

Review of Spatial Policy

1. Background

Prior to the formation of BCM in 2000 various spatial policy documents were undertaken by the former KWT and EL Transitional local Councils as well as the Amatola District Municipality. The first SDF was approved on 25 November 2003 incorporated the spatial policy documents. Those are listed below were deemed to be relevant when the BCM SDF was undertaken and were incorporated when it was approved in 2003.

Quenera Framework Plan	(ELTLC)
Nahoon Valley Framework Plan	(ADM)
Newlands Development Plan	(ADM)
Land Reform and Settlement Plan	(ADM)
CBD and Sleeper Site Urban Design Frameworks	(ELTLC)
Mdantsane East London Development Plan (MELD)	(ELTLC)
Buffalo Flats Land Development Objective	(ELTLC)
Central Beach Front Structure Plan	(ELM)
Southernwood/Belgravia Policy Plan	(ELM)
Needs Camp Zone Plan	(ADM)
Fort Jackson Berlin Framework Plan / Zone Plan	(ELTLC)
Mdantsane / Potsdam Development Plan	(ELTLC)
KWT CUP	(KWTTLC)
KWT CBD Revitalization Plan	(KWTTLC)
Yellowwoods – Kei Road Zone Plan	(ADM)
Needs Camp Zone	(ADM)

2. Spatial policy undertaken by the Buffalo City Municipality 2001 – 2010

In terms of Section 26(e) of the Municipal Systems Act (Act No. 32 of 2000), the Spatial Development Framework is a legally required component of the Municipality's IDP. The Spatial Development Framework presents the long term vision of the desired spatial form of the municipality. The SDF is thus a critical component to the IDP to direct municipal and private sector spending and investment by providing spatial proposals and strategies (thus the location and nature of development) which will support economic growth and integrated human settlements.

The process of formulating Planning Policy under the newly formed Buffalo City Municipality began with the formulation of the first Spatial Development Framework in 2003.

Subsequent to the approval of the BCM SDF in 2003 the process of formulating Spatial Policy in the form of Framework Plans and **Local Spatial Development Frameworks (LSDF's)** was undertaken which were intended to be part of the SDF and to provide more detailed level of spatial planning and policy for specific localities. The following policy was approved during this period:

1	BCM SDF	9 December 2003
2	Vincent Berea LSDF	23 November 2004
3	West Bank LSDF	7 December 2004
4	Mount Ruth Framework Plan	25 October 2005
5	Quenera LSDF	6 December 2005
6	Mount Coke Dimbaza LSDF	25 March 2008
7	Urban Edge Policy Framework Plan	25 March 2008
8	Bonza Bay Road LSDF	26 August 2008
9	Vincent Berea LSDF (First Amendment)	9 December 2008
10	Duncan Village LSDF	27 October 2009
11	Beach Front LSDF	30 November 2010

3. Spatial Policy undertaken by the Buffalo City Metropolitan Municipality 2010 to present.

As of 2013 SPLUMA has come into effect which stipulates that an SDF must be reviewed every 5 years. The BCMM SDF(2003) was completed before the Act came into effect. The current SDF is the first SPLUMA compliant SDF

With the formation of the Buffalo City Metropolitan Municipality in 2010 the following spatial policy was undertaken:

Gonubie Main Rd LSDF	28 Aug 2012
Kwelera LSDF	30 January 2013
Bhisho King Williams Town LSDF	29 May 2013
Mdantsane LSDF	28 Aug 2013
BCMM SDF Review (first Review of the SDF)	22 November 2013
Vincent Berea LSDF Review (first Review)	11 December 2014
Newlands LSDF	25 November 2015
Mdantsane Industrial Feasibility Study	25 November 2015
Sleeper Site Framework Plan	14 December 2016
Mdantsane Urban Hub Plan	2016
Vincent Berea LSDF – (Second Amendment)	7 July 2017
Bhisho KWT LSDF – (First Amendment)	7 July 2017
Bonza Bay LSDF Review (First Review)	Oct 2019
Settlers Way LSDF	Feb 2020

4. Description of the Local Spatial Development Plans

A. RURAL SPATIAL PLANS

AMATOLE DISTRICT LAND REFORM & SETTLEMENT PLAN (LRSP) (2000)

Land tenure reform is the most complex area of land reform and it aims to bring all people occupying land under a unitary legally validated system of landholding. It will provide for secure forms of land tenure and help resolve tenure disputes and make awards to provide people with secure tenure.

OBJECTIVES

A key goal is to manage the establishment and development of settlement in the district. The concept of settlement zones was formulated as a mechanism through which future settlement planning and development could be shaped and consolidated around existing infrastructure and other investments in service delivery.

PROPOSALS

The following basic principles were established through the participative processes followed in the course of the Central Sub-Region LR&SP. These are held to remain applicable:

- Equity: to ensure the equitable distribution of land.
- Address past imbalances: to redress past land imbalances and injustices through giving land to the landless.
- Improve livelihoods: to improve the livelihoods potential of beneficiary households in the process of land reform.
- Ensure sustainable development of the region: resulting in improved social, economic and political growth.
- Affordable and sustainable levels of service: provided within a properly managed statutory framework.
- Participatory and transparent processes: that land development takes place through a transparent and participatory process

The intention of defining the different settlement models would be the establishment of a range of options available to prospective beneficiaries **of a land reform process with the assistance of government subsidies**. The models can be used to broadly identify and

categorise existing settlements in order to shape planning and support interventions in these areas. The following are the suggested range of generic settlement models proposed:

MODEL 1: URBAN SETTLEMENT Res 1 in urban areas and Rural res 1 in designated rural settlement zones		
Development Parameters	Suggested Criteria	Livelihoods Base
<ul style="list-style-type: none"> ❖ Located in defined settlement zones or within the fabric of existing urban development (in-fill) ❖ Small erf sizes (300m² or less, depending on nature of development and setting). ❖ Highest feasible Level of Service (LOS - linked to affordability [means] of client community). ❖ Highest feasible level of access to goods, services and social facilities. ❖ Freehold title, rent-to-buy or leasehold. ❖ Funding derived largely from Provincial Housing subsidies 	<ul style="list-style-type: none"> ❖ Appropriate to urban settings. ❖ Subject to Operations & Maintenance (O&M) Plan ❖ Integrated with surrounding land uses. ❖ Good access to goods, services and facilities. 	<ul style="list-style-type: none"> ❖ Urban economic opportunities for employment in the formal and informal sector. ❖ Income generation in the informal sector through use of own skills

MODEL 2: LOW DENSITY PERI – URBAN / RURAL VILLAGE SETTLEMENT rural res 2		
Development Parameters	Suggested Criteria	Livelihoods Base
<ul style="list-style-type: none"> ❖ New developments located in defined <i>Settlement Zones</i>. ❖ Erf sizes: Sizes of existing residential sites in settlements are accepted. ❖ New residential sites to have site sizes in the range of 500-1,000m², depending on local conditions and provisions of local planning processes (e.g. SDFs). ❖ In appropriate circumstances, can combine household/residential sites with arable allotments (i.e. larger site sizes). ❖ LOS likely to be lower than full urban LOS, depending on proximity to existing networks. ❖ Location of settlement and suitability of type of settlement to be related to existing 	<ul style="list-style-type: none"> ❖ Daily / weekly commuting for work & to existing service/facility nodes. ❖ Cost-effective link to bulk infrastructure networks (location of settlement in proximity) ❖ Commonage for livelihoods supplementation only and not prime agricultural land. ❖ Access to urban centre should be good to allow for best opportunities for households unless the locality 	<ul style="list-style-type: none"> ❖ The intention would be to support multiple livelihood options. This would include families potentially having employment in nearby farms or in close by urban employment, by participating in LED projects on the commonage, and through access to land for small scale gardening, and access to the commonage for grazing. ❖ Specifically this model will allow space for on-site gardens and access to

<p>infrastructure networks – i.e. base on principle of “Maximise Existing Opportunities/Build on Strengths”.</p> <p>❖ Tenure is optimum form of title or tenure based on choice of project beneficiaries or tenure in existence within area.</p>	<p>and agricultural potential are coincident.</p> <p>❖ Commonage to be state/LA-owned and managed by a commonage management committee.</p> <p>❖ Settlement not located adjacent to key agricultural enterprises (as assessed within the local context) – i.e. must be compatible with surrounding land uses.</p> <p>❖ This model is seen to offer the potential to densify and develop into the urban model over time.</p> <p>❖ Land use subject to land management controls of local authority</p>	<p>grazing & arable lands (where possible) on commonage.</p> <p>❖ <u>But</u> access to commonage capped according to a defined parameter (i.e. household basic need and not commercial-scale production).</p> <p>❖ Commonage planning needs to take account of LED opportunity development</p>
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Notes:

- ❖ ***Commonage is seen to be an integral part of the makeup of the settlement. The commonage needs to be developed to serve a multi-faceted approach to livelihoods, not just a simplistic approach. In other words commonages cannot be seen simply as pieces of land on which stock will be grazed. Commonages need to be assessed for their potential to serve the following functions:***
 - ⇒ *Cultural and social needs*
 - ⇒ *Recreational needs*
 - ⇒ *Stock grazing needs*
 - ⇒ *Aspirant farmer needs (for example the provision of rental access to small arable plots with irrigation infrastructure)*
 - ⇒ *Small business needs*
 - ⇒ *Space for community facilities*
- ❖ ***Essentially, it is suggested that in Models 1 and 2 the lowest level of service acceptable would be that defined in terms of the RDP standards of provision.***

Development Parameters	Suggested Criteria	Livelihoods Base
<ul style="list-style-type: none"> ❖ In line with LRAD policy framework – DLA and DOA seen as having primary responsibility for implementation. ❖ Can be located anywhere suitable within district. ❖ Individual or Group ownership (freehold/CPA or other). ❖ Infrastructure is owner's responsibility within property boundaries. ❖ Employment needs of farming enterprise determine scale of permitted settlement on-site. ❖ Land use subject to land management controls of local authority 	<ul style="list-style-type: none"> ❖ In line with new DLA policy framework – must meet the criteria for LRAD support ❖ The emphasis is on productive use of the land not subsistence, so beneficiaries must demonstrate an interest in farming for profit/surplus. ❖ Land to have established agricultural potential. ❖ Housing, water and sanitation needs to be met for farming group only (through LRAD grant or through beneficiaries own funds). ❖ Within communal areas will be on commonage or on PTO/Quitrent held land by agreement of land rights holders 	<ul style="list-style-type: none"> ❖ Predominately agricultural production. ❖ Business Plan for farming to set out livelihoods base for beneficiaries.

The LRSP identified several land reform and settlement zones within Buffalo City municipal area. Several development zones were conceived as proposed areas of priority for land reform and/or spatial planning and livelihoods planning initiatives. The Zones identified have subsequently been planned in further detail as defined below.

1. **YELLOWWOODS – KEI ROAD LAND REFORM ZONE PLAN (2001)**

OBJECTIVES

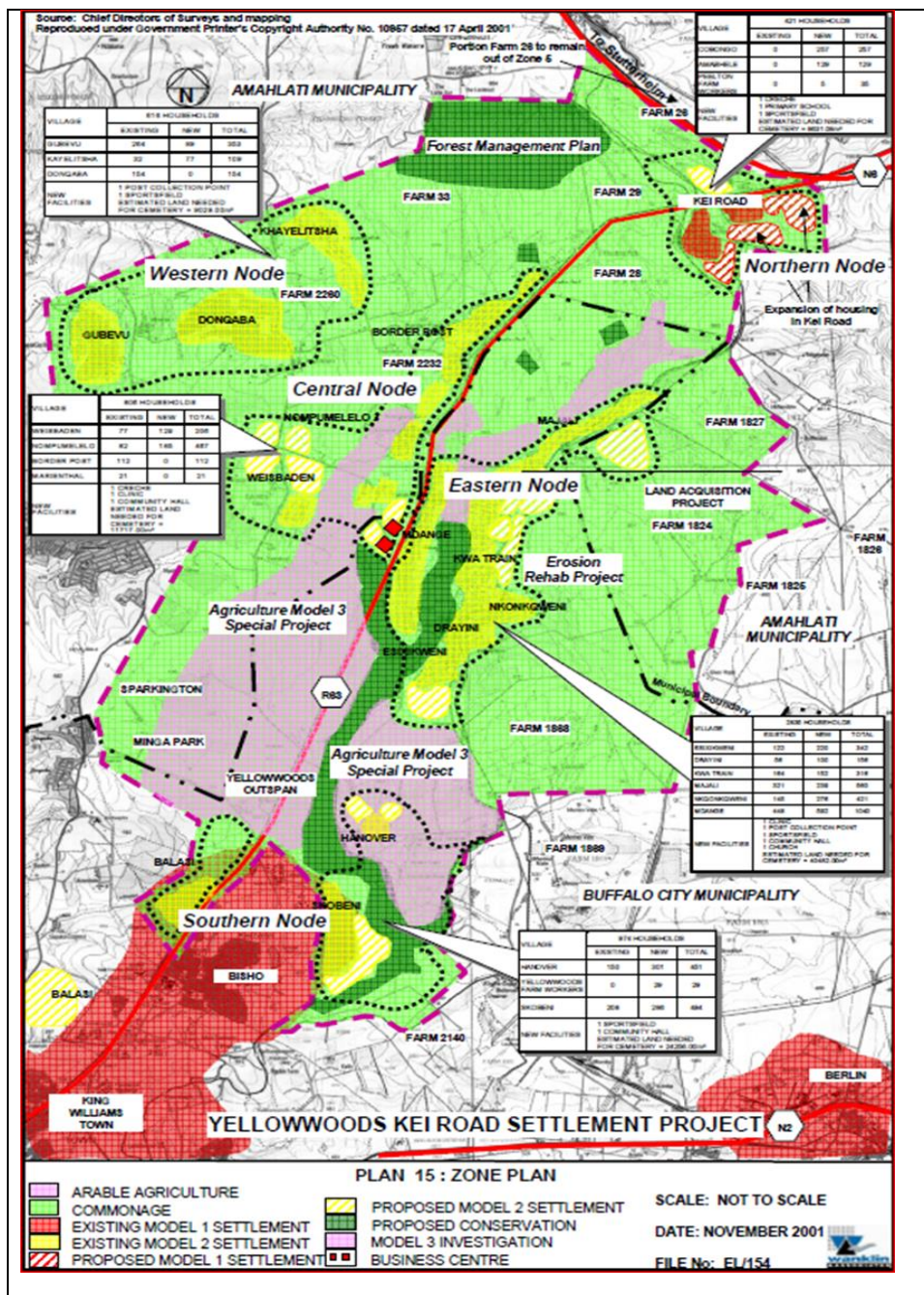
The primary goal of this project was to identify and allocate parcels of land to all identified community groups for their future settlement needs (Model 2).

PROPOSALS

Proposals included the purchase of land for agricultural purposes as well as for settlement purposes.

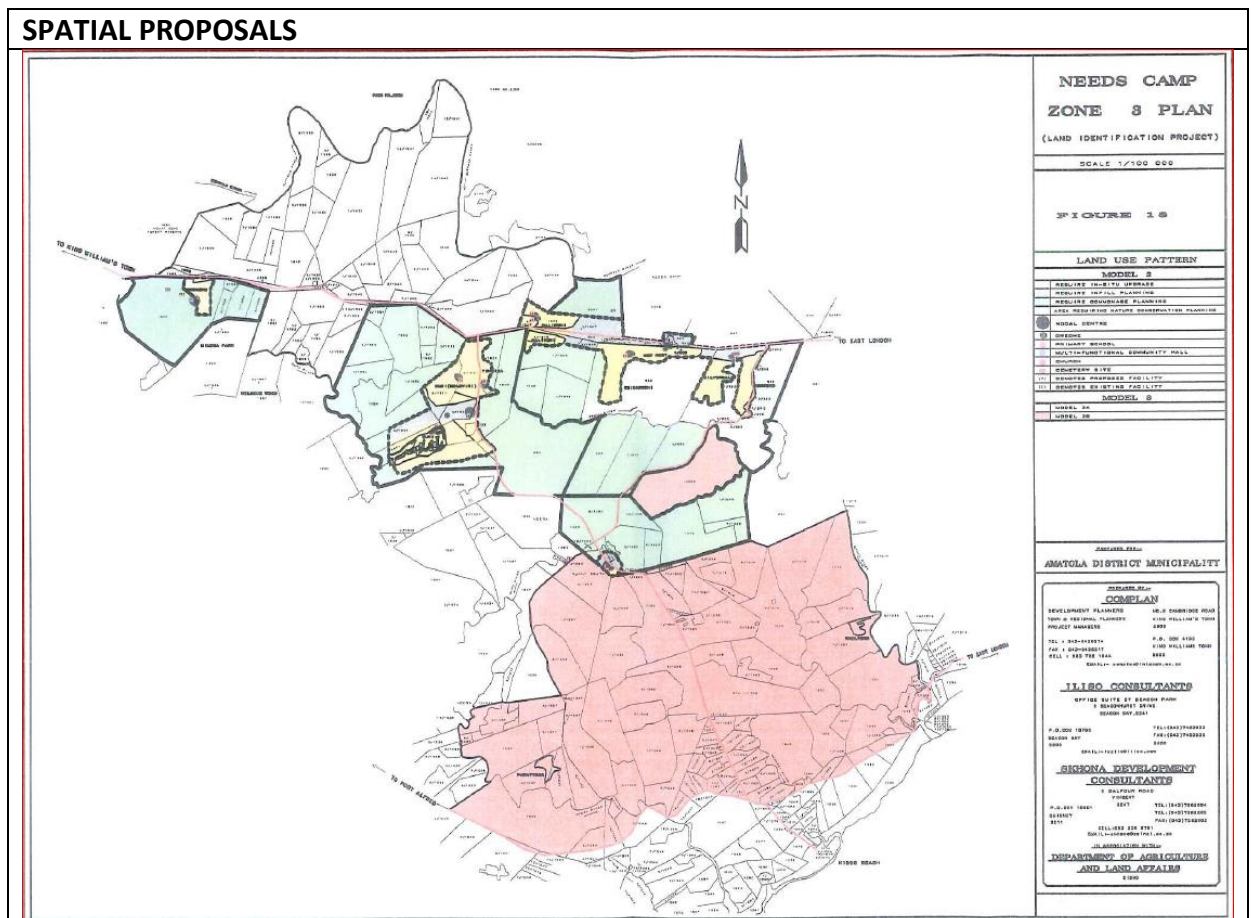
Five rural nodes with the Zone were identified requiring a full range of housing and social infrastructure

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal	Land acquisition of private land	Not achieved	SPD
2. Economic Development	Agricultural extension services	Not achieved	EDA/DRDLR
	Commonage Management Plan	Not achieved	EDA/DRDLR
3. Human Settlement Development	Township establishment and housing at Kei road	Not achieved	SPD/HS

	Township establishment at the 5 identified nodes	Not achieved	SPD
	Housing at nodes identified	Not achieved	HS
4. Public Transport	Upgrade of public transport facilities	?	SPD
	Low level crossing over Yellowwoods River	?	SPD/IS
5. Social Facilities and Services	Full range of facilities per node	Not achieved	MS
6. Infrastructure Development	Augmentation of water and sewerage supply to Yellowwoods Kei Road area in support of identified rural nodes	?	IS
7. Natural Environment and Agriculture	Conservation of identified areas in the Yellowwoods/Kei road area	Not achieved	Dept of Agric
8. Waste Management	n/a		
9. Institutional Support	n/a		



NEEDS CAMP ZONE 3 PLAN

FIGURE 16
FARMS FOR ACQUISITION/NEGOTIATION
FOR PROPOSED MODEL 2

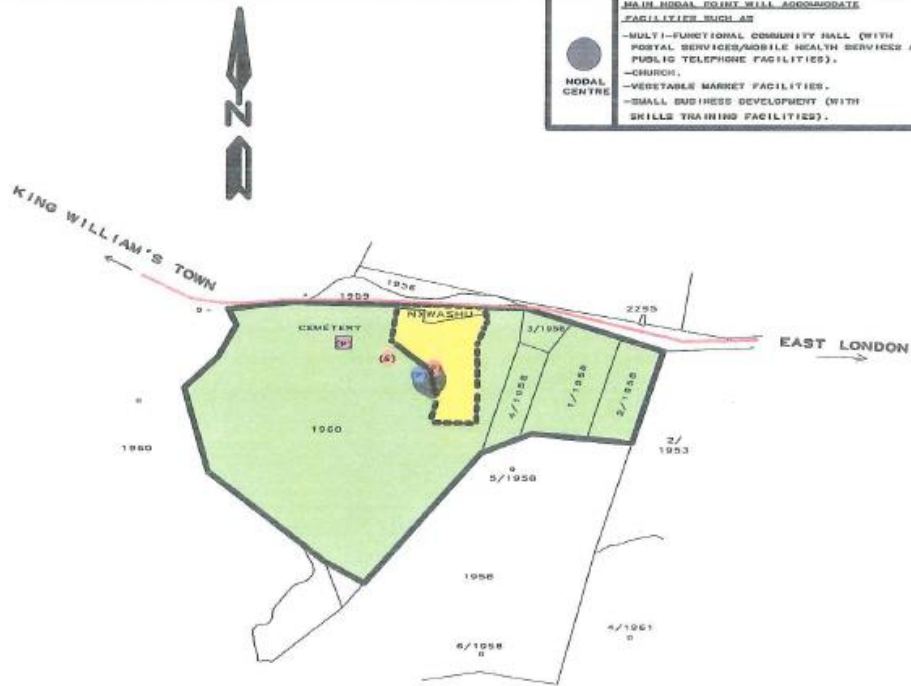
WESTERN NODE

LEGEND

	PROPOSED SETTLEMENT AREA
	REQUIRE IN-SITU UPGRADE
	REQUIRE INFILL PLANNING
	REQUIRE CORRIDOR PLANNING
	NODAL CENTRE
	CRECHE
	PRIMARY SCHOOL
	MULTI-FUNCTIONAL COMMUNITY HALL
	CHURCH
	CEMETERY SITE
(P)	DENOTES PROPOSED FACILITY
(C)	DENOTES EXISTING FACILITY

MAIN NODAL POINT WILL ACCOMMODATE FACILITIES SUCH AS
-MULTI-FUNCTIONAL COMMUNITY HALL (WITH POSTAL SERVICES/MOBILE HEALTH SERVICES AND PUBLIC TELEPHONE FACILITIES).
-CHURCH.
-VEGETABLE MARKET FACILITIES.
-SMALL BUSINESS DEVELOPMENT (WITH SKILLS TRAINING FACILITIES).

