



BUFFALO CITY METROPOLITAN MUNICIPALITY

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK 2019-2024

Spatial Development Framework - (Draft)

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GLOSSARY OF TERMS AND ABBREVIATIONS

"Nodes" is a term usually ascribed to cities, town's rural service centre and village. This tends to work against the need to achieve rural development through integration of urban and rural areas. It is accordingly proposed the term node is to be less prominent and less significant in future SDFs with the emphasis rather being placed on identifying "human settlement" where integrated programmes can be shared. Such settlement can be both rural and urban in nature and could serve to bridge diversity between these communities. There are two main types of Nodes applicable in BCMM:

- **Metropolitan or Primary Nodes**– these are nodes that are of such significance in terms of scale, location, diversity and agglomeration of function (facilities, services and economic activities), that they impact on the metropolitan region as a whole (or have potential to do so in the context of the SDF).
- **Local Nodes** – these are modal interchanges and lower-order intersections within a corridor or Activity Street where a range of lower-level activities and services, aimed at local needs, tends to locate.

"Development Corridors"– The notion of development corridors both as structuring elements to guide spatial planning as well as special development areas with specific types of development potential has been well established internationally. Typically, development corridors have been identified as roads or other transport routes along which existing and/or potential land developments at a higher than average intensity (can) occur Development corridors can also be refined and described as follows: -

- **Activity Corridors**, which are described as bands of high-density urban development up to 800 metres wide along a public transportation route. Typically, activity corridors link areas of greater intensity of land use, which are commonly called nodes. Activity corridors are generally considered the highest order of corridor. In Buffalo City Metropolitan Municipality four activity corridors have been identified:-
- **Activity Spines**, which are defined as the central road or railway line within an activity corridor that links major or minor nodes.
- **Activity Street**, which is usually defined as a local street that is located within the sphere of influence of an activity corridor and reinforces it. To be classified as an activity street, vehicle and pedestrian access to a mix of land uses is a priority. (Refer to Table 6: Corridors for the list of Activity Streets)
- **Mobility Routes**, which are defined as roads with limited access that principally, carry traffic between major nodes. An example of a mobility route would be the N2 linking East London to King William's Town. (Refer to **Table 5: Corridors** for a list of Mobility Routes)

Integration Zones (IZ): The Urban Network consists of a number of Integration Zones. Each zone is a part of a city or city region-wide TOD network. An integration zone is a spatial planning element facilitating spatial targeting of investment aimed at spatial transformation. Each zone consists of a transit spine connecting two anchors via mass public transport (rail/bus) e.g. the CBD and an 'urban hub' (township node with the best investment potential). It can also comprise of the CBD and another primary metropolitan business node. Between the two Integration Zone anchors area limited number of Integration Zone intermediate nodes that are strategically located at key intersections connecting to marginalised residential areas (townships and informal settlements) and economic nodes (commercial and industrial nodes) via feeder routes. The Urban Hub connects to secondary township

nodes within the marginalised peripheral township. The Integration Zone includes a hierarchy of TOD precincts located and prioritised within the structure of the nodes described above.

"Urban Services Edge" - is a demarcated line that, taken together with an interrelated policy, serves to manage, direct and limit urban expansion. Certain types of urban development outside the continuous development of the urban core area should only be allowed:

- Within small towns and rural nodes, and
- Where the natural environment and agriculture are not compromised.

The Urban Services Edge forms the boundary between urban development, rural development areas, and the valuable natural and agricultural hinterland. The purpose of the Urban Services Edge is to contain the lateral growth of urban areas in ways that threaten long-term sustainability from an environmental as well as a financial and public services-feasibility perspective.

Urban Services Edge areas are areas where the transition from the urban area is proposed to change to peri-urban and rural development; involving differing land use characteristics and density of development and different levels of servicing in the basic services networks of water, sanitation, roads and stormwater, and electricity.

"Proposed Settlement Edges" – can also be used to manage in a more fine-tuned manner the investment strategies and characteristics of infrastructure levels according to the needs of communities and economic activities located within Urban Services Edges or outside Urban Services Edges; the settlement edge can be used to encourage more efficient use of underutilized land existing in a settlement or town; through development of vacant land or the re-use of brownfield degraded land areas,

"Densification/Residential Intensification" – is the process whereby residential densities (the number of dwellings per hectare) are increased in a planned and meaningful manner within the existing boundaries of a specific area.

"Mixed Uses"– Mixed-Use development is the horizontal and vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land. It is aimed at facilitating a wide range of residential types within close proximity to employment, educational, social and recreational opportunities.

"Metropolitan Open Space System" - is a rationalised network of interconnected open space aimed at (i) Complementing the built fabric by providing the urban environment with variety, character, a sense of visual relief, open space enjoyment, recreation and general amenity; and (ii) Protecting biodiversity in urban areas, and providing animal and plant species with habitats. The Open Space System identified in the Municipal area, comprises of designated Protected Areas, areas identified for Protection, environmentally sensitive areas (conservancy areas etc.) and sensitive areas associated with watercourses and major river systems.

Planning terminologies are unpacked further in Annexure Two

EXECUTIVE SUMMARY

The Buffalo City Metropolitan Municipality (BCMM) has undertaken a new 5-Year SDF Review for the Buffalo City municipal area in terms of Sections 25(1) and 26(e) of the Local Government: Municipal Systems Act (Act 32 of 2000 – MSA), read with Sections 12 and 20 of the Spatial Planning and Land Use Management Act (Act 16 of 2013 – SPLUMA), and Chapter 2 of BCMM's Spatial Planning and Land Use Management By-Law (published under Local Authority Notice 62 in the Eastern Cape Provincial Gazette on 18 July 2016).

In line with the new system of spatial planning brought into being in 2014 by SPLUMA, government policies increasingly emphasise the need to pursue strategic outcomes that would lead to a change in the entrenched but unsustainable Apartheid-based segregated spatial patterns of development that prevail in almost all South African municipalities, including BCMM. For this reason, a key focus of the new Buffalo City Municipal SDF during this review has been to enable and promote spatial transformation so that a more spatially just, efficient, resilient and sustainable spatial pattern of development can be achieved to underpin economic growth and social progress over time.

Accordingly, **the focus of the 2020 Municipal SDF is to make spatial development and land use management proposals that:**

1. **Comply with the legal and policy guidance** provided by global treaty and governance agreements, national and provincial policy and legislation, and the strategic objectives set by the Buffalo City Integrated Development Plan;
2. **Ensure that the biophysical environment is protected and wisely managed** to maintain biodiversity and ecosystem goods and services such as water, fertile soils and clean air, so that the essential conditions for sustainable human development endure over the long term.
3. **Facilitate the creation of more efficient and compact towns and cities** by enabling the densification and intensification of prevailing and new land uses in localities that are well-connected to existing developed areas and infrastructure.
4. **Promote higher-density residential uses as well as mixed residential and economic land uses** within inner-city areas and at identified nodes or strategic localities along identified public transport corridors;
5. **Prioritise the development of improved linkages** between places of residence and places of employment and to strengthen connectivity between settlements and communities across Buffalo City;
6. **Build on and facilitate key economic development initiatives** that are being driven by national, provincial and local government in partnership with the private sector and civil society by ensuring that spatial proposals support the requirements of these initiatives for strategic connections to workforces and markets; and
7. **Promote the implementation of a Land Reform and Settlement Programme** in the rural areas of Buffalo City by identifying zones of opportunity for integrated human settlement development;

The Municipal SDF sets out its proposals arranged in nine Themes: Spatial, Economic, Sustainable Human Settlement, Infrastructure, Transport, Environment, Rural Development, "SMART City" and Information Technology, and Governance. Each Theme contains a set of Directive Principles on which proposals for that thematic area are based.



A 10-Year MSDF Spatial Development Vision: What BCMM Seeks to Achieve by 2030

To begin with, the Municipal SDF takes its lead from the Long-Term Vision set out in the BCMM IDP:

“Buffalo City: well-governed, connected, green and innovative”

In responding to this IDP Vision, the MSDF review puts forward a 10-Year Spatial Development Vision. This describes what the Municipal SDF is working towards achieving over the next 10-year time frame and serves to guide BCMM's continued efforts to improve local and regional economic opportunities and, ultimately, to facilitate sustainable growth in the Metropolitan Area.

- Buffalo City has re-invented itself through its transformation from a spatially and socially divided past, to consolidate its position as a 'City-in-a-Region' that anchors socio-economic development in the Eastern Cape Province.
- It has put in place the necessary enabling infrastructure, transportation and Information and Communication Technology systems to underpin an innovative Knowledge-Based Economy that embraces the 4th Industrial Revolution (4IR) and Digital Transformation.
- In so doing, it has advanced its progress to create a successful, prosperous and dynamic modern city that is enterprising, green, open and connected, spatially integrated and well-governed.
- Its citizens are proud of their beautiful coastal lifestyle city, which is the capital of the Eastern Cape Province, home to a globally competitive auto industry, and has excellent social, educational and medical services and a diverse housing market that meets their varying needs.
- They continue to strive to achieve a compact, sustainable and resilient City.

Strategic Approach to Spatial Targeting of Investment

As BCMM must plan to achieve its goals and objectives within the limits set by available financial and human resources, it has adopted a strategic approach to focusing key investment by identifying five broadly defined spatial areas where such investment should be prioritised. These are described as Spatial Focus Areas (SFAs) and are listed in order of relative priority as:

SFA 1: West Bank (including the West Bank Economic Development Corridor)

Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure and Mass Housing projects on West Bank.</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> Water services – especially Wastewater Treatment to serve the West Bank and ELIDZ Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) Harbour expansion and deepening IOX Undersea data cable and associated development opportunities 	<ul style="list-style-type: none"> Since 1980s, West Bank area was seen as having best potential for large-scale urbanisation in Greater EL area. Investment in IDZ is constrained from being fully realised by lack of key infrastructure in Wastewater treatment on West Bank. Ample well-located land for integrated, higher density and mixed land use development close to IDZ. Transport Linkage to Central EL Area crucial to creating an integrated and better functioning city.

SFA 2: Central East London – Mdantsane and the areas in between (MELD Corridor)

Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure in a Central Urban Renewal Area (EL-Mdantsane)</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) The Sleeper Site (mixed land use development and Knowledge Economy node) The Central-Reeston Wastewater Transfer System North West Expressway Extension linking CBD to Amalinda Junction and N2Section 3 	<ul style="list-style-type: none"> This area is currently home to the majority of the BCMM population and is the “Heart” of the City-in-a-Region that is BCMM. Potential to house 40,000 to 50,000 households at increased densities, over time. Critical infrastructure/service backlogs hindering progress. Creating infrastructure capacity in roads and services networks will permit the intensification of land development in the central EL area with resulting improvements in efficiency and spatial sustainability. The consolidation of a mix of land use developments closer to the East London CBD and Duncan Village area would also meet the development principle of Spatial Justice.

SFA 3: King Williams Town/ Bhisho

Spatial Focus	Rationale for Priority
Investment in roads, public transport and infrastructure upgrades to support the KWT-Bhisho Revitalisation process Catalytic Projects are identified as: <ul style="list-style-type: none">The Bhisho Revitalisation Precinct"Green Energy" Hub located at BerlinRevitalization of Dimbaza as an agro-processing hub linked to Bulembu	<ul style="list-style-type: none">Support continuing function of KWT as an extended Rural Service Centre.Support Provincial Government-led initiatives to consolidate Bhisho as the Administrative Capital of Province.

SFA 4: Quenera – Gonubie Area

Spatial Focus	Rationale for Priority
Investment in land in Quenera area Catalytic Project is identified as: <ul style="list-style-type: none">The Beacon Bay-Gonubie Link Road and intersections	<ul style="list-style-type: none">NEED to resolve critical problem areas of Mza'momhle and Nompumelelo without extending solution to mass-based housing as this will distort desired spatial pattern of CENTRAL-WEST Focus.

SFA 5: Rural Settlements

Spatial Focus	Rationale for Priority
Investment in social amenities and job opportunities;	<ul style="list-style-type: none">Reduce travel distancesCreate opportunities within walking distances and nodal areas to benefit locals

Key Spatial Development Proposals in the Municipal SDF include the following:

1. Facilitating Economic Growth and Development

- a. Supporting the development of a multifaceted **Knowledge-Based Economy** by:
 - i. Promoting the creation of a West Bank Logistics and Manufacturing Hub centred on the East London IDZ
 - ii. Leveraging **high-speed broadband Internet connectivity** to facilitate the 5G technologies that will expand the BCMM economy into **4IR** and promote **Digital transformation**;
 - iii. Promoting the University Town concept to facilitate the transsession to the new economy. It also that seeks to enable the tertiary institutions in the City to strengthen, complement each other, and link their education offerings to the needs of the Regional and National economy;
 - iv. Related to the University Town concept, proposing the creation of the East London Inner City Innovation District, which would be centred on the East London CBD and the surrounding suburbs of Southernwood and Belgravia, with strong linkages to the ELIDZ and West Bank Logistics Hub;



- b. Repurposing existing industrial areas and establishing new industrial areas that are fit for purpose:
 - i. Re-purposing Dimbaza's industrial area for agri-processing industries based on the potential of logistical linkages to Bulembu airport;
 - ii. Re-purposing industrial areas in Wilsonia, Mdantsane and Fort Jackson as logistics centres linked to the West Bank Logistics Hub;
- c. Following a strategic **land release** programme to facilitate development in a transparent manner that complies with legislative requirements;
- d. Broadening the policy of introducing **mixed** use residential and commercial/retail land uses in existing commercial/retail areas and incentivizing mixed land use developments in appropriate localities throughout the City;
- e. Focusing on the improvement or creation of road links between industrial areas and the West Bank Logistics Hub as well as improved linkages within Greater East London, with key priorities including:
 - i. Development of a new N2/R72 Bridge over the Buffalo River linking the West Bank to the central East London area and hinterlands served by the N2;
 - ii. Strengthening the Mdantsane-East London (MELD) Corridor by infill development and enhancing the transportation modes available;
 - iii. Developing the North-West Freeway Corridor; and

2. Promoting New Mass Housing Developments to Support Economic Development and Spatial Transformation

- a. New well-located Mass Housing developments, adjacent to areas of economic opportunities, and/or along identified development corridors, that access economic focal areas:
 - i. West Bank Economic Corridor;
 - ii. KWT/Bhisho Corridor;
 - iii. Ginsberg;
 - iv. Quenera;
 - v. Amalinda Junction;
 - vi. Arnoldton/Reeston North
- b. Incremental Upgrade Programme of Informal Settlements in terms of the National Upgrading Support Programme (NUSP):
 - i. Informal settlements upgraded and redeveloped in line with assessments and prioritization;
- c. All new housing areas to be developed based on principles underpinning integrated and sustainable communities:
 - i. Densities to be increased at strategic localities wherever feasible and environmentally acceptable;
 - ii. Developments to be programmed to coincide with the provision of infrastructure and required social facilities;
 - iii. Innovative residential development projects will be favoured, including the application of cross-subsidizing financial models to develop a range of housing types to cater for varying market requirements and enable inclusionary housing at strategic localities.

The Structure of the Buffalo City Municipal SDF 2020

The Municipal SDF document is structured as follows:

<p>SECTION 1: INTRODUCTION</p>	<p>This section introduces the 2020 Municipal SDF Review and addresses:</p> <ul style="list-style-type: none"> (i) The area where the new MSDF will apply (ii) The legal status and purpose of the MSDF (what it seeks to achieve) (iii) What changes have been made to the content of the current (2013) SDF
<p>SECTION 2: CURRENT REALITY</p>	<p>Section 2 highlights the current status of spatial development in BCMM and identifies key challenges and opportunities arising out of the need to address:</p> <ul style="list-style-type: none"> (i) Legacy issues (issues arising from past policies and historical developments that remain challenging); (ii) Current issues (issues that pose challenges or offer opportunities based on current trends) and (iii) Future trends (issues that may be anticipated as being crucial in the future and which therefore require that steps begin to be taken now)
<p>SECTION 3: POLICY FRAMEWORK</p>	<p>This section identifies the key Global, National, Provincial and Local policies and legislation that BCMM must take into account and align with, when formulating its spatial planning and land use management proposals</p>
<p>SECTION 4: STRATEGIC DEVELOPMENT FRAMEWORK</p>	<p>Section 4 may be seen as the “strategic heart” of the MSDF and highlights the following:</p> <ul style="list-style-type: none"> (i) The MSDF takes its strategic direction from the BCMM IDP Vision and relates this to a 10-Year Spatial Development Vision that describes broadly the spatial development outcome that BCMM would like to achieve by 2030; (ii) In line with this Spatial Development Vision, a set of MSDF Strategic Development Principles are set out; and

	<p>(iii) A revised strategic approach to guide the spatial targeting of investment and spatial development initiatives is described.</p>
<p>SECTION 5: MUNICIPAL SDF PROPOSALS</p>	<p>This section sets out the detailed MSDF proposals, arranged under 9 Themes in the following format:</p> <p>(i) The first two parts of each Thematic section address proposed Directive Principles and related Policy Statements that must direct BCMM in all its spatial planning and land use management activities. These are set out in table format and address the following:</p> <ol style="list-style-type: none"> A brief description of each Theme and its rationale; The key informants to which the MSDF is responding; The National Policy and compliance with SPLUMA Section 21 requirements; A set of proposed Directive Principles, which are seen as those key actions or objectives that BCMM must commit to achieve in order to initiate and sustain a transformational agenda in spatial and socio-economic development; Key Programmes and Projects related to each Theme, where applicable; and Specific Policy Statements related to each Theme and connected IDP KFAs and proposed Policy Implementation Actions, where applicable. <p>(ii) Subsequent parts elaborate on the key spatial planning and land use management aspects and/or proposals relevant to each Theme</p>
<p>SECTION 6: IMPLEMENTATION: PROGRAMME & BUDGETS</p>	<p>The final section of the MSDF Review focuses on key projects and programmes – and related 1st order budgets where applicable – that have been identified in order to implement the spatial development proposals and work towards achieving the strategic development objectives of BCMM.</p>



SECTION 1

INTRODUCTION

1 INTRODUCTION

So what world are we living in? For starters, we're living in a world that is becoming so interconnected – thanks to digitization, the internet, broadband, mobile devices, the cloud and soon-to-be 5G wireless transmissions – that we are becoming interdependent to an unprecedented degree. In this world, growth increasingly depends on the ability of yourself, your community, your town, your factory, your school and your country to be connected to more and more of the flows of knowledge and investment – and not just rely on stocks of stuff.

Thomas Friedman, NYT, 2 April 2019

1.1 The BCMM MSDF Review: 2020-2025

The Buffalo City Metropolitan Municipality (BCMM) has undertaken a new 5-Year SDF Review for the Buffalo City municipal area in terms of Sections 25(1) and 26(e) of the Local Government: Municipal Systems Act (Act 32 of 2000 – MSA), read with Sections 12 and 20 of the Spatial Planning and Land Use Management Act (Act 16 of 2013 – SPLUMA), and Chapter 2 of BCMM's Spatial Planning and Land Use Management By-Law (published under Local Authority Notice 62 in the Eastern Cape Provincial Gazette on 18 July 2016).

Spatial planning system

4. The spatial planning system in the Republic consists of the following components:

- (a) Spatial development frameworks to be prepared and adopted by national, provincial and municipal spheres of government;
- (b) development principles, norms and standards that must guide spatial planning, land use management and land development;
- (c) the management and facilitation of land use contemplated in Chapter 5 through the mechanism of land use schemes; and
- (d) procedures and processes for the preparation, submission and consideration of land development applications and related processes as provided for in Chapter 6 and provincial legislation.

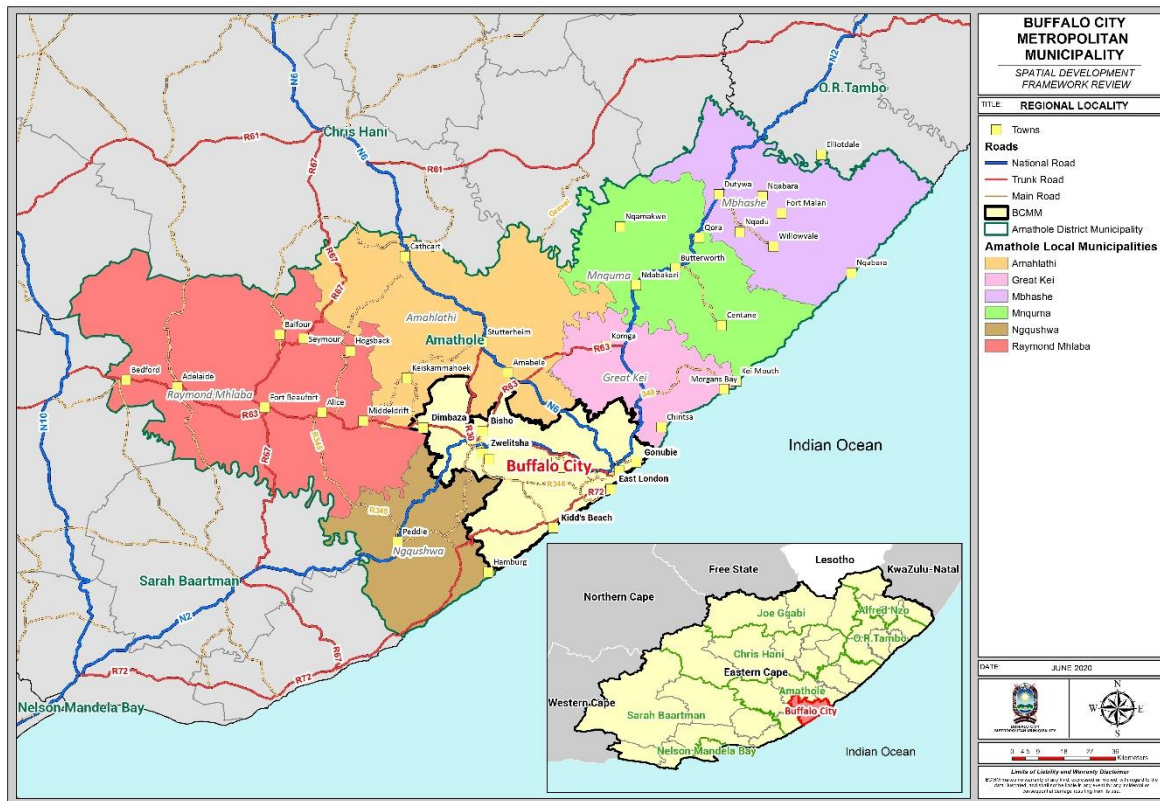
In the period since the previous SDF was approved in 2013, a key legislative change has been the enactment on 1 July 2015 of SPLUMA, which brought into effect a new spatial planning system that seeks to promote consistency and uniformity in procedures and decision-making related to spatial planning and land use management across the country, and across all spheres of government.

