King William's Town.
3. **The Urban Edge** - is a demarcated line and interrelated policy that serves to manage, direct and limit urban expansion. Certain types of urban development outside the continuous development of the urban core area should only be allowed:
- Within small towns and rural nodes, and
 - Where the natural environment and agriculture are not compromised.

The urban edge forms the boundary between urban development and the valuable natural and agricultural hinterland and serves to contain the lateral growth of the urban areas.

4. **The Open Space System** - is a rationalised network of interconnected open space aimed at:
- Complementing the built fabric by providing the urban environment with variety, character, a sense of visual relief, open space enjoyment, recreation and general amenity, and
 - Protecting biodiversity in urban areas, and providing animal and plant species with habitats.

The Open Space System identified in the Municipal area, comprises of designated Protected Areas, areas identified for protection, environmentally sensitive areas (conservancy areas etc.) and sensitive areas associated with water courses and major river systems.

5. **Densification/Residential Intensification** – is the process whereby residential densities (the number of dwellings per hectare) are increased in a planned and meaningful manner within the existing boundaries of a specific area.
6. **Mixed Uses** – Mixed-Use development is the horizontal and vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land. It is aimed at facilitating a wide range of residential types within close proximity to employment, educational, social and recreational opportunities.

The proposed structuring elements of the city are described below:-

5.2.2 Development Nodes

Nodes are generally described as areas of mixed-use development, usually having a high intensity of activities involving retail, traffic, office, industry and residential land uses. These are the places where most interaction takes place between people and organisations, enabling most efficient transactions and exchange of goods and services. Nodes are usually located at nodal interchanges to provide maximum access and usually act as catalysts for new growth and development.

The following classes of node have been identified and/or are proposed:

NODE TYPE	AREA/DESCRIPTION OF LOCALITY
PRIMARY NODES:	
Central Business Districts (CBDs)	<ol style="list-style-type: none"> 1. East London 2. King William's Town 3. Mdantsane 4. Dimbaza
Major Mixed Land Use Nodes (Potential)	<ol style="list-style-type: none"> 1. Mount Ruth Station 2. Arnoldton Station
LOCAL NODES:	
Minor Mixed Land Use Nodes (Existing)	<ol style="list-style-type: none"> 1. Meisieshalt 2. Bonza Bay Road (Sparg's Centre) 3. Ndende (Duncan Village) 4. Golden Highway (Mdantsane) 5. Berlin town centre 6. Zwelitsha town centre
Minor Mixed Land Use Nodes (Potential)	<ol style="list-style-type: none"> 1. Quenera 2. Brakfontein 3. Chester Road 4. Cove Ridge 5. Nahoon Valley 6. Mdantsane Station 7. Mtsotso Station 8. Needs Camp 9. Zone CC (Mdantsane) 10. Fort Jackson Station 11. Ndevana 12. Phakamisa Junction
Administrative Node	<ol style="list-style-type: none"> 1. Bhisho
Commercial Nodes	<ol style="list-style-type: none"> 1. Vincent Park 2. Beacon Bay Retail Park/The Hub
Industrial Node	<ol style="list-style-type: none"> 1. East London IDZ
Coastal Nodes	<ol style="list-style-type: none"> 1. Kidd's Beach 2. Sunrise-on-Sea
Rural Service Centre (Existing)	<ol style="list-style-type: none"> 1. Crossways 2. St Luke's (Newlands) 3. Kidd's Beach Interchange
Rural Service Centre (Potential)	<ol style="list-style-type: none"> 1. Khwetyana Intersection (Newlands)Thornpark 2. Kuni Village 3. Upper eJojweni Village (Tyolomnqa) 4. Drayini Village (Yellowwoods)

Specific preferred land use outcomes and associated land use management guidelines are outlined in the various Local Spatial Development Frameworks (LSDF) approved by council and which now form part of the SDF. Please refer to the City Planning Division to find out if there is a LSDF for your area before proceeding with any development.