NODAL CENTRE



SCALE 1/50 000

ESTIMATED POPULATION SIZE

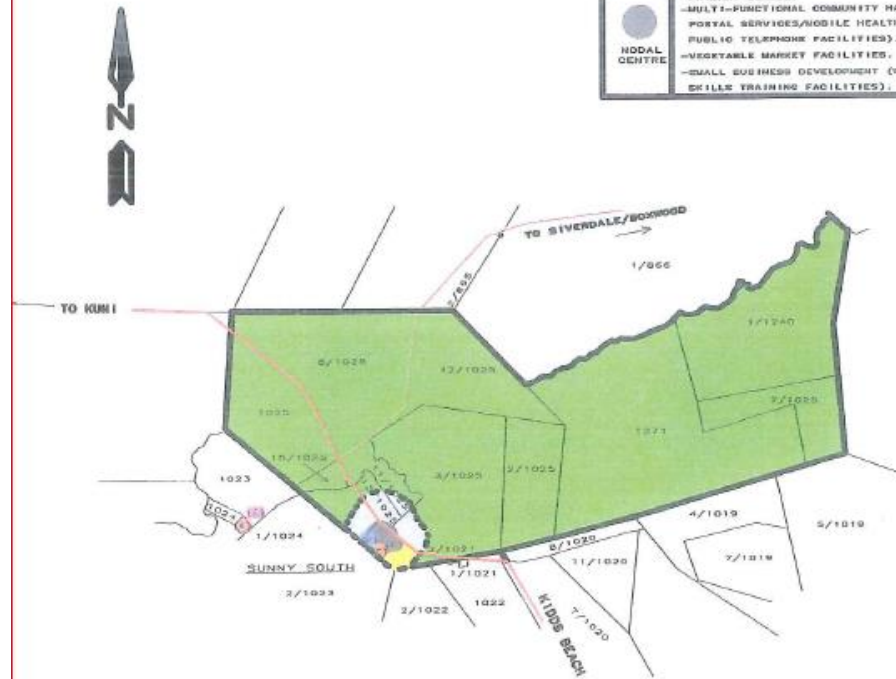
SETTLEMENT	NUMBER OF HOUSEHOLDS AT 2001	TOTAL POPULATION AT 2001	PROJECTED POPULATION 2006 @ 2.46% P.A	PROJECTED NUMBER OF HOUSEHOLDS AT 2006 (BASED ON AV. OF 4.2 PERSONS/HOUSEHOLD)
BERRIO SPRING/NEWASHU	208	890	1074	253
TOTAL	208	890	1074	253

SOUTHERN NODE

	PROPOSED SETTLEMENT AREA
	REQUIRE IN-SITU UPGRADE
	REQUIRE INFILL PLANNING
	REQUIRE CONFORMANCE PLANNING
	MODAL CENTRE
	CRÈCHE
	PRIMARY SCHOOL
	MULTI-FUNCTIONAL COMMUNITY HALL
	CHURCH
	CEMETERY SITE
	DEMOTES PROPOSED FACILITY
	DEMOTES EXISTING FACILITY

MAIN NODAL POINT WILL ACCOMMODATE FACILITIES SUCH AS

- PRIMARY SCHOOL,
- MULTI-FUNCTIONAL COMMUNITY HALL (WITH PORTAL SERVICES/MOBILE HEALTH SERVICES AND PUBLIC TELEPHONE FACILITIES),
- VEGETABLE MARKET FACILITIES,
- SMALL BUSINESS DEVELOPMENT (WITH SKILL TRAINING FACILITIES),



SETTLEMENT	NUMBER OF HOUSEHOLDS AT 2001	TOTAL POPULATION AT 2001	PROJECTED POPULATION 2006 @ 2.40% P.A.	PROJECTED NUMBER OF HOUSEHOLDS AT 2006 (BASED ON AV. OF 4.3 PERSONS/HOUSEHOLD)
SUNNY SOUTH	497	1795	2029	483
SHELFORD	247	866	725	180
PARATYAMA	254	1046	1184	282
TOTAL	998	3512	3968	945

Programme	Project	Status	Responsible Directorate
1. Land disposal	Land acquisition of state and private land	Partially achieved	SPD
2. Economic Development	Agricultural extension services	Not achieved	EDA/DRDLR
	Commonage Management Plan	Not achieved	EDA/DRDLR
3. Human Settlement Development	Township establishment at the 4 identified nodes	Achieved	SPD

	Housing at the 4 identified nodes	?	HS
4. Public Transport	Upgrade of public transport facilities	?	SPD
5. Social Facilities and Services	Full range of facilities per node	Not achieved	MS
6. Infrastructure Development	Augmentation of water and sewerage supply to area in support of identified rural nodes	Partially achieved	IS
7. Natural Environment and Agriculture	Removal of alien invasives	Not achieved	Dept of Agric
	The bank of Gxulu River is steep and unstable and should not be considered for settlement	Not achieved	DEDEA
8. Waste Management	Proposed that the Berlin site is used for refuse	Achieved	MS
9. Institutional Support	n/a		

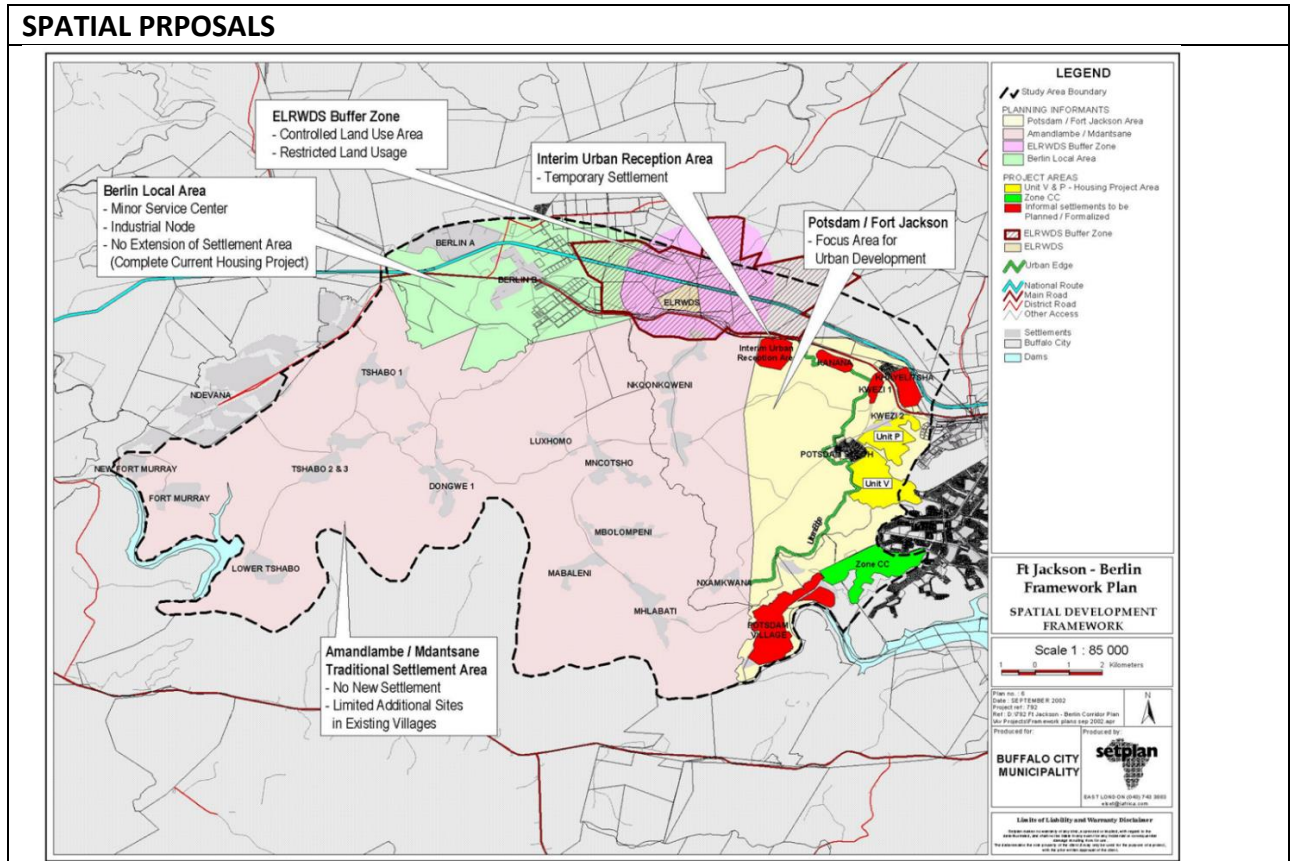
3. FORT JACKSON TO BERLIN FRAMEWORK PLAN (2003)

OBJECTIVES

PROPOSALS

Contains proposals for rural development and agricultural areas.

SPATIAL PROPOSALS



6. Infrastructure Development	Upgrade stream crossings	Not achieved	IS
	Upgrade bulk infrastructure to Potsdam	?	
	Supply water to Luxhom and Fort Murray	Not achieved	
	Provision of public toilets at Fort Murray	Not achieved	
	Upgrade rural roads	Partially achieved	
7. Natural Environment and Agriculture	n/a		
8. Waste Management	Regional Waste Centre buffer zone to be managed	?	MS
9. Institutional Support	n/a		

4. DIMBAZA TO MOUNT COKE LSDF (2008)

OBJECTIVES

The overall goal is to improve the quality of life of the rural landless communities within the Dimbaza/Mount Coke area as per the following objectives:

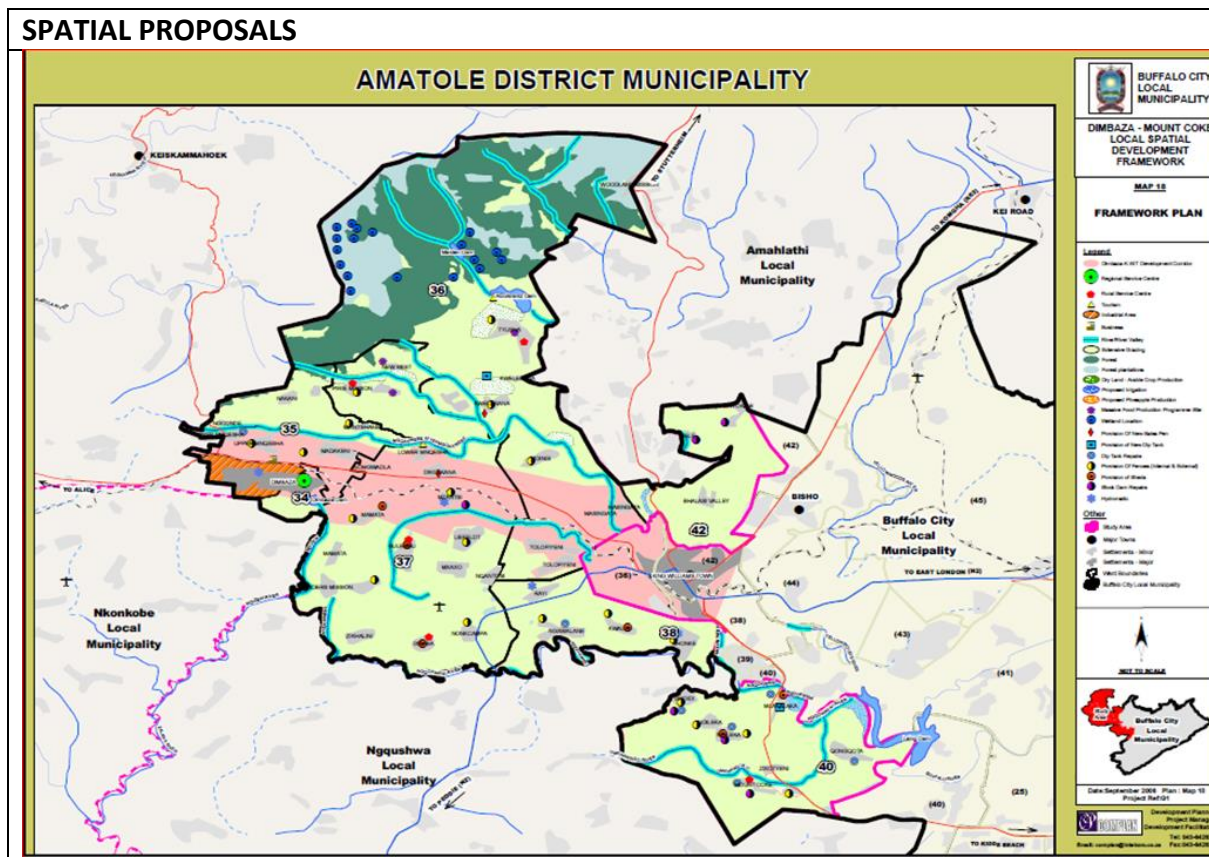
- To develop a settlement pattern which is in conformity with the zonal policy of the BCM Spatial Development Framework and the Amathole District Municipality's Land Reform and Settlement Plan.
- To formalize and densify existing rural settlements and providing the physical infrastructure and facilities necessary to support the settlement pattern.
- To propose an ecologically sound pattern of land use for the area that will ensure environmentally sustainable spatial framework for specific project proposals.
- To draw attention to the local opportunities for the diversified local economic development (agricultural, forestry, tourism, industrial, commercial, etc) for the area.
- To ensure a proper use and management of natural resources and agricultural land.

A Corridor Development Approach has been proposed as the best spatial solution for the area between King William's Town and Dimbaza. With this concept growth is concentrated along a planned linear development corridor.

In addition the spatial proposals are included for the large rural agricultural component as well as the various rural villages. Five key nodes were identified:

- Pirie Mission
- Bulembu
- Mount Coke
- Tyusha-Kwelerana
- Ngxwalane-Kwalini

Proposals included the purchase of land for agricultural purposes as well as for settlement purposes.



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate
1. Land disposal	Land acquisition of state land	Not achieved	SPD
2. Economic Development	Agricultural extension services	Not achieved	EDA/DRDLR
	Commonage Management Plan	Not achieved	EDA/DRDLR
	The Pirie Forestry / Tourism Development Zone including the proposed Evelyn Valley Development project.	Not achieved	EDA/DRDLR/Dept of Agriculture
	Promotion and development of indigenous forest with hiking trails.	Not achieved	EDA/DRDLR/Dept of Agriculture
	Promotion and development of Historical Places, Graves, Missions, include the Great Place	Not achieved	EDA/DRDLR/Dept of Agriculture
3. Human Settlement Development	Township establishment at the 5 identified nodes	Not achieved	SPD
	Housing at the 5 identified nodes	Not achieved	HS
4. Public Transport	The R route between Dimbaza is a key transportation link and needs to be upgraded	Completed	EC Prov/Sanral
	Feasibility Study into Rural Settlement Formalization/ Upgrade Programme Formalisation of Lenge & Bulembu (Ward 37)	?	SPD
5. Social Facilities and Services	Sports fields at Mt Coke	Not achieved	MS
	Secondary school in Qongqota for Ward 38 & other learners; Feasibility Study to determine repairs to existing/ construction of new schools	Not achieved	Dept of Ed
	Community Halls for Madakeni; Tyusha; Liefeldt Mt Coke; Ngxwalane; Pirie Mission/Nankani; Noncampa	Not achieved	
	Cemetery Feasibility Study	Not Achieved	MS

6. Infrastructure Development	Electrification Feasibility Study	Not achieved	IS
	Rural Road upgrade Feasibility Study	Partially achieved	IS
	Footbridge across Buffalo linking Bonke and Zwelitsha	Completed	TPO
	Sanitation project for households	?	IS
7. Natural Environment and Agriculture	Land Care Project - Alien vegetation clearing	Not achieved	DEAET
	Agric infrastructure and facilities Fencing: Dipping Tanks Hydroponics Stock dams& repairs Sales pens Shearing sheds Irrigation infrastructure	Not achieved	Dept of Agric/ EDA
8. Waste Management	Waste Management Feasibility Study	Not achieved	MS
9. Institutional Support	n/a		

5. WEST BANK LOCAL SPATIAL DEVELOPMENT FRAMEWORK (2004)

OBJECTIVES

In terms of the Buffalo City Municipality Spatial Development Framework of 2003, the West Bank was deemed to be of strategic economic importance and that it was important to plan for the adjacent rural area to enable critical socio-economic linkages between important areas such as the rural settlements, greater Mdantsane and the West Bank industrial area.