Accordingly, the Terms of Reference for the review of the current BCMM SDF, 2013, set out the following project objectives:

- Ensure that the new BCMM Municipal SDF conforms to SPLUMA requirements;
- Ensure alignment between the MSDF and National Treasury's Urban Network Strategy (UNS) as embodied, in particular, in the spatial content of BCMM's Built Environment Performance Plan (BEPP);
- Assess all of BCMM's approved Local SDF's in terms of their effectiveness and whether any of these require updating or amendment in order to comply with SPLUMA;
- Formulate a framework for a Township Revitalisation Strategy; and
- Undertake, as part of the MSDF formulation, the first 2 steps of the National Treasury requirements relating to the planning of Primary Integration Zones.

1.2 Area of Application of the MSDF

Buffalo City Metropolitan Municipality (BCMM) is located in the central region of the Eastern Cape Province and as indicated on the plan below, is surrounded by the Great Kei Local Municipality, Amahlathi Local Municipality, Raymond Mhlaba Local Municipality and Ngqushwa Local Municipality.

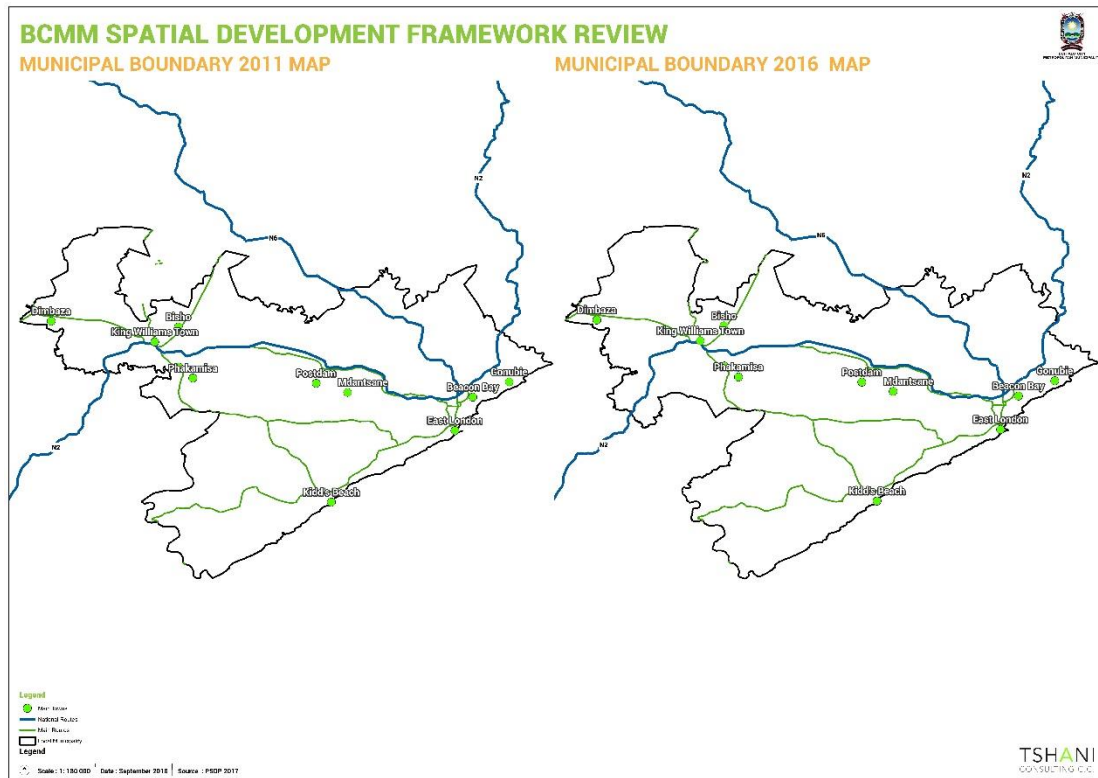


Plan 1 REGIONAL LOCALITY

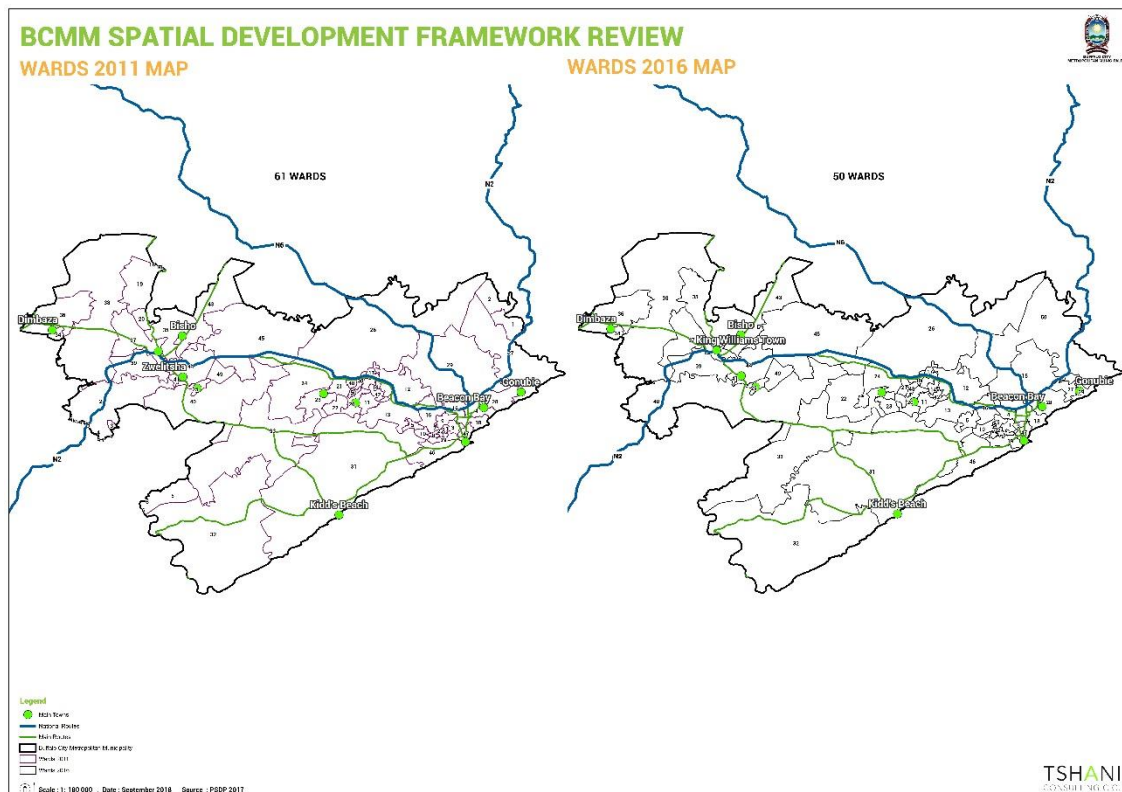
In terms of Provincial Notice 20, published in the Eastern Cape Provincial Gazette Extraordinary, No. 2565 of 18 May 2011, the Buffalo City Metropolitan Municipality was established as one of eight Metropolitan Municipalities demarcated within South Africa and, as such, became the second Metropolitan Municipality to be established in the Eastern Cape, after the Nelson Mandela Metropolitan Municipality.

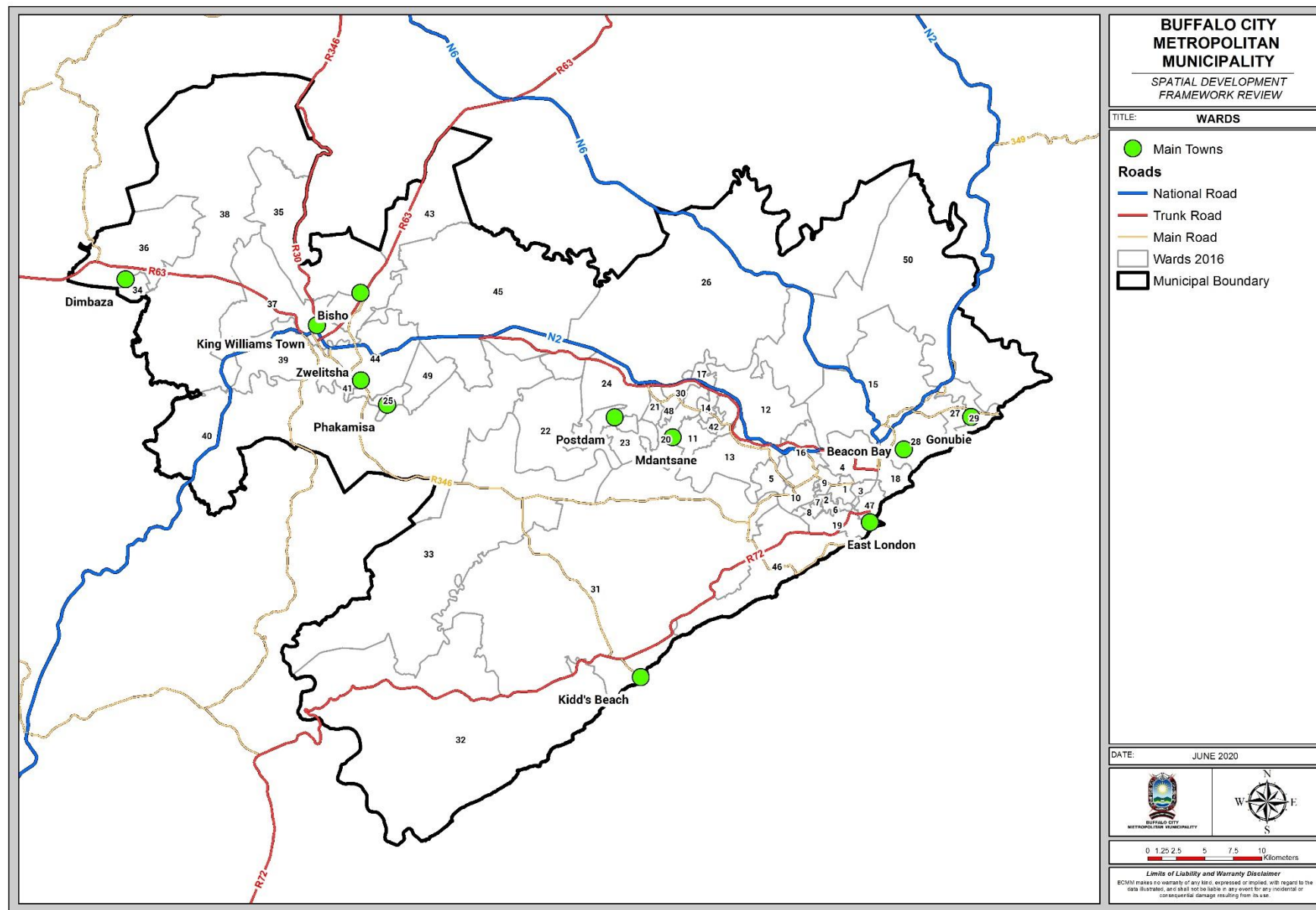
The **Buffalo City Metropolitan Municipality's Spatial Development Framework** (BCMM SDF) will apply to the whole area of jurisdiction of the Buffalo City Metropolitan Municipality, which, in its present form, was demarcated and formally gazetted by the Municipal Demarcation Board in 2016. It covers an area of approximately 2 515km² and is home to an estimated 902,000 people (BCMM IDP, 2020-2021, p42).

As a result of the changes made by the Demarcation Board in 2016, BCMM's boundaries changed from those promulgated in 2011.



In addition, ward demarcations were also amended and the number of wards changed from 61 wards in 2011, to 50 wards in 2016





Plan 2 BUFFALO CITY METROPOLITAN MUNICIPALITY: THE STUDY AREA



TSHANI
CONSULTING C.C.

BUFFALO CITY METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK REVIEW 2019-2024
Spatial Development Framework - Draft | September 2020

1.3 Legal Status and Purpose of the MSDF

In terms of Section 26(e) of the MSA, a Municipal SDF legally forms a core component of a Municipality's Integrated Development Plan (IDP) and, once formally adopted by a Municipal Council and incorporated into an approved IDP, such a MSDF gains statutory status in terms of Section 35(2) of said Act.

This statutory status means that, in terms of Section 22(1) of SPLUMA: "A Municipal Planning Tribunal or any other authority required or mandated to make a land development decision in terms of [SPLUMA] or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework."

Section 22(2) of SPLUMA, however, does indicate that: "Subject to section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision may depart from the provisions [of a MSDF] only if site specific circumstances justify a departure from the provisions of such municipal spatial development framework." [Emphasis added].

In this regard, it should be noted that "Site Specific Circumstances" are very narrowly defined and are likely to be uncommon. Thus, it is more likely that a formal MSDF and IDP amendment process would need to be followed to make any material changes to a formally adopted MSDF.

Notwithstanding the above, however, it should also be noted that the new spatial planning system in South Africa remains in line with the original White Paper on Spatial Planning and Land Use Management, 2001, and a MSDF is not to be seen as a prescriptive or rigid blueprint plan. Rather, in keeping with its designation as a "Framework" it should be seen to be setting in place the "ground-rules" for the Municipality to guide and direct spatial planning and the wise management of the land and settlements under its jurisdiction.

Accordingly, the MSDF is intended to provide guidance on:

1. How best to manage land use and plan to meet current and future needs for settlement growth and spatial development; and
2. Where best to direct scarce resources in order to achieve strategic outcomes that are in line with the development principles set out in SPLUMA, namely: Spatial Justice, Spatial Sustainability, Efficiency, Spatial Resilience and Good Administration.

Therefore, it is important to note the following points:

- The MSDF sets out objectives, principles, policies and guidelines that are intended to assist BCMM and other spheres of government and the private sector that are involved in land development to plan for and manage such development in a way that existing and new developments are (or become) environmentally, socially and economically sustainable.
- In so doing, the MSDF provides the framework within which new land development rights are to be allocated. It does not, however, withdraw existing, legally entrenched land development rights, even if these rights are in contradiction with the objectives, principles, policies or guidelines it sets out.
- Within this context, it is the responsibility of BCMM to carry out spatial planning and land use management in terms of its constitutional mandate to undertake Municipal Planning. In doing

so, BCMM and its institutions must adhere to the spatial development principles and laws affecting spatial planning and land use management set in place by the National and Provincial spheres of government.

- In fulfilling its mandate as a regulator of land use, BCMM must also affirm in an objective manner the fundamental principle accepted in law in South Africa that the rights associated with land ownership and/or beneficial occupation are limited by each owner and/or land rights holder's shared responsibility for the greater public good in relation to achieving spatial and socio-economic development that is sustainable within the limits of available natural resources.

In planning and managing land use for the greater public good within the legal and constitutional framework of South Africa, then, BCMM has the obligation and the authority to limit the extent to which landowners and/or land rights holders may exercise their rights in land development and land use, where necessary.

1.4 What Has Changed?

As noted in 1.1 above, since the adoption of the current BCMM SDF in 2013, a new era in spatial planning and land use management in South Africa was ushered in by the promulgation of SPLUMA.

In line with the new system of spatial planning brought into being by SPLUMA, government policies have also shifted to emphasise, increasingly, the need to pursue strategic outcomes that would change over time the entrenched, largely unsustainable spatial patterns of development prevailing in almost all South African municipalities, including BCMM.

For this reason, a key focus of the new Municipal SDF during this review has been to enable and promote **Spatial Transformation**. Key elements of such a transformation would include:

- The **consolidation and integration of spatial development in rural and urban settlements** by efficiently developing land for sustainable human use in proximity to existing infrastructure;
- The **development of improved linkages** between places of residence and places of employment as well as linkages between communities;
- In the urban areas, **prioritizing the creation of more efficient, compact towns and cities** through a strategy of densification and intensification which includes promoting high-density residential uses as well as mixed uses within the inner city and at identified nodes and along identified public transport corridors.
- Rural areas and peri-urban areas, **implementing a Land Reform and Settlement Programme** by identifying zones of opportunity for integrated development.

In addition to the above strategic focus, the MSDF also seeks to achieve the following:

- **SPLUMA compliance;**
- **Reframing a response to urbanization and the spatial dimensions of economic growth** in order to secure the economic future of the city with new, appropriate infrastructure;
- **Responding to rural needs;**
- Identifying opportunities **to expand the rates base** of BCMM through:
 - Using trend analysis to identify areas of growth and demand;

- Developing Township Economies;
- Formalization of Informal Settlements;
- Creation/support of nodes i.e. West Bank and Kidds Beach;
- **Implementing spatial tools to allow sustainable growth** of the above;
- Further **facilitate the University Town Concept**;
- **Align Catalytic Projects** into the broader Implementation Framework of BCMM;
- Where relevant, **identify local land use areas for repurposing/land use transformation** in order to align to future growth and development trends;



SECTION 2

CURRENT REALITY

2 CURRENT REALITY

This section sets out in brief the main features of Buffalo City's **biophysical, socio-economic and built environment characteristics** as these inform the main challenges and opportunities to which the municipality (and the MSDF) must respond. The information highlighted here is drawn from the Development Perspective report prepared for the MSDF Review as well as from other key documents such as the BCMM IDP and the 2020/21 BCMM Built Environment Performance Plan (BEPP). This chapter also satisfies SPLUMA SECTION 21 (e): -

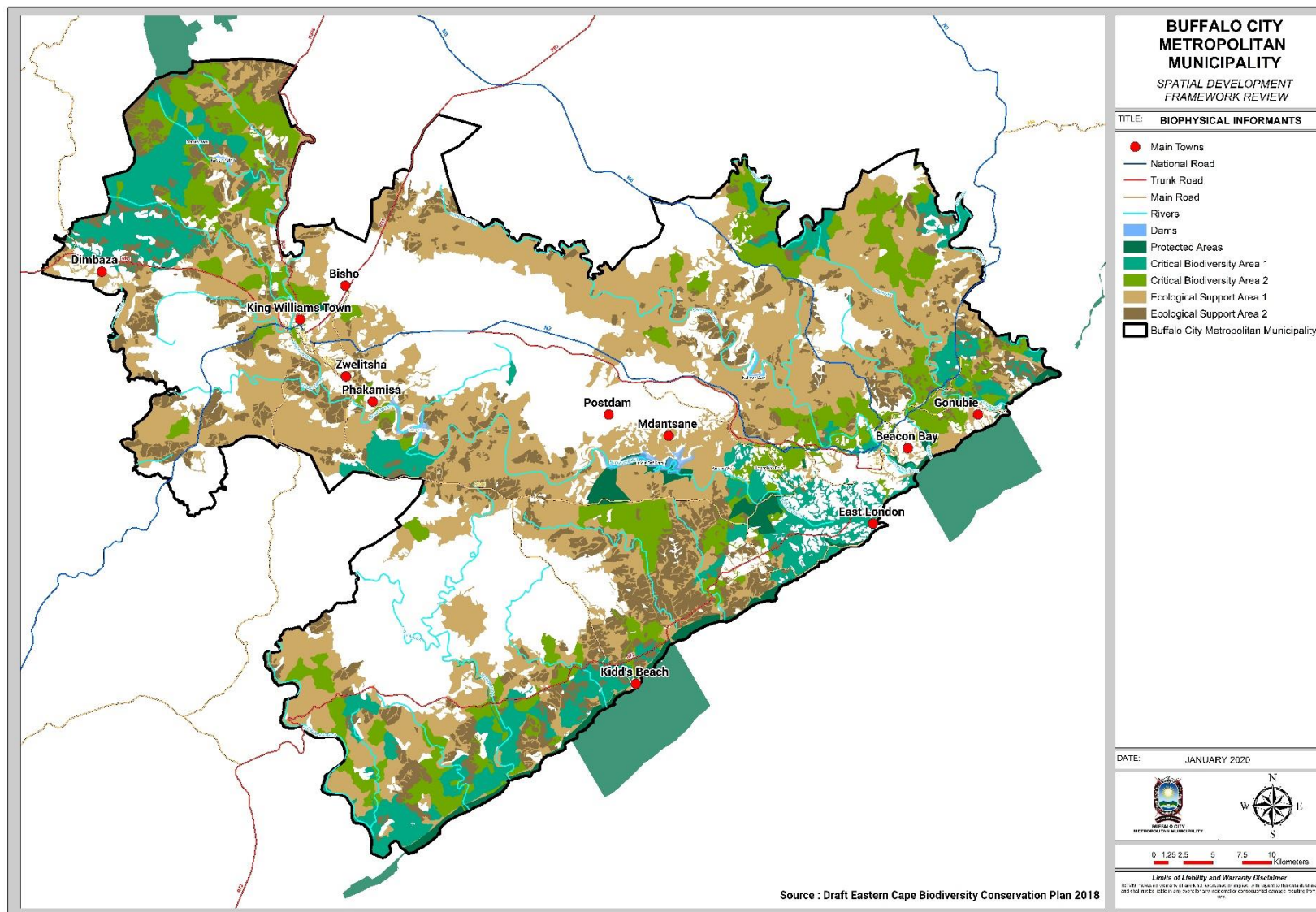
2.1 Classifying Spatial Development Informants

In line with the national SDF Guidelines (2017), the following main spatial development informants have been synthesised from the data set out in the Development Perspective. Spatial informants are clustered under the three broad Pillars for Spatial Analysis set out in the Guidelines, namely: **Biophysical Informants; Socio-Economic Informants and Built Environment Informants.**

2.2 Biophysical Informants

- BCMM is **endowed with a diverse ecosystem, which supports a variety of preservation-worthy animal and plant-life**. These fauna and flora are mainly found along the sensitive coastline and in a "band" or "Conservancy Network" running north-westerly towards the northern boundary of the Metropolitan Municipality (refer to Sub-Tropical Thicket Ecosystem Planning Programme: STEP).
- The **topography is dissected** by major river systems and incised river valleys which run parallel to each other in a south easterly direction through the municipality, which has resulted in a fragmented land form, characterised by steep valley slopes and ridges. Consequently, **it is difficult to achieve large-scale uniformity of development on flat land and this impacts significantly the cost of provision of services within the region**. Typically, human settlements are necessarily confined to pockets of developable land.
- The nature of the terrain and the consequent need to develop land in developable pockets provides **opportunities for sensitive urban design to integrate open spaces with the built environment**.
- Because of poor land administration practices and over-concentration of people who are resource-reliant in parts of the Metropolitan Municipal area, **resource degradation has occurred in both urban and rural areas** of Buffalo City Metropolitan over time.
- Nevertheless, **some valuable pristine areas, which offer opportunities for conservation and appropriate management remain**. These natural assets, however, are often inaccessible to the poor and marginalized members of the Buffalo City Metropolitan community, and their appropriate management could provide opportunities both for education and recreation for those who can ill-afford more commercially orientated entertainments.
- Key **areas of environmental concern** include: -
 - Deforestation of forest areas, including coastal forests;
 - The expansion of informal settlements in sensitive areas;
 - Erosion of valuable soil resources, due to inappropriate land use practices and uncontrolled development in steep areas;
 - Dune destruction due to poor land use practices and un-managed recreation in sensitive areas;

- Pollution of water courses, due to inappropriate land uses, informal and poorly managed settlement processes and occasional failure of infrastructure;
- Increase in alien invasive species in sensitive areas of indigenous endemism;
- Illegal dumping of waste, including toxic waste; and
- Inappropriate use of developed parks, due to lack of management and control.
- Poor environmental stewardship and unmanaged land use practices are negatively impacting the ecological infrastructure (ecosystem services) provided by the natural environment – and this places pressure on the sustainability of crucial life-supporting elements such as adequate and clean water sources and arable soils;
- The same damaging practices and their consequences also critically weaken the ability of the natural environment to provide a platform for resilience to Climate Breakdown.