5.2.3 Development Corridors

(Refer to Plan No. 5: Structuring Elements – Nodes & Corridors)

As per the definition outlined above, the following corridors are identified within Buffalo City: -

CORRIDOR TYPE	AREA/DESCRIPTION OF LOCALITY
Activity Corridors	<ol style="list-style-type: none"> 1. Mdantsane – EL Development Corridor 2. Railway Corridor
Activity Streets	<ol style="list-style-type: none"> 1. Devereux Avenue (Vincent) 2. Lukin Road/Pearce Street (Berea) 3. Old Transkei Road (Stirling/Nahoon) 4. Gonubie Main Road 5. KWT to Bhishe link (Maitland Road)
Mobility Routes	<ol style="list-style-type: none"> 1. N2 (East London / KWT & EL/Umtata) 2. N6 (East London / interior) 3. R72 Coastal Road (EL/Port Alfred) 4. Mount Coke Road ([346] EL to KWT) 5. DR02909 linking Ilitha to Zwelitsha via Phakamisa & Ndevana
Proposed Mobility Routes	<ol style="list-style-type: none"> 1. Quenera Road linking Beacon Bay Retail Park to Gonubie 2. N2 Bypass (realigned) from Amalinda Interchange through Haven Hills and across Buffalo River to link into R72 3. Mdantsane Access Road south to Mount Coke Road (346) via Reeston Phase 3 4. Route from Mdantsane Zone CC via Potsdam Village across Buffalo River to Needs Camp and 346

Specific preferred land use outcomes and associated planning and aesthetic concerns at the above localities are outlined in Section G below. These form part of the Land Use Management Guidelines of the Spatial Development Framework.

5.2.4 Open Space System/Environmental Network

The environmental conservation and management areas in the city comprise all afforested areas, coastal reserves, nature reserves, estuaries and river flood plains, steep slopes in excess of 1 in 6 gradient and fragile ecosystems.

These areas are further defined in the Buffalo City Integrated Environmental Management Plan and Coastal Zone Management Plan.

Plan 6 depicts the Open Space System/Environmental Network in a conceptual manner including those areas of Buffalo City where main environmental management areas are situated.

The main areas comprise the Amathole forest inland from KWT, the Nature Reserves (Umtiza, Fort Pato, Gonubie and Amalinda), the coastal belt and the main river valleys throughout the city.

A network of open space within the city is envisaged to ultimately achieve linkages between river valleys, parks and forests. These would embrace the Nahoon Valley Conservancy (which is proposed as a future Metropolitan Park) and the proposed Nahoon/Blind River Nature Reserve along the beachfront as well as the Cove Rock Conservancy.

A key proposal of the SDF is the extension of the Umtiza and Fort Pato reserves along the northern side of the Mount Coke Road (346), between the road and the Buffalo River. The primary motivation for this proposal is to establish a conservancy network that is home to a number of endangered species and other conservation-worthy plants and animals.

Finally, a key structuring element is the definition of an extended conservancy network along the northern borders of Buffalo City by the **Sub-Tropical Thicket Ecosystem Planning (STEP) Programme**. This area is defined as one that contains systems of natural pathways for conservation-worthy plants and animals that ensure these species survival. As such, this area should be protected from high-impact land uses.

5.2.5 The Urban Edge

As part of the effort to consolidate the urban areas and achieve a more compact city, the Spatial Development Framework proposes that an Urban Edge be defined beyond which it is envisaged that lower density rural development will be favoured). As is illustrated, the Urban Edge encompasses the existing urban components of Buffalo City and their immediate hinterlands.

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 delineation of an Urban Edge is vital for the achievement of development principles regarding the containment of urban sprawl, the intensification of development and the integration of urban areas.

The Urban Edge is used to:

- contain urban sprawl
- protect significant environments and resources
- re-orientate Growth Expectations
- densify built environments
- restructure growth patterns
- rationalise service delivery areas

Council has recently approved the Urban Edge Policy Framework to which reference must now be made with respect development outside of the Urban Edge.

5.2.6 Densification and Erf Sizes

Densification supports the Urban Edge with the achievement of a more compact city by encouraging the intensification of residential land uses in areas within the Urban Edge and thereby limiting Urban Sprawl. Densification can be achieved by:

- Allowing the development of smaller residential erven (access to these smaller erven by using 'panhandles' and Right of Way servitudes, needs to be carefully considered).
- Encouraging higher densities in 'low cost' housing developments.
- Encouraging the development of flats and townhouses (cluster housing).
- Discouraging the subdivision of agricultural land (outside of the Urban Edge) by setting a minimum subdivision size of 10ha. This will encourage densification within the Urban Edge and protect valuable agricultural land.
- Encouraging the development of 'Social Housing' in appropriate locations within the Urban Edge.
- Supporting the range of generic settlement models proposed in the ADM in the Land Reform & Settlement Plan E.3.6.1 Settlement Models and Prototypical Levels of Services

Notwithstanding the principle of limiting residential development outside of the Urban Edge, rural settlement upgrading and land reform is supported by Settlement Models and Prototypical Levels of Services.