PROPOSALS

Identified 4 development zones:

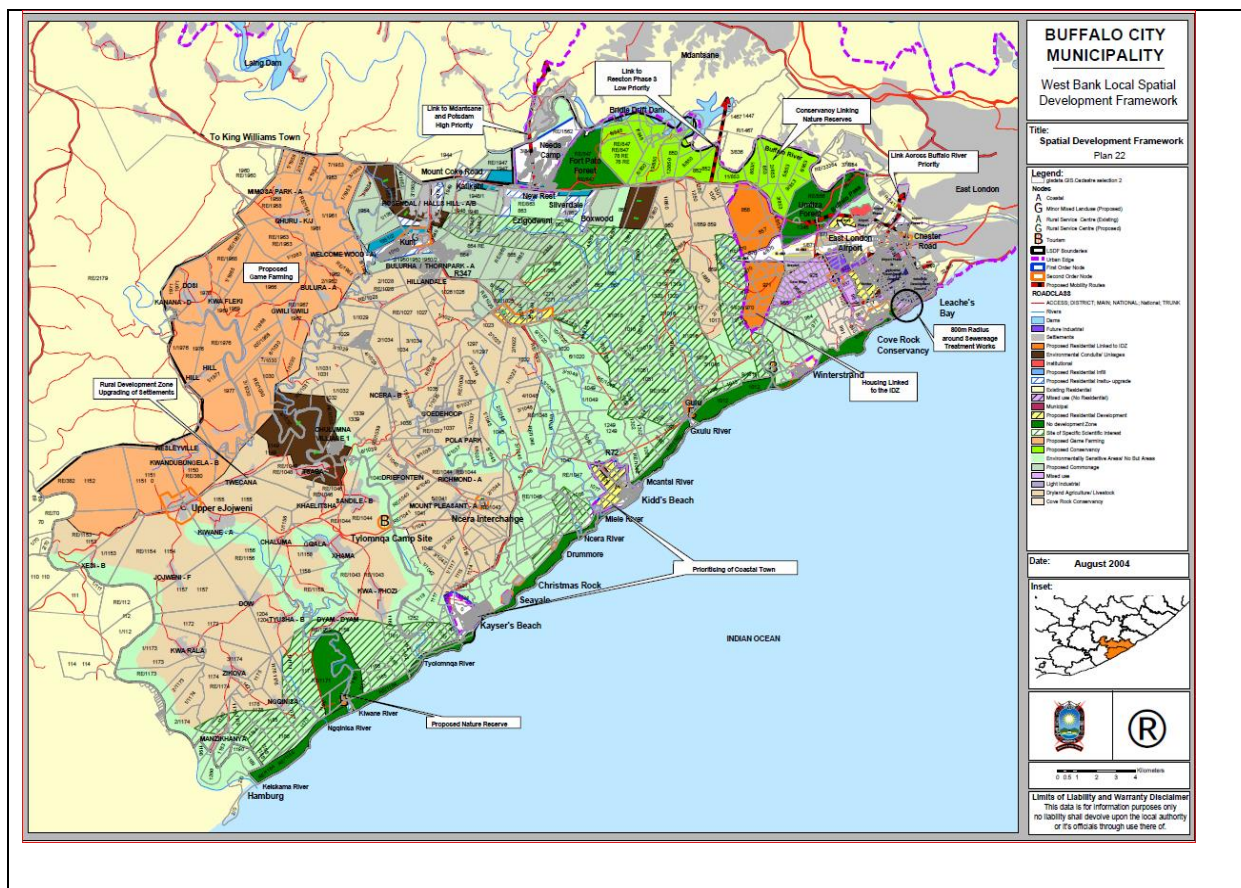
- **Rural Settlement Zone:** Includes the rural settlements of Tyolomnqa and Ncera.
- **West Bank Zone:** Includes the Industrial Development Zone, airport, Greydell, Orange Grove and Cove Ridge.
- **Kidd's Beach Zone:** Includes the coastal town of Kidd's Beach and along the Kidd's Beach Main Road towards the junction with the R72 and the coastal town of Palm Springs.

- **Needs Camp Zone:** Includes the rural villages surrounding Needs Camp and along the R346 up until Sunny South.

The area within the urban edge of the west Bank is largely vacant and there is a potential for up to 30000 residential units.

The following Development principles were proposed

- Stimulate and promote efficient and integrated development through:-
- Integrating the socio-economic, institutional and physical aspects of development;
- Promoting integrated development in urban and rural areas in support of each other;
- Rationalizing residential and work areas (work close to home);
- Optimal use of existing resources;
- Diverse combination of land uses (mixed land uses);
- Discourage urban sprawl and promote (appropriate) greater densification resulting in more compact cities and towns and thus better use of existing infrastructure;
- Rectify historically skewed/distorted infrastructural and service provision and maximise use of existing infrastructure and services;
- Facilitate environmentally sustainable development practices and processes.



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal	Acquisition of private property for human settlement purposes	Not achieved	SPD
2. Economic Development	Kiwane Resort	Achieved	EDA
	Game farm feasibility study	Not Achieved	EDA
	Bee keeping project feasibility study	Not Achieved	EDA
3. Human Settlement Development	Greydell Township Establishment and housing	Partially Achieved	SDP/HS
4. Public Transport	Mount Coke to Chester Road link.	Not Achieved	SPD
	N2/R72 Bridge and link road.	Not Achieved	SPD
	Needs Camp to Potsdam Bridge and link road	Completed	SPD
5. Social Facilities and Services	Full range of facilities to rural villages	Partially achieved	MS
6. Infrastructure Development	Water to rural nodes and Greydell.	?	IS
	Sanitation in support of Rural nodes and villages	?	
	Kidd's Beach water pipeline	Achieved?	

	Upgrade Kidd's Beach WWTW and conveyancing	Achieved?	
	Rural roads maintenance	Partially achieved	
	Upgrade of R346	Not achieved	
	N2/R72 link and bridge	Not achieved	
	Needs Camp bulk water supply	Not achieved	
7. Natural Environment and Agriculture	Business Plan for conservation of Mtiza and Fort Pato Forest	Not achieved	IEMP
	Certification of the Sandilia Bainsii Habitat	Not achieved	IEMP
8. Waste Management	n/a		
9. Institutional Support	n/a		

6. **KWELERA LOCAL SPATIAL DEVELOPMENT FRAMEWORK (2013)**

Contains proposals to regulate future private development in this rural area as well as guidelines to deal with the need for farm worker accommodation.

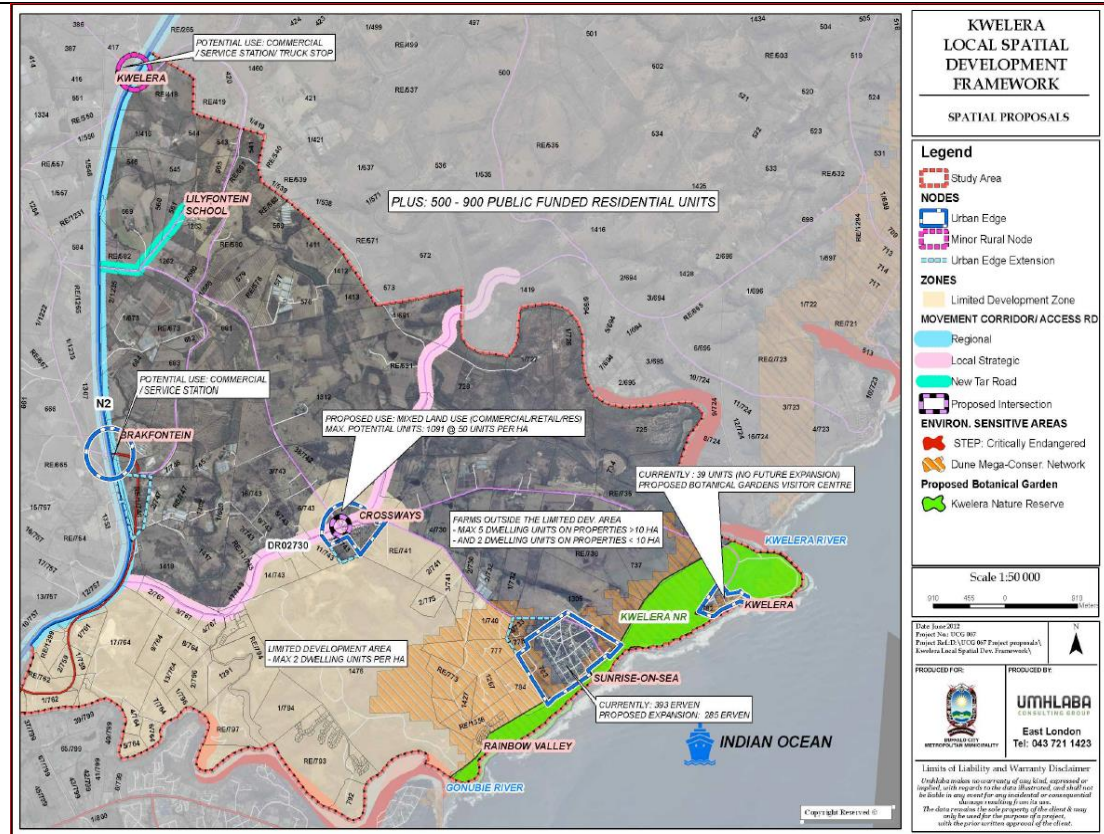
OBJECTIVES

- Set in place an appropriate Spatial Development Concept to guide future land development in the area;
- To formulate Land Use Management Guidelines to ensure sustainable development;
- To set in place an appropriate Traffic Management Plan to guide roads and public transportation planning;
- To draw up an Infrastructure Development Framework; and
- Identify KEY PROJECTS for implementation

PROPOSALS

Contains proposals to regulate future private development in this rural area as well as guidelines to deal with the need for farm worker accommodation.

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate
1. Land acquisition/disposal	Acquisition of the ADM portion of land adjacent to the Gonubie Showgrounds for the relocation of the informal settlement	Process underway	SP&D
2. Economic Development	n/a		
3. Human Settlement Development	Upgrade of informal settlement adjacent to Gonubie Farmers Hall	Awaiting acquisition	HS
4. Public Transport	n/a		
5. Social Facilities and Services	n/a		
6. Infrastructure Development	Upgrade of Water Supply & Storage Network - Wembley Reservoir to Schafli Road Reservoirs	?	ISs
	Upgrade of Water Supply & Storage Network – Crossways Reservoirs to Sunrise-on-Sea Reservoirs	?	IS
	upgrade sections of the R102 and DR02730 (Schafli Road)	?	IS

7. Natural Environment and Agriculture	n/a		
8. Waste Management	n/a		
9. Institutional Support	n/a		

7. NEWLANDS LSDF (2015)

Peri urban area experiencing significant influx from other parts of the province

OBJECTIVES

To identify development projects, infrastructure requirements, appropriate land use proposals and compile a detailed implementation and phasing programme with related budget.

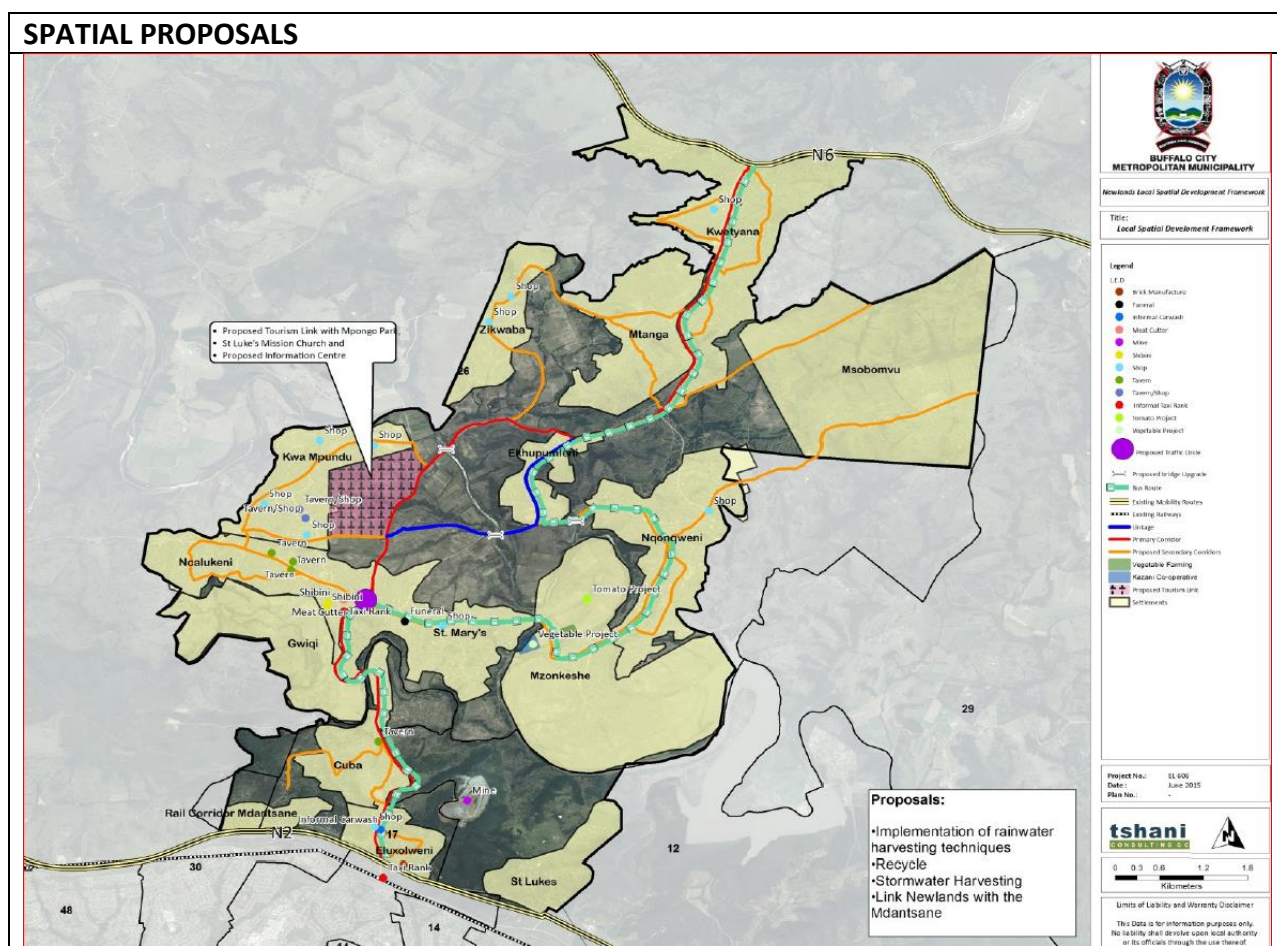
PROPOSALS

The concept for Newlands is one that strengthens the major nodes, residential agriculture activities within the area. Support the existing livelihoods by formalizing nodes within each village and then central major node to support the entire Newlands area. Proposals to promote the tourism potential, agriculture have been included.

The following 14 settlements were identified:

1. Eluxolweni
2. Cuba
3. Gwigi
4. KwaMpundu
5. St Mary
6. Nqonqweni
7. Zikwaba
8. Kwetyana
9. Mzonkeshe
10. Msobumvu
11. Ncalukeni
12. Ekhupumleni
13. Matanga
14. Smiling Valley

Township establishment is proposed for all the existing informal settlements. In addition areas have identified for the expansion of each of the 14 settlements. Mixed use modes have been identified throughout Newlands.



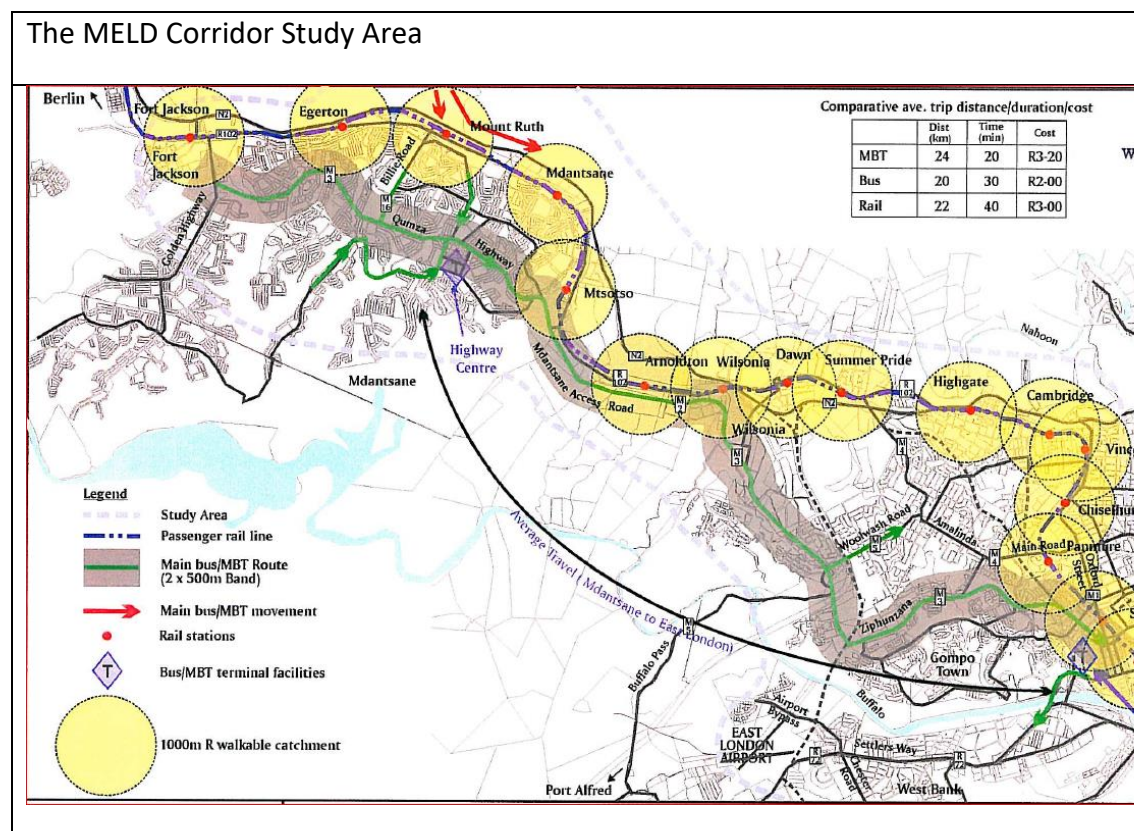
IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal	Acquisition of Farm 270	Process under way	SPD
2. Economic Development	Promote the Amandlambe Great Place	Not achieved	EDA/DEDEAT
3. Human Settlement Development	Township establishment for all 14 Settlements	Partially achieved	SPD/HS
4. Public Transport	Upgrade Newlands bus route	Not achieved	SPD
	General public transport facilities at nodes	Not achieved	
	General traffic calming	Not achieved	

	Sidewalk along the Dr02726 St Mary	Not achieved	
5. Social Facilities and Services	Establish a formal cemetery		MS
	Full range of facilities for all 14 settlements	Waiting for Township Establishment	
	Maintenance Plan for the halls within the Newlands Area	Not achieved	
	Grasscutting: (sportsfields/cemeteries/schools)	Not achieved	
6. Infrastructure Development	Identify appropriate off grid waste water treatment options	Not achieved	IS
	Investigate installation of solar geysers for formal houses	Not achieved	
	Investigate Solar PV supply to identified mixed use nodes	Not achieved	
	Investigate opportunities for Wind Turbines	Not achieved	
	Upgrade main through road from N2 to N6	Not achieved	
	Upgrade low lying bridge at Mzonkeshe Settlement	Not achieved	
7. Natural Environment and Agriculture	Greening and wetlands revitalisation programme	Not achieved	IEMP
	Feasibility study for botanical garden along Nahoon River banks to facilitate river water quality	Not achieved	IEMP
	Commonage Management Plan	Not achieved	EDA
8. Waste Management	n/a		
9. Institutional Support	Growth and Development Hub (NEWGRODEHUB, for example) consisting of community partners, private investors and BCMM be established to ensure integration of the various projects	Not achieved	EDA

B. URBAN SPATIAL PLANS

1. MDANTSANE EAST LONDON DEVELOPMENT CORRIDOR PLAN (MELD) (1999)

The MELD Corridor was identified as an important corridor and focus for future urban development in the East London Framework Plan (1997). The MELD Corridor extends from the East London CBD/Inner City to along the M3 past Reeston to Mdantsane CBD and also includes the Rail Corridor which also carries commuters to and from Mdantsane on a daily basis. MELD forms the backbone of the metros central urban core.



Development of this corridor is intended to make a significant impact on urban restructuring and urban integration and will serve to focus development at points within the disadvantaged areas along the corridor, which offer the greatest opportunities for development and are effective at meeting localised needs.

DEVELOPMENT PERSPECTIVE

The consequence of the sprawling fragmented and separated pattern of settlement is that, for many, life is extremely inconvenient. The system imposes high costs on inhabitants, particularly in terms of the time and money cost associated with movement. It is also inefficient in terms of the public budget (in relation to bulk services

movement infrastructure social facilities energy costs and the like). Perhaps most importantly however that mitigates against the emergence of intense local markets which are a precondition for small business to flourish.