Plan 3: Synthesis: Biophysical Informants (BCMM CBAs and ESAs) etc.



2.3 Socio-Economic Informants

Historically, levels of development in the Buffalo City Metropolitan area have been negatively affected both by its comparatively distant location in relation to the major centres of economic activity in South Africa (Johannesburg, Cape Town and Durban) and by the disastrous socio-political and economic impact of “separate development” policies in the pre-1994 era.

Consequently, while it is home to almost 902,000 people, the majority of these are disadvantaged by their impoverished circumstances and low levels of education and skills. Disposable income, too, is scarce in Buffalo City as a whole and there is a consequent need to focus on overcoming the legacy of under-development affecting its people and the local economy.

This legacy of uneven and relatively low economic growth in Buffalo City Metropolitan has resulted in, and compounded the consequences of, a land use and settlement pattern that is characteristically fragmented and predominantly of a low density (low intensity of development). The following features are noted: -

2.3.1 Demographics and Housing Demand

The BCMM IDP 2020/21 projects the **current population** for the metro area at some **902,000 people** in approximately 264,000 households (BCMM IDP 2020/20, pg 47).



BCMM POPULATION
is estimated at
929 000
BY THE YEAR 2023

Growth **projections up to the year 2023 suggest a population of around 929 000 people**, which is an increase of around 27,000 people over 3 years.



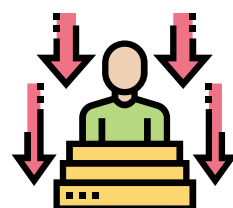
2050
APPROXIMATE
POPULATION
1 309 846

Overall, the demographic indicators show that BCMM is experiencing relatively low levels of annual population growth of 1.0% per annum, relative to the national average in general (1.4%) and especially in relation to the larger metropolises in Gauteng and the cities of Cape Town and Durban.

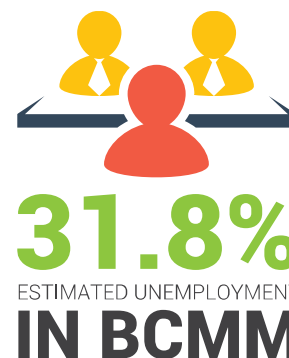


LOW LEVELS
of population growth
IN RELATION TO OTHER METROS

The **rate of unemployment in BCMM**, at an **estimated 31.8%**, is lower than the Eastern Cape Provincial average of 34.5%.



**LOWER THAN
EASTERN CAPE
Provincial Average
OF 48%**



However, the relative affluence of the majority of BCMM residents remains low: **only some 36% of the households in the area earn more than R1, 500 per month.**



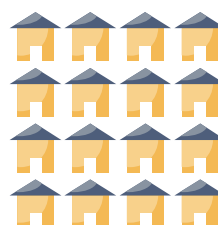
ONLY 36%
OF HOUSEHOLDS
EARN MORE THAN **R1500** MONTHLY

The BCMM IDP Review, 2020/21 cites the **Formal Housing Backlog** in the municipality as being **around 65 800 units** (BCMM IDP 2020/21, pg. 89).



BACKLOG
of 65 800
HOUSING UNITS

Based on previous assessments, there are **some 156 informal settlements** within the municipality. In addition, there are an **estimated 62,000 dwellings that lack formal connection to services**, such as backyard dwellings etc.(BCMM IDP 2019/20, pg 57).



156
Informal
SETTLEMENTS

Against this broad picture of need, there are 12 current housing projects underway, delivering some 9,558 housing opportunities; with around 10 future housing projects projected to deliver an additional 6,096 housing opportunities.

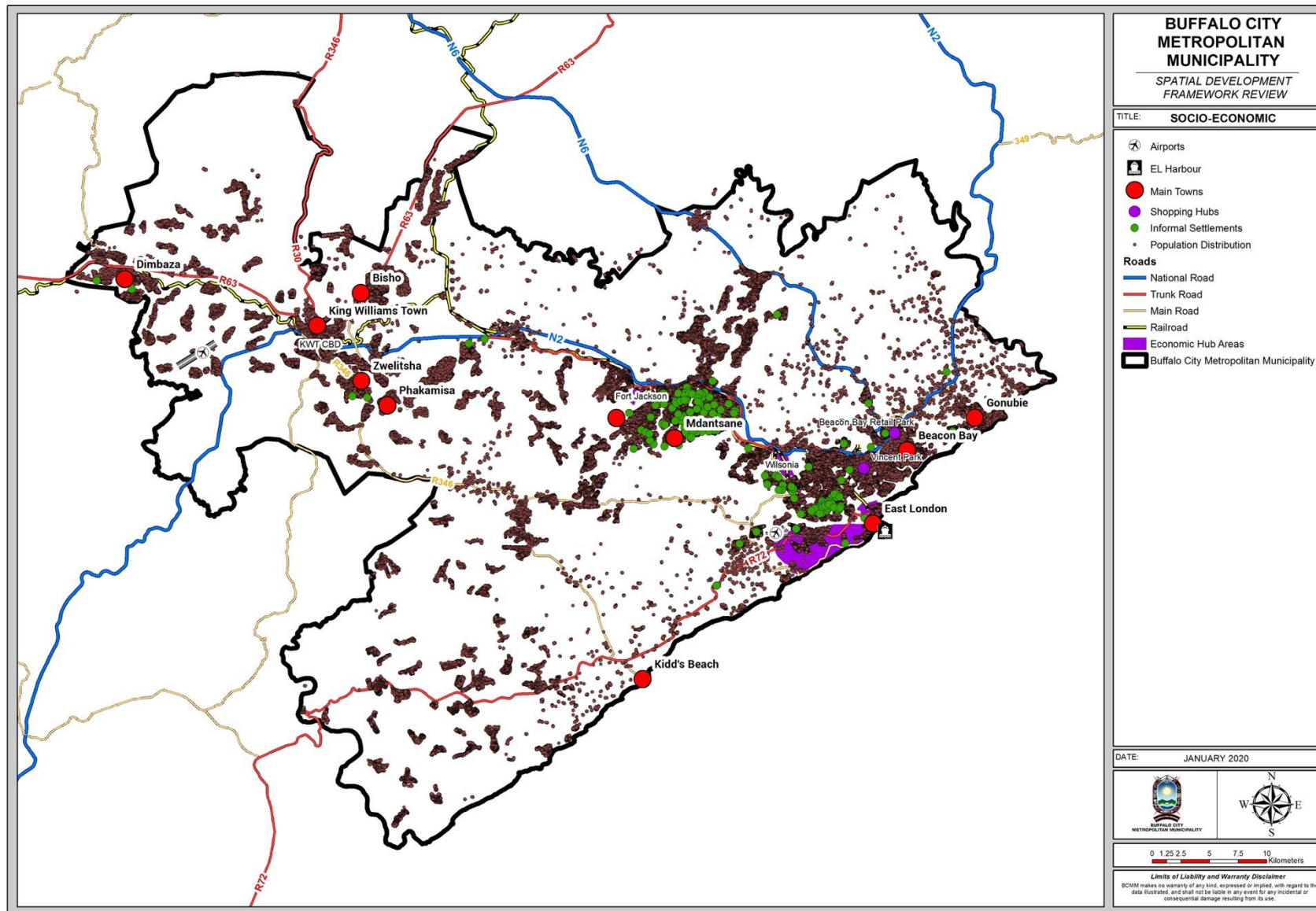
Over the medium term, then, it is noted that some 15,654 state-subsidised housing opportunities are to be developed. However, of 22 projects, only 4 may be said to be well-located in terms of providing housing beneficiaries with advantageous access to centrally located social and economic opportunities.

From the perspective of economic access to housing opportunities, an examination of the **affordability profile suggests that private and institutional rental housing products** (both the bond market and Social Housing/ Institutional projects) would **account for less than 8% of the total market** and highlights the discrepancy between affordability and what the private housing market appears able to provide under present market conditions.

This places scrutiny on the ability of the state (BCMM) to deliver housing opportunities that are not only affordable for their beneficiaries but also, *crucially*, are well-located so as to represent positive assets enabling households to improve their life chances in the local economy.

2.3.2 Socio-Economic Aspects

- There is a **concentration of economic activity in centres** such as the East London and King William's Town Central Business Districts, and in areas such as Vincent and Beacon Bay (Regional Shopping Centres).
- This nodal pattern of development represents opportunities for further increasing the intensity and mix of land use at areas where levels of access for more people can be improved.
- There has been a **relative decline in economic activity in inland areas of the Municipality (such as Bhisho, Dimbaza etc.)** and a consequent loss of retail opportunities in these areas, requiring local residents to travel further afield to seek the goods and services they require.
- This, in turn, places further emphasis on managing spatial development in a way that enhances the viability of economic enterprises at places of strategic locality (and good accessibility).
- There remains pressure for access to land in rural settlement areas of BCMM, which, in turn, has meant that informal settlement development has increasingly occurred on land on the periphery of established settlements (e.g. Mdantsane and Newlands, Fort Grey and Grey Dell, along the R63 route between King William's Town and Dimbaza).
- Labour intensive methods are increasingly being overtaken by technological innovations in many of the commercial farming areas of BCMM. This is creating further uncertainty and dynamism in settlement and land needs in these areas.
- On the positive side, the East London Industrial Development Zone (ELIDZ) has continued to evolve and is seen to offer significant development potential, which strongly underpins the logic behind a strategic commitment to the development of urban settlement extensions in the West Bank of the East London city area.
- This is especially the case given the confirmed medium-term investment commitment to the West Bank area of the Mercedes Benz of South Africa vehicle manufacturing plant and the backwards and forwards linkages this drives in the local economy in the West Bank precinct.
- Additional impetus towards the consolidation of the West Bank as the primary hub for concentrated economic activities in BCMM will be driven by the considerable opportunities that will present themselves with the activation of the IOX undersea data cable, which is to make landfall at a data cable landing station located within the south-eastern sector of the ELIDZ.
- Finally, what is seen to be the significant tourism potential of the Buffalo City Metropolitan area and its hinterlands requires careful management of assets/resources and strategically targeted marketing support to build the area's profile nationally and internationally.



Plan 4: Synthesis: Social & Economic Informants



2.4 The Built Environment

2.4.1 Spatial Development

The built environment of Buffalo City Metropolitan Municipality is characterised by:

- A typical **fragmented settlement pattern**, which is the result of the specific land-form as well as historical planning and development policies in the area which emphasised (and in some cases used) the fragmented topography to separate communities within the area of BCMM. This has resulted in:
 - Significant **social and economic costs** to the area and its people;
 - Heightened **socio-cultural divisions** between communities; and
 - Expensive **inefficiencies in the servicing and functioning of the built environment**.
- A defining feature of the interplay between urban and rural settlement components of BCMM is the dynamic nature of population movements between the two. This phenomenon of “straddling” represents a specific response to the levels of socio-economic development in the area and means that **people who retain linkages to the rural settlement areas nevertheless often commute to seek economic and services opportunities in the urban areas**.
- This phenomenon is, **along with historical undersupply of affordable housing, a cause of informal settlement formation**. Such informal settlement is most evident in places such as Duncan Village, near the Central Business District of East London, where a high demand exists for informal residential accommodation that is relatively well-located in relation to places of employment in the Central and West Bank areas of the city.
- A principal informant derived from the built environment and the inefficiencies inherent in its present form is the **substantial housing backlog, which is estimated at present to be in the order of 65,800 units**.
- The **challenge of addressing this backlog in accommodation in a way that overcomes previous patterns of fragmented and inefficient spatial development** yet does not create an unsustainable fiscal burden on the municipality is a fundamental one for BCMM.
- This is **complicated by the fact that the current predominant mode of delivery and funding for Public-funded housing favours approaches perpetuate the low-density, one house-one plot settlement form**, which has led to the current sterile and costly built environments that hinder the development opportunities of their residents.
- This fact places **great importance on the re-development and transformation of existing urban settlements** in BCMM, such as Mdantsane, Duncan Village and Zwelitsha, **as well as inner city areas of opportunity** such as Southernwood, Quigney and the CBD and surrounds.
- **Urban renewal must be seen to provide a significant opportunity for redressing chronic problems** in these areas, allowing BCMM to focus on the creation of renewed built environments where appropriate densities of spatial development provide opportunities for improved and more efficient servicing, development of accessible facilities and public transport hubs.

- Given the inadequacy of much of the existing social infrastructure in certain areas of the city such **urban renewal initiatives also offer the opportunity to cluster public facilities and integrate these with areas of highest accessibility.**

2.4.2 Infrastructure

Infrastructure (that is, the provision of water, sewerage, sanitation, stormwater, electricity services and information and communication technology [ICT] connectivity) remains a fundamental enabling element of the built environment. Without appropriate infrastructure, land development is impossible, and without the maintenance of existing infrastructure networks, the sustainability of the built environment is impossible to achieve.

Buffalo City Metropolitan Municipality's main infrastructure networks are characterised by the following: -

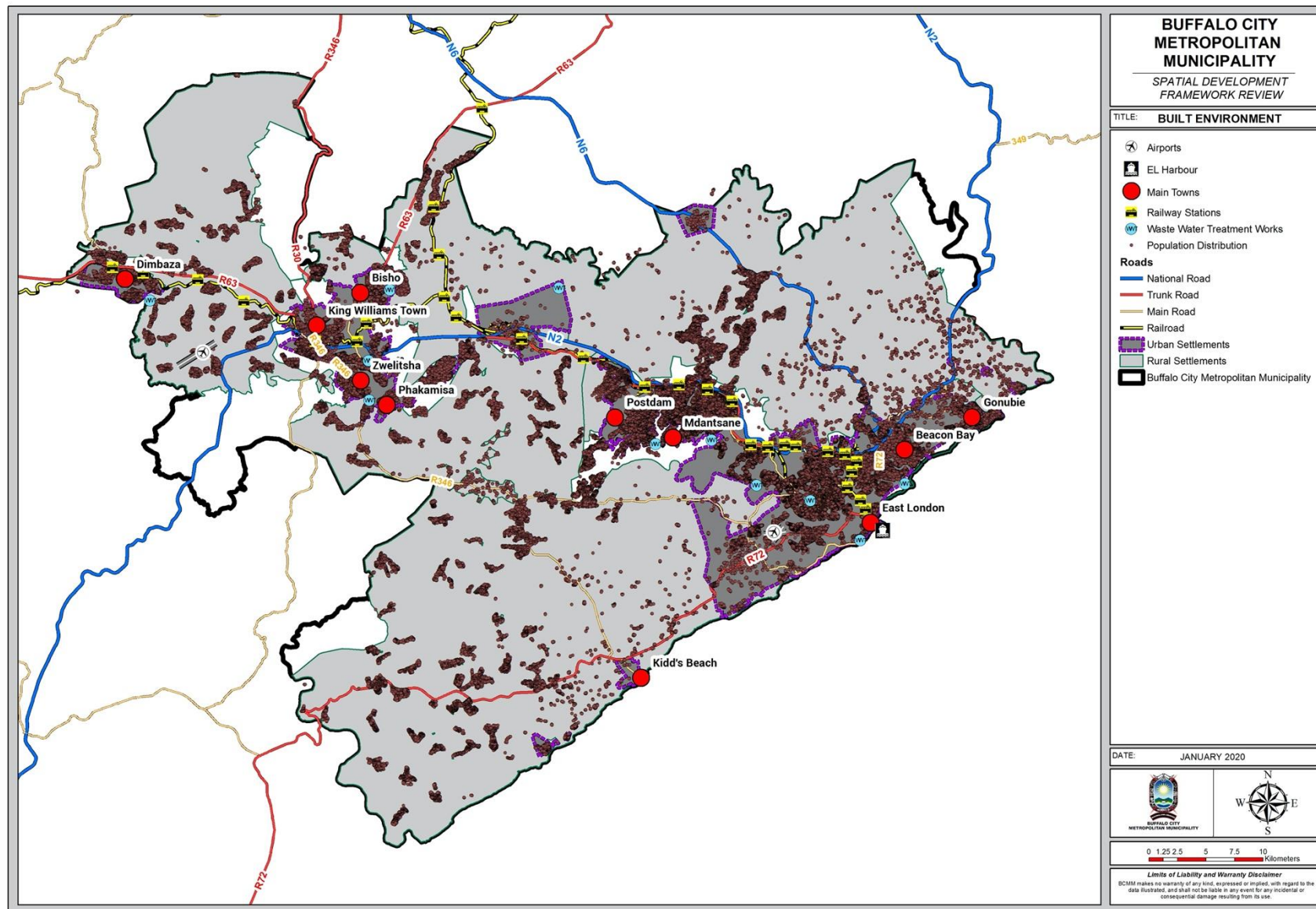
- **Higher order bulk infrastructure (water and waste water) networks are focused around the urban components** of the Municipal area (principally, greater East London/Mdantsane and King William's Town's urban settlements).
- Areas of **surplus capacity tend not to be aligned with areas of greatest demand or strategic importance** to a consolidated and efficient urban settlement pattern and integrated traffic movement network (e.g. water services capacity has been created in the Quenera area) and **this often drives interest in development of an area which is spatially removed from the main centres of economic activity and work opportunity:** the Central and West Bank areas of greater East London.
- However, there is **limited surplus bulk capacity available in the major water and/or wastewater networks serving the strategically most important areas of greater East London.** This is hampering the rate at which land development can be implemented in the strategically most important areas such as the Central Wastewater catchment area (part of Duncan Village, Haven Hills, Amalinda and surrounds) and the West Bank. This is a major gap in strategic investment.
- **A number of projects are needed to boost the capacities of crucial enabling infrastructure networks** (largely wastewater infrastructure) in the Central East London/Duncan Village, Mdantsane/Reeston and West Bank areas, **where the greatest opportunities exist for the development of strategically well-located, large-scale housing and industrial development** (East London IDZ).
- **This will open up new opportunities for development and urban renewal over an extended period of time** that would also lead to a better Live-Work-Play spatial balance and comply with the statutory imperatives of the SPLUMA development principles.
- Within the **rural settlements** of Buffalo City Metropolitan, **the provision of a basic (RDP) sustainable level of service remains the priority**, to overcome severe backlogs (especially in the provision of adequate sanitation, but also in the provision of water to minimum levels of service, in certain areas).

2.4.3 Transportation Networks

Given the fragmented and inefficient settlement pattern outlined above, the importance of the road and rail networks and public transportation systems available to the residents of Buffalo City Metropolitan assumes an even greater significance than is the case in better integrated and interconnected urban environments (where public transport remains a critical component of a functional city).

The current transport networks and modes of public transport are characterised by: -

- A spatial distribution and **layout of road (and rail) networks mainly running along spurs and ridgelines, with few cross-river linkages** inhibiting cross-town (east-west) mobility in the greater East London area.
- For the most part, **people resident in areas where access to opportunities is poorest are most reliant on public transportation.**
- The **spatial pattern and concentrations of development in these areas, however, have not historically favoured the sustainability of most modes of mass-based public transport.** The consequence of this is that neither the form of the built environment or the public transport systems that have endured (principally the mini-bus taxi industry) has served the neediest residents in an optimum manner.
- Present **proposals for bridge crossings of Buffalo River and the linkage of the N2 and coastal routes (R72) would facilitate improved mobility** of people resident in the Mdantsane/Reeston/Duncan Village areas to areas of current and future opportunity in the West Bank area of the city.
- Of note for the Spatial Development Framework is the **proposed revitalisation of the rail commuter service linking East London to Berlin via Mdantsane.** The **success of this venture requires a long-term view of spatial development in the rail corridor area**, with an emphasis falling on the development of appropriate densities to support operating thresholds of the passenger rail service, over time.



Plan 5: Synthesis: Built Environment Informants.



2.5 Governance

The administrative framework for the management of land development in Buffalo City Metropolitan is characterised by the following features: -

- Following the promulgation of SPLUMA, a new planning system now prevails in South Africa, which obliges BCMM to comply with the SPLUMA development principles and to address the institutional requirements set out in law.
- In the rural settlement areas of the former Ciskei, Land Administration systems have largely broken down, which is leading, in places, to ad hoc development, unsustainable and unserviceable settlement patterns, and pressure on local natural resources.
- Such **system breakdown also leads to levels of insecurity on the land for people whose land rights are ill-defined**. This, in turn, has resulted in the movement of people into different areas (often resulting in informal settlement formation).
- Finally, it is important to note that **different “push and pull” factors influence settlement formation in urban and fringe-urban informal settlements**. These different factors often correlate to unique socio-economic and skills profiles of residents in different types of settlement.
- This implies that **a range of different needs exists for different types of land use/land form in certain areas of Buffalo City Metropolitan**. Accordingly, land development projects should be preceded by a rigorous pre-feasibility and feasibility process that defines the nature of a project in relation to the community it is intended to serve.

2.6 Synthesis: Development Challenges and Opportunities

Taking the outcomes of the Development Perspective into account, this MSDF Review concludes that the following key challenges and opportunities prevail in BCMM in 2019: -

2.6.1 Legacy Issues

These are issues related to past spatial development trends and decisions that require ongoing responses:

- **Spatial Fragmentation**, which refers to the fact that both urban and rural areas in Buffalo City Metropolitan have developed in spatially fragmented ways in response to a variety of factors.
- **Uncoordinated Spatial Development**, which refers to the fact that, previously in the area of jurisdiction of the Buffalo City Metropolitan Municipality, multiple governing bodies exercised executive authority over development matters, including spatial development and infrastructural development. One of the consequences of this administrative fragmentation has been a history of uncoordinated development, with investment in infrastructure or facilities often running counter to (or at least not in support of) socio-economic and spatial development requirements. This lack of coordination often resulted in environmental degradation and the fruitless expenditure of limited resources.