The principal informant in guiding the definitions of different levels of service (LOS) for the purposes of defining the Urban Edge is the work approved by the Amatole District Municipality in the Land Reform & Settlement Plan (2003).

The intention of defining the different settlement models would be the establishment of a range of options that the BCM could endorse and make available to prospective beneficiaries of a land development process.

It is acknowledged at the outset that the range of settlement models is more easily contemplated in a 'Greenfields' situation such as in those areas where freehold tenure/commercial farming is the norm. 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.

5.2.7 Mixed Uses

Depending on the land-use mix and the location of development, it may not always be desirable to have a mix of uses on one land parcel. The issue of mixed-use needs to be viewed at two scales:

- *Macro-scale* (i.e. within a local authority) - residential developments closer to work opportunities and business activities closer to residential areas should be encouraged, thereby achieving a better land-use mix over time.
- *Micro-scale* (i.e. on a single parcel of land) – strategies can be adopted to create a mix of land-use to create diverse, interesting and opportunity rich environments. Each case should be viewed on its merits; bearing in mind that overall a greater mix of activities is desirable.

The ideal of having mixed-use development is not a blanket philosophy. There may well be areas in which it remains desirable to limit business activities.

6. Special Development Areas

In order to give focus to the organisational activities of the BCM as it strives to achieve its developmental goals, several specific areas (or geographic localities) have been identified as **Special Development Areas**: - areas where the Municipality would need to prioritise its spending and resources to enhance and promote integrated development outcomes. These are proposed as: -

The **Central Business Districts** of East London, KWT, Mdantsane and Dimbaza.

Urban Renewal Areas identified as Mdantsane (an existing Urban Renewal Area identified as a Presidential Priority Project area and funded from various sources on that basis) and proposed 'Inner City Urban Renewal Areas': Duncan Village, Southernwood and Quigney.

Development Corridors identified as major transportation routes along which development could be encouraged, either as a band of development along a corridor or as nodal development. The two development corridors proposed for further action in Buffalo City are the MELD Corridor, for which a planning framework has already been completed, and the (related) Rail Corridor between Mdantsane and EL.

The West Bank Mixed Land Use Cluster, which is associated principally with the ELIDZ, but which is comprised of numerous existing and potential developments, including the EL Harbour, the Daimler Chrysler Manufacturing Plant and areas identified for industrial development, mixed land use, and public-funded housing.

Rural Development Areas where the focus would be on development planning for livelihoods support and agricultural development. These areas are seen as key target areas for land reform, principally for land redistribution, land tenure reform and land reform for agricultural development. The principal target areas are associated with land that fell within or on the fringes of the former Ciskei, and land that is presently under pressure for settlement. The main component areas include: -

- Yellowwoods / Kei Road
- Newlands
- Needs Camp
- Chalumna
- Ncera Tribal Trust Area
- Dimbaza hinterland

7. Spatial Planning & Land Use Programmes

In order to give effect to the SDF, four spatial development programmes and related priority projects are identified. It should be noted that the Priority Projects identified within the Programmes are not prioritised for completion in the time frame under review (i.e. within the 2004/2005 Financial year), but extend beyond that.

The four spatial development programmes are noted as: -

- The Urban and Rural Forward Planning Programme;
- The Settlement Planning Programme;
- The Land Use Management Programme; and
- The Urban Renewal Planning Programme.

7.1 The Urban and Rural Forward Planning Programme: 2007 - 2011

This programme addresses the ongoing need for the BCM to be pro-active in spatial planning matters to ensure a secure and facilitative environment within which development can occur. The need for forward planning is acknowledged in the Development Facilitation Act (Act No. 67 of 1995) as well as the White Paper on Wise Land Use: Spatial Planning and Land Use Management and the related Land Use Management Bill (2001).

In essence, the SDF defines the notion of forward planning, in that it is the overall indicative plan applicable to a given municipal area. However, it is necessary for forward planning to be applied at different levels of detail in order to guide and inform current and future land developments and land uses at different scales. To this end BCM has developed and is developing more detailed or Local SDF's, to apply to certain precincts within the overall municipal area, where this is deemed necessary or desirable within the overall framework.

In accordance with the above understanding, the following have been identified as **priority Urban and Rural Forward Planning projects**, to give effect to the directions established in this SDF.