There is a clear need therefore to use new growth to integrate the city in order to make it more efficient. However as the growth rate necessary to achieve this is slow, and will take a long time to achieve. Therefore all new growth must be used to strategically so that each new development systemically contributes to an increasing a more efficient urban system over time. This should take place within a concept of a corridor that will evolve over time and in which short-term development will take place in concentrated points.

While it is clearly sensible to do everything possible to attract large-scale investment the key to the economic future lies in local economic development creating a climate in which small and medium enterprises can flourish. Especially there are three main preconditions for this to occur:

- generate intensive local markets to support enterprises and promote economic diversification and specialisation;
- generate points of high accessibility which extend the range for the economic Enterprises associated with them, and;
- integrate public investment in social infrastructure private investment at these highly accessible places to increase their attraction and to increase convenience for consumers

The correct strategic shorter-term approach is in the first instance to use new household formation to consolidate integrate and intensify existing settlements for which there is a perceived location of demand. particular importance in the longer-term is maximizing the potential of the historical investments in rail infrastructure. in this context the stations represent points of particular potential. creating high-density mixed-use nodes which provide intensive local markets and loss of climate in which small business can flourish around them should reinforce these high accessibility points.

GOALS/OBJECTIVES

Theme	Goal
Public transport	To provide a viable and safe public transport system and improve access to opportunities in particular to promote public transport Higher densities and more efficient movement patterns
economic development	stimulate economic development by creating an appropriate for private sector initiatives
housing	To increase housing densities and create well located opportunities for new housing
environment	To promote the appropriate use of natural resources and to respect the natural characteristics of the area
services	To provide basic infrastructure that supports and encourages new private-sector development and housing
Facilities and amenities	To improve access to facilities
Institutional	To ensure effective participation of all role players and to improve the quality of service of the local government

DEVELOPMENT PRINCIPLES

Within the broad conceptual framework of the corridor ie the beads on a string concept there are a number of important **structural ideas/principles** which together result in a comprehensive complex and diverse urban environment that meets the needs of a great diversity of people:

Principle	Description
Promote local economic development	Apply local skills to local resources to meet local needs and strengthen backward and forward linkages
Ensure skills transmission	A central dimension of local economic development is skills transmission which will ensure that they are appropriate skills to add value to local materials and to be a economic Enterprise to meet local needs.

Integrate public transport system	An efficient and viable public transport system is a precondition a positive development in the city. the substantial majority of the population does not and within the foreseeable future will not have access to personalized motor transportation which emphasizes the importance of public transport. They are dependent on moving by foot or by public transportation integrating different modes of where it is central dimension of achieving greater efficiency.
Establish critical transport links	Transport infrastructure should be provided to the form of the word for network through linking transport infrastructure should be provided to the form of web for network through linking parallel routes at strategic locations to enable transport users to connect across the city without having to travel long distances and then double back
Create intense ridge settlements	Urban settlement should respond to the Natural landscape in order to maximize the inherent potential of land and to utilise the environment to the maximum benefit.
Create a wider choice of living environments	A number of distinctly different living environment should be planned and located in appropriate locations in the city to provide real choices to meet the economic and social needs of the full range of urban residents.
Maintaining the urban-rural relationship	The close symbiotic relationship between intensive urban settlements (which provide markets) and more extensive rural areas (which provide areas of production mainly for urban households) should be maintained.
Increase densities to improve transport viability and economic activity	Transport and economic activities are more viable and provide a better service if there are a greater number of people living in a smaller space
Use a bundle of public facilities to structure development	Public facilities should be used as instruments to structure the Urban environment as their location and form can be directed by the public authority
Use housing as an economic lead sector	Housing entrepreneurs should be encouraged to provide medium density housing in response to market demand through the facilitator packaging of small parcels of land and financial assistance

Maximize comparative advantage	The comparative advantages of each locality must be identified and promoted as part of the local economic development strategy. In development corridors comparative advantage of activity nodes must be identified and promoted
Reinforce local initiatives and local demand	Local initiatives to respond to local demand should be prioritised and supported in all sectors of the economy
Promote sport as an integrative activity	Sport at all levels and across all codes can provide opportunities for social and spatial integration of these opportunities should be planned and structured.
Build institutional strength and responsibility	Local institutions that combine the energies of public and private sector development players must drive and manage development

PROPOSALS:

The vision of the programme is to promote the development of a corridor in which transport, land use and local economic development work together to stimulate development benefiting local communities and the city as a whole.

To achieve this vision it will be essential to direct and prioritise initiatives that will:

- Ensure the integration
- Ensure efficient urban form
- Ensure development takes place at desired densities in order to sustain economic development and public transport.

Development Concept

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 activity nodes around the multi modal transportation terminals.

The MELD concept identifies 12 ‘beads’ . Four of these beads are special development areas. Four are major activity nodes and 4 are minor activity nodes.

THE 12 BEADS		
Special Development Areas	Major Activity Nodes (short term potential)	Minor Activity Nodes (longer term potential)

<ul style="list-style-type: none"> • Mdantsane Central 	<ul style="list-style-type: none"> • Mdantsane CBD/Highway 	Woolwash/Mdantsane Access road
<ul style="list-style-type: none"> • East London Inner City & Sleeper Site 	<ul style="list-style-type: none"> • Mount Ruth Station 	Mtsotso station
<ul style="list-style-type: none"> • Duncan Village/Buffalo Flats 	<ul style="list-style-type: none"> • Arnoldton Station 	Mdantsane Station
<ul style="list-style-type: none"> • West Bank 	<ul style="list-style-type: none"> • Chester Road Settlers intersection 	Fort Jackson

The Special Development Areas

These areas are considered to have considerable strategic significance in terms of the overall concept select must be subject to further studies.

The areas of greatest potential for strategic infill housing and small business development within the East London core area are the East London Inner City and Sleeper Site; Duncan Village and; the West Bank. Development on the West Bank is provisional on the installation of bulk infrastructure. Within Mdantsane the area of greatest strategic importance for infilling and consolidation is the Mdantsane Central precinct comprising Mdantsane CBD and Mount Ruth and the movement loop which connects them.

The Activity Nodes

Activity nodes 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.

Several physical elements need to be integrated at Activity Nodes

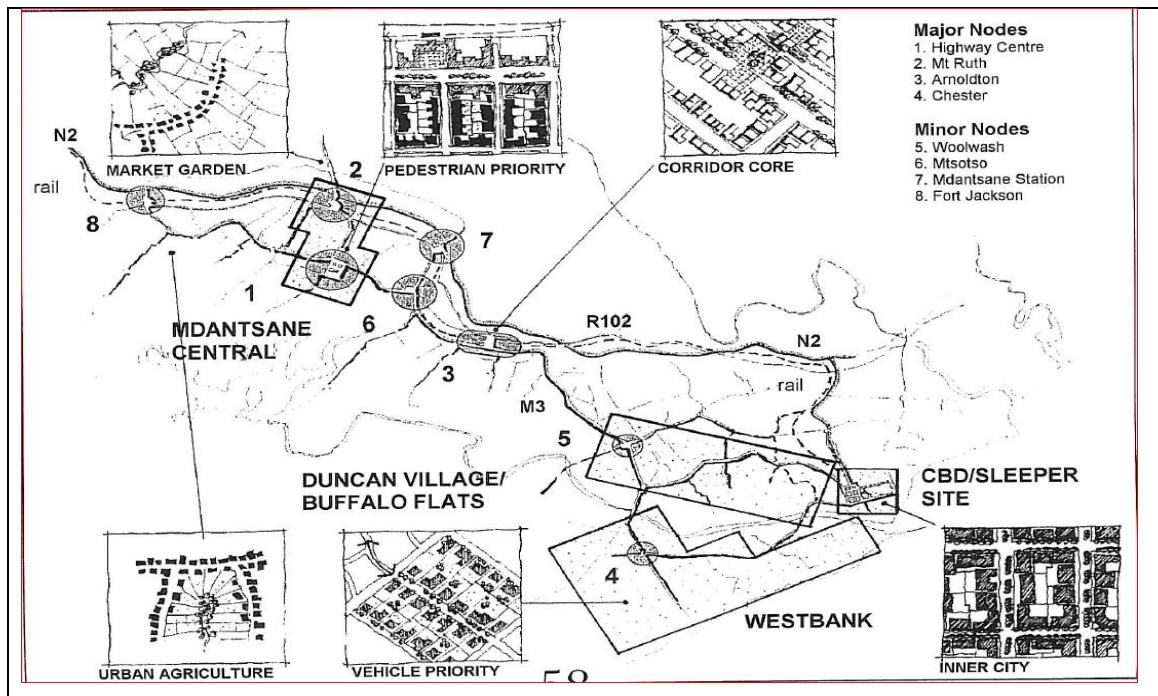
Activity Node Element	Design Principle
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Public transportation terminals.	A conscious attempt should be made to activate the potential of these facilities by significantly increasing housing densities around stations and by integrating stations with taxis and bus terminals.
Public facilities	Nodes should become the focus of social facilities and services such as schools clinics community halls sportsfields pension payout points libraries and so on.
Public realm	Careful attention must be given to the public realm two reasons. the first is that the quality of the public realm has a profound impact on private sector conference. It is the public spaces have a direct economic role and that they provide viable opportunities for informal trade at very low overhead. If properly managed this kind of activity can add to the vibrancy and attractiveness of the to the activity node.
Housing	Activity nodes provide opportunities for high-density housing
Manufacture and retail	Activity nodes provide opportunities for smaller and larger forms of manufacture and trade, both formal and informal.

IMPLEMENTATION PROGRAMME

The programme of action generated by the MELD Plan has provided the City with a programme of action which the City is still busy implementing. All of the Special Development Areas and Activity Nodes identified have subsequently been planned in detail and some including the corridor itself have become the subject of four of the five Catalytic programmes identified in the Built Environment Performance Plan (BEPP)

SPATIAL PROPOSALS



2. BUFFALO FLATS LAND DEVELOPMENT OBJECTIVE (2001)

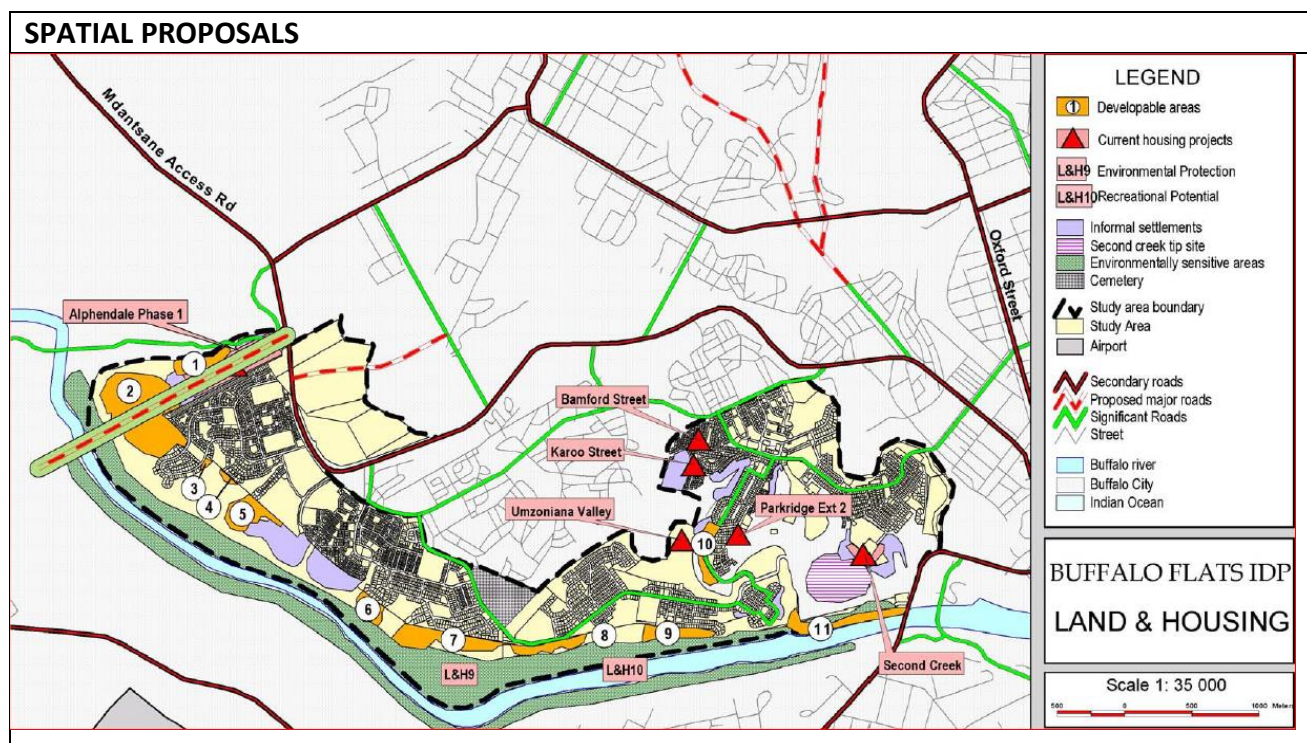
Buffalo Flats was mentioned in the MELD Plan as being part of a Special Development Area requiring planning

OBJECTIVES

- The accessibility of Buffalo Flats is maximised in order to facilitate both the provision of services and the development of the economy
- The facilitation of local economic development
- Facilitating an improvement in the quality of life of all residents in Buffalo Flats
- The provision of adequate and appropriate housing for the population of Buffalo Flats
- Sustainable use of available resources in order to provide a healthy and opportunity-generating environment.

PROPOSALS

A spatial plan with proposals for the upgrading and development of the area with respect to housing; infrastructure; economic development; and social services.



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate

1. Land disposal	Release of land for housing	Partially Achieved	SP&D
2. Economic Development	Creation of a Small Business Node	Not achieved	EDA
	Taxi Rank and Hawking Facilities Formalised	Not achieved	EDA/SP&D
	Creation of Community vegetable Gardens	Not achieved	EDA
3. Human Settlement Development	Upgrade bulk sewer and water to identified housing projects	Completed	IS
	Development areas identified for housing	Partially achieved	HS
4. Public Transport	Re-open the road linking Buffalo Flats to the harbour	Not achieved	IS/SPD
	N2/15 to R72 Link	Not achieved	
	Windyridge/Douglas Smit Highway Intersection	Not achieved	
	Windyridge/Parkridge Intersection	Not achieved	
	Greenpoint/Glorette Intersection	Not achieved	
	Windyridge/Beaconsfield Intersection	Not achieved	
	Maqubela/Gatwick Link	Not achieved	
	Greenpoint /Lavender Link	Not achieved	
	Alphen Road/Fath Road Link	Not achieved	
	Traffic Calming on Main Routes	Not achieved	
	Traffic Signalisation – Ziphunzana Bypass	Not achieved	
	Taxi Embayments	?	
	Introduce a transport lane on Douglas Smit Highway, between Dunoon Road and Greenpoint Road	Not achieved	
	Pedestrian Routes	?	
5. Social Facilities and Services	Fire station	Not achieved	CS
	Sports Field – Kadali Street	Not achieved	
	Develop the Buffalo River frontage for recreational purposes	Not achieved	
	Maintenance of Cemetery	Not achieved	
6. Infrastructure Development	Basic Services to Informal Settlements	Partially achieved	IS
	Maintenance of Infrastructure	?	
	Closure of Second Creek Tip	Completed	
7. Natural Environment and Agriculture	Protect natural bush alongside the Buffalo River	Not achieved	
8. Waste Management	n/a		
9. Institutional Support	n/a		

3. **MOUNT RUTH NODAL FRAMEWORK PLAN (2005)**

Mount Ruth station and surrounding area was identified as a key node in the MELD Corridor Plan of 1997. The Nodal plan provides a framework for the development of the node around the Mount Ruth station.

OBJECTIVES

Make opportunities available for small developers, from Mdantsane if possible, to initiate commercial or housing developments while ensuring that sufficient space is kept for larger developers as and when they become interested.

It is believed that new high density housing is a prerequisite to generate a local market that, together with an increase in the use of the station and related transport interchanges, will create a larger market threshold. Once such a larger threshold has been reached, larger commercial operators are likely to become interested and will either take up available space in the middle of development blocks or buy out and consolidate smaller erven.

PROPOSALS

Proposals were made relating to the following:

Land use

- Medium and High Density Housing, High Density Housing (rental, rent to own, rent to buy). There is potential for 1200 dwelling units at Mount Ruth
- Community and Social Facilities: Schools, Library, Skills Training Centres, Clinic, Pension Payout Point, Taxi/Bus Facility, Public Conveniences, Market
- Facilities, Multi-Purpose Hall, Sports Facilities and Safety and Security Installations;
- Retail Facilities: Small Trader Premises, Fresh Produce Market, Wholesale, Retail, Storage Warehousing;
- Offices: Office Parks, Banks, Post Offices, Information Centres
- Industry: Small Manufacturing Premises, Service and Light Industry

Transportation

- Interchanges
- Movement Systems
- Pedestrian and Bicycle
- Public Transport

- Private Transport

Economic

- Commercial/Retail
- Small Trader Market Places
- Establish a Wholesale Commercial Centre
- Establish Waste Recycling Processes
- Establish an Open Air Market
- Establish a Fresh Produce Market
- Promote Small-Scale Intensive Farming Activities

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate
1. Land disposal	Predominantly State land to be acquired for Township Economy and High Density Housing.	Acquisition will be guided by the road reserves on finalisation of Road design	SPD

		and budget availability for road construction.	
	Rezoning and subdivision and surveying	Not achieved waiting for land and road design	SPD
2. Economic Development	Development of an Entrepreneurial Strategy	Not achieved waiting for land and road design	EDA
	Development of a Cultural Heritage Centre at this gateway site to attract Tourists		EDA
	Skills training strategy		EDA
3. Human Settlement Development	Formalisation of informal settlement adjacent to Station	?	SPD
	Development of High Density Housing on the designated site	Not achieved waiting for land and road design	HS
4. Public Transport	N2/Billie Road interchange and pedestrian bridges- design and implementation	Road design underway in 2019	SPD
	Upgrade of Mount Ruth Station	Not Achieved	PRASA
5. Social Facilities and Services	Parks and kick about areas for the proposed development	Not achieved waiting for land and road design	MS
6. Infrastructure Development	Water Sewerage Electricity bulk infrastructure needed	Not achieved waiting for land and road design	IS
7. Natural Environment and Agriculture	n/a		
8. Waste Management	Locate a large waste depot at Mount Ruth where waste will be sorted and can be sold or reprocessed by local entrepreneurs.	Not achieved waiting for land and road design	MS
9. Institutional Support	n/a		

4. ARNOLDTON NODAL FRAMEWORK PLAN (2005)

Arnoldton Station and surrounding area was identified as a key node in the MELD Corridor Plan of 1997. Arnoldton is the key link that helps to integrate Mdantsane into the rest of East London. All of main movement routes pass through the area close to one another ensuring good accessibility. The Nodal plan provides a framework for the development of the node around the Arnoldton station. The Arnoldton Nodal Framework Plan was not separately approved by Council but is part of the SDF by reference.