- **Low Density settlements and Urban Sprawl**, which refers to the characteristic pattern of settlement and built form in Buffalo City Metropolitan, which, as well as being fragmented is largely expansive (i.e. of low density) in nature and is largely being perpetuated at present through ongoing development of public-funded housing in peripheral locations

2.6.2 Current Issues and Trends

These are seen to be current trends and features affecting spatial development and which require a spatial planning and/or land use management response:

- **Unmanaged Urbanisation**, which refers to the current problems being experienced with informal settlement formation. This phenomenon is most evident in the urban areas of Buffalo City Metropolitan but is also a feature of the settlement dynamics and hunger for land (particularly for settlement purposes) in the peri-urban and rural areas. While recent data suggest that the population growth trends in BCMM are low, the current trend of people to move in search of economic opportunities and improved access to services continues to impact on the settlement landscape of BCMM and, with the growing appreciation of the need to promote spatial transformation in order to ensure future sustainability of the human settlement pattern in BCMM, this requires a sustained strategic response.
- **Urban Inefficiencies**, which refers to the fact that the costs of maintaining infrastructure and services and facilities within and across the extensive and fragmented settlement pattern of BCMM is a growing challenge to BCMM's limited resources. This factor also cautions against pursuing opportunistic land development projects in inappropriate localities that are likely to be a future burden and pose risks to BCMM's financial sustainability (i.e. the imperative is to avoid the phenomenon known as "Building into Bankruptcy").
- **Depletion of Natural Resources and Valuable Agricultural Land**, which refers to the pressure being placed on scarce resources in certain areas of Buffalo City Metropolitan, as well as the competition for land between settlement and agriculture.

2.6.3 Future Trends

These are trends that have been identified and/or are projected to be major issues that will need to be confronted in future and thus should already become part of forward-looking plans to secure sustainability in the spatial development patterns of BCMM. The major trends identified are:

- **Impacts of Climate Breakdown**, which refers to the range of consequences that will be experienced due to the changing weather patterns, gradual changes in ambient temperature and predicted increases in severe weather events, including flood events and sea level rises that will affect different parts of the coastline to differing extents. Growing scarcity of water resources also pose a critical challenge to BCMM's ability to manage its water services networks and facilities so as to minimise water losses (unaccounted-for water) and to engender widespread acceptance of a water-wise approach on the part of residents of the area.
- **Impacts of technological change and economic shifts on work and the local economy** due to ongoing innovations and trends in the continuing globalisation of economic processes. These will pose significant developmental challenges generally but, in the realm of spatial development, are likely to lead to changes in land use patterns as well as, possibly, changes in the pattern of traffic movements and logistics.

2.6.4 The Key Message

These legacy issues, and current and future trends require a spatial response in so far as they highlight the need to transform spatial patterns of development over time in order to create more efficient urban areas that are more easily supplied with services and public transport networks and impact less on the ecosystem that provides the natural resources for human survival. This imperative also extends to proactively moving to facilitate appropriate densities and mixes of land uses in areas that would offer more people improved access to socio-economic opportunities.



SECTION 3

MSDF POLICY FRAMEWORK

3 MSDF POLICY FRAMEWORK

3.1 Introduction

In line with the new holistic and integrated approach of the spatial planning system brought into effect by SPLUMA, the revised BCMM MSDF grounds its response to its current challenges and opportunities in the key policy informants and statutory requirements of different spheres of governance, from the global to local scale.

Accordingly, spatial planning considerations, a guiding spatial concept, and related strategies and proposals must be framed within a broad legal and policy context, which provides the basis for an overarching spatial direction and strategic intent for the future development of the metropolitan area and the wider region within which it is located.

Key global, national, provincial and local policies and legislation relevant to the spatial planning agenda for BCMM's area of jurisdiction are outlined below.

3.2 Global: UN 2030 Agenda for Sustainable Development

As part of its 2030 Agenda for Sustainable Development, the United Nations (UN) has formulated 17 Sustainable Development Goals, (SDGs) which were adopted at the United Nations Sustainable Development Summit on 25 September 2015.

These SDGs – also known as the Global Goals – set out principles and targets aimed at ending poverty, hunger and inequality; promoting action to respond to Climate Breakdown and the protection of the environment; improving access to health and education opportunities; planning for sustainable cities and communities; and building strong institutions and partnerships toward achieving the Goals.



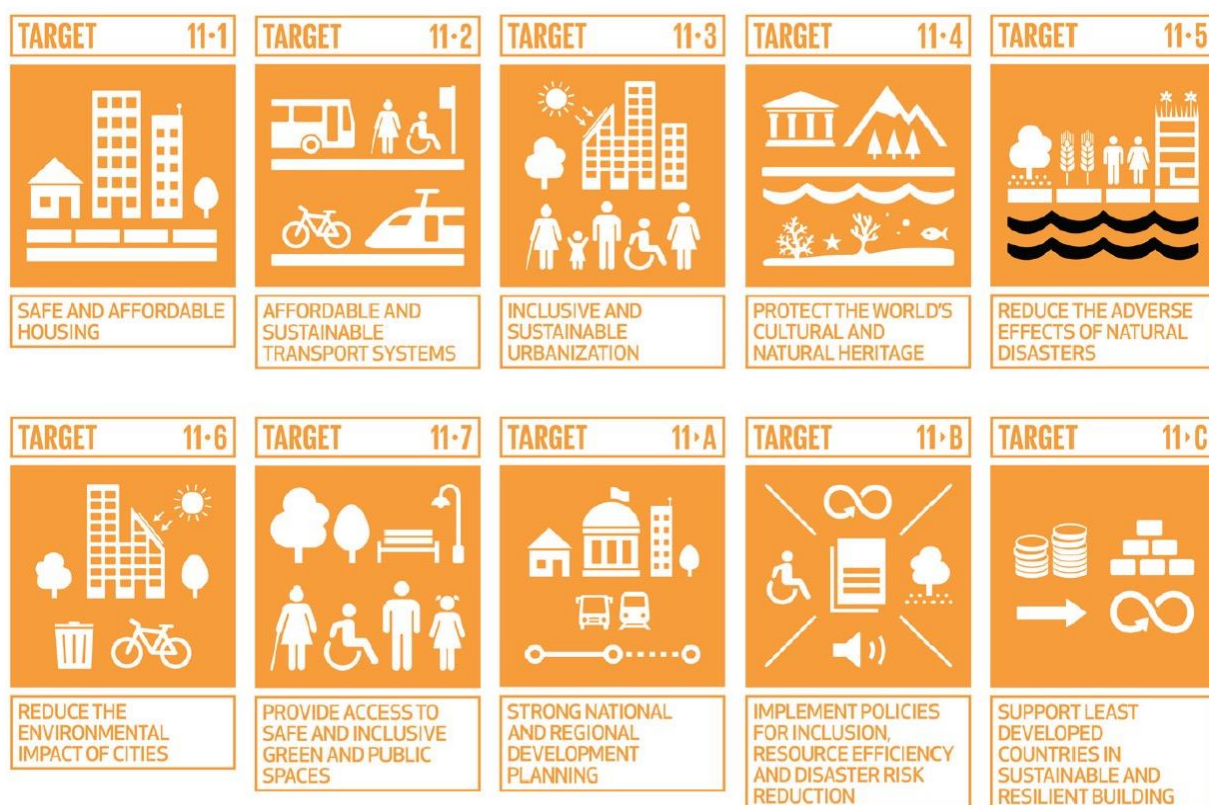


Figure 1 The UN 2030 Sustainable Goals & Targets for Sustainable Cities and Communities

From the perspective of the MSDF, the UN SDGs provide informants towards the formulation of spatial development and land use management policies, strategies, objectives and targets that, fundamentally, seek to address the key developmental challenges that have been increasingly well-defined in BCMM's IDP, SDF and sector planning processes, over time. In particular, the following SDGs are noted:

SDG 6: Clean Water & Sanitation emphasises the need to **pursue policies, implement strategies, and ensure adequate investment is made in developing appropriate water supply systems and infrastructure to ensure adequate fresh (potable) water is supplied** to communities;

SDG 7: Renewable Energy shifts the focus on to "sustainable energy", stressing that **appropriate policies need to be followed to ensure that adequate clean energy is supplied**. In order to meet developmental challenges such as decent jobs, security, Climate Breakdown, food production or increasing incomes, access to energy for all communities is essential;

SDG 9: Innovation & Infrastructure highlights that **investments in infrastructure – transport, irrigation, energy and information and communication technology (ICT) – are crucial to achieving sustainable development and empowering communities**;

SDG11: Sustainable Cities and Communities recognises that there is a growing global trend for societies to urbanise and, consequently, cities will continue to experience growth in populations and related demands on housing, infrastructure, facilities and resources (the environment). However, the Goal stresses that **cities should be seen as places with potential: they are hubs for ideas, commerce, culture, science, productivity, social development** and in many cases have enabled societies to advance socially and economically. The **challenges associated with urbanisation, however, need to**

be dealt with programmatically and this is the key informant drawn from the SDGs for the BCMM MSDF.

3.3 Global: New Urban Agenda (NUA)

The New Urban Agenda (NUA) was adopted on 20 October 2016 at the United Nations Conference on Housing and Sustainable Urban Development, known as Habitat III, which was held in Quito, Ecuador.

Recognising that the future of human development is very likely largely going to be urban-centred and that it is projected that, by 2050, up to 4 out of 5 people on earth will be residing in urban settlements, the NUA is an action-oriented document that sets global standards for sustainable urban development, rethinking the way we build, manage, and live in cities through drawing together cooperation with committed partners, relevant stakeholders, and urban actors at all levels of government as well as the private sector.



RETHINKING THE URBAN AGENDA IS:

- ✓ Embracing urbanization at all levels of human settlements, more appropriate policies can take advantage of urbanization across physical space, bridge urban, peri-urban and rural areas, and assist governments in addressing challenges through national and local development policy frameworks.
- ✓ Integrating equity to the development agenda. Equity becomes an issue of social justice, ensures access to the public sphere, extends opportunities and increases the commons.
- ✓ Fostering national urban planning and planned city extensions.
- ✓ Deciding how relevant sustainable development goals will be supported through sustainable urbanization.
- ✓ Aligning and strengthening institutional arrangements with the substantive outcomes of Habitat III, so as to ensure effective delivery of the new Urban Agenda.

IMPLEMENTING THE URBAN AGENDA MEANS:

- ✓ Urban Rules and Regulations. The outcomes in terms of quality of an urban settlement is dependant on the set of rules and regulations and its implementation. Proper urbanization requires the rule of law.
- ✓ Urban Planning and Design. Establishing the adequate provision of common goods, including streets and open spaces, together with an efficient pattern of buildable plots.
- ✓ Municipal Finance. For a good management and maintenance of the city, local fiscal systems should redistribute parts of the urban value generated.

With the consideration of:

- ✓ National Urban Policies. These establish a connection between the dynamics of urbanization and the overall process of national development.

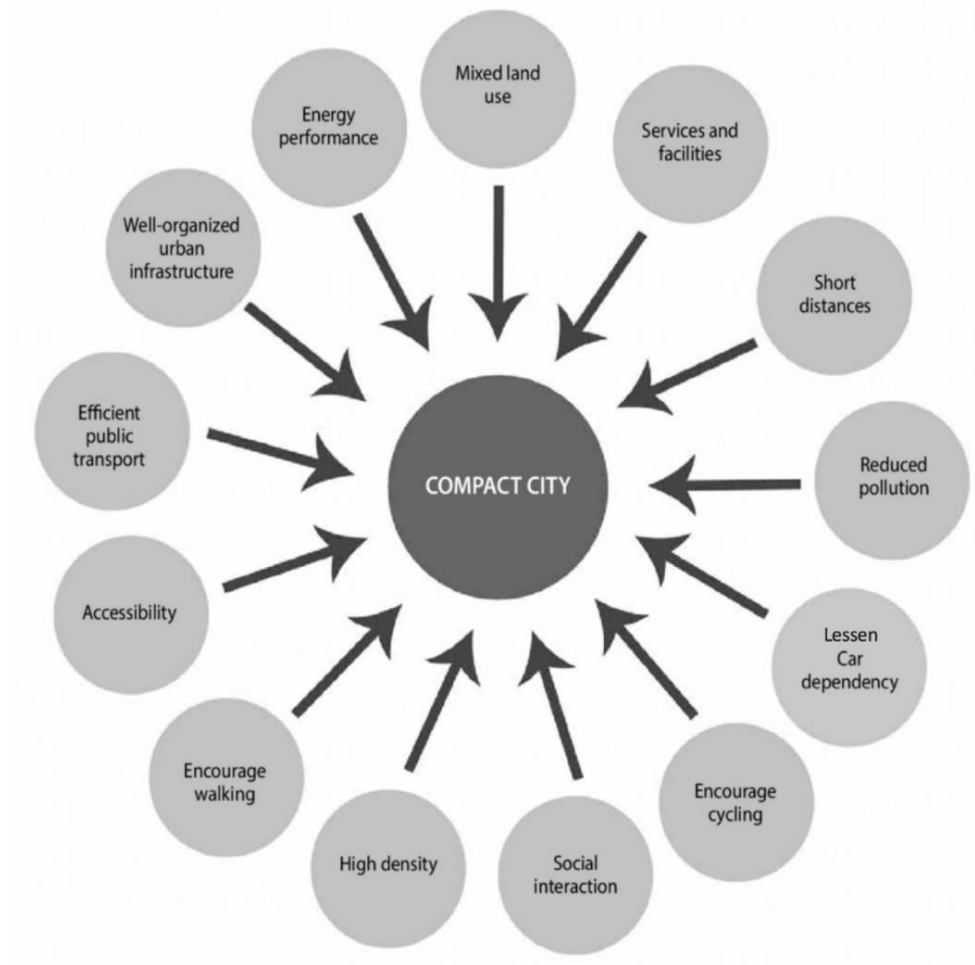


Figure 2 Key Elements in the Concept of a Compact City

THE TERM: COMPACT CITY

- *The Compact City or city of short distances is an urban planning and urban design concept, which **promotes** relatively **high residential density with mixed land uses**.*
- *It is **based on an efficient public transport system** and has an urban layout which – according to its advocates – **encourages walking and cycling, low energy consumption and reduced pollution**.*
- *It is also a **more sustainable urban settlement type than urban sprawl** because it is less dependant on the car, requiring less (and cheaper per capital) infrastructure provision.*
- *A **large resident population provides** opportunities for social interaction as well as feeling of safety in numbers and “**Eye On The Streets**”*

3.4 National: National Development Plan 2030

The National Development Plan (NDP) 2030 was developed by the National Planning Commission and formally adopted in 2012. The document serves as a long-term plan for the nation, centred on “writing a new story for South Africa”. The NDP further focuses on reducing poverty and inequality by putting in place the basic requirements that people need in order to take advantage of available opportunities. The plan prioritises increasing employment and improving the quality of education while advocating an integrated approach to addressing these challenges.

The **NDP's human settlement targets**, as set out in Chapter 8, **focus on transforming human settlements and the national space economy**. Goals include:

- more people living closer to their places of work;
- better quality public transport; and
- more jobs in proximity to townships.

To achieve these goals, the **NDP advocates measures to prevent further development of housing in marginal places; increased urban densities to support public transport and cost-efficient infrastructure networks; incentivising economic activity in and adjacent to townships; and engaging the private sector in the gap housing market.**

Other goals relevant to achieving a more efficient and sustainable spatial form of human settlements and a more viable space-economy are:

- building of safer communities through developing community safety centres to prevent crime, and
- improvement of education, training and innovation through strengthening youth service programmes and introducing new, community-based programmes to offer young people life skills training, as well as entrepreneurship training and opportunities to participate in community development programmes while expanding the number of further education and training (FET) colleges.

Chapter 5 of the NDP focuses on environmental sustainability and resilience through an equitable transition to a low-carbon economy.

Chapter 6 sets out special targets and goals towards establishing a more inclusive rural economy through integrated rural development. The focus here is on increased investment in new agricultural technologies, research and the development of adaptation strategies for the protection of rural livelihoods and expansion of commercial agriculture.

Chapter 8, which also addresses the country's spatial planning system, requires that:

- all municipal and provincial SDFs are translated into "spatial contracts that are binding across national, provincial and local governments"
- the current planning system should "actively support the development of plans that cross municipal and even provincial boundaries", especially to deal with biodiversity protection, climate-change adaptation, tourism and transportation
- every municipality should have an "explicit spatial restructuring strategy" which must include the identification of "priority precincts for spatial restructuring"

Transforming human settlement and the national space economy

KEY POINTS

- Respond systematically, to entrenched spatial patterns across all geographic scales that exacerbate social inequality and economic inefficiency.
- In addressing these patterns we must take account of the unique needs and potentials of different rural and urban areas in the context of emerging development corridors in the southern African subregion.
- The state will review its housing policies to better realise constitutional housing rights, ensure that the delivery of housing is to be used to restructure towns and cities and strengthen the livelihood prospects of households.

- Active citizenship in the field of spatial development will be supported and incentivised through a range of interventions including properly funded, citizen-led neighbourhood vision and planning processes and the introduction of social compacts from neighbourhood to city level.
- Planning in South Africa will be guided by a set of normative principles to create spaces that are liveable, equitable, sustainable, resilient and efficient, and support economic opportunities and social cohesion.
- South Africa will develop a national spatial framework and resolve the current deficiencies with the local system of integrated development planning and progressively develop the governance and administrative capability to undertake planning at all scales.

3.5 National: Integrated Urban Development Framework (IUDF)

The Integrated Urban Development Framework (IUDF) that was approved by National Cabinet on 26 April 2016 took its cue from, and was formulated to align with the New Urban Agenda (refer 3.3 above).

The IUDF aims to **steer urban growth towards a sustainable model of compact, connected and coordinated towns and cities**. It provides a roadmap to implement the NDP's **vision for spatial transformation – creating liveable, inclusive and resilient towns and cities while reversing the apartheid spatial legacy**. To achieve this transformative vision, four overall strategic goals are introduced:

1. **Spatial integration** - To forge new spatial forms in settlement, transport, social and economic areas.
2. **Inclusion and access** - To ensure people have access to social and economic services, opportunities and choices.
3. **Growth** - To harness urban dynamism for inclusive, sustainable economic growth and development
4. **Governance** - To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

These strategic goals inform the **priority objectives** of nine policy levers, which are premised on the understanding that **integrated urban planning** forms the basis for achieving **integrated urban development**, which follows a special **sequence of urban policy actions**. **Integrated transport** needs to **inform targeted investments into integrated human settlements**, underpinned by **integrated infrastructure network systems** and **efficient land governance**.

The IUDF states that, taken all together, these levers can trigger economic diversification, inclusion and empowered communities, if supported by effective governance and financial reform.

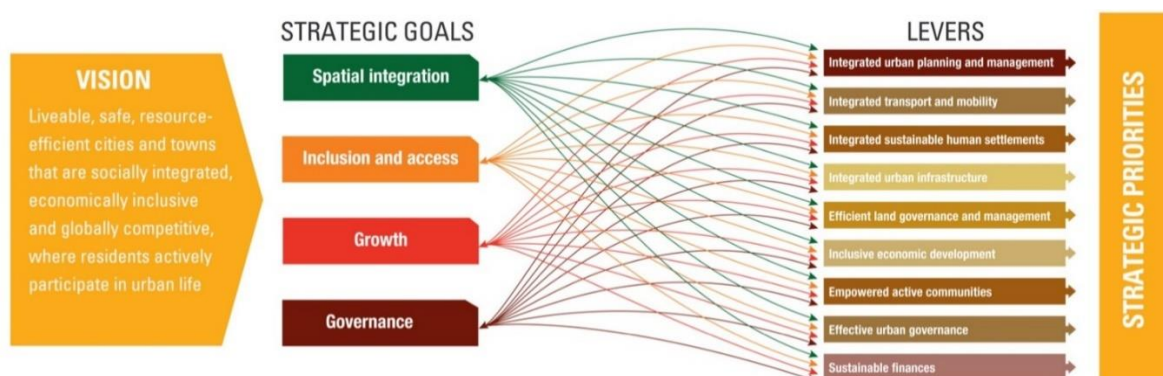


Figure 3 The IUDF Strategic Goals and Priorities

3.6 National: Spatial Planning and Land Use Management Act

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) was assented to by the President of the Republic of South Africa on 5 August 2013. SPLUMA is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making, whilst at the same time addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any spatial development framework, policy or by-law concerning spatial planning and the development or use of land. These principles include the redress of spatial injustices and the integration of socio-economic and environmental considerations in land use management in order to balance current development needs with those of the future generations.

The 5 principles set out in SPLUMA are:

1. **Spatial Justice** - Remedy past spatial and other development imbalances through improved access to and use of land by disadvantaged communities and persons.
2. **Spatial Sustainability** - Promote spatial planning and land use management and land development systems that are based on principles of socio-economic and environmentally sustainable development in South Africa.
3. **Efficiency** - Optimise existing resources and the accompanying infrastructure, including development application procedures in order to promote growth and employment.
4. **Spatial Resilience** - Mitigation and adaptability through innovations to secure communities from spatial dimensions of socio-economic and environmental (Climate Breakdown) shocks.
5. **Good Administration** - Ensured cooperative governance through laws, procedures and administrative practice relating to land development.



Figure 4 The SPLUMA Development Principles (DRDLR, 2019)

Section 12 (1) of SPLUMA sets out general provisions applicable to the preparation of all scales of SDFs. Chapter 4 sets out the focus and general requirements that must guide the preparation and compilation of SDF products at the various scales. The DRDLR's 2017 SDF Guidelines define the purpose and focus of Municipal SDFs, based on the provisions as set out in Chapter 4 of SPLUMA as:

- Aligning and complimenting the Provincial spatial vision
- Providing a long term municipal spatial strategy and vision
- Providing the spatial logic to the IDP
- Guiding municipal planning and land use decisions
- Facilitating cross-sectoral focus (housing ecological, economic, transport, infrastructure etc.)

"A municipal spatial development framework must assist in integrating, coordinating, aligning and expressing development policies and plans emanating from the various sectors of the spheres of government as they apply within the municipal area."

SPLUMA Chapter 4 Part A 12 (2) (b)

3.7 National Environmental Management Act (NEMA – Act 107 of 1998)

Like SPLUMA, the National Environmental Management Act (NEMA – Act 107 of 1998) is identified as “framework legislation” that is intended to define overarching and generally applicable principles to guide related legislation as well as the activities integral to environmental management. Accordingly, its purpose is defined in the Act as:

“to provide for co-operative environmental governance by establishing principles for decision-making on matters effecting the environment, institutions that will promote co-operative governance and procedures for co-ordinating environmental functions exercised by organs of the state, to provide for certain aspects of the administration and enforcement of other environmental management laws; and to provide for matters connected therewith.”