Projects	Total Budget	2007/2008	2008/2009	2009/2010	2010/2011
Shopping Centre Study	100,000			100,000	
SDF Review & Implementation	50,000				
Bonza Bay Road LSDF	450,000	50,000			
Gonubie Main Road LSDF	450,000	150,000	300,000		
East Coast LSDF	450,000	150,000	300,000		
KWT LSDF	1,200,000		1,000,000		
Mdantsane LSDF	800,000	500,000	300,000		
Settlers Way LSDF	400,000			400,000	
Urban Compaction Study	300,000				300,000
Vincent Berea LSDF Review	100,000			400,000	
Southernwood/Belgravia LSDF	500,000			500,000	
Amalinda Main Road LSDF	400,000				400,000
Urban Edge Study - Remainder BCM	500,000				500,000
Corridor Typology Study	400,000				400,000
Sub Total	6,100,000	850,000	1,900,000	1,400,000	1,600,000

7.2 The Settlement Planning Programme: 2007 - 2011

This Programme focuses on the design of settlements for human habitation and includes the following: -

- Implementation, management, monitoring and evaluation of in-house and consultant project teams for a wide variety of Settlement Planning projects and interventions;
- Planning for municipal 'Greenfield' developments (i.e. the design and layout of new settlements);
- Planning for municipal 'Brownfield' developments (i.e. the re-design and subdivision and/or consolidation of existing settlements or developed areas);
- Planning for and upgrading of in-situ settlements of existing less formal and informal urban, peri-urban and rural settlements; and
- A wide range of feasibility studies that enable successful and comprehensive Settlement Planning projects.

The following have been prioritised as **Settlement Planning Branch projects**: -

Projects	Total Budget	2007/2008	2008/2009	2009/2010	2010/2011
Potsdam Unit V - Planning	500,000	300,000	200,000		
Potsdam Unit V - EIA	75,000	75,000			
Potsdam Unit V - Engineering & Floodline	50,000	50,000			
Potsdam Unit V - Geotech & Groundwater	25,000	25,000			
Informal Settlement Upgrading Study & Implementation Programme	600,000	300,000	300,000		
Second Creek Informal Settlement - Planning & Feasibility Studies	300,000	150,000	150,000		
Duncan Village High Density Nodes	300,000		300,000		
Summerpride - Amalinda Land Feasibility Study (DV LSDF)	250,000		250,000		
Mdantsane Infill Areas - Phase II	300,000		300,000		
Mzomomhle Informal Settlement Phase III - Feasibility Study	400,000		400,000		
Summerpride - Amalinda Concept Plan (DV LSDF)	250,000			250,000	
Kidds Beach / Winterstrand / Rural Area - Feasibility study	250,000			200,000	50,000
Dimbaza Mount Coke LSDF - Madakeni & Mngqesha Villages	300,000			300,000	
Mount Coke Settlement Planning	400,000				400,000
Sub Total	4,000,000	900,000	1,900,000	750,000	450,000

7.3 The Land Use Management Programme: 2007 - 2011

This programme addresses the ongoing need for the BCM to engage in land use management within the terms of reference of the new, normative planning system promoted by National government in recent policy and legislation.

Key activities here include establishing a sound knowledge base to provide clear direction on land use and potential areas for land development and land use changes, but principally, the formulation of a new, integrated and unitary Land Use Management Scheme, which would have a binding effect on land development and land use management in the different settings of the urban and rural environments in Buffalo City.

Priority Project(s) are identified as follows: -

Projects	Total Budget	2007/2008	2008/2009	2009/2010	2010/2011
Land Use Regulations (LUMS)	450,000		150,000	150,000	150,000
Env Approval ROD land adjacent Beacon Bay land	30,000		30,000		
Sub Total	480,000	0	180,000	150,000	150,000

7.4 The Urban Renewal Planning Programme: 2007 - 2011

The Urban Renewal Planning Programme is proposed to meet the need for the BCM to pro-actively facilitate development in existing strategically located urban areas. These areas are chosen on the basis of fulfilling a strategic role in achieving certain desired outcomes such as the appropriate use and maximisation of existing infrastructure; the most efficient use of areas where densification can be best promoted; and the facilitation of improvements in access to economic opportunities.

The following are seen as project priorities for opening up new urban renewal areas within Buffalo City, in addition to the existing Urban Renewal area of Mdantsane.

1. Inner City Urban Renewal Programmes: Duncan Village/Buffalo Flats Development Framework
2. Inner City Urban Renewal Programmes: Southernwood Development Framework
3. Inner City Urban Renewal Programmes: Quigney Development Framework
4. Inner City Urban Renewal Programmes: King William's Town CBD

A complete discussion on the above elements is set out in the dedicated Buffalo City SDF report.