OBJECTIVES

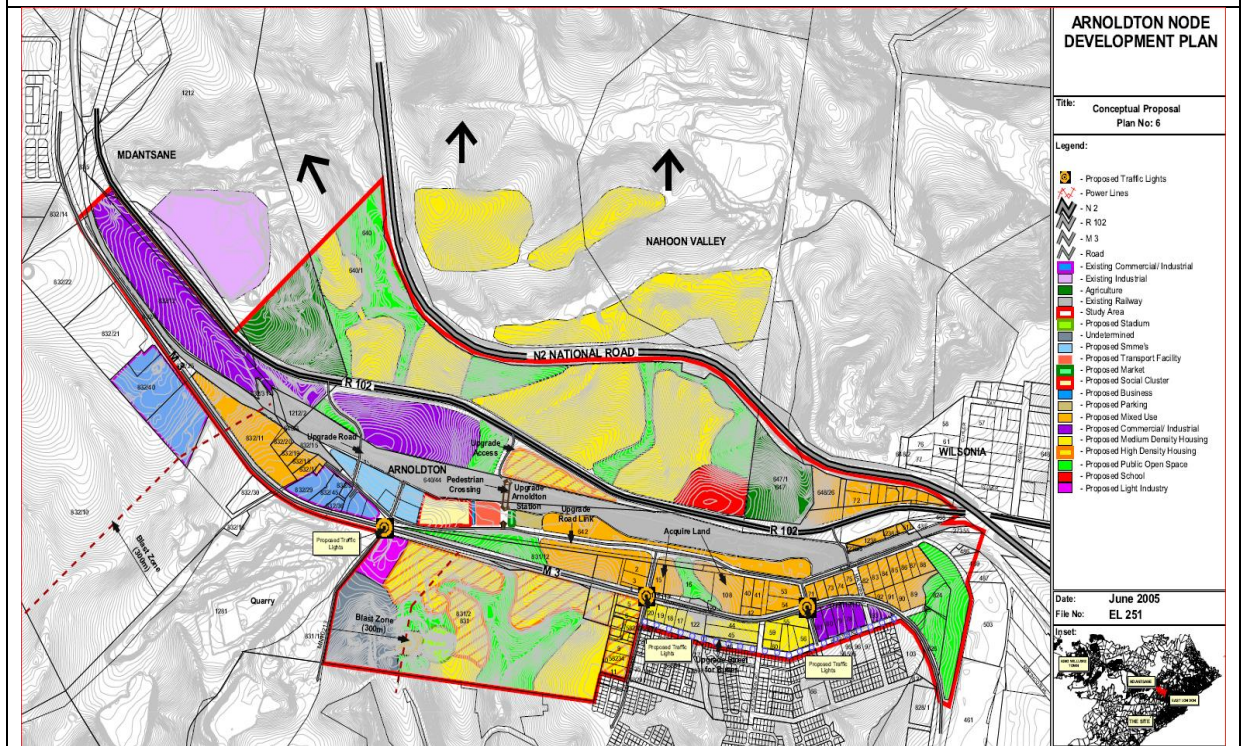
Arnoldton be developed to maximise its main advantages through a combination of mixed use residential areas, of a medium to high density nature (with a choice of housing for low, middle and upper middle income beneficiaries), and industrial uses. Its central position in the corridor and high accessibility means that it could become a significant development node.

PROPOSALS

The Development Plan envisages better access to the station, improved facilities for road-based public transport, a promotion of building related and other industries and over 7 000 residential units in various forms. Subsequently it was found that Reeston could accommodate some 5000 families and the node was estimated to be able to house 5000 additional families at an assumed density of 50 to 100 dwellings per hectare (some 10 000 dwellings).

The Development Plan recommends that the node be further strengthened by the dedication of strategic and accessible land for business, urban agriculture, SMME's and market stalls. Immediately opposite the taxi rank (7 500 square metres) would be 1 000 square metres of land set aside for market stalls and associated small enterprise activities. To the west would be two areas (one of 1.6 hectares and the other being 5000 square metres respectively) developed for service and light industrial activities.

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate
1. Land disposal	Release of portions of Transnet, government, municipal and private land for housing and business	Not achieved	SPD
	Development of an Entrepreneurial Strategy for Reeston	?	EDA
	Skills training strategy for Reeston	?	
	Facilities for informal traders	Not Achieved	DPD
	Land for industrial uses	Waiting for land to be acquired	
3. Human Settlement Development	Development of 2000 High Density Housing on the designated sites. Feasibility Study needed.	Not achieved	HS
4. Public Transport	Upgrade link road between M3 and R102	?	SPD/IS
	Additional capacity and along M3	Project underway	
	Facilities for pedestrian and bicycle movement	As part of above project	
5. Social Facilities and Services	Development of community facilities bundle including schools, clinic, Community Center	Waiting for land to be acquired	CS
	land for recreational activities	Not achieved	

6. Infrastructure Development	Upgrading of water supply and sewerage capacity	Achieved	IS
7. Natural Environment and Agriculture	n/a		
8. Waste Management	n/a		
9. Institutional Support	n/a		

5. QUENERA LOCAL SDF (2005)

This Plan is an update of the Quenera Framework Plan approved in 1997. A framework plan for the largely undeveloped area between Beacon Bay and Gonubie that is planned to become an integrated human settlement area.

OBJECTIVES

Review of existing proposals to open up and develop the Quenera area for development.

PROPOSALS

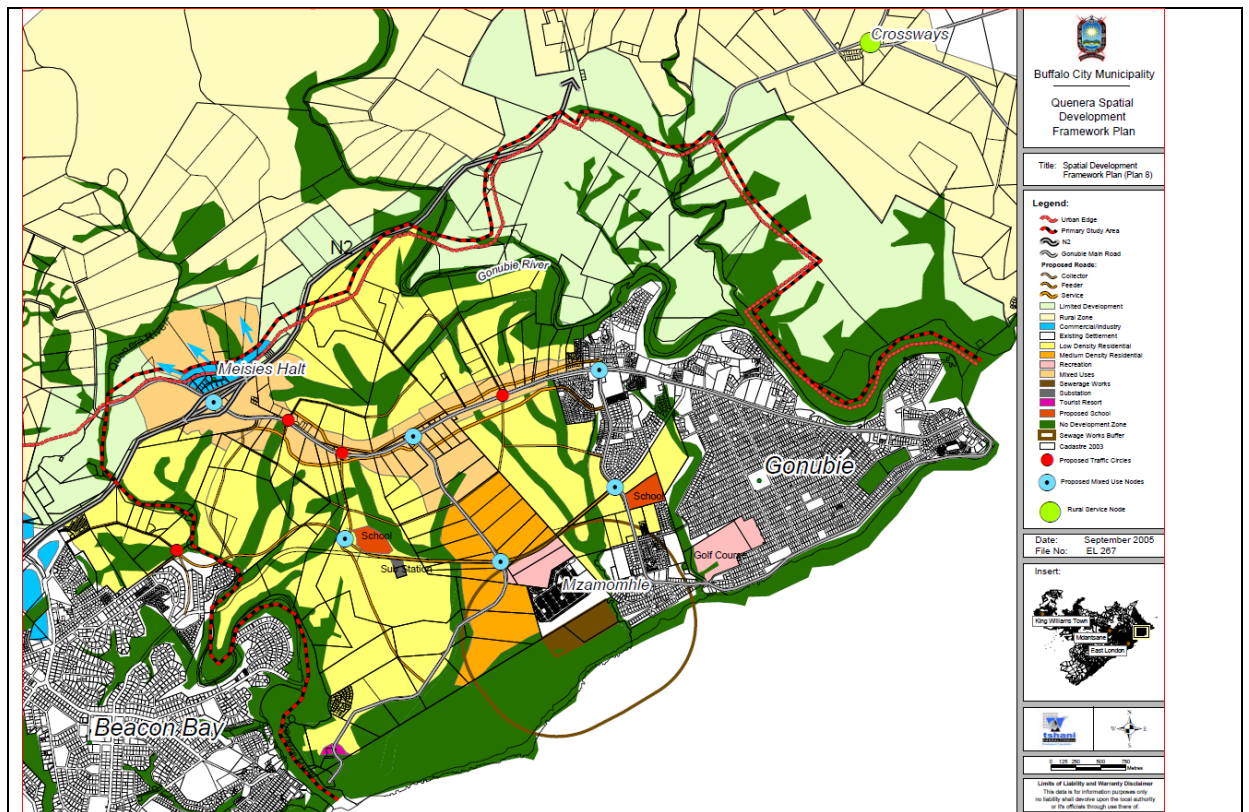
The Quenera area is considered to be a prime development area (special development zone) due to its physical features and relationship to the coastline and pristine rivers. Buffalo City is expected to experience continued growth in population and the relatively under-utilised land between Beacon Bay and Gonubie offers itself for predominantly residential development in many different forms to suit demand. The Quenera area is considered unsuitable for large scale industrial and commercial development. This is due to the fact that most of the existing commercial and industrial areas are in the western sector and inland (along the N2). It is accordingly suggested that the creation of sustainable employment in the Quenera area be focused around the Corridor and nodes.

Higher density and higher rise development could occur along the Gonubie Main Road Corridor, then down the Quenera Road to Mzamomhle. Less concentrated medium density development would be encouraged closer to the rivers, further away from the main transport routes. There is potential for 20000 dwelling units to be developed.

The two major activity nodes being that of the N2 junction with the Gonubie Main Road and secondly, the Gonubie business centre are to be developed for a mix of uses.

Provision for future schools, social facilities and amenities needs to be made by developers/private land owners at the time of submission in accordance with accepted planning standards.

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal	flattest land to be acquired for schools	Waiting for land to be acquired	SPD
2. Economic Development	Mzamomhle: Facilitate access to employment and Local economic development enterprises in commerce, service industry and urban agriculture	Not achieved	EDA
3. Human Settlement Development	Mzamomhle Township Establishment	Completed	SPD
	Upgrade Mzamomhle: Housing, social facilities, taxi rank	Not achieved	HS/MS/SPD
4. Public Transport	Gonubie to Beacon Bay link road	Ph1 underway	IS
	Develop schools, social facilities		MS, Education Dept
5. Social Facilities and Services	Recreation area to the North of Mzamomhle	See layout	MS
	Recreational carrying capacities of the Quenera and Gonubie rivers need to be determined.	Not achieved	MS

6. Infrastructure Development	Expansion of Gonubie Sewerage works	Completed	IS
	Development Levy Policy for Quenera	Not achieved	IS
7. Natural Environment and Agriculture	East Coast Spatial Development Framework Plan include appropriate inputs from agricultural, environmental, infrastructure, social and physical planning perspectives	Completed as per Kwelera LSDF	SPD
	Urban Edge Study for East Coast area	Completed	SPD
	Greenways, or other areas identified as unsuitable for development (all no development zones) should be given a zoning which will prevent degradation, settlement or inappropriate development.	Completed	SPD
8. Waste Management	n/a		
9. Institutional Support	n/a		

6. URBAN EDGE POLICY FRAMEWORK (2008)

Due to increasing pressure to develop outside the “urban edge”, on the urban fringe and in rural areas Council has approved the Urban Edge Framework which is intended to provide clear guidance to prospective developers as to what can be developed in rural areas i.e’ outside the Urban Edge so that efforts to densify the urban areas are not diluted.

OBJECTIVES

The primary goal, of this project, was to undertake an analysis and to identify issues in the study area relating to the Urban Edge.

PROPOSALS

In order to facilitate the management of changes to the urban edge, land use change and development applications for land outside the urban edge, a set of appropriate assessment criteria have been prepared. The urban edge proposals were incorporated into the SDF

7. DUNCAN VILLAGE LSDF (2009)

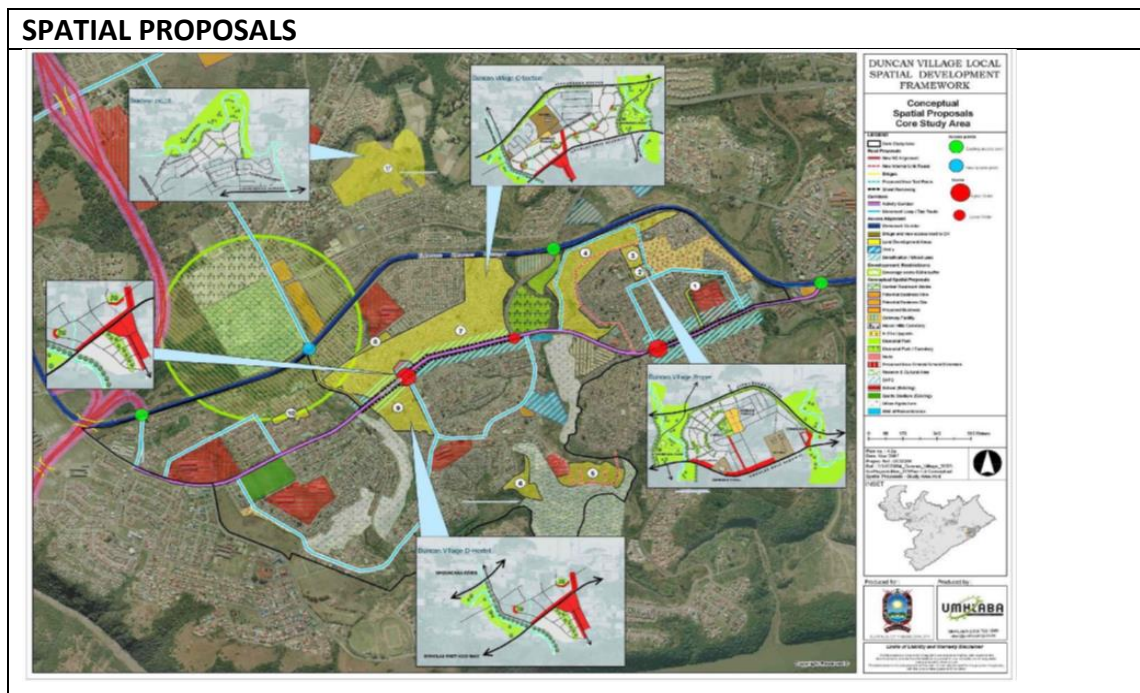
The redevelopment of Duncan Village is considered a high priority for the Buffalo City Metropolitan Municipality (BCMM).

OBJECTIVES

The Duncan Village LSDF (2009) was formulated to provide a spatial and developmental solution to the issues such as the overcrowding experienced in Duncan Village. The Duncan Village LSDF acknowledged the central location of Duncan Village and attempted to retain as many families in Duncan Village as possible but recognised that Reeston and other areas within BCMM would be required to address the overcrowding. In order to retain as many families as possible various housing typologies and densities were workshopped. Ultimately the only typology accepted by the communities was the RDP house with 80m² erven. This option provided a density of 80du/hectare and was considered satisfactory in terms of public transport viability thresholds.

PROPOSALS

The DV LSDF addresses entire the redevelopment of the entire Duncan Village i.e. residential units to be constructed, social amenities, recreational facilities, public transport, pedestrian movement, small & micro economic activities, informal trading of the area supporting infrastructure and economic job opportunities.



IMPLEMENTATION PROGRAMME

Programme	Project	Status	Responsible Directorate
1. Land disposal	Purchase and release of state and private land parcels identified for development in support of the DV de-densification process	Not achieved	SPD
2. Economic Development	Acquisition and Release of land at Ndende and Jabavu for Mixed use development in support of the Township Economy	Not achieved	SPD
	Small enterprises training and management support, Construction and IT skills training, urban agriculture	Not achieved	EDA
3. Human Settlement Development	Duncan Village Proper; C Section; D Hostel; Braelyn 10 Ext Proper & Reeston including layout planning; Survey; Housing.	Layouts approved. No houses built. (The Mekeni pilot housing project demonstrated erven that are 80m ² and the construction phase is complete)	SPD and HS
	Preparation of TRAs	Not achieved	IS
4. Public Transport	Public Transport Plan in support of all aspects of the DVRI redevelopment process which includes Reeston's requirements and the issue of transporting children to school	Not achieved	SPD
	Upgrade of Douglas Smit Highway to support public transport and new link to Ziphunazana at Sunnyside Road	Not achieved	SPD
5. Social Facilities and Services	Engaging with the Dept of Education to formulate a programme for School development to support the all areas involved in the DVRI re development.	Not achieved	SPD/HS
	Engaging with Provincial Department of Health regarding provisioning of Clinics in support of all areas involved in the DVRI re development.	Not achieved	SPD/HS
6. Infrastructure Development	Second Creek Catchment Water loss Management Programme	Not achieved	IS
	Reeston Waste Water Works Extension	?	
	Queens Park Substation	Achieved	
	Waste Water Diversion Tunnel	Not achieved	
	Piloting alternative energy initiatives	Not achieved	IS

7. Natural Environment and Agriculture	Training residents to preserve the ecosystem and to be water-wise.	Not achieved	MS
8. Waste Management	Piloting recycling initiatives	Not achieved	MS
9. Institutional Support	Precinct Management for DV	Not achieved	SDP

8. BEACH FRONT LOCAL SPATIAL DEVELOPMENT FRAMEWORK (2010)

OBJECTIVES

The development of East London's Beachfront area using tourism as a catalyst for economic growth and job creation

Preservation and development of East London's under-utilised assets- its beachfront, its harbour-front, its architectural heritage, its historical significance, the cultural diversity of its people

Identification and maximisation of development opportunities on undeveloped/underdeveloped land (e.g. Sleeper Site, Signal Hill, Harbour-front)

Regeneration of East London's inner city

Provision of affordable housing within the inner city

Improved social and cultural amenities for the local community as well as the broader city

Improved environmental quality in the Beachfront area and inner city

Improved safety and security and a reduction in crime in the Beachfront Area

Improved accessibility by foot, public transport and private motor vehicle to, from and within the Beachfront area

Socio-spatial transformation of the city of East London to better serve the needs, lifestyles and cultures of all its citizens

PROPOSALS

The conceptual framework, emanating from the assessment and analysis completed in the previous phases, is one that encourages development at two nodal areas along the Esplanade, developing vacant parcels of land to integrate the urban fabric within the study area and to encourage higher density mixed use and residential development to support other uses (see diagram right).

The Esplanade has been identified as an asset to the city whose potential has not been harnessed. The intersections of Currie Street and the Esplanade and Moore Street and

the Esplanade have been identified as two main developmental nodes to support activities along the Esplanade. The Esplanade in itself has high potential for hotels and tourism friendly amenities e.g. restaurants, cafés, etc.

Both Currie Street and Moore Street originating from the development nodes explained above, converge onto each other at the “Sleeper Site”, thus forming a triangle or “Golden Triangle”, a phrase adopted through the planning process. As these streets are the main connectors to the Esplanade, mixed uses are proposed along them.

The “Sleeper Site” has the potential of being developed into a “Live, Work, Play” facility. It is strategically situated to offer high density coupled with offices etc. The Sleeper Site, strategically positioned between the CBD in East London the Quigney area. The opportunities for linkages between the two aforementioned areas, is opportunity for integration of uses.

The other development area is the lower CBD with the potential of it being transformed into a university campus with the intersection of Fleet Street and Oxford Street having historical significance as a market square, this provides the perfect opportunity to integrate the lower CBD with the main CBD.

As there has always been an ongoing demand for student accommodation, the south of Quigney lends itself to accommodate student “digs”, professional offices related to the university, etc.

The area in the centre of the “Golden Triangle” has been identified for mixed residential, whilst an intermediate zone is proposed to act as a buffer between the mixed residential and the activities on the Esplanade. This zone will accommodate auxiliary uses e.g. banks, B&B’s for the tourism related activities on the Esplanade.

SPATIAL PROPOSALS



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal	Acquisition of the Sleeper site	Achieved	
	Release of BCM owned land located along Esplanade for development	Process underway 2020	BCMDA
2. Economic Development	Establishment of a Business Improvement District for the Quigney and Beach front area	Process underway 2020	

	Upgrade of esplanade	Process underway 2020	
	Development of Marina Glen		
	Development of Court Crescent		
	Development of Heroes Park		
	Development of BCM owned land adjacent to Orient Beach	Not achieved	
	New mixed use development on BCM owned portion of Milner Park,	Partial	SPD
	Development of new Civic Centre for BCM in Sleeper Site	Process underway 2020	
	Investment by University of Fort Hare in development of City Campus	Process underway 2020	
	Development of Signal Hill site and relocation of Container terminal to the West Bank to promote back of port tourism	Process underway 2020	
3. Human Settlement Development	Development of affordable housing in Northern CBD	Not achieved	
4. Public Transport	Construction of new R72 link road through Sleeper Site	Underway 2020	IS
	Construction of Union/Moore Street link	Design underway	SP&D/IS
	Thornburn Terrace/NEX upgrade	Not achieved	SP&D/IS
	Construction of pedestrian bridge linking Lower CBD to Prior Crescent Student Village	Not achieved	SP&D/IS
5. Social Facilities and Services	n/a		
6. Infrastructure Development	Upgrade of Quigney roads and pavements	Not achieved	IS
7. Natural Environment and Agriculture	n/a		
8. Waste Management	n/a		
9. Institutional Support	n/a		

9. GONUBIE MAIN ROAD LOCAL SPATIAL DEVELOPMENT FRAMEWORK (2013)

Gonubie Main Road area is an important urban component among the various parts that make up the core metropolitan area of Buffalo City.