The importance of NEMA in BCMM is fundamental as the issues of environmental sustainability, resilience to Climate Breakdown and wise use of the natural resource base are key to the current and future socio-economic wellbeing of residents in the municipal area.

In this regard, the National Environmental Management Principles are important and are to be applied in tandem with the Development Principles set out in Section 7 of SPLUMA. It is also notable that both SPLUMA and NEMA provide for an integrated and coordinated approach towards managing land use and land development processes. This approach is based on co-operative governance and envisages the utilisation of spatial planning and environmental management “instruments” such as spatial development frameworks and environmental management frameworks to build alignment and integration between the imperatives of strategic spatial planning to facilitate development processes whilst ensuring that biodiversity and vulnerable ecosystems are adequately protected in order to ensure sustainability.

3.8 SPLUMA Spatial Development Principles Guide the MSDF

Legally, the development principles of SPLUMA must guide a strategic response to spatial development challenges and opportunities in BCMM. Accordingly, the table below sets out the proposed strategic application of the Directive Principles, SPLUMA Development Principles in the BCMM MSDF Review:

Table 1: The SPLUMA Development Principles and a Strategic Approach for the BCMM MSDF

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
Spatial Justice	<p>Past spatial and other development imbalances should be redressed through improved access to, and utilisation of, land;</p> <p>spatial development frameworks and policy at all spheres of government should address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements and areas characterised by widespread poverty and deprivation;</p> <p>spatial planning mechanisms, including zoning schemes, should incorporate provisions that enable redress in access to land by disadvantaged communities and persons;</p> <p>land use management systems should include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements;</p> <p>land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas;</p> <p>a competent authority contemplated in this Act or other relevant authority considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property will be affected by the outcome of the application; and</p> <p>the right of owners to develop land in accordance with current use rights should be recognised.</p>	<p>Directs the MSDF process to seek spatial planning and land use management solutions that effectively promote redress of circumstances that were caused by past socio-political policies, which resulted in inequitable and fragmented spatial arrangements in urban and rural settlement layout designs as well as unequal levels of access to land, resources and opportunities.</p> <p>Highlights the need to identify opportunities where the spatial configuration of settlements and/or land holdings may be transformed by the development of strategically located land to promote the integration of settlements and better located opportunities for the socio-economic upliftment of disadvantaged communities.</p> <p>Strategic Imperative:</p> <p>Identify spatial integration opportunities and implement sustained programmatic interventions to achieve spatial transformation and the development of key, centrally located sites within the framework of the BEPP Integration Zones</p>

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
Spatial Sustainability	<p>promote land development that is spatially compact, resource-frugal and within the fiscal, institutional and administrative means of the relevant competent authority in terms of this Act or other relevant authority;</p> <p>ensure that special consideration is given to the protection of prime, unique and high potential agricultural land;</p> <p>uphold consistency of land use measures in accordance with environmental management instruments;</p> <p>promote and stimulate the effective and equitable functioning of land markets;</p> <p>consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;</p> <p>promote land development in locations that are sustainable and limit urban sprawl;</p> <p>result in communities that are viable; and</p> <p>strive to ensure that the basic needs of all citizens are met in an affordable way;</p> <p>the sustained protection of the environment should be ensured by having regard to the following:</p> <p>natural habitat, ecological corridors and areas with high biodiversity importance;</p> <p>the provincial heritage and tourism resources;</p>	<p>Places emphasis on balancing land development and market-driven initiatives against the imperative to conserve the natural resource base (ecological infrastructure) and to manage resource usage in a sustainable manner;</p> <p>Highlights the need to ensure that the provision of infrastructure and social facilities – including the post-development maintenance thereof – is adequately planned for;</p> <p>Again, emphasises the importance of consolidating settlement footprints and promoting spatial integration;</p> <p>Directs that spatial planning and land use management must recognise the reality of Climate Breakdown and must also take into account the risks associated with sea level rises and other extreme events;</p> <p>Directs that spatial planning strategies should prioritise long-term sustainable solutions rather than short-term political and/or market-driven initiatives;</p> <p>Strategic Imperative:</p> <p>Embed Evidence-Based Wise Land Use Management and ensure that all land development decisions lead to sustainable outcomes where residents are well-connected to social and economic opportunities and have access to adequate infrastructure and social services that are within the financial means of BCMM to develop and maintain over time.</p>

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
	<p>areas unsuitable for development, including flood plains, steep slopes, wetlands and areas with a high water table and landscapes and natural features of cultural significance; and</p> <p>the economic potential of the relevant area or region;</p> <p>Climate Breakdown adaptation and Climate Breakdown mitigation strategies should be developed and considered in land use planning;</p> <p>the provision and conservation of, and the management of the demand for, energy should be considered in land use planning;</p> <p>the safe utilisation of land should be ensured by taking into consideration factors such as sea-level rise, storm surges, flooding, fire hazards and geological formations;</p> <p>the illegal occupation of land should be discouraged with due recognition of informal land development practices; and</p> <p>development should be principle-driven and should prioritise long-term social, economic and environmental benefits over short-term benefits.</p>	
Efficiency	<p>land development should optimise the use of existing resources, infrastructure, agriculture, land, minerals and facilities;</p> <p>integrated cities and towns should be developed, whereby –</p> <p>the social, economic, institutional and physical aspects of land development is integrated;</p>	<p>Promotes compaction of settlements and the avoidance wherever possible of extending settlement footprints or the development of so-called satellite townships that was a feature of Apartheid settlement strategies, which require the extension or development of new associated services infrastructure networks</p> <p>Also addresses the need to strengthen the positive and reciprocal relationships between urban settlements and rural hinterland areas by identifying what urban settlements do for</p>

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
	<p>land development in rural and urban areas in support of each other is promoted;</p> <p>the availability of residential and employment opportunities in close proximity to, or integrated with, each other is promoted;</p> <p>a diverse combination of land uses is promoted;</p> <p>the phenomenon of urban sprawl in urban areas is discouraged and the development of more compact towns and cities with denser habitation is promoted;</p> <p>historically distorted spatial patterns of settlement are corrected; and</p> <p>the quality and functionality of the public spatial environment is promoted; and</p> <p>policy, administrative practice and legislation should promote speedy land development.</p>	<p>the rural areas and how the assets and livelihoods offered in the rural areas hold benefits for the urban parts of BCMM</p> <p>Places focus on urban design interventions to promote mixed land uses in appropriate localities as well as improve the quality of public spaces</p> <p>Introduces the need for efficiency in handling administrative processes to facilitate land development</p> <p>Strategic Imperative:</p> <p>Promote and implement more compact spatial development in both urban and rural settlements, with a greater mix of land uses to promote the efficient use of scarce resources and build on existing infrastructure networks</p>
Spatial Resilience	<p>whereby flexibility in spatial plans, policy and land use management systems is accommodated to ensure sustainable livelihoods in communities most likely to suffer the impact of economic and environmental shocks.</p>	<p>Emphasizes the need to be more aware of the challenges of climate breakdown as well as unforeseen and potentially extreme events, and to plan accordingly</p> <p>Highlights the need to allow for flexibility in urban design and urban management</p> <p>Strategic Imperative:</p> <p>Ensure adaptability in BCMM's planning and development programmes to accommodate spatial planning and land use</p>

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
		management changes necessitated by Climate Breakdown and socio-economic trends
Good Administration	<p>all spheres of government should ensure an integrated approach to land use planning;</p> <p>all government departments must provide their sector inputs and comply with any other statutory requirements during the preparation or amendment of spatial development frameworks;</p> <p>the requirements of any law relating to land development and land use must be met timeously;</p> <p>the preparation and amendment of spatial plans, policy, zoning schemes and procedures for land development and land use applications, should include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them;</p> <p>legislation, procedures and administrative practice relating to land development should be clear, promote predictability, trust and acceptance in order to inform and empower members of the public;</p> <p>a spatial development framework, zoning scheme or policy should be developed in phases and each phase in the development thereof should include consultation with the public and relevant organs of state and should be endorsed by the relevant competent authority;</p> <p>decision-making procedures should be designed to minimise negative financial, social, economic or environmental impacts;</p>	<p>Directs that spatial planning and land use management are core municipal planning activities to be underpinned by cooperative governance arrangements;</p> <p>Again, emphasises the importance of speedy administrative processes in dealing with land development;</p> <p>Places strong emphasis on the need for an effective administration to engage in meaningful partnerships with key public and private sector stakeholders</p> <p>Strategic Imperative:</p> <p>Integration of effort in ensuring a multi-lateral (multi-stakeholder) governance approach to spatial planning and land use management</p>

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the MSDF
	<p>development application procedures should be efficient and streamlined and timeframes should be adhered to by all parties; and</p> <p>decision-making in all spheres of government should be guided by and give effect to statutory land use planning systems.</p>	



3.9 Provincial Objectives

SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision developed through a thorough inventory and analysis based on national spatial principles and local long-term development goals and plans. SDFs are thus mandatory at all three spheres of government and SPLUMA confirms in sub-section 12(2) that all three spheres must participate in each other's processes of spatial planning and land use management. Therefore, national as well as provincial planning principles must be aligned to inform local SDFs and guide local municipalities when developing the spatial agenda for their area. The relevant provincial policies are set out below.

3.9.1 Eastern Cape Vision 2030

The Eastern Cape Vision 2030 Provincial Development Plan responds to the need for the province to describe and map its future destiny through long-term development planning and forge a common and shared development agenda across a wide spectrum of service delivery mechanisms.

EC Vision 2030 envisages:

- An Eastern Cape with a proliferation of innovation and industry, and citizens who can feed themselves.
- All children and youth manifesting our shared belief that they are the cornerstone of the future.
- Participatory local development action driven by committed, capable citizens and conscientious institutional agents

In an attempt to address the key structural features hobbling the provincial economy, the following are the principles of the Eastern Cape Provincial Development Plan:

- Social, economic and spatial justice
- Gender equality;
- Intergenerational equity – prevent inequalities being passed down to future generations;
- Citizen participation and co-responsibility for development;
- Promote ethical, integrated multi-agent action predicated on the relative strengths of institutional partners;
- Public good – Government must priorities the common interest above person gain;
- Respect evidence and critical deliberation;
- Take accountability seriously.

Vision 2030 contends that a sustainable future for the Eastern Cape rests on people-centred development to achieve the five inter-related goals summarized below:



1. Goal 1 - An inclusive, equitable and growing economy
2. The EC Provincial Development Plan aims to develop a growing, inclusive and equitable economy. This includes a larger and more efficient provincial economy that optimally exploits the competitive advantages of the Eastern Cape, increased employment and reduced inequalities of income and wealth.
3. Goal 2- An educated, innovative and empowered citizenry
4. The PDP seeks to ensure that people define their identity, sustain their livelihoods, live healthy lives and raise healthy families. It seeks to develop a just society and economy and play an effective role in the development of their communities, as well as the politics and governance of the state at all levels.
5. Goal 3 - A healthy population
6. To ensure that in 2030 the people of the Eastern Cape live long and healthy, with a life expectancy of 70 years and an AIDS free under 20 generation. This will be achieved through a health system that provides quality healthcare to people in need, values patients, cares for communities, provides reliable service and values partnerships. The system should rest on a primary healthcare platform, integrated across primary, secondary and tertiary levels.
7. Goal 4 - Vibrant, equitably enabled communities
8. The PDP seeks to ensure that by 2030, the Eastern Cape is characterized by vibrant communities in which people can responsibly exercise their growing freedoms. The plan aims to address spatial disparities across the province and seeks to guide the development and use of instruments to achieve this.
9. Goal 5 – Capable, conscientious and accountable institutions

The PDP seeks to build capable, conscientious and accountable institutions that engender and sustain development partnerships across the public, civic and private sectors. It aims to construct and mobilize multi- agency partnerships for development, encouraging the emergence of a strong, capable, independent and responsible civil society committed to the province's development.

In order to realize the plan's development goals, the province has identified **four catalytic flagships** that will establish a sound foundation for other developments to flourish. These catalytic initiatives cut across sectors and integrate the efforts of many role-players. The provincial catalytic flagships are as follows:

1. **Ilima Labantu:** Ilima Labantu is an **agricultural development** initiative that aims to revive the rural economy and encourage other areas of development in the province. The Eastern Cape is endowed with significant natural resources that can be used to help address its food security needs, expand its capacity to provide jobs, raise income levels and trigger development in allied industries and other sectors. Ilima Labantu aims to mobilise communities and a range of departments and entities across government to act in a focused, integrated and coordinated manner on various elements of the programme, such as Research and development (R&D) institutions and Education and training institutions.
2. **Ematholeni:** Ematholeni! (Children first) aims to **give all children a quality start to development and learning, providing a solid foundation for a future of equal opportunity**. This foundation begins

from the level of early childhood development (ECD). Ematholeni! will ensure that the Eastern Cape increases its focus on this level of development. The catalytic flagship initiative also aims to build systemic continuity from ECD through to the foundation and intermediate phases of primary schooling. It will mobilise and develop the capabilities of communities to support the development and learning of their children. All contributing departments and public entities, institutions and communities across the province will work to ensure that all children in ECD get the basic nutrition they need for healthy growth, that they grow in nurturing and loving family environments, and that they receive the appropriate stimulation and foundations for learning at home, in ECD centres and during the early grades of schooling.

3. **Infrastructure:** The third catalytic flagship focuses on **the provision and maintenance of infrastructure for spatially equitable social and economic development**. This includes social infrastructure (human settlements, public institutions) and economic infrastructure (irrigation systems, factories, production technology, equipment and systems, as well as information and communication technology). Infrastructure development should be a concern for all development partners. The initiative will encourage the private sector to expand its investment in infrastructure; R&D institutions to come up with innovations around appropriate technology, materials and design; and communities to build, maintain and sustain key infrastructure.
4. **Building human and institutional capabilities for local development action:** The fourth catalytic flagship, in keeping with the NDP's goals and the Back-to-Basics campaign, aims to **build human and institutional capabilities for inclusive and meaningful local development action**. This includes building and consolidating a capable state with strong local government and sub-entities; accountable sub-regional agents of national and provincial departments; skilled leaders and functionaries of non-governmental organisations and citizen associations; and capable and responsible citizens.

3.9.2 Eastern Cape Provincial Spatial Development Framework Review 2017/2018

The 2010 PSDP has been reviewed to provide a credible and implementable Spatial Development Framework for the Eastern Cape. This has been approached by focusing on the following key informants, which are envisaged as key enablers of development:

- Without a credible governance (planning) system in place we will never realise our potential
- Water is Life
- Finance and Debt
- Small Town Regeneration
- Spatial Planning
- Local Economic Development
- Climate Breakdown
- Environmental



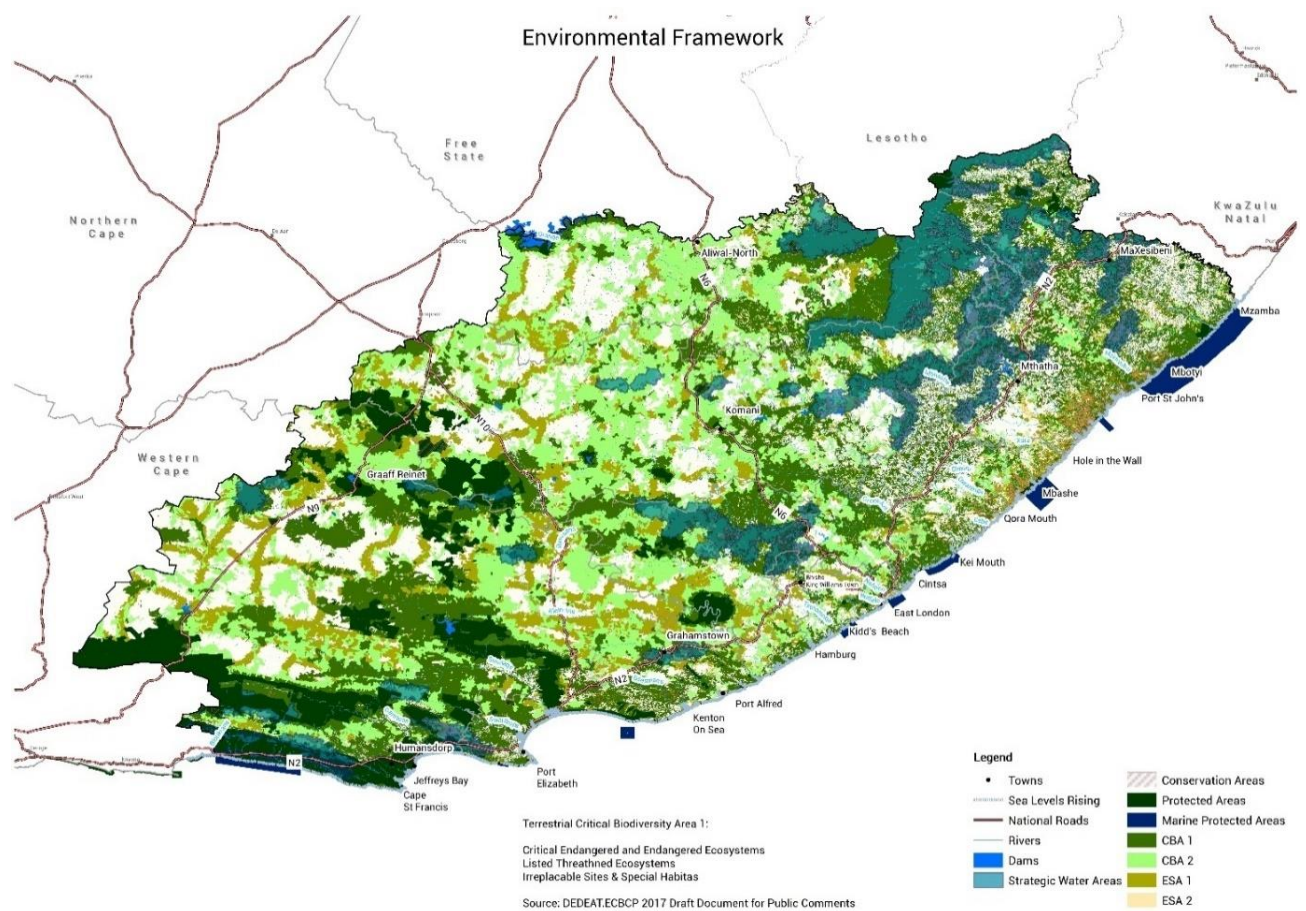
- Bridging the gap between rich and poor
- Implementation

The future spatial vision development for the reviewed PSDF, is as follows: -

“The future spatial perspective of the province over the next 20 to 50 years could be conceptualised in the context of the Provincial Growth and Development Plan vision of a “poverty free Eastern Cape”. Understanding that such a vision would be founded upon a concept of a “modern, ecologically sustainable economy based in agriculture, tourism and industry”, it is believed the future spatial perspective would comprise a spatial development framework of managed urban and rural human settlements clustered in urban (settlement) regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the global, national and provincial economy”

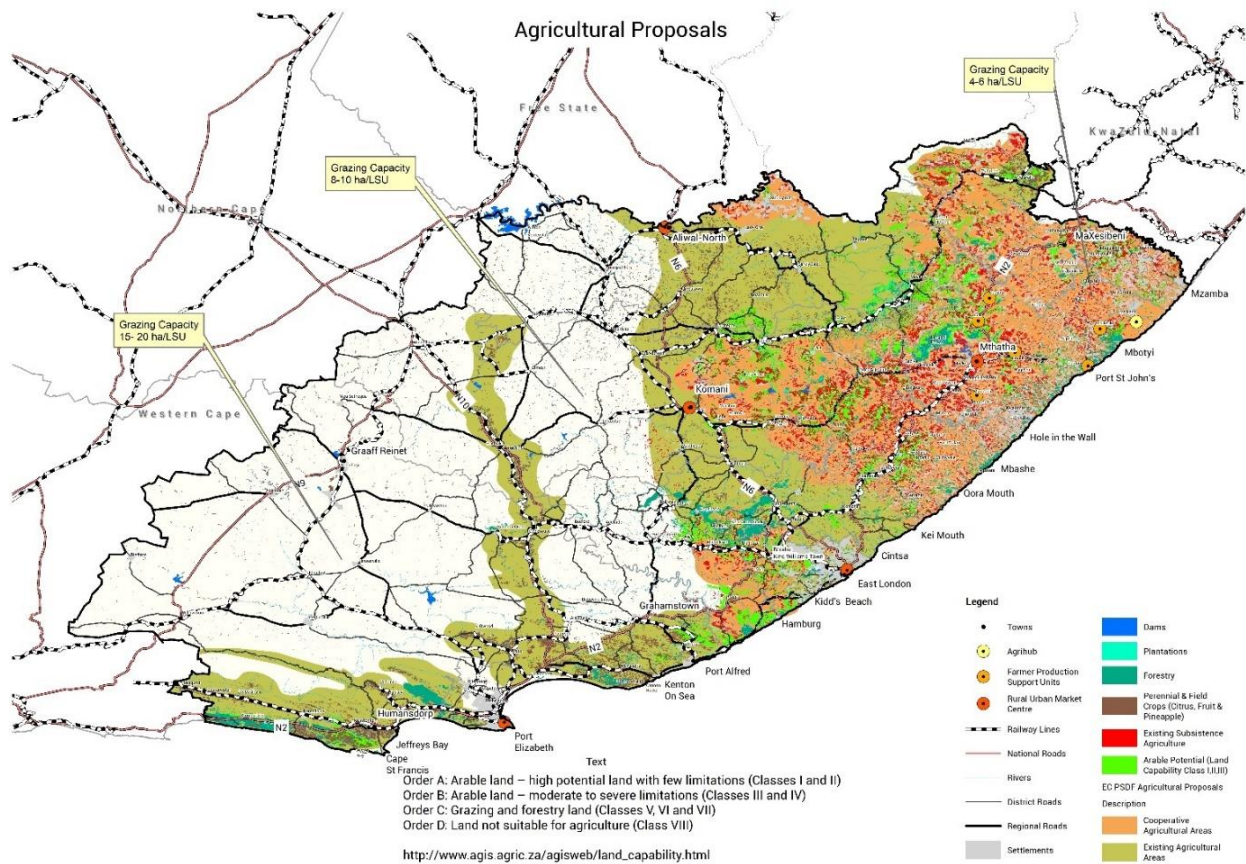
The following key principles are drawn from the EC PSDF review: -

- **Environmental Framework:** Promote sustainable development. All Municipal SDFs must incorporate the CBA Map categories and guidelines into final SDF maps. Consideration of the Environmental Framework also aims to inform local municipalities urban edge delineations and land use proposals.



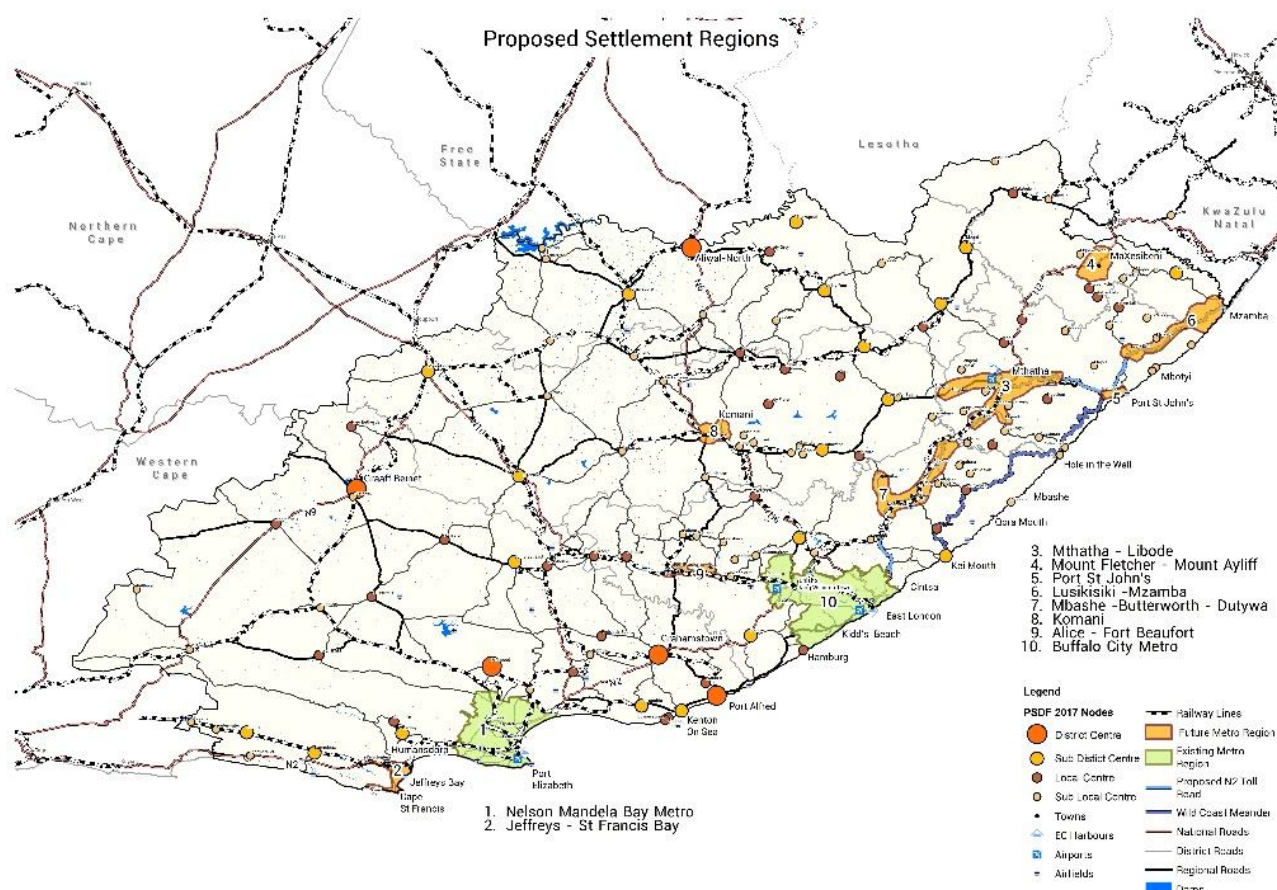
Plan 6: PSDF 2016 - 2017 - Environmental Framework

- **Agricultural Framework:** A co-operative approach to agriculture is required whereby collaborative opportunities are considered.



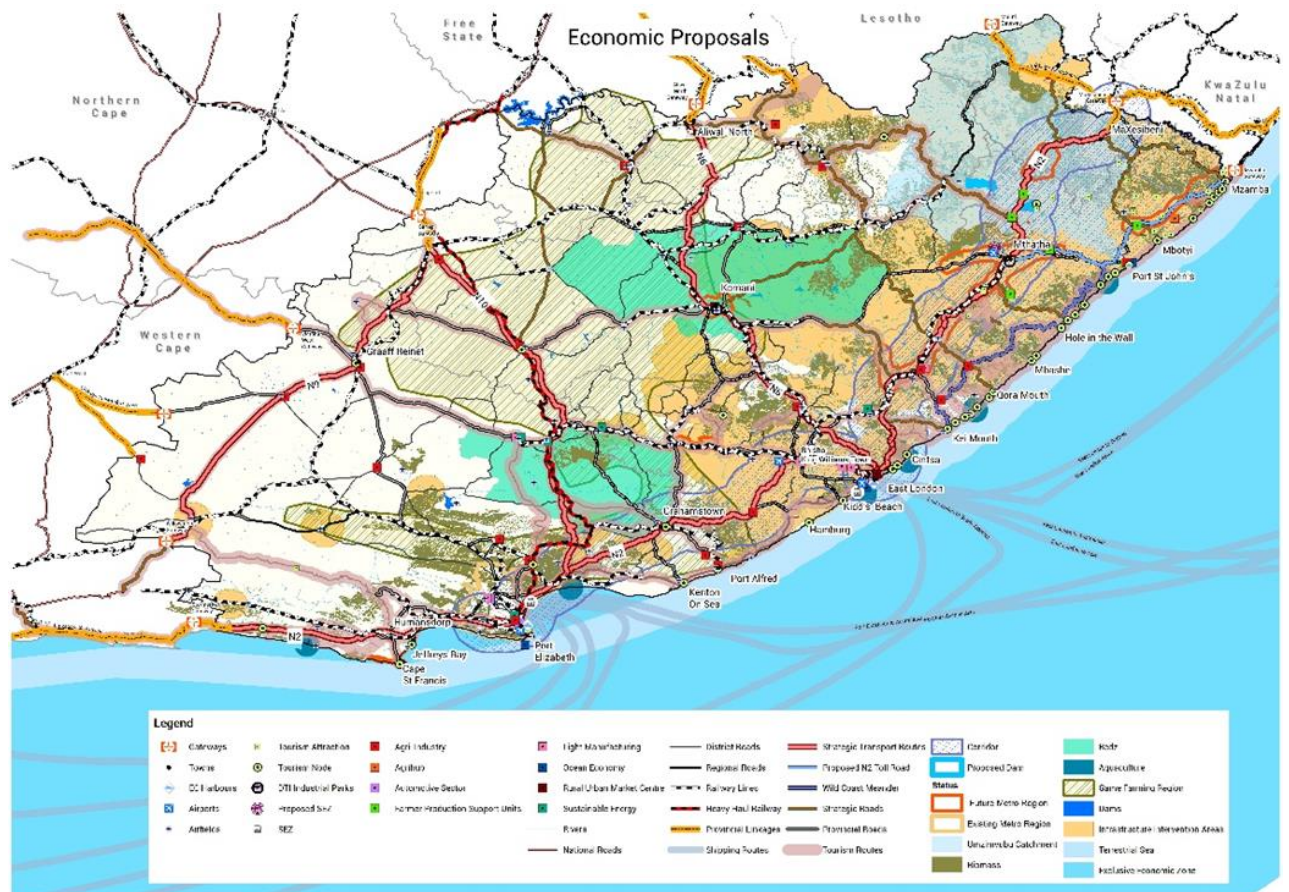
Plan 7: PSDF 2016 – 2017 - Agricultural Framework

- **Social Development and Human Settlements Framework:** Direct development focus using the concept of “Future Metropolitan Regions” (FMR). FMRs are defined as “regions which are envisaged to grow into each other and function collaboratively by the year 2050”. Such regions are envisaged to be accompanied with a high degree of services, opportunity, access, and infrastructure. The introduction of the FMR is believed to be a suitable intervention for addressing the economic, social and spatial challenges of the regions identified and the province alike. The plan below identifies the Future Metro Regions identified for the Province.

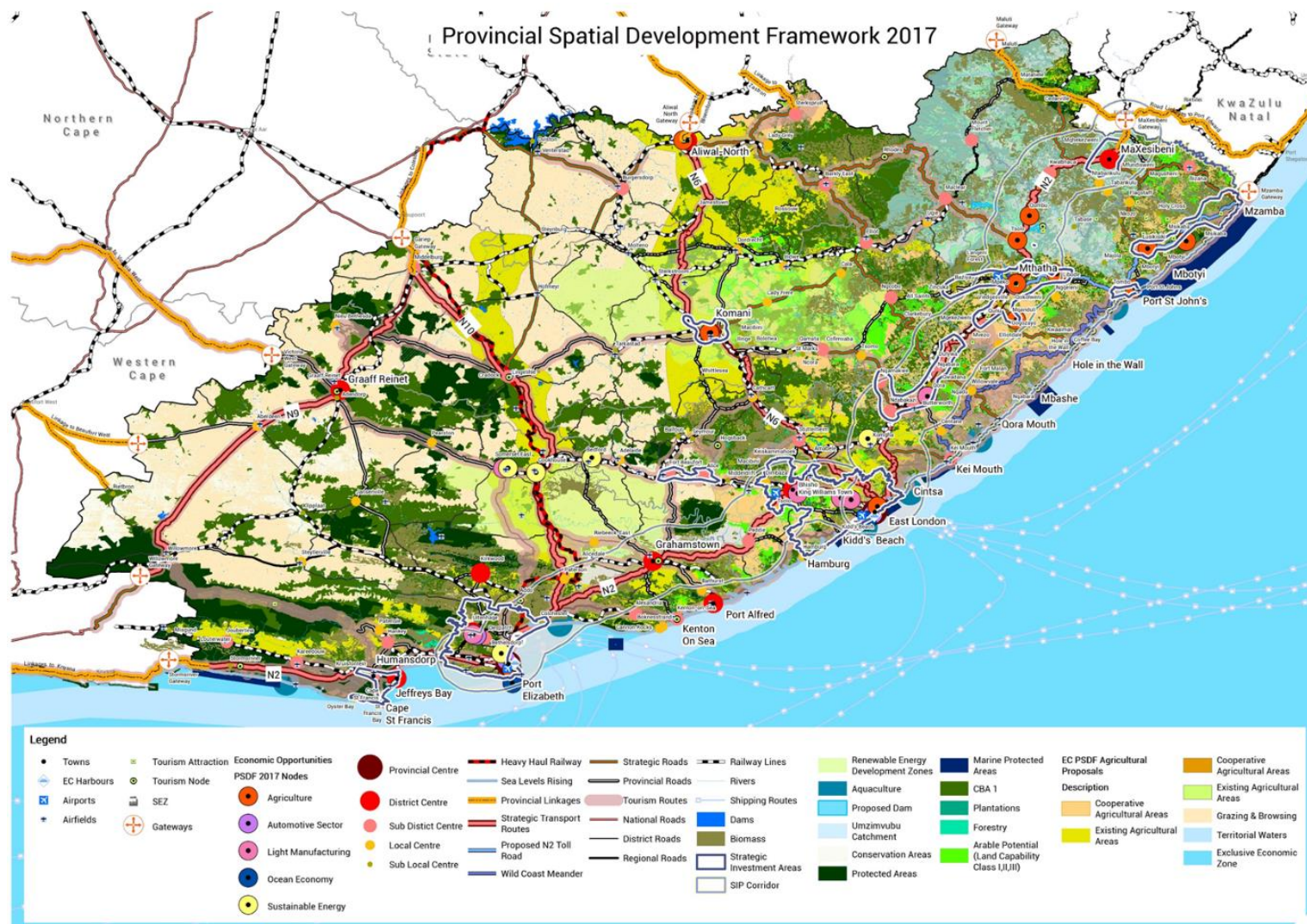


Plan 8: PSDF - Proposed Settlement Regions including FMRs

- Infrastructure Framework:** Balance investment in economic and social infrastructure to build the sustainability of provincial-scale infrastructure where economic activities will pay for services and generate income for Operation and Maintenance. The Provincial Economic Development Strategy identifies water as a prerequisite for all development. It is thus recommended that Water resources planning should be prioritised to ensure a balance between the needs for developmental purposes and human consumption.
- Economic Framework:** Focus on addressing the large disparities in the quality of services, employment, income potential and access to services between urban and rural areas within the province and between towns and informal settlements. The Economic Framework was guided by the Provincial Economic and Development Strategy (PEDS).



Plan 9: PSDF - Economic Proposals



Plan 10: Eastern Cape PSDF 2017/2018 - Overall Plan



3.10 BCMM Integrated Development Objectives and Strategic Vision

Finally, at the level of local governance, the key contextual element for the BCMM MSDF Review is set by the BCMM Integrated Development Plan (IDP), which establishes the Strategic Vision of the municipality and the associated integrated development objectives set for the organisation. It is this broader strategic development context that guides the MSDF in seeking spatial planning and land use management solutions to the identified challenges and opportunities that would facilitate attaining the overall developmental goals of BCMM, set out in the IDP.

3.10.1 Buffalo City Metropolitan Municipality Integrated Development Plan (IDP) 2016 – 2021 and the Metropolitan Growth & Development Strategy

BCMM is guided by the following long-term vision:

“Buffalo City: well-governed, connected, green and innovative”

- We are a city that re-invented itself from a divided and fragmented past.
- We are a successful, prosperous and dynamic modern city: enterprising, green, connected, spatially-integrated and well-governed.
- We are proud of our beautiful coastal city, capital of the Eastern Cape Province, home of a globally-competitive auto industry and excellent educational and medical services.

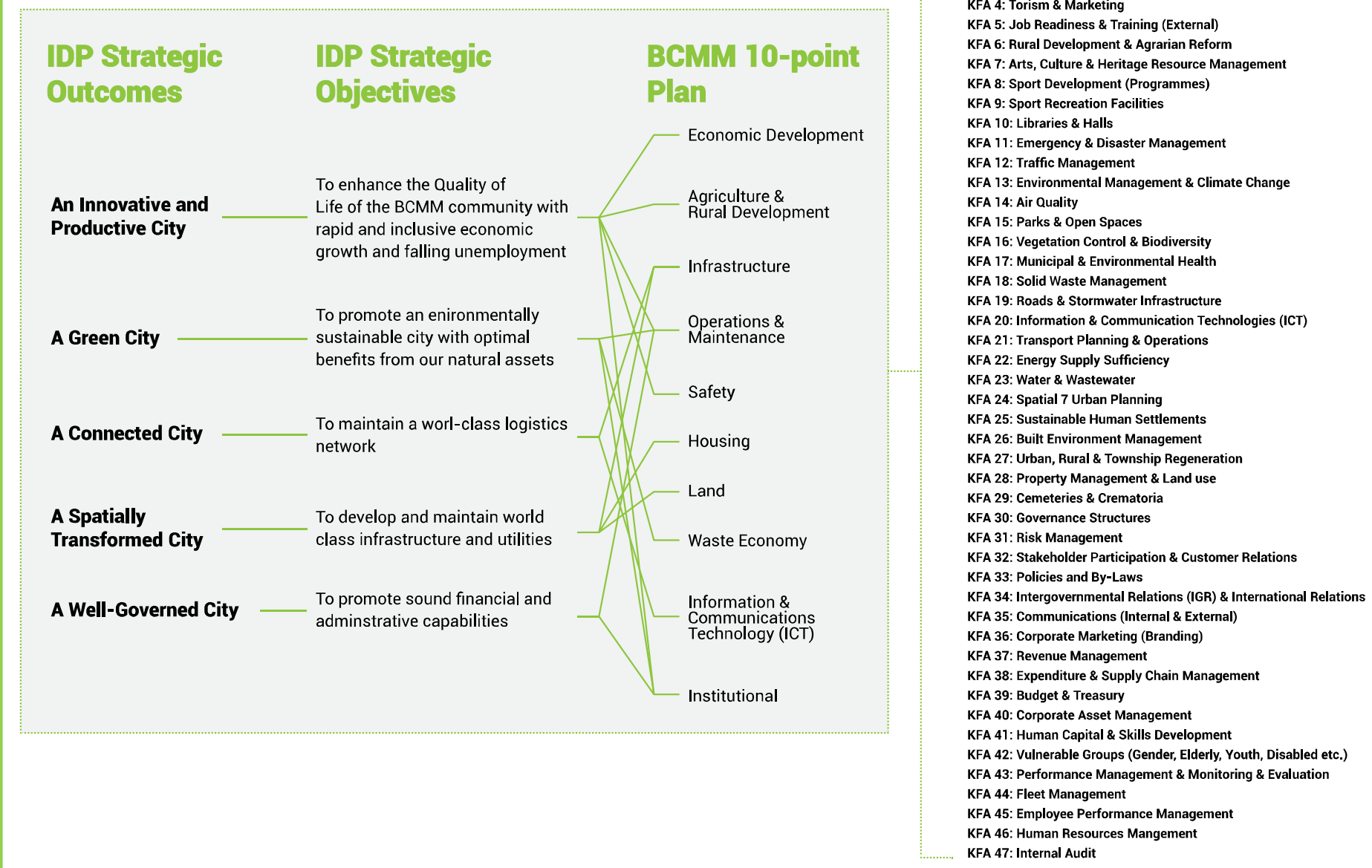
Based on its Metropolitan Growth and Development Strategy (MGDS), BCMM strives to realise the following 5 strategic outcomes by the year 2030.

1. **An innovative and productive city:** with rapid and inclusive economic growth, and falling unemployment
2. **A green city:** environmentally sustainable with optimal benefits from our natural assets. A clean and healthy city of subtropical gardens.
3. **A connected city:** high-quality (and competitively priced) connections to ICT, electricity and transport networks (inside the city and to the outside world).
4. **A spatially-integrated city:** the spatial divisions and fragmentation of the apartheid past are progressively overcome, and township economies have become more productive.
5. **A well-governed city:** a smart and responsive municipality (working with other levels of government) that plans and efficiently delivers high quality services and cost-effective infrastructure, without maladministration and political disruptions.

The BCMM IDP sets out how the administration intends to pursue the above strategic outcomes by linking these to a 10-Point Plan and 47 Key Focus Areas in an overall Strategic Framework that seeks to guide the developmental activities of all Municipal directorates and stakeholders, as set out below in the flow diagram.



Figure 5 The BCMM IDP – from Strategic Outcomes to Key Focus Areas



3.10.2 A 10-Year MSDF Spatial Development Concept: What BCMM Seeks to Achieve by 2030

The BCMM IDP has the following Long Term Vision, which the MSDF Vision takes its lead from:

The MSDF review puts forward the following 10-Year Spatial Development Concept in order to provide a broader conceptual framework to guide BCMM's continued efforts to improve local and regional economic opportunities, which would ultimately serve to underpin sustainable growth in the Metropolitan Area.

"Re-Shaping Buffalo City: The Metro in 2030"

Buffalo City has consolidated its position as a City-in-a-Region providing a focus for socio-economic development, services and higher-order human settlement in the central part of the Eastern Cape Province. The core functional elements of the City are its roles as a hub for an evolving Knowledge Economy and sustainable infrastructure production and innovation; a centre of Industrial development with an innovative and world-class motor industry cluster at its heart; and a city that offers a rich lifestyle experience through the quality of its natural environment, the range of social, cultural and leisure activities offered in the area, and the excellence of its public infrastructure and social institutions.

This Spatial Development Concept serves to inform the formulation of a set of more spatially focused objectives and policies aimed at enhancing key aspects of the built environment, and highlighting priorities in the wise management of biodiversity and scarce natural resources in order to create the enabling conditions that would allow the Concept to be achieved.

3.10.3 Aligning BCMM IDP Strategic Outcomes and MSDF Strategic Development Objectives

The BCMM IDP Outcomes, and Objectives aligned to the BCMM 10-Point Plan is step to lead towards SPLUMA Alignment. The aforementioned is depicted in the figure below:



Taking the **directive elements drawn from the SPLUMA Development Principles** as a platform to build **alignment between the revised MSDP, the Metro Growth and Development Strategy (MGDS) and the BCMM IDP**, a set of revised **strategic spatial development objectives** are linked to the **MGDS/IDP Strategic Outcomes**.

At the outset, it must be emphasized that in responding to challenges and opportunities in the realms of the natural environment; socio-economy; and the built environment, the SPLUMA principles dictate that a progressive social agenda must underpin the developmental one. This, on the one hand, drives the prioritization of securing the natural environment to ensure the future Sustainability and Resilience of the BCMM community. On the other hand, the emphasis must also fall on the prioritization of spatial development interventions to achieve Sustainable urban forms that function Efficiently, facilitate Social Justice and embody Good Administration.