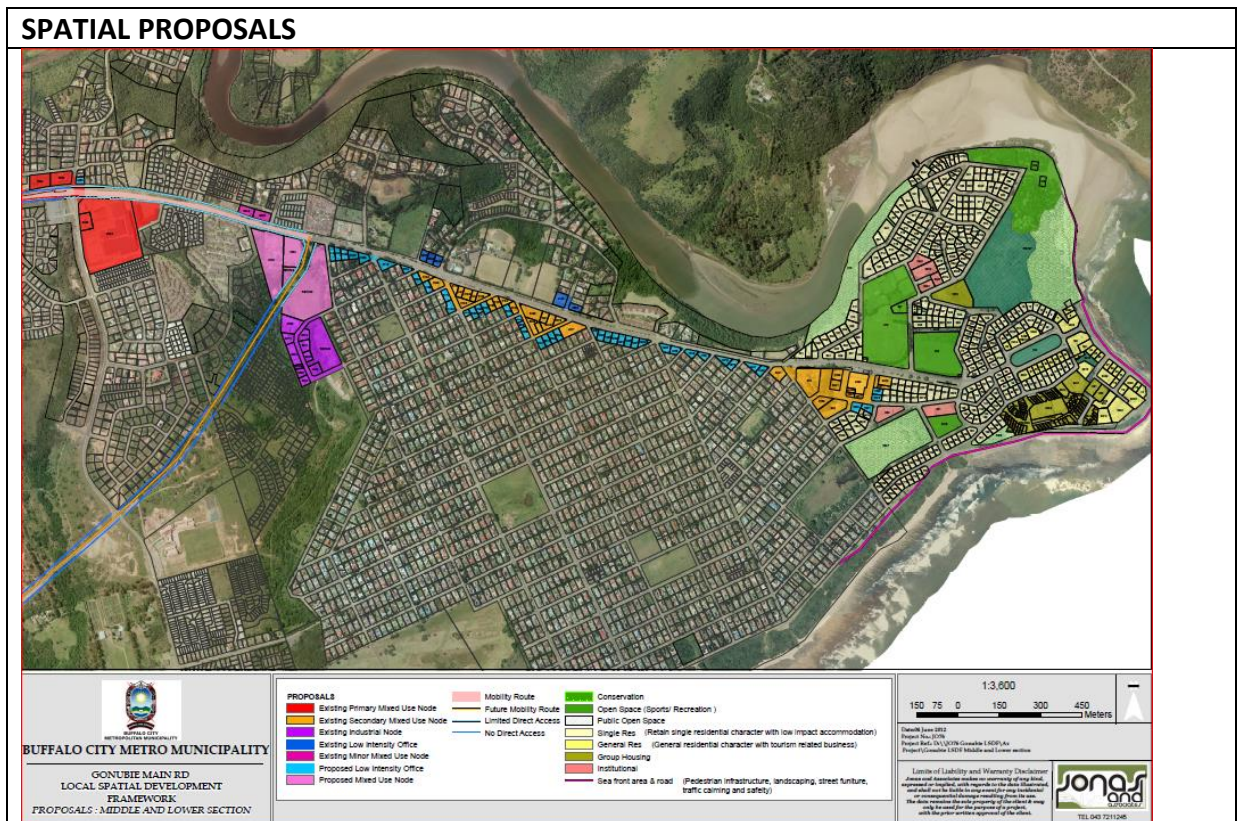
OBJECTIVES

The key objectives Gonubie Main Road LSDF are:

- To provide Council with land use management guidelines to manage growth of the business areas and consequent traffic flows in the area in the study area and reduce it's impact on the surrounding residential areas.
- To introduce mixed land use development into the area

PROPOSALS

Land use buffers have been applied between land business uses and adjoining residential areas in order to protect the residential areas from the negative impacts of being close to a business area. A low intensity zone was applied north of Vincent Park to limit the growth of businesses northwards into the residential area of Vincent. Similarly a low intensity zone was also made use of in Devereux Avenue to limit the growth northwards into the residential area.



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land acquisition/disposal	Land needs to be reserved for the proposed reservoir near the existing Wembly Reservoir.	Not achieved	SPD/IS
2. Economic Development	Repair and upgrade of beach infrastructure (access road, parking, boardwalk and beach showers).	Not achieved	MS
3. Human Settlement Development	Upgrade of Mzamomhle	Township establishment finalised. Housing needed	HS
4. Public Transport	Upgrade transport network	Achieved: Gonubie Main Road upgraded & Beacon Bay to Gonubie link underway	IS
5. Social Facilities and Services	n/a		
6. Infrastructure Development	Upgrade of Gonubie Waste Water Treatment Works	Achieved	
	Upgrade of all the trunk mains (with the exception of the pipeline that supplies the Wembly Reservoir). Of particular importance is the pipeline that supplies the Gonubie HLZ, which appears to be excessively over capacity	?	
	An elevated storage reservoir needs to be constructed in a suitable location within the vicinity of the current Wembly Reservoir	Not achieved	
	The Klaklo Interceptor is very near to capacity and should be upgraded within the next 2 to 3 years.	?	
	Upgrade Gonubie Electrical network	?	
7. Natural Environment and Agriculture	Repair of seafront storm damage and stabilization of seashore	?	
8. Waste Management	n/a		
9. Institutional Support	n/a		

10. **BHISHO - KWT LOCAL SPATIAL DEVELOPMENT FRAMEWORK (2013)**

This LSDF updates the comprehensive Urban Plan done in 2000 and focus on linking Bhisho with KWT. Cover the urban areas of Dimbaza, Ilitha, Zwelitsha, Phakamisa and Breidbach.

OBJECTIVES

The purpose of the Bhisho/KWT Local Spatial Development Framework is to create a backdrop for Government and the various Municipal departments including the private sector to initiate land development projects as well as identify local economic and social development programmes and other development initiatives in support of the needs of the local community.

PROPOSALS

The Bhisho Revitalisation Strategy is a key land development initiative and is situated at the upper end of the designated Bhisho Development Corridor. The implementation of the Bhisho Revitalization Strategy is being undertaken by the Public Works Dept on the land that they own in the Corridor. The Bhisho Revitalization Precinct Project covers the area from Bhisho CBD to the Fort Hare Campus and is being developed in phases:

- Extensive new Office Accommodation in Bhisho for Provincial Government departments – (Phase 1 of the Office Development - Erf 4785 is currently underway).
- Accommodation in Bhisho for public servants in the employ of Provincial government.

Programme	Project	Status	Responsible Directorate
1. Land disposal	State land and several vacant Municipal Land parcels along the Bhisho Corridor have been identified for the development of housing and business sites	Once the infrastructure is available to the municipal land parcels, this land will be released for development	
2. Economic Development	Designate KWT CBD as a UDZ	Not achieved	BCMDA
	Bhisho Massacre Monument - promotion of tourism	Not achieved	ED&A
	Berlin has been proposed as a Green Industry Hub	Partially achieved	EDA/IDZ
	Marketing and Communication Strategy	Not achieved	ED&A
	New Office Precincts: Phase 1	Awaiting finalisation of sewerage infrastructure	Public Works
	Biko Cultural Precinct in Ginsberg - promotion of tourism	?	ED&A
	Conserve the heritage buildings in King Williams Town which provide the town with character and a "sense of place"	Partially achieved	SPD/EDA
3. Human Settlement Development	Formalising and upgrading Informal Settlements in an around Bhisho and KWT.	Partially achieved	SPD/HS
	Upgrade of Xhwithinia informal Settlement and Relocation of Phola Park settlement	Partially achieved	SPD/HS
	Illitha - Informal Settlement Upgrade	Partially achieved	SPD/HS
	Facilitate development of multi-storey housing types at the identified Provisional Restructuring Zone (PRZ's) areas (for medium-higher density Social Housing)	Not achieved	HS
	Zwelitsha – proposed Township Revitalisation	Not achieved	EDA/SPD/MS IS
4. Public Transport	Pedestrianisation of portion of Independence Avenue	Not achieved	SPD
	Development of a transport node at the entrance to Zwelitsha	Not achieved	SPD
	Develop Public Transport link between KWT to Bhisho.	Not achieved	SPD

	N2 Bypass route for KWT.	Design Process underway	SANRAL
	Maintain and upgrade rural roads.	Partially achieved	IS
5. Social Facilities and Services	Expansion of Cemeteries: Steve Biko KWT Cemetery Dimbaza Cemetery Expansion of Regional Cemetery Facility south of Breidbach	Not achieved	MS
6. Infrastructure Development	Augmentation of Capacity at Zwelitsha Wastewater Treatment Works	Process is almost complete	IS
	Upgrading of Water Supply via Kei Road to central KWT/Bhisho/Zwelitsha	Process is almost complete	
	Rural Villages Sanitation Programme	?	
7. Natural Environment and Agriculture	Develop the Botanical Garden and the adjacent Buffalo River Valley into active and passive recreation areas	Not achieved	MS
8. Waste Management	Waste Recycling	Not achieved	MS
9. Institutional Support	n/a		

11. MDANTSANE LSDF (2013)

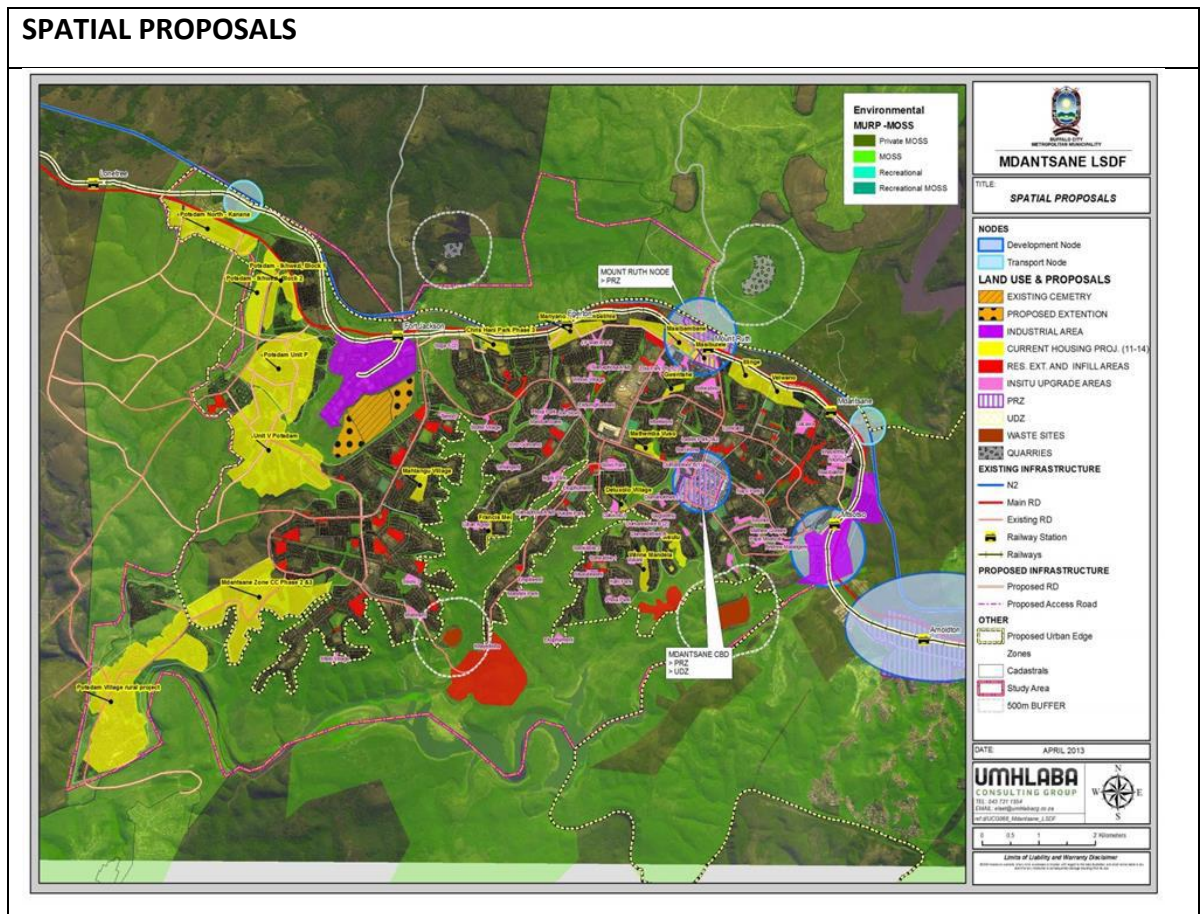
Mdantsane is the largest marginalised township within BCMM. Mdantsane was previously identified as an urban renewal project.

OBJECTIVES

To identify a spatial proposals and programmes in support of the Township Revitalisation Programme for Mdantsane.

PROPOSALS

The major development nodes identified in the Mdantsane LSDF include the Mdantsane CBD (Highway) and the immediate area surrounding the Mount Ruth station. The areas surrounding the stations of Fort Jackson, Mdantsane and Mtsofso, were classified as minor nodes. Additionally, the area in between Highway and the Mount Ruth station was identified for intensification and mixed land uses including higher density residential land uses.



IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land Disposal	Finalise the Upgrading of Land Tenure from Deed of Grant to Freehold Title for NU2(CBD)	Not yet finalised	SPD
	Land Acquisition Bufferstrip, Mount Ruth, Mdantsane Industrial Precinct and CBD	Not achieved	SPD
	Transfer of State land to State as a result of Donation of Farm 1404 to BCMM	Not achieved	SPD
2. Economic Development	Acquisition, release and development of land around the Mount Ruth Station for hawker stalls and small business purposes	Not achieved	SPD
	Acquisition, release of land at Mount Ruth for a light industrial park	Not achieved	SPD
3. Human Settlement	Feasibility Study for High Density/Social Housing Pilot Project Feasibility Study at Mdantsane CBD and Mount Ruth	Not achieved	HS
	Informal Settlement Upgrade	Ongoing	SPD
4. Social Facilities and Services	One-stop service centre at Mdantsane CBD with Wifi	Not achieved	MS
	Multi-purpose centre at Mt Ruth with Wifi	Not achieved	MS
	Sharing of public and educational recreational facilities	Not achieved	MS
	Extension of Fort Jackson Cemetery	Not achieved	MS
5. Waste Management	Waste Reduction/Buy back centres		
6. Public transport			
7. Infrastructure Development	Upgrade of Water Supply Network: Mdantsane, Mt Ruth, CBD, Mdantsane Industrial	?	IS
	Upgrade of Waste Water Treatment Network and Capacity: Mdantsane, Mt Ruth, CBD, Mdantsane Industrial	?	IS
	Upgrade of Mount Ruth Substation and construction of Zone 17 substation: Mdantsane, Mt Ruth, CBD, Mdantsane Industrial	?	IS
8. Natural Environmental and agriculture	Urban Agriculture Extension services	?	EDA
	Area to west of Potsdam to be formalised for dryland agriculture	Not achieved	EDA

9. Institutional Support Programme	Precinct Management for CBD/Highway and Mount Ruth		EPMO
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12. VINCENT BEREALocal Spatial Development Framework (LSDF) Review (2014).

Vincent-Berea-Nahoon(VBN) area an important urban component among the various parts that make up the core metropolitan area of Buffalo City is the most significant business area after the East London CBD. This review updates of the Vincent Berea LSDF of 2004.

OBJECTIVES

The key objectives Vincent Berea LSDF are:

- To provide Council with land use management guidelines to manage growth of the business areas and consequent traffic flows in the area in the study area and reduce it's impact on the surrounding residential areas.
- To introduce mixed land use development into the area.

PROPOSALS

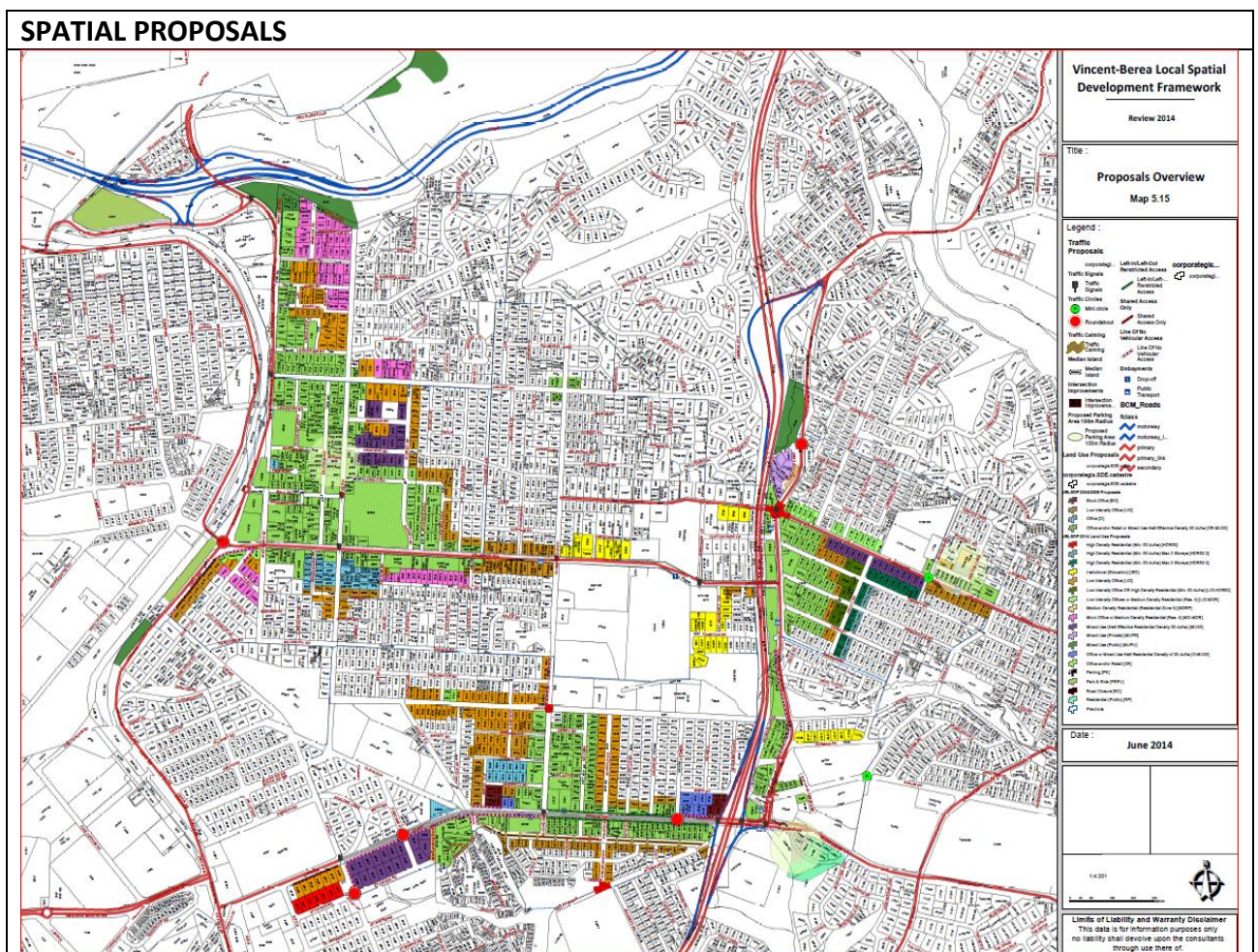
A key proposal is the concept of land use buffers between land business uses and adjoining residential areas in order to protect the residential areas from the negative impacts of being close to a business area. A low intensity zone was applied north of Vincent Park to limit the growth of businesses northwards into the residential area of Vincent. Similarly a low intensity zone was also made use of in Devereux Avenue to limit the growth northwards into the residential area. Based on the market research done during the formulation of the VBLSDF it was decided to leave an area open for large retail usage adjacent to Vincent Park and abutting Devereux Avenue. It has subsequently appeared that market forces have changed and that there is reduced interest in this area for retail purposes. There was at the time however a demand for small offices. In the previous review it was thus proposed that this area be limited in size for office usage and contained with a buffer of low intensity offices to prevent

business uses growing northwards into Vincent. A buffer zone was situated on the edge.