The following is proposed:

Table 2: Linking BCMM IDP Strategic Outcomes to Strategic Spatial Development Objectives

IDP Strategic Outcomes (what BCMM wants to achieve)	Enabling Spatial Development Conditions Needed to Achieve the IDP Strategic Outcomes	MSDF Strategic Spatial Development Objectives
An innovative and productive city: with rapid and inclusive economic growth, and falling unemployment	Requires: <ul style="list-style-type: none"> Efficient and effective movement networks and spatial development patterns that lessen the costs of living and commuting to work and places of opportunity Cost-efficient urban and rural settlements that are sustainable and permit the imposition of fair and sustainable rates and levies on business, property owners and beneficial occupants. 	1. Strive to achieve more COMPACT URBAN FORMS wherever possible by adopting a Compact City approach, consolidating and integrating spatial development in urban centres, and developing land efficiently in proximity to existing infrastructure that is capable of providing a sustainable Urban Level of Service (Urban LOS) and reducing the need for and expense of commuting.
A connected city: high-quality (and competitively priced) connections to ICT, electricity and transport networks (inside the city and to the outside world).	Requires: <ul style="list-style-type: none"> Roads and services infrastructure networks that are properly maintained and operate within a context of feasible service catchments (i.e. the cost of providing the services networks and road access is sustainable due to adequate densities of users) 	
A spatially integrated city: the spatial divisions and fragmentation of the apartheid past are progressively overcome, and township economies have become more productive.	Requires: <ul style="list-style-type: none"> Efficient spatial development patterns and associated effective rail, road and pedestrian networks to lessen costs of living and commuting to work and places of opportunity 	



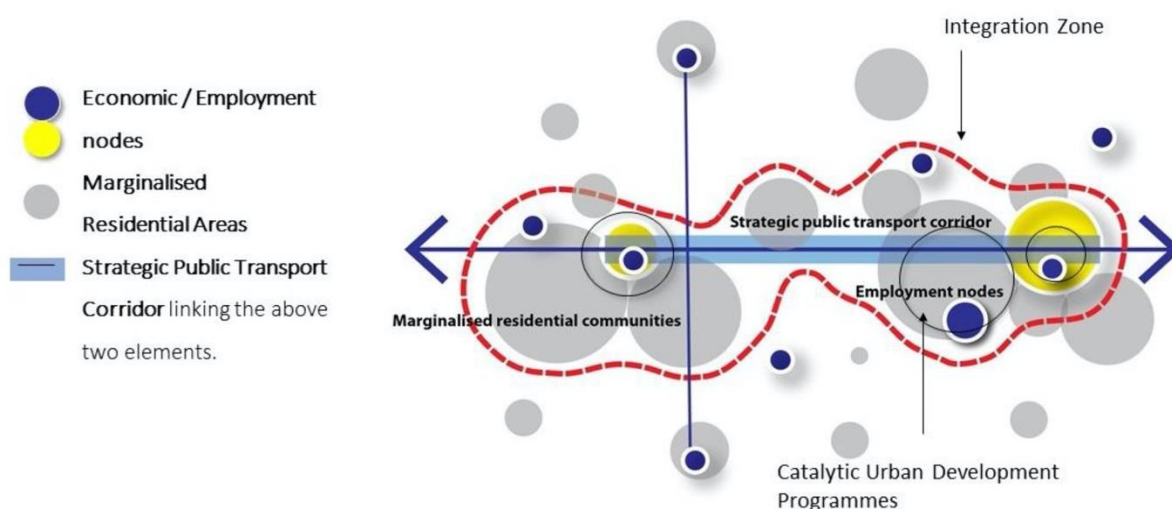
IDP Strategic Outcomes (what BCMM wants to achieve)	Enabling Spatial Development Conditions Needed to Achieve the IDP Strategic Outcomes	MSDF Strategic Spatial Development Objectives
<p>A green city: environmentally sustainable with optimal benefits from our natural assets. A clean and healthy city of subtropical gardens.</p>	<p>Requires:</p> <ul style="list-style-type: none"> • Effective land use management to protect areas of Critical Biodiversity and Ecological Value • Measures to manage land development processes that curb sprawling settlement and create the conditions where sustainable levels of service can be provided 	<p>2. Ensure that all identified CRITICAL BIODIVERSITY AREAS (CBAS) and Ecological Support Areas (ESAs) are identified and maintained, and that only land uses that are low impact in nature and have environmental authorisation are permitted in CBAs.</p>
<p>A well-governed city: a smart and responsive municipality (working with other levels of government) that plans and efficiently delivers high quality services and cost-effective infrastructure, without maladministration and political disruptions.</p>	<p>Requires:</p> <ul style="list-style-type: none"> • A spatial planning and land use management system that ensures that human development is sustainable within the bounds of available natural, financial and human resources. 	<p>3. Establish and maintain an EVIDENCE-BASED AND INTEGRATED APPROACH TO SPATIAL PLANNING AND LAND USE MANAGEMENT that takes into account the environmental, financial and socio-economic impacts of all land development decisions.</p> <p>4. Manage land use in urban, peri-urban and rural areas in accordance with the Development Principles of SPLUMA</p>

3.10.4 Alignment between the MSDF and the BCMM Built Environment Performance Plan (BEPP)

From a strategic planning perspective, as was noted in Section 1.4 above, the alignment between the Municipal SDF and the municipality's BEPP is crucial, given the BEPP's importance for leveraging grant funding for key spatial interventions aimed at achieving the MSDF's core spatial objectives.

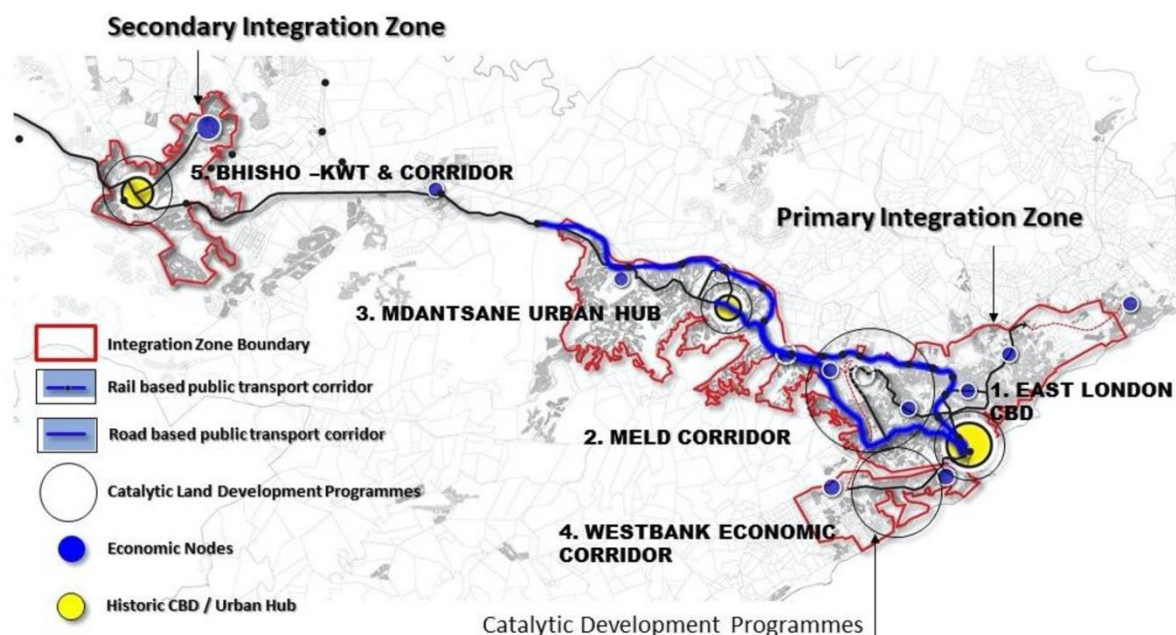
The requirement that BCMM submit for approval an annual BEPP is rooted in National Treasury's Cities Support Programme (CSP), which is aimed at supporting the countries' metros to achieve the strategic objectives of transforming the structure and functional efficiency of their main urban settlements. Central to this thrust of the CSP is the concept of the so-called Urban Network Strategy (UNS), which aims to bring together three key elements into an integrated framework that guides the prioritisation of investment in the built environment into so-called Integration Zones, in line with the strategic objectives of spatial transformation. These three elements are noted as: (i) Economic Nodes / Areas of Employment; (ii) Marginalised Residential Areas and Informal Settlements; and (iii) Strategic Public Transport Corridor(s) linking the above two elements. The concept is illustrated below.

Figure 6 Structuring Elements Guiding Identification of Integration Zones for Spatial Targeting of Investment (BCMM BEPP 2019-20)



The figure below illustrates the Primary and Secondary Integration Zones that were identified in BCMM for the purposes of the BEPP.

Figure 7 Primary and Secondary Integration Zones for Spatial Targeting of Investment in Buffalo City (BCMM BEPP 2019-20)



INFO-BOX: THE RELATIONSHIP BETWEEN THE MSDF AND THE BEPP

It is important to emphasize that the 2013 SDF Review formed the basis for the identification of the Primary and Secondary Integration Zones for the BCMM BEPP.

Therefore, with the present Review, this MSDF being formulated retains its primacy as the only statutorily enforceable spatial planning instrument and thus remains as the basis for setting the strategic spatial agenda for future iterations of the BCMM BEPP.

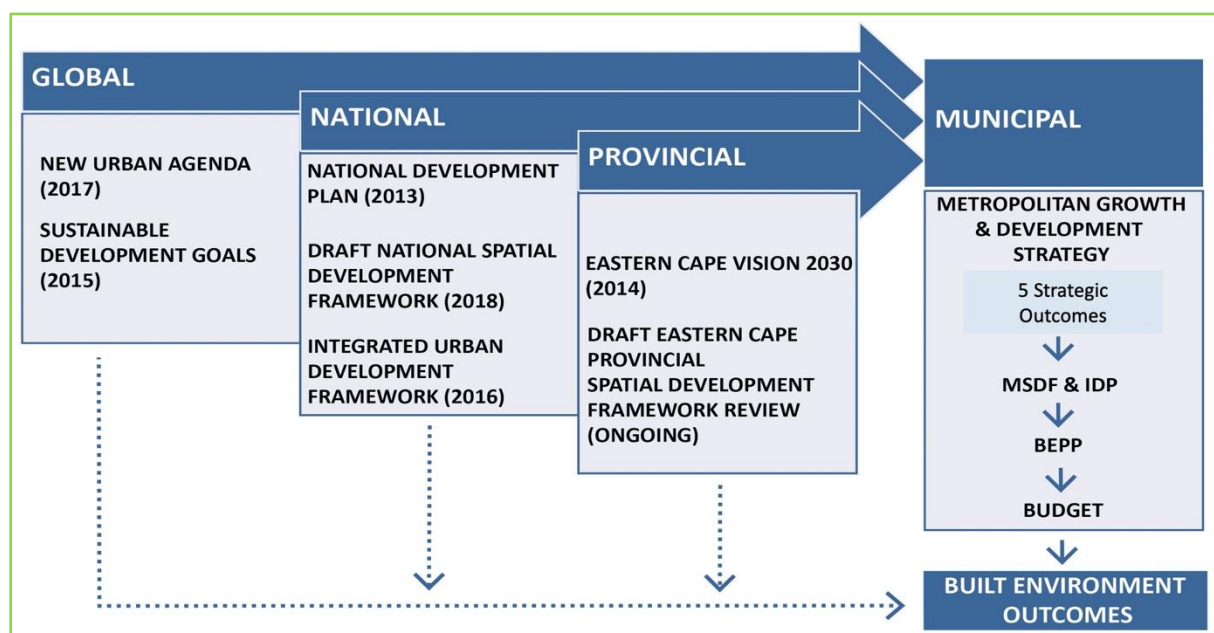
This alignment is embedded in the processes followed to Review the previous SDF and formulate proposals for the revised Municipal SDF 2020. In this regard, the BEPP Integration Zones are reflected on MSDF maps and the BEPP Catalytic Projects are aligned with the MSDF and form part of the proposals set out for each of the Special Focus Areas identified in this MSDF.

3.11 Conclusion: The Importance of Coherence and Policy Alignment

The above sections have highlighted some of the key elements of the major Global, National, Provincial and Municipal strategy and policy inputs that must be taken into consideration when formulating a strategic framework and MSDF proposals.

As these documents represent the philosophical underpinnings of most global and national funding programmes aimed at underpinning major investments in the built environment, it is important that the BCMM MSDF aligns with their core content and central messaging.

Figure 8 Summary Alignment of Key Strategic Policy Inputs





SECTION 4

STRATEGIC FRAMEWORK

4 The Strategic Framework

In order to respond to the key challenges and opportunities identified in the MSDF review process, and ensure alignment with the Global, National, Provincial and Municipal legal and policy agendas summarised above, a strategic framework comprised of a forward-looking Spatial Development Concept with related strategic spatial development objectives and a strategic spatial targeting approach is put forward.

This provides the strategic platform upon which the detailed spatial proposals to follow in Section 5 below are based. Accordingly, the following aspects are dealt with:

1. In line with the legal framework underpinning the new spatial planning system in SA, the SPLUMA Development Principles form the basis for the strategic approach adopted by the MSDF Review and the section highlights how this relates to the identification of certain strategic imperatives that the MSDF Review must address;
2. The alignment between the BCMM IDP and the revised MSDF is affirmed. In this regard, the MSDF takes its strategic direction from the BCMM IDP Vision and relates this to a 10-Year Spatial Development Concept that describes broadly the spatial development outcome that BCMM would like to achieve by 2030;
3. In line with this Spatial Development Concept, a set of revised MSDF Strategic Development Objectives are set out; and
4. Finally, a revised strategic approach to guide the spatial targeting of investment and spatial development initiatives is described.

4.1 A 10-Year MSDF Spatial Development Concept: What BCMM Seeks to Achieve by 2030

The MSDF review puts forward the following 10-Year Spatial Development Concept in order to provide a broader conceptual framework to guide BCMM's continued efforts to improve local and regional economic opportunities, which would ultimately serve to underpin sustainable growth in the Metropolitan Area.

4.2 Directive Principles:

The following directive principles have been identified:

Theme	Code	Development Principles
Spatial Transformation	SP	<ol style="list-style-type: none"> 1. The <u>Metro</u> will promote a responsible and sustainable pattern of growth by adopting the compact city model to guide the pattern of development. 2. The Metro will strive to use and expand municipal infrastructure; public facilities and services efficiently and effectively 3. The Metro will promote the intensification of mixed uses in designated areas by identifying a hierarchy of mixed use activity nodes 4. Emphasize the importance of high-quality urban design in the built environment 5. Facilitate the Land Reform Process
Economic	EC	<ol style="list-style-type: none"> 6. Facilitate the diversification of the primary employment base of the City by focussing on growth sectors that will support inclusive growth. 7. Support tertiary education institutions that meet the changing needs of the city's residents and business community 8. Leverage the city's concentration of Provincial activities; 9. Revitalise the inner city areas and township economies 10. Enhance and promote the City's natural assets to attract tourism revenue 11. View the city's historic and cultural resources as tourism assets.
Integrated Sustainable Human Settlements	IHS	<ol style="list-style-type: none"> 12. Provide a variety of housing choices across the city for all communities 13. Provide affordable housing near employment opportunities and established urban activity nodes with social amenities. 14. Improve living conditions in townships 15. Ensure that a full range of social facilities and services are available to support human settlements
Transportation	TPT	<ol style="list-style-type: none"> 16. Promote an integrated approach to land use and transportation planning 17. Expand the city's non-motorized transportation options 18. Expand the city's transit options
Infrastructure Services Theme	IFS	<ol style="list-style-type: none"> 19. Provide communities with access to infrastructure services 20. Promote energy conservation and alternative energy production 21. Protect scarce water resources
Environment Theme	ES	<ol style="list-style-type: none"> 22. Preserve and enhance natural resources 23. Protect life and property from impact of climate change and natural hazards 24. Promote active living and healthy lifestyles 25. Ensure community resilience through the facilitate food security opportunities
Rural Development	RD	<ol style="list-style-type: none"> 26. Integrate rural and urban areas by improving access and connectivity 27. Facilitate the development of the rural economy 28. Promote and Support agricultural initiatives

"Smart City" & Information Technology Theme	ICT	<p>29. Support technological and social connectivity</p> <p>30. Make e-Governance and Citizen Services available to all communities</p> <p>31. Manage municipal infrastructure using smart technology</p> <p>32. Use smart tech to support urban management initiatives</p>
Governance Theme	GV	

4.3 Strategic Development Concept:

This Spatial Development Concept serves to inform the formulation of a set of more spatially focused objectives and policies aimed at enhancing key aspects of the built environment, and highlighting priorities in the wise management of biodiversity and scarce natural resources in order to create the enabling conditions that would allow the Concept to be achieved.

- Buffalo City has re-invented itself through its transformation from a spatially and socially divided past, to consolidate its position as a 'City-in-a-Region' that anchors socio-economic development in the Eastern Cape Province.
- It has put in place the necessary enabling infrastructure, transportation and Information and Communication Technology systems to underpin an innovative Knowledge-Based Economy that embraces the 4th Industrial Revolution (4IR) and Digital Transformation.
- In so doing, it has advanced its progress to create a successful, prosperous and dynamic modern city that is enterprising, green, open and connected, spatially integrated and well-governed.
- Its citizens are proud of their beautiful coastal lifestyle city, which is the capital of the Eastern Cape Province, home to a globally competitive auto industry, and has excellent social, educational and medical services and a diverse housing market that meets their varying needs.
- They continue to strive to achieve a compact, sustainable and resilient City.

4.4 A Strategic Approach to Spatially Targeting Key Investments: 5 Spatial Focus Areas (SFAs)

In applying the revised MSDF Spatial Development Concept together with the foundational development principles of SPLUMA and the revised Strategic Spatial Development Objectives set out above, the MSDF review proposes that FIVE specific geographic areas in BCMM are of the highest strategic priority. In line with the BCMM BEPP, it is emphasised that attention should be placed on identifying and implementing key catalytic projects in these areas: -

While these areas are substantially the same as those identified in the 2013 SDF, this review proposes that a renewed emphasis be placed on consolidating and massing investment, planning and development, and urban management activities in the West Bank (re-classified as SFA Area 1) and the linkages between that SFA and SFA 2: The Central East London area focused on the inner city (CBD, Southernwood, Quigney, Belgravia and the central Beachfront) and the MELD Corridor to Mdantsane. The following applies:

1. Since 1980s, the **West Bank area** has been seen as having the best potential for large-scale urbanisation in the Greater East London area. Investment in the East London Industrial Development Zone (ELIDZ) remains constrained from being fully realised by the lack of key infrastructure in Wastewater Treatment on the West Bank. As land prices have inflated and the developable land in close proximity to the City centre is depleted, the West Bank, with ample well-located land for integrated, higher density and mixed land use development close to the East London Port, the West Bank industrial and commercial areas, and the ELIDZ should be prioritised for strategic investment in key enabling infrastructure and programmed development of a range of human settlement development modes.

It is primarily for these reasons that the **West Bank** is now proposed as **Spatial Focus Area 1**.

Highlighting the strategic importance of the West Bank area is in alignment with the BCMM BEPP 2019, which has included the West Bank Economic Corridor stretching from the Port to the East London Airport as part of its Primary Integration Zone.

Critical for the success of the West Bank area is the need to complete catalytic projects that resolve the issue of Waste Water Treatment for the area as well as Roads and Bridges that will link the West Bank to the Central Urban Area and Regional linkages (i.e. the N2 with a bridge over the Buffalo River).

With the momentum of economic investment growing around the Mercedes Benz plant and the ELIDZ (especially with the imminent landing of the IOX undersea data cable) and the prospect of this area growing job opportunities further over the medium term, development of the West Bank area for a range of mixed land uses from industrial, commercial, social and residential would consolidate the urban form of Greater East London and ensure that the city is more efficient and provides greater Live-Work-Play coherence for its residents.

Kidd's Beach is an aspiring coastal town which has developed considerably of recent and provides middle to high income housing, which supports the economic activities of the West bank. Kidd's Beach in itself has also developed social amenities to support the developing housing market.

2. In order to maintain overall strategic direction to spatial development to BCMM, and in order to support investment and growth in the areas where the greatest economic development potential is located, it is proposed that the “heart” of the BEPP Primary Integration Zone should be designated **Spatial Focus Area 2**. This includes **Central East London and Mdantsane and the areas in between them**. This area is regarded as the ‘HEART’ of the City-In-A-Region, which is BCMM.

Due to the relatively higher number of people, this area remains subject to some critical infrastructure/service backlogs, which severely hinders progress of development. This extended area also has the potential to accommodate between 40 000 to 50 000 households at increased densities in the future. Creating infrastructure capacity in roads and services networks will provide significant returns on investment and secure further the efficiency and spatial sustainability of BCMM.

3. The proposed **Spatial Focus Area 3** put forward herein is **King Williams Town/Bhisho**, which is an extended Rural Service Centre that is an important functional urban element of BCMM and continued support is required. Provincial Government continues to lead initiatives to consolidate Bhisho as the Administrative Capital of the Eastern Cape Province and BCMM needs to support the initiatives by ensuring that there is sufficient bulk infrastructure capacity developed there, in a programmed fashion.
4. **Spatial Focus Area 4** is seen to be the **greater Quenera-Gonubie area** where, increasingly, the strengthening of local infrastructure networks and the development of enhanced and new road linkages will open up development possibilities.

While the townships of **Mza'momhle and Nompumelelo** remain problem areas that need to be addressed within the context of this Priority Area, it is proposed that greater focus should be placed in this area on enabling private-sector funded developments within the framework of facilitating an intensification and diversification of land uses.

5. **Spatial Focus Area 5** refers to the rural settlements within the Metro. Providing better access to social amenities and retail opportunities will reduce the cost burden on rural dwellers to travel long distances.
Creating job opportunities for rural dwellers can assist them in migrating to urban nodes. Creating better linkages to agricultural activities and opportunities in close proximity will provide assistance as well.

Caution is urged with regard to attempting to extend further mass-based housing in the eastern sector of BCMM as this will distort the desired spatial pattern of CENTRAL-WEST focus and will result, once again, in the development of residential townships that are spatially removed from the core areas where social and economic opportunities are seen to be most likely to develop in future: that is, Priority Areas 1 and 2. This would lead to a situation of increasing cross-town transportation linkages having to be developed in order to convey people living in the eastern sector of greater East London to the greater number of work opportunities in the central and western parts of the city.

This is set out in the table below:

Table 3: SDF Spatial Focus Areas (SFAs)

SFA 1: West Bank (including the West Bank Economic Development Corridor)	
Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure and Mass Housing projects on West Bank.</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> • Water services – especially Wastewater Treatment to serve the West Bank and ELIDZ • Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) • Harbour expansion and deepening • IOX Undersea data cable and associated development opportunities 	<ul style="list-style-type: none"> • Since 1980s, West Bank area was seen as having best potential for large-scale urbanisation in Greater EL area. • Investment in IDZ is constrained from being fully realised by lack of key infrastructure in Wastewater treatment on West Bank. • Ample well-located land for integrated, higher density and mixed land use development close to IDZ. • Transport Linkage to Central EL Area crucial to creating an integrated and better functioning city.
SFA 2: Central East London – Mdantsane and the areas in between	
Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure in a Central Urban Renewal Area (EL-Mdantsane)</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> • Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) • The Sleeper Site (mixed land use development and Knowledge Economy node) • The Central-Reeston Wastewater Transfer System • North West Expressway Extension linking CBD to Amalinda Junction and N2Section 3 	<ul style="list-style-type: none"> • This area is currently home to the majority of the BCMM population and is the “Heart” of the City-in-a-Region that is BCMM. • Potential to house 40,000 to 50,000 households at increased densities, over time. • Critical infrastructure/service backlogs hindering progress. • Creating infrastructure capacity in roads and services networks will permit the intensification of land development in the central EL area with resulting improvements in efficiency and spatial sustainability. • The consolidation of a mix of land use developments closer to the East London CBD and Duncan Village area would also meet the development principle of Spatial Justice.
SFA 3: King Williams Town/ Bhisho	
Spatial Focus	Rationale for Priority
<p>Investment in roads, public transport and infrastructure upgrades to support the KWT-Bhisho Revitalisation process</p>	<ul style="list-style-type: none"> • Support continuing function of KWT as an extended Rural Service Centre.

<p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> • The Bhisho Revitalisation Precinct • "Green Energy" Hub located at Berlin • Revitalization of Dimbaza as an agro-processing hub linked to Bulembu 	<ul style="list-style-type: none"> • Support Provincial Government-led initiatives to consolidate Bhisho as the Administrative Capital of Province.
SFA 4: Quenera – Gonubie Area	
Spatial Focus	Rationale for Priority
<p>Investment in land in Quenera area</p> <p>Catalytic Project is identified as:</p> <ul style="list-style-type: none"> • The Beacon Bay-Gonubie Link Road and intersections 	<ul style="list-style-type: none"> • NEED to resolve critical problem areas of Mza'momhle and Nompumelelo without extending solution to mass-based housing as this will distort desired spatial pattern of CENTRAL-WEST Focus.
SFA 5: Rural Settlements	
Spatial Focus	Rationale for Priority
<p>Investment in social amenities and job opportunities;</p>	<ul style="list-style-type: none"> • Reduce travel distances • Create opportunities within walking distances and nodal areas to benefit locals



SECTION 5

SPATIAL DEVELOPMENT FRAMEWORK

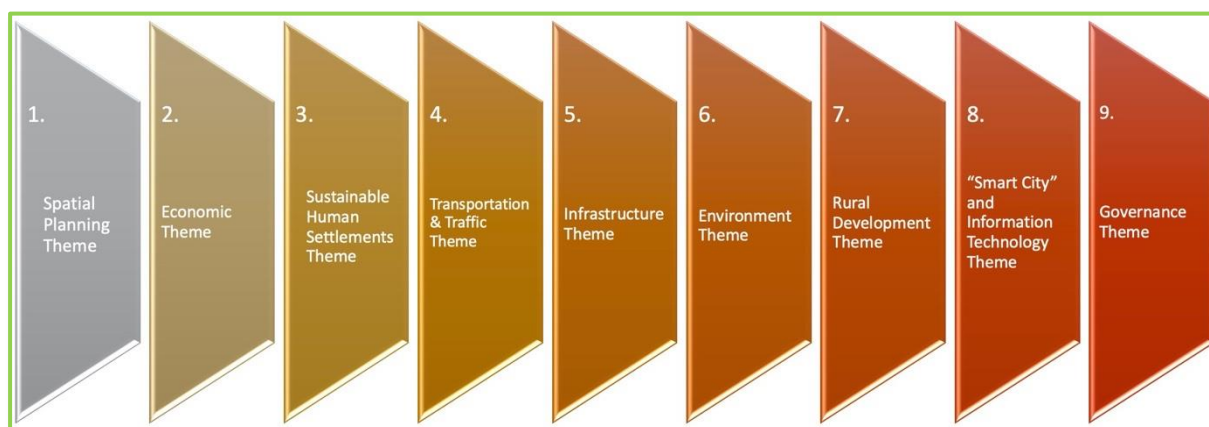
The SDF is informed by the strategic framework and has been introduced into thematic chapters which will unpack the spatial development concept. There are a number of Local Spatial Development Frameworks (LSDF's) which have been completed by the metro over the years, and which are summarised and attached in annexure one.

In order to provide a link between the various strategic mandates and inputs drawn from Global, National, Provincial as well as BCMM's Municipal IDP strategies, 10-Point Plan and 47 KFAs, it is proposed to **follow a thematic approach in this MSDF Review**.

This is done **in order to facilitate the clustering of issues and responses in a manner that is intended to build on the strategic development framework and create a base for a coherent set of spatial development and land use management directive principles and policies to be progressively developed**, which will guide how BCMM should respond within its remit to undertake spatial planning and land use management in order to achieve its Strategic Spatial Development Objectives and work towards spatial transformation in its area of jurisdiction.

It is further hoped that such a **thematic approach** could **serve to provide a framework for cooperation and integration of effort in planning, budgeting and implementation across sectors within BCMM and between BCMM and outside actors**, whether these are public sector agencies or private sector roleplayers

Drawing on the above discussion on strategic guidance and policy direction, the following 9 themes are proposed:



5.1 MSDF Proposals by Theme

MSDF proposals are guided by the MSDF Strategic Spatial Development Objectives set out in Section 4.2 above and are dealt with by Theme in the following format:

- (i) The first two parts of each Thematic section address proposed Directive Principles and related Policy Statements that must direct BCMM in all its spatial planning and land use management activities. These are set out in table format and address the following:
 - a. A brief description of each Theme and its rationale;
 - b. The key informants to which the MSDF is responding;
 - c. The National Policy and compliance with SPLUMA Section 21 requirements;
 - d. A set of proposed Directive Principles, which are seen as those key actions or objectives that BCMM must commit to achieve in order to initiate and sustain a transformational agenda in spatial and socio-economic development;
 - e. Key Programmes and Projects related to each Theme, where applicable; and
 - f. Specific Policy Statements related to each Theme and connected IDP KFAs and proposed Policy Implementation Actions, where applicable.
- (ii) Subsequent parts elaborate on the key spatial planning and land use management aspects and/or proposals relevant to each Theme.

5.1.1 Spatial Planning Theme

5.1.1.1 Key Spatial Planning Directive Principles

This theme encompasses aspects that relate to how the built environment is to be planned and managed in order to achieve improvements in the spatial structures of settlements (spatial transformation), their functional efficiencies and, ultimately, their sustainability.

Key Informants (refer to Chapter 2)	The BCMM MSDF seeks to respond to: <ul style="list-style-type: none"> • Fragmented patterns of settlement in both urban and rural environments; • Prevailing low density and low intensity settlement forms; • Urban development characterised by limited access to a more functional range of residential and non-residential (economic) land uses; and • A need for urban renewal and spatial transformation.
Global Agreements – Refer to Section 3.2	UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs) <ul style="list-style-type: none"> • SDG 11: Sustainable Cities & Communities and related Targets
National Policy – Refer to Sections 3.3-3.4	National Development Plan Vision 2030 (NDP) <ul style="list-style-type: none"> • Chapter 8: Transforming human settlement and the National Space Economy Integrated Urban Development Framework (IUDF) <ul style="list-style-type: none"> • Four Strategic Goals • 9 Policy Levers
SPLUMA Section 21(a)(b)(c)(d)(m)(o) – Refer to Section 4.1	Relevant guidance drawn from Section 21 (a)(b)(c)(d)(m)(o): <ul style="list-style-type: none"> • give effect to the development principles and applicable norms and standards set out in Chapter 2;



	<ul style="list-style-type: none"> include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years; identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated; identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable; identify the designation of areas in which— <ul style="list-style-type: none"> more detailed local plans must be developed; and shortened land use development procedures may be applicable and land use schemes may be so amended determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area.
BCMM MSDF Directive Principles	BCMM WILL: <ol style="list-style-type: none"> Promote a responsible and sustainable settlement pattern by adopting the compact city model to guide the future pattern of spatial development. Use and expand municipal infrastructure; public facilities and services efficiently and effectively by building on existing services networks. Promote the intensification of mixed uses in designated areas by identifying a hierarchy of mixed-use activity nodes. Emphasize the importance of high-quality urban design in the built environment. Facilitate Land Reform in urban and rural areas.
Key Programmes and Projects	<ol style="list-style-type: none"> Establish SFAs as a key decision-making criterion in assessing development or capital investment proposals Develop and implement a Policy on Special Incentives to encourage the production of housing and mixed-use development in Spatial Focus Areas and at identified priority Nodes and Precincts Develop and implement a Policy to prioritise Capital Investment and Maintenance of Public Infrastructure and Services Networks in the SFAs

	<ol style="list-style-type: none"> 4. Develop a Policy and associated Mapping to illustrate differential Levels of Service (LOS) identification across BCMM to confirm service levels for areas inside Urban Services Edges vs areas outside 5. Update and Integrate Municipal Sector Plans to develop a prioritised programme of investment, planning and implementation guided by SFA prioritisation criteria and LOS Policy 6. Develop and implement a Policy on Development Levies (or Charges) highlighting the areas where BCMM will co-fund infrastructure augmentation (i.e. within Urban Services Edges and prioritised SFAs, Nodes etc.) and areas where developers will be required to fully fund any services required for developments that are approved on merit within the scope of the MSDF and the SPLUMA Directive Principles 7. Develop and implement a Policy and associated Guidelines on Urban Design and Infill Design Principles 8. Develop and implement a Land Acquisition and Land Release/Disposal Policy that will guide the acquisition and/or release of land for development in order to address spatial transformation priorities
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5.1.1.2 Linking Spatial Planning Directive Principles to IDP KFAs and MSDF Policies

BCMM WILL:

1. Promote a responsible and sustainable settlement pattern by adopting the compact city model to guide the future pattern of spatial development.
2. Use and expand municipal infrastructure; public facilities and services efficiently and effectively by building on existing services networks.
3. Promote the intensification of mixed uses in designated areas by identifying a hierarchy of mixed-use activity nodes.
4. Emphasize the importance of high-quality urban design in the built environment.
5. Facilitate Land Reform in urban and rural areas.

Relevant IDP KFA	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 24: Spatial and Urban Planning	SP 1: Identify priority spatial focus areas and establish incentives for infill and re-development of strategically located areas.	<p>SP1.1: SPATIAL FOCUS AREAS</p> <p>Prioritise strategic development initiatives (especially infill opportunities) within Spatial Focus Areas identified in the MSDF</p> <p>SP1.2: INCENTIVES</p> <p>Establish incentives to encourage the production of housing and mixed-use development in Spatial Focus Areas, including infill priority areas. Incentives may include, but not limited to:</p> <ul style="list-style-type: none"> • FAR or “Bulk” bonuses for infill projects based on a site’s proximity to specified existing services, public transportation routes and infrastructure facilities; • Reduced development levies for infill development ; • Accelerated planning approval process; • Flexibility with respect to Zoning Requirements.



Relevant IDP KFA	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
		SP1.3: PRIORITIZE CAPITAL IMPROVEMENTS Ensure adequate public infrastructure and services are available to Spatial Focus Areas.
KFA 26: Built Environment Management	SP2: The provision of adequate public facilities, services and infrastructure to standards set by BCMM shall be a requirement for all development.	SP2.1 LEVEL OF SERVICE Identify the adequate level of service for urban; peri urban and rural developments as guided by BCMM policy
	SP3: Plan for and coordinate the efficient expansion of public facilities and infrastructure to serve future growth	SP3.1 PLANNING Base infrastructure expansion programme on Council-approved Infrastructure Sector plans SP3.2: LOCATION AND TIMING Coordinate internally and with provincial departments to ensure that public facilities and services are well-located and are constructed in a timely manner.
	SP4: Require that the financial, safety and environmental impacts from development be addressed and mitigated	SP4.1: DEVELOPER-PROVIDED SERVICES Allow development on merit where public services and infrastructure are not available or planned on condition that: <ul style="list-style-type: none"> • The developer can provide them according to adopted service standards, and • the development is in accordance with the Spatial Development Framework. SP4.2 DEVELOPMENT LEVIES Collect development levies in accordance with the Development Levy Policy

Relevant IDP KFA	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
	SP5: Work towards providing opportunities for residents to meet most daily needs within walking distance.	<p>SP5.1: DESIGNATED ACTIVITY NODES Designate locations of existing and proposed Mixed-Use Activity Nodes</p> <p>SP5.2: MIXED-USE ZONE PRECINCTS Establish mixed-use zone precincts</p> <p>SP5.3 EXISTING ACTIVITY NODES Encourage existing single-use centres to incorporate a greater mix of compatible uses.</p> <p>SP5.4 PROPOSED MIXED-USE ACTIVITY NODES Encourage high-density residential development as part of new activity Nodes</p> <ul style="list-style-type: none"> • Provide design principles and guidelines for Activity Nodes
	SP6: Enhance the character of established residential areas	SP6.1: INFILL DESIGN PRINCIPLES Encourage residential infill that complements the scale and character of the surrounding residential fabric
	SP7: Establish clear urban design objectives for development in different areas of the city using local SDFs and Precinct Plans	SP7.1: URBAN DESIGN PRINCIPLES Include urban design principles and guidelines in precinct plans and Local SDFs
	SP8: Promote high-quality, pedestrian-oriented design within the Public Realm.	SP8.1 PUBLIC REALM Upgrade the Public Realm in designated corridors and activity nodes to encourage walking
KFA 28: Property Management and Land Use	SP9: Promote access to land for sustainable human settlements and economic usage	<p>SP9.1 LAND RELEASE Formulate a Land Acquisition and Land Release/Disposal Policy that will guide the acquisition and/or release of land for development in order to address spatial transformation priorities.</p>



5.1.1.3 Tools to Underpin A Strategic Spatial Planning Approach

This section highlights the ways that the BCMM intends to use spatial planning to prioritise and **spatially target its key interventions so as to most effectively strive to attain its strategic spatial development objectives** with the limited resources available to it.

In the main, from a spatial planning perspective, this requirement to **focus on priorities for strategic reasons** is met by making use of a methodical **application of various spatial planning tools** to highlight where or how BCMM intends to focus its key interventions and related spatial development activities.

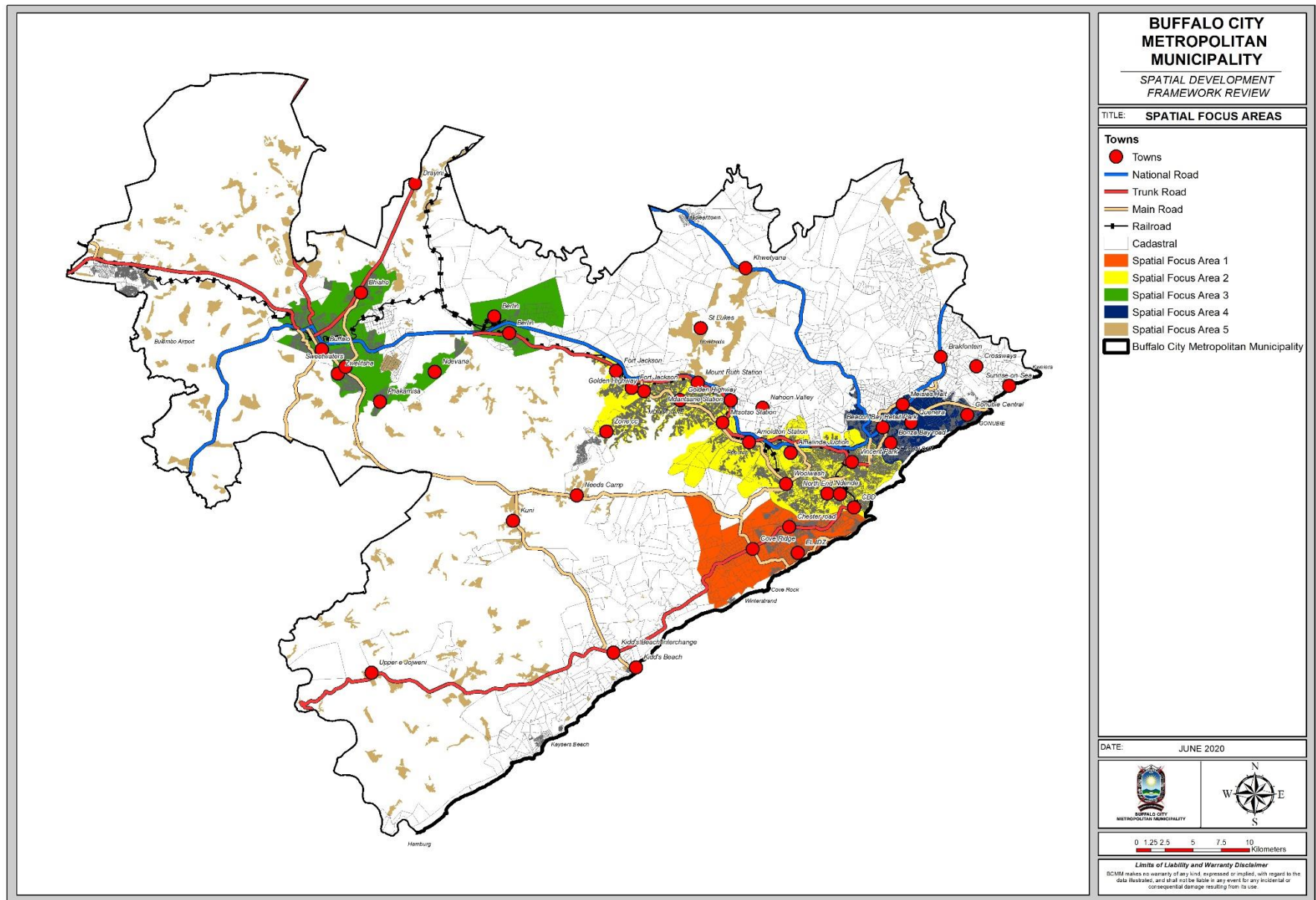
These tools can be divided broadly along the lines of the scale at which they operate, as follows:

1. *At the broader scale of precincts or groupings of precincts, areas are defined as **Spatial Focus Areas** for the purposes of spatial targeting¹; and*
2. *At the smaller scale, **Spatial Structuring Elements** are identified, either within or outside of the context of the broader Spatial Focus Areas. These elements are specific, identifiable forms of the built environment where key interventions can be focused in order to ensure that the overall goals and strategic spatial development objectives of the BCMM IDP and MSDF are furthered.*

5.1.1.3.1 Spatial Targeting: Identifying 4 Spatial Focus Areas (SFAs)

In applying the revised MSDF Spatial Vision together with the foundational development principles of SPLUMA, the MSDF review proposes that **FIVE** specific geographic areas in BCMM are (or remain) of the highest strategic priority.

¹ Spatial targeting is an approach to managing scarce investment and human resources capacities by carefully selecting specific areas where targeting investment in an integrated and focused manner will achieve high developmental impacts.



Plan 11: Spatial Focus Areas



These areas are substantially the same as those identified in the 2013 SDF but this review proposes that a renewed emphasis be placed on consolidating and massing investment, planning and development, and urban management activities in the West Bank (re-classified as SFA Area 1) and the linkages between that SFA and SFA 2: The Central East London area focused on the inner city (CBD, Southernwood, Quigney, Belgravia and the central Beachfront) and the MELD Corridor to Mdantsane. In line with the BCMM BEPP, it is emphasised that attention should be placed on identifying and implementing key catalytic projects in these areas: -

6. Since 1980s, the **West Bank area** has been seen as having the best potential for large-scale urbanisation in the Greater East London area. Investment in the East London Industrial Development Zone (ELIDZ) remains constrained from being fully realised by the lack of key infrastructure in Wastewater Treatment on the West Bank. As land prices have inflated and the developable land in close proximity to the City centre is depleted, the West Bank, with ample well-located land for integrated, higher density and mixed land use development close to the East London Port, the West Bank industrial and commercial areas, and the ELIDZ should be prioritised for strategic investment in key enabling infrastructure and programmed development of a range of human settlement development modes.

It is primarily for these reasons that the **West Bank** is now proposed as **Spatial Focus Area 1**.

Highlighting the strategic importance of the West Bank area is in alignment with the BCMM BEPP 2019, which has included the West Bank Economic Corridor stretching from the Port to the East London Airport as part of its Primary Integration Zone.

Critical for the success of the West Bank area is the need to complete catalytic projects that resolve the issue of Waste Water Treatment for the area as well as Roads and Bridges that will link the West Bank to the Central Urban Area and Regional linkages (i.e. the N2 with a bridge over the Buffalo River).

With the momentum of economic investment growing around the Mercedes Benz plant and the ELIDZ (especially with the imminent landing of the IOX undersea data cable) and the prospect of this area growing job opportunities further over the medium term, development of the West Bank area for a range of mixed land uses from industrial, commercial, social and residential would consolidate the urban form of Greater East London and ensure that the city is more efficient and provides greater Live-Work-Play coherence for its residents.

Kidd's Beach is an aspiring coastal town which has developed considerably of recent and provides middle to high income housing, which supports the economic activities of the West bank. Kidd's Beach in itself has also developed social amenities to support the developing housing market.

7. In order to maintain overall strategic direction to spatial development to BCMM, and in order to support investment and growth in the areas where the greatest economic development potential is located, it is proposed that the **"heart" of the BEPP Primary Integration Zone** should be designated **Spatial Focus Area 2**. This includes **Central East London and Mdantsane and the areas in between them**. This area is regarded as the **'HEART' of the City-In-A-Region**, which is BCMM.

Due to the relatively higher number of people, this area remains subject to some critical infrastructure/service backlogs, which severely hinders progress of development. This extended area also has the potential to accommodate between 40 000 to 50 000 households at increased densities in the future. Creating infrastructure capacity in roads and services networks will provide significant returns on investment and secure further the efficiency and spatial sustainability of BCMM.

8. The proposed **Spatial Focus Area 3** put forward herein is **King Williams Town/Bhisho**, which is an extended Rural Service Centre that is an important functional urban element of BCMM and continued support is required. Provincial Government continues to lead initiatives to consolidate Bhisho as the Administrative Capital of the Eastern Cape Province and BCMM needs to support

the initiatives by ensuring that there is sufficient bulk infrastructure capacity developed there, in a programmed fashion.

9. **Spatial Focus Area 4** is seen to be the **greater Quenera-Gonubie area** where, increasingly, the strengthening of local infrastructure networks and the development of enhanced and new road linkages will open up development possibilities.

While the townships of **Mza'momhle and Nompumelelo** remain problem areas that need to be addressed within the context of this Priority Area, it is proposed that greater focus should be placed in this area on enabling private-sector funded developments within the framework of facilitating an intensification and diversification of land uses.

10. **Spatial Focus Area 5** refers to the rural settlements within the Metro. Providing better access to social amenities and retail opportunities will reduce the cost burden on rural dwellers to travel long distances. Creating job opportunities for rural dwellers can assist them in migrating to urban nodes. Creating better linkages to agricultural activities and opportunities in close proximity will provide assistance as well.

Caution is urged with regard to attempting to extend further mass-based housing in the eastern sector of BCMM as this will distort the desired spatial pattern of CENTRAL-WEST focus and will result, once again, in the development of residential townships that are spatially removed from the core areas where social and economic opportunities are seen to be most likely to develop in future: that is, Priority Areas 1 and 2. This would lead to a situation of increasing cross-town transportation linkages having to be developed in order to convey people living in the eastern sector of greater East London to the greater number of work opportunities in the central and western parts of the city.

This is set out in the table below:

Table 4: SDF Spatial Focus Areas (SFAs)

SFA 1: West Bank (including the West Bank Economic Development Corridor)	
Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure and Mass Housing projects on West Bank.</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> Water services – especially Wastewater Treatment to serve the West Bank and ELIDZ Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) Harbour expansion and deepening IOX Undersea data cable and associated development opportunities 	<ul style="list-style-type: none"> Since 1980s, West Bank area was seen as having best potential for large-scale urbanisation in Greater EL area. Investment in IDZ is constrained from being fully realised by lack of key infrastructure in Wastewater treatment on West Bank. Ample well-located land for integrated, higher density and mixed land use development close to IDZ. Transport Linkage to Central EL Area crucial to creating an integrated and better functioning city.
SFA 2: Central East London – Mdantsane and the areas in between	
Spatial Focus	Rationale for Priority
<p>Investment in key enabling infrastructure in a Central Urban Renewal