This rationale is carried forward in the current review.

Environmental proposals include;

- Rehabilitating the Inhlanza river
- No Development Areas:
 - Within 50m from the watercourses and the high water mark
 - within the 1:100 year floodline



IMPLEMENTATION PLAN			
Programme	Project	Status	Responsible Directorate
1. Land disposal	<p>The following municipal sites identified for release.</p> <ul style="list-style-type: none"> • Vincent North Site, to be developed for a mix of office & retail purposes • Nahoon Valley Site, to be developed for mixed use purposes, 	Not achieved	SPD

	<p>including low to medium density residential purposes</p> <ul style="list-style-type: none"> • Old Transkei Road Site, to be developed for a mix of office, retail and residential purposes • Kenyon Crescent Site, to be developed for medium density residential) • Stirling Site, to be developed as a retirement development and parking • Chiselhurst Station Site, to be developed as a park & ride facility • N2 Interchange Site, to be developed for park & ride purposes. 		
2. Economic Development	N/A		
3. Human Settlement Development	N/A		
4. Public Transport	N/A		
5. Social Facilities and Services	N/A		
6. Infrastructure Development	Replace Chamberlain road trunk main 200mm Ø.	?	
	Replace Chamberlain road trunk main 300mm Ø.	?	
	Upgrade firefighting pipe work and infrastructure	?	
	Upgrade Nahoon interceptor	?	
	Replace Oakhill channel interceptor	?	
	Odour control at Ihlanza Pump Station	?	
	Replace Eastern beach sewer main	?	
	Upgrade stormwater infrastructure	?	
	Resurface secondary and tertiary roads	Partially Achieved	
7. Natural Environment and Agriculture	Rehabilitation of sections of the Ihlanza River that fall within the study area	Not achieved	MS
	<p>Upgrade of the following parks:</p> <ul style="list-style-type: none"> • Park along Vincent Road • (between Florence and William Avenues) Open space adjacent to Western 	Not achieved	MS

	<ul style="list-style-type: none"> • Avenue (Union Avenue) • Open Space at the bottom of Clevedon Road 		
8. Waste Management	N/A		
9. Institutional Support	N/A		

13. MDANTSANE INDUSTRIAL FEASIBILITY STUDY (2015)

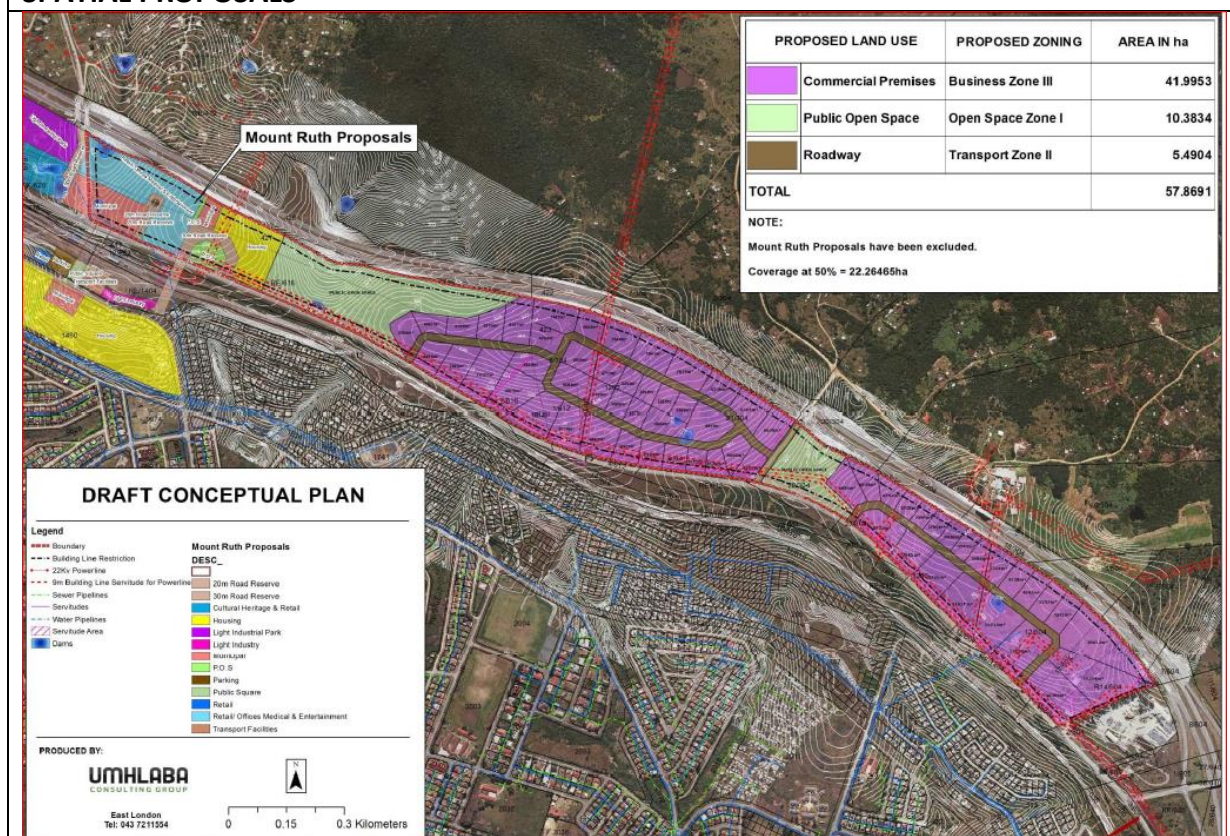
OBJECTIVES

The goal of the project is to identify and assess the suitability of land for industrial and logistics/warehousing potential in Mdantsane along the N2.

PROPOSALS

A layout was produced showing that a logistic focussed industrial park was feasible.

SPATIAL PROPOSALS



IMPLEMENTATION PLAN

Programme	Project	Status	Responsible Directorate
1. Land disposal	Negotiate with land owners to acquire the affected land parcels	Not achieved	SPD
	Rezone subdivide and survey and dispose of the created industrial erven	Not achieved	SPD
2. Economic Development	n/a		
3. Human Settlement Development	n/a		

4. Public Transport	Upgrade of taxi bays serving the nearby station	Not achieved	SPD
5. Social Facilities and Services	n/a		
6. Infrastructure Development	Upgrade of bulk sewer pipeline is necessary	Not achieved	IS
7. Natural Environment and Agriculture	n/a		
8. Waste Management	n/a		
9. Institutional Support	n/a		

14. **MDANTSANE URBAN HUB (2016)**

The Urban Network Strategy Concept introduced by National Treasury identifies the Mdantsane CBD as an Urban Hub within the Primary Integration Zone of the Buffalo City Metropolitan Area.

OBJECTIVES

1. Reinforce and improve the CBD's existing attractions and destinations, in particular the Taxi Interchange Sub-Precinct, the Cultural Sub-Precinct, the Shopping Sub-Precinct well as the Sisa Dukashe Stadium Precinct.
2. To introduce new anchors and areas of activity to expand and improve the functionality of the CBD.
3. Create a clear hierarchy of public urban spaces linked through a well-connected network of routes for pedestrians
4. To improve general access and connectivity through the area.
5. Upgrade and improve buildings and features of cultural / historic significance and value in order to create a strong identity for the area.

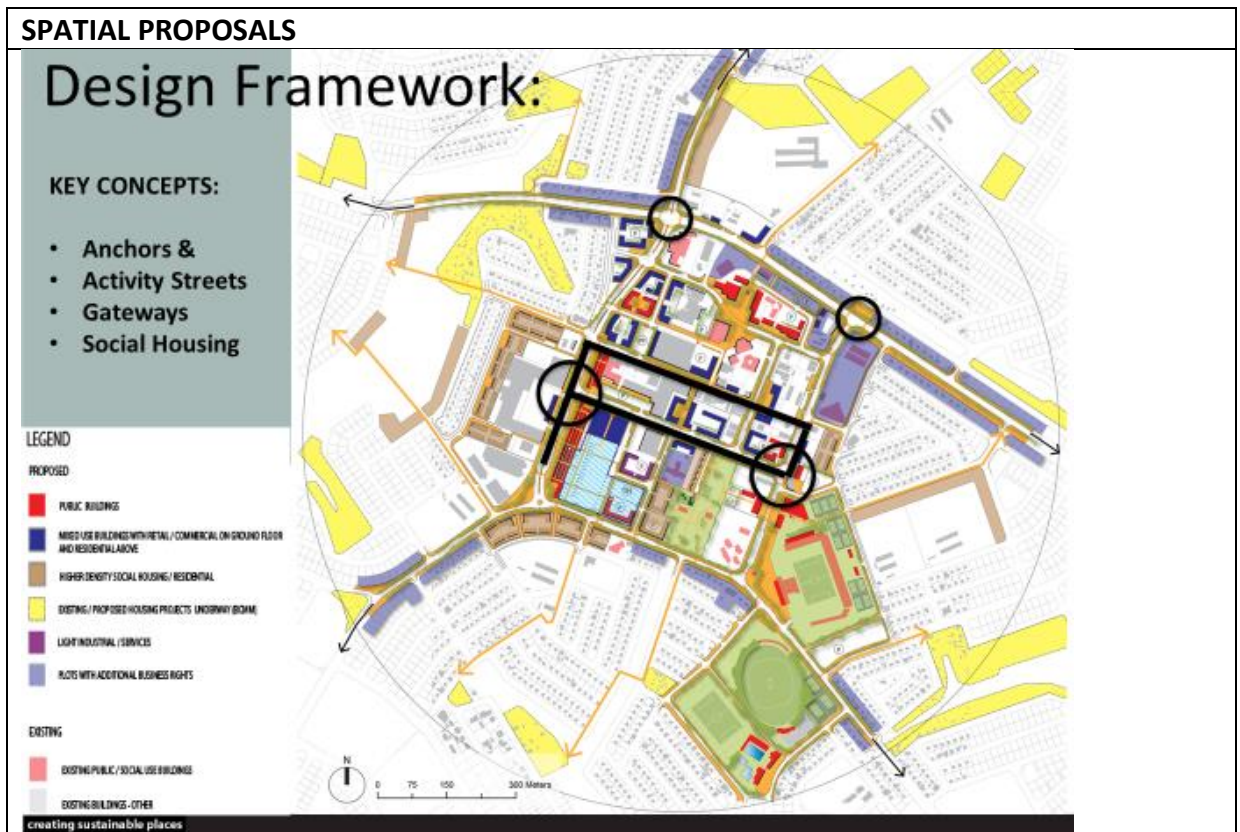
6. Encourage a high standard of urban design that places significance on the public realm and relationships between buildings and streets.
7. Create an urban form that assists in creating a safer and pedestrian friendly environment.

PROPOSALS

Land for Township Economy and High Density Housing was identified; The study calculated that there was opportunity to develop:

- 2040 Social Housing Units
- 1279 High Density Housing units
- 50000m² of Retail and Commercial Space.

Recreation facilities were identified and proposals were made for the upgrade of the Public Realm.



IMPLEMENTATION PROGRAMME			
Programme	Project	Responsible Directorate	Status
1. Land Disposal	Rectifying Cadastral and Property Registration issues	SDP	Not finalised
2. Economic Development	Local economic development initiatives such as developing space for Hawkers to operate	EDA	?
	CBD Business needs survey.	EDA	Not achieved
	CBD Marketing plan.	EDA	Not achieved
3. Human Settlement Development	Mixed Use and High-density Housing Development Projects	HS	Not achieved
4. Public Realm Upgrade Programme	Upgrading of the Public Realm Formulation of Urban Design Guidelines	SPD	Not achieved
5. Public Transport Programme	Upgrading and improving access and movement to and within the CBD.	SPD	Qumza highway upgrade underway. No pedestrian facilities or regulated municipal public transit service
6. Infrastructure Development	Infrastructure Capacity Study to identify upgrading projects	IS	Not achieved
7. Institutional Support	Establishment of an appropriate institutional vehicle would be essential to undertake Precinct Management that will address: Engaging with local community and stakeholders; Safety and Security; Cleansing; Management Informal traders; Management Informal traders; Assist with fast-tracking of building plans.	EPMO	?

15. SLEEPER SITE FRAMEWORK PLAN (2016)

OBJECTIVES

The objective of the framework plan was to identify a best use for the newly acquired Sleeper Site property with the goal of revitalizing the CBD as the prime objective.

As a secondary objective to improve both the quality of the public realm and the safety of Oxford Street

PROPOSALS

The best use framework proposal for the Sleeper Site is described as follows:

- A consolidated Civic Centre is to be designed and constructed as the first physical development on the Sleeper Site: the “Seed Development”.
- As it is crucial that the first development on the Sleeper Site must establish the area as an attraction, it is further proposed that the Civic Centre be augmented – in line with the Civic Heart theme – by a modern Municipal Library/ICT Learning Centre, an entertainment centre (Auditorium/Civic Theatre) and a Public Square or Memorial Park.
- The remainder of the Sleeper Site should be held in trust by the Municipality and made available in response to demand and/or compelling proposals received in line with the area’s overall designation as a Knowledge Economy and Innovation Precinct.
- Of note is that the designation of the area as a Knowledge Economy and Innovation Precinct highlights a strategic decision that the Sleeper Site be used to further the aims of developing East London as a distinctive University City, in partnership with the key tertiary institutions that already have a presence in the Buffalo City area, and possibly others
- While the precinct is identified as a Knowledge Economy and Innovation Precinct, the concept does not preclude other land uses that may evolve in response to the principle developments on the Sleeper Site and surrounds, and these possible uses are noted to include retail and service enterprises,

accommodation establishments and recreational facilities; It is anticipated that the evolving development of the Sleeper Site as the Civic Heart and a vibrant space for university and related facilities will further have positive impacts on surrounding areas such as the Quigney and Central EL, where the upgrading of existing housing stock as well as new residential opportunities are likely to be stimulated in the open market.

- A crucial aspect of implementing a successful development path for the Sleeper Site over time will be the development of a road and pedestrian pathway network that integrates the Sleeper Site into the CBD and surrounding areas. The framework makes proposals regarding the distribution of land uses and associated transportation requirements and critically also the need for precinct management.
- The Best Use Framework Study made broad assumptions around floor areas to be developed within the Central and Northern Precincts, as follows:
 - - *30,000m² of Office Floor Area for the Civic Centre;*
 - *30,000m² of office/institutional Floor Area OR the inclusion of a high density residential use component in the Northern Precinct in two different*
 - *mixed use scenarios;*
 - *and 45,000m² of office/institutional Floor Area Floor Area for the remainder of the Sleeper Site study area.*

The following urban design principles were identified to guide the development of the site:

Linking City to Sea

Unify the city by conceptually creating a pedestrian orientated link that spans across the CBD, the Sleeper site and Quigney to the sea. Drawing the sea into the City will forge the spatial relationship between a missing piece of the landscape puzzle and makes it present in the appreciation of the place.

Develop a Civic heart for the City

Use the building of a new Civic Centre to bring a sense of civic space into the city, which is patently absent. A sense of “civic-ness” must be built into the urban form as well as where civic functions are centralised. It is appropriate for the existing City Hall building to be linked to form part of a new Civic Precinct at the heart of the broader city. To achieve this, build the new Civic Centre on the portion of the Sleeper Site closest to the existing City Hall and make strong pedestrian connections between the two.

Memorialise History in Public Spaces

The City has a layered and vital history that offers a powerful narrative for building meaning and relevance into what is built. An ideal opportunity is for the development of a Memorial Park attached to the Civic Centre and central to the civic spatial chain. The Park is conceived as a flexible place for many activities including civic events and a venue for sculpture at civic scale. It should function for both the everyday [walks, rest, etc.] as well as large scale organized events.

Allow Continuity of the Road Grid

The site is located between two existing road network grids that shapes its strong form. The morphology of the CBD and Quigney is built on **the flexibility of the street grid, which allows for continuity and maximum access.**

For the site to stitch together the two CBD and Quigney), streets on either end must be connected, even if this may be notional once the rail barrier (the railway station and shunting yards) is encountered. It is fortunate that the road grids already align. Extending the grid does not necessarily mean that roadway is dedicated to vehicular traffic. Within the precinct, it is possible that certain grid roadways could be prioritised for pedestrians and bicycles – with possible limited access for utility vehicles.

Cross the Rail Barrier

The biggest impediment to unlocking the Sleeper Site is the rail barrier that separates it from the CBD and this must remain the focus of a design solution for the first building in the precinct (the BCMM Civic Centre). The best place to cross the rail tracks is before the rail servitude fans out towards the shunting yards, opposite the Station Road/Buxton Street intersection. Here the distance to cross is at its minimum and is where maximum opportunity exists. The manner of

crossing must support the role of movement at the larger scale. The Buxton Street crossing is the primary pedestrian crossing envisaged and could be conceived to be of a grand scale.

Implement a Perimeter Block Development Model

Build up to the site edges of the site so that buildings form the face of the street façade. The façade must be developed with depth achieved through setbacks in fenestration facing the street. Extroverting buildings with layering of levels of privacy towards the core of the city block are encouraged. Courtyards and series of courtyards must be promoted where thresholds into courtyards are layered and denote entrance. Avoid blank facades.

Grain

The subdivision of each block is to be encouraged in order to have multiple developers per block, which in turn promotes variety and a finer urban grain within the unified urban form. Where a single developer develops large sites, building façades must be broken up with an emphasis on verticality.

Density

Development management must encourage the achievement of density, where density means the intensity of activity rather than the number of people accommodated on site.

Scale

Managing the height of buildings is in support of encouraging appropriate density and is informed by the interface with neighbouring precincts. The Civic Centre may be designed to straddle the rail servitude but whichever design solution is decided upon, scale (height) should link to sculptural form within the perimeter block model. Signal Street facing buildings should ideally be scaled at appropriate heights, as a mediator between the single storey neighbours across the street and the scale of the remainder of the precinct. Finally, a general principle is that covered walkways are encouraged along all street edges creating horizontal lines at human scale and providing shelter against the elements.

Build on Existing Character of Place

Build onto the nature of wide streets that exist throughout the precinct and occupy the “street container” with pedestrian orientated functions, a consistent street furniture palette and a treed sidewalk of consistent indigenous species Retain existing mature trees wherever possible. Generate a place for everyday function and a place for local people Respond to the natural slope of the site, direction of the wind and the angle of the sun and other environmental indicators.

Maintain a Movement Hierarchy

The primary east-west link across the city is the main structuring element fortified by an emphasis on non-motorised transport infrastructure. This should include generous pedestrian sidewalks, cycle routes appropriate to the context, paved pedestrian malls and paved pedestrian priority crossings in an unbroken system that ties together the Gillwell Mall Taxi Rank, the UFH southern campus, the WSU Building in Buffalo Street, the central railway station, the proposed new Civic Centre, and the proposed Memorial Park to the sea. The function of Moore Street changes to become a higher order connector to the sea. Reduce the width of the street by increasing the sidewalk width to accommodate pedestrians, cycle routes, street furniture and landscaping/trees. Vehicular traffic filters into the Sleeper Site primarily from the north and south [Commercial Road and Fleet Street] and penetrates the site through an open grid and buildings are accessed directly from streets. In principle, the east-west roads servicing the precinct south of the proposed Civic Centre are to be of a lower order and designed to encourage vehicles to slow down dramatically in support of a landscaped campus character. A palette of clay-paved surfaces is encouraged wherever possible, particularly at pedestrian crossings.

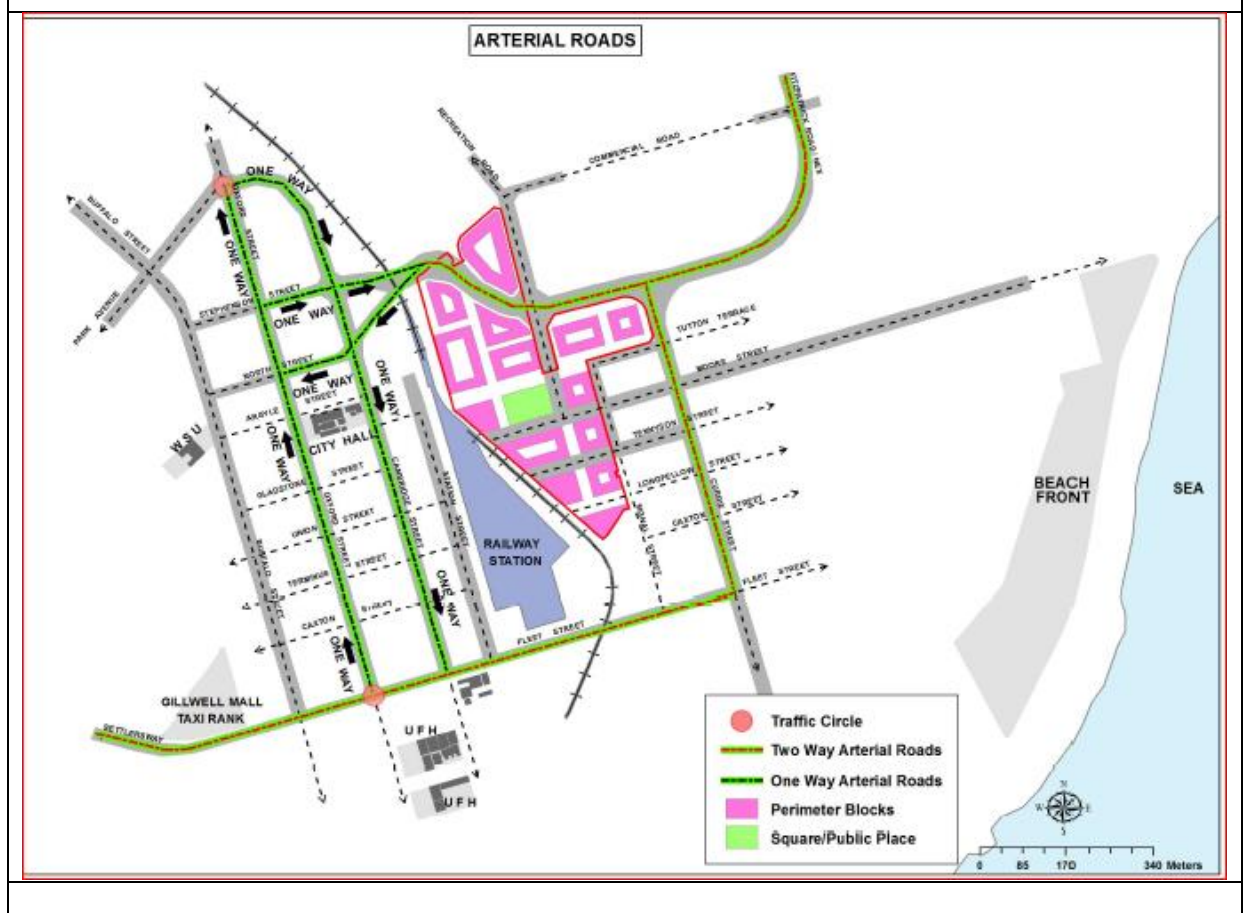
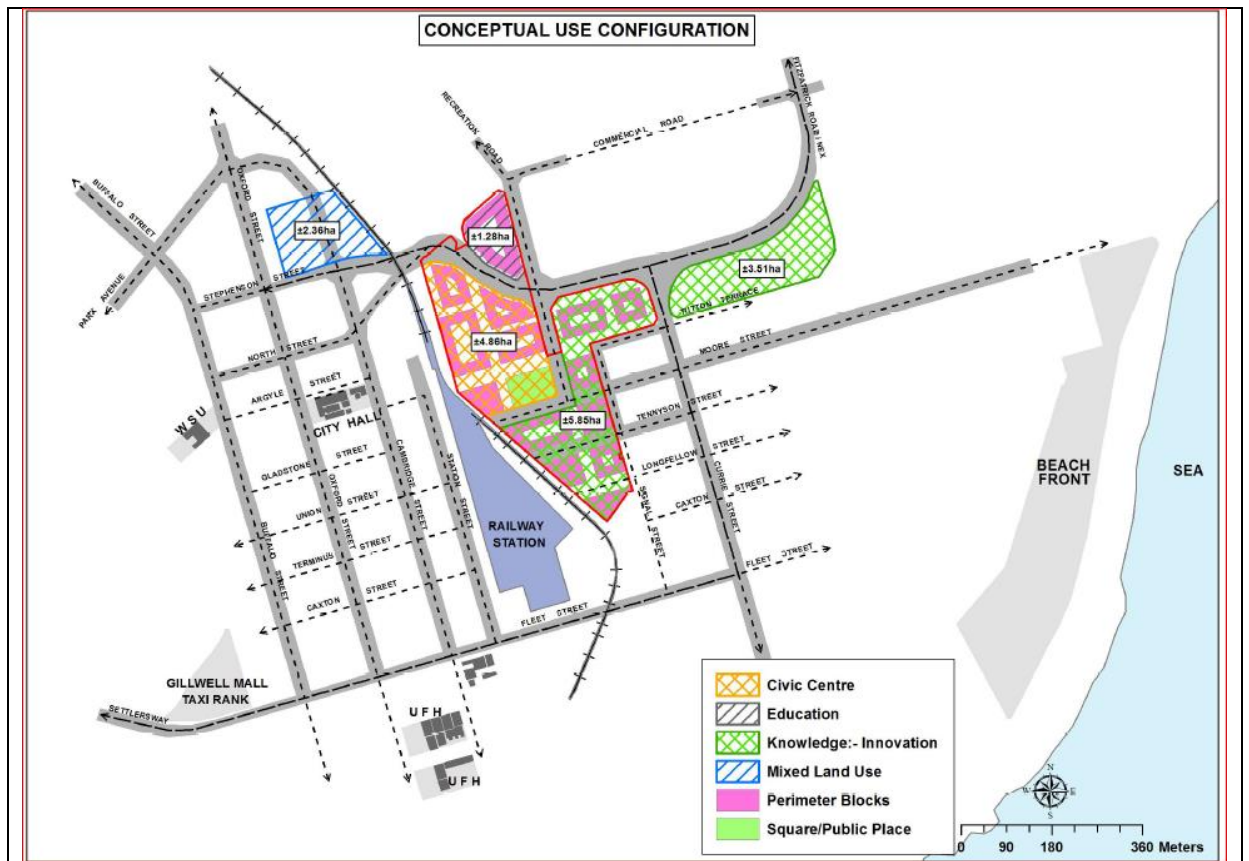
Organise Use Function

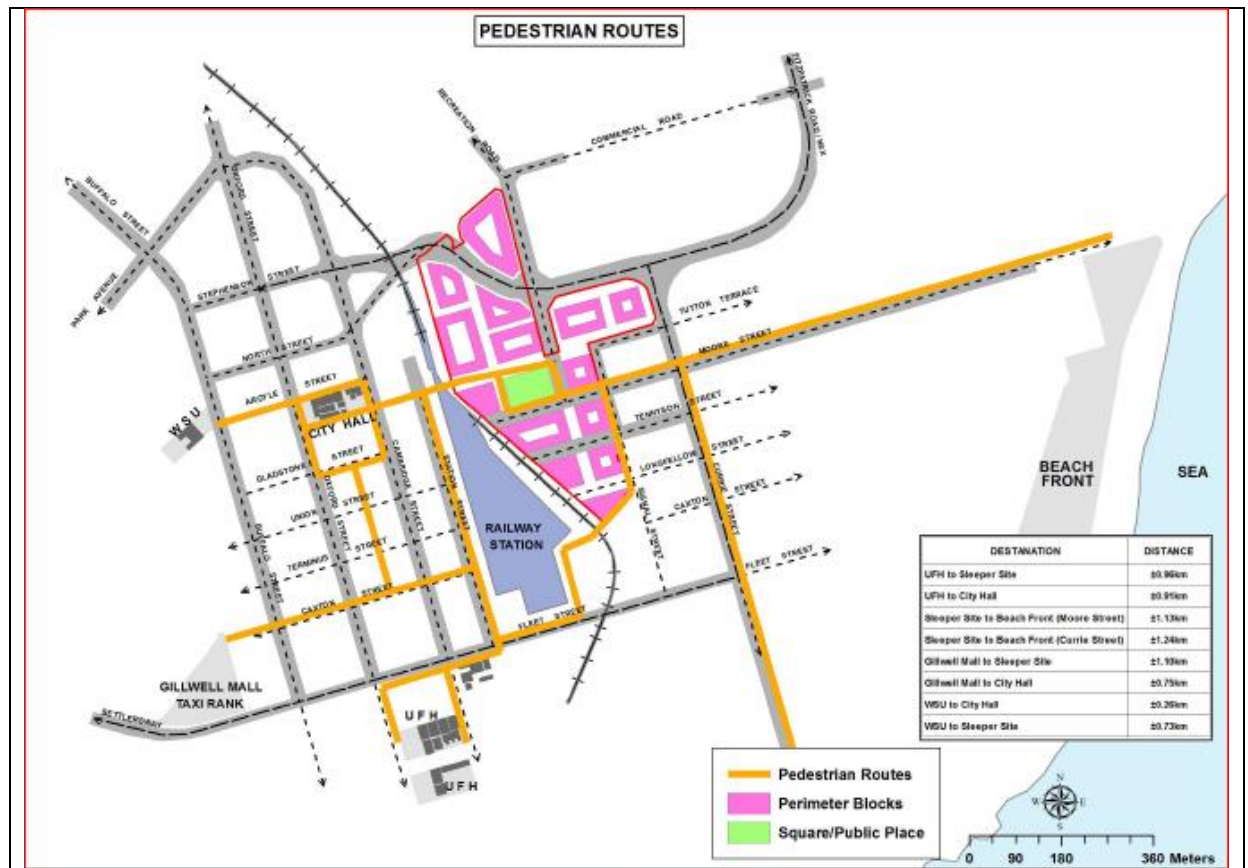
The precinct is conceived as a mixed-use precinct and, as a general rule, all ground floor space is reserved for functions related to the street to create contiguous active edges. The permeability of the precinct must be supported by functions that make for an extroverted relationship to its context. It is preferable for the ground floor level to be a minimum height of 4,5m to make the use of that space flexible for reinterpretation over time. The ground floor of the Civic Centre is reserved primarily for public interface and services functions and entrance with its related functions. Parking to be managed on site internally or at the first floor level.

Ideally, no parking must be visible to passers-by. Where parking is accommodated above ground floor level, screening devices must be used. Roofscape to be primarily designed as a fifth elevation with publically accessible space supporting publicly accessible functions. The remainder of the space is to support mixed-use functions with office or academic faculty-type space as the consistent and predominant base function envisaged across the precinct.

SPATIAL PROPOSALS







IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal/acquisition/development	Undertake work place study to determine and organisational review to determine the office needs of BCMM administration	Not achieved	BCMDA
	Design civic heart including civic centre	Process to begin in 2020	Human Resources
	Subdivide the Civic heart as per design	Waiting for above design process	SP&D
	Acquire erf 71599 from ADM	Not achieved	SP&D
2. Economic Development	n/a		
3. Human Settlement Development	n/a		
4. Public Transport	Inner city traffic study/Model/Review Arterial roads plan in support of conceptual proposals	Completed	SP&D

	Construct R72/Fitzpatrick link road	Project underway in 2019	IS
5. Social Facilities and Services	n/a		
6. Infrastructure Development	CBD & Surrounds Water Reticulation Need Assessment Study (Fireflow Requirements) in support of Sleeper Site Development	Not achieved	Infrastructure Services
	East Bank Wastewater Catchment Infrastructure Upgrade Need Assessment Study in support of Sleeper site development	Not achieved	
	Sleeper Site Stormwater Need Assessment Study	Not achieved	
	Comprehensive Geotechnical Investigation of the Sleeper Site	Not achieved	
	Sewer requirements study in support of Sleeper Site development	Not achieved	
	Upgrade electricity network in support of Sleeper Site development	Not achieved	
7. Natural Environment and Agriculture	n/a		
8. Waste Management	CBD clean up	Not achieved	
9. Institutional Support	Upgrade of CBD public realm to boost investor confidence	Not achieved	
	Build effective partnerships with key Innercity stakeholders to promote the revitalization of the Inner City	?	

16. **BONZA BAY LSDF REVIEW (2019).**

This review updates of the Bonza Bay LSDF of 2008

OBJECTIVES

The key objective Vincent Barea LSDF are

- To introduce a business component into the predominantly residential suburb of Beacon Bay and identify areas where new business can locate.
- To introduce mixed land use development into the area
- To manage growth of the business areas and consequent traffic flows in the area in the study area and reduce it's impact on the surrounding residential areas.

PROPOSALS

Key land use management proposals include:

- The concept of land use buffers between land business uses and adjoining residential areas in order to protect the residential areas from the negative impacts of being close to a business area.
- The introduction of defined mixed use precincts allowing for offices, residential and retail uses.

SPATIAL PROPOSALS

IMPLEMENTATION PROGRAMME			
Programme	Project	Status	Responsible Directorate
1. Land disposal			
2. Economic Development			
3. Human Settlement Development			
4. Public Transport			
5. Social Facilities and Services			
6. Infrastructure Development			

7. Natural Environment and Agriculture			
8. Waste Management			
9. Institutional Support			

17. SOUTHERNWOOD BELGRAVIA URBAN RENEWAL STUDY (2018)

BACKGROUND

The BCMMS SDF has identified the Inner-City areas of Southernwood, Belgravia and Quigley as Urban Renewal Areas. These areas have good access to transport routes and are areas with existing high-density development.

This study looks at the needs of the community and focusses on proposals relating to the Public realm and support for the local economy.

OBJECTIVES

- Build local infrastructure and capacity, especially entrepreneurial and creative capacity
- Foster and maintain authentic relationships with anchor **partners** and other relevant stakeholders
- Promote community development by recognising and embracing local community structures and availing funding for joint initiatives (link proposals back to partnerships)
- Adopt an organic and incremental approach to bottom-up way of doing community development
- Infrastructure (as economic enablers), eg. Walkable Streets and Mixed Use Streets
- Capacity building& skills development

PROPOSALS

The study contains preliminary proposals relating to role of the anchor institutions in the area.

Proposed Spatial-economic transformation outcomes:

- A precinct where the community and **anchor institutions** are true partners
- Neighbourhood with a sense of community purpose
- **Economically vibrant** giving just recognition to micro entrepreneurs and creatives alike
- An attractive precinct with a great public realm & places, streets, gateways, parks where residents want to **live, work and play (liveable)**
- A connected, **walkable, cycle-able** sustainable precinct

Key Proposals: 4 BIG IDEAS

- IDEA 1: ANCHOR INSTITUTIONS
 - Eds and meds and social housing
- IDEA 2: INNOVATION AND ECONOMIC DEVELOPMENT
 - Research; Development; economic drivers; Support to strategic businesses and initiatives
- IDEA 3: SUPPORT TO BUILT ENVIRONMENT
 - Densification; LUMS; Environment
- IDEA 4: URBAN MANAGEMENT
 - Operational; Governance

IMPLEMENTATION PROGRAMME			
Programme	Project	Status ALL NEW	Responsible Directorate
1. Land disposal/acquisition	Land assembly/release plan for densification drive;		Property Man.; Human Settlement
	Densification Financial Support Plan		Property Man.; Human Settlement and Finance; IDP
2. Economic Development	Entrepreneurship training to informal traders		LED

	Cost of doing business feasibility study		EPMO; Finance; LED
	Innovation District Strategy & Programme		ALL
3. Human Settlement Development	Green Densification Study		City Planning & Human Settlement & Parks & IEMP
4. Public Transport	Feasibility Study		
5. Social Facilities and Services	Formalisation of informal recycling efforts/ Malcomess Park Buy-back Centre		LED; Mun. Services; Property Man
	Place making project		Arts and Culture; Parks; Roads; IEMP; City Planning
	St Georges Park Upgrade, incl. SMME Hub/ multipurpose spaces		Arts and Culture; Parks; Roads; LED; City Planning; IEMP
6. Infrastructure Development	Walkable Streets Programme		Arts and Culture; Parks; Roads; LED; City Planning; IEMP;
	Mixed Use Streets Programme		Engineering Services
7. Natural Environment and Agriculture	Greening Programme, incl. Edible Greening		Arts and Culture; Parks; Roads; LED; City Planning; IEMP; Human Settlement
8. Waste Management	Urban management programme/ CID		Mun. Services;
9. Institutional Support	Feasibility Study looking into the merits of Opportunity Infrastructure, such as Incentive Schemes; Regulatory, Relaxations and Special Permissions		City Planning; Finance;
	Anchor Institution Partnership Strategy		BCMM Leadership

5. ASSESSMENT OF LSDF'S

As noted above each LSDF contains policy proposals and projects for implementation. This assessment will consider whether the implementation of such policy and projects has been effective.

Challenges

Challenge is that there has been a low level of implementation

There are several general gaps identified from the LSDF's which can be grouped

- Metro Cemetery Strategy
- Metro Waste management strategy
- Land acquisition and disposal strategy

Successes

Ie BBLSDSF was successful because

VB challenges with non-compliance with SDP

Quenera. Given the progress with Infrastructure - what is needed further?

- Land must be set aside for housing for each and every application. \We need to work out on what basis this happens. What % where. Expropriation will be needed. Flatest land first

LAND USE MANAGEMENT UNIT

POLICY/BY-LAW/LEGISLATION	PURPOSE	COMMENTS (e.g date of approval, due for reviewal, etc)
Spatial Planning and Land Use Management Act, 16 of 2013	To provide a framework for spatial planning and land use management in the country	Came into effect on 1 July 2015
Land Use Planning Ordinance 15 of 1985	To exercise control over the use of land in the erstwhile Cape Province	1 July 1986

Ciskei Land Use Regulation Act, 15 of 1987	To regulate land use in the former Ciskei	9 October 1987
Buffalo City Zoning Scheme	To determine use rights and provide for control over the utilization of land in BCMM	23 May 2008
Land Use Compliance By-law	To enforce compliance with the provisions of the Zoning Scheme	Draft approved by Council on 24 June 2015. Report for final approval to Council meeting of 26 October 2016
BCMM Spatial Planning and Land Use Management By-law	To regulate spatial planning and land use management in the municipality	18 July 2016

SETTLEMENT PLANNING UNIT

POLICY/BY-LAW/LEGISLATION	PURPOSE	COMMENTS (e.g date of approval, due for reviewal, etc)
BCMM Informal Settlement Study	After council approved the Land Management Policy, BCMM resolved to undertake a co-ordinated approach towards dealing with informal settlements in the urban areas, excluding those informal settlements located within and on the fringes of Mdantsane and Duncan Village, as for these areas separate studies where done. The main purpose was to undergo an Technical Analysis and field survey in order to guide the assessment of individual settlements and to provide the	31 July 2012

	framework which recommendations would be made in respect of each settlements as regards to In-situ Formalization (Either in full or partial) or relocation (either full or partial).	
BCMM Informal Settlement Upgrading Policy and Strategy	<p>The purpose is as follows:</p> <ul style="list-style-type: none"> ➤ To provide a coherent framework for current BCMM activities as it moves towards including incremental upgrading of informal settlements as major part of its human settlements programme. ➤ To be in-line with and incorporates National development imperatives which include the National Development Outcomes and Delivery Agreement, and the National Development Plan Vision 2030. ➤ To provide particular actions/proposals/strategies for incremental approaches to Informal Settlement upgrading. ➤ To increasing participatory planning and community involvement in the implementation process. ➤ To include institutional arrangements for coordinated planning and implementation across metro 	25 November 2015
BCMM Rural Settlement Development Plan	The purpose is for the formulation of a comprehensive Rural Settlement Development Plan aimed at ensuring a structured spatial and settlement pattern as well settlement planning for the provision of basic services and housing within the rural context.	28 August 2016

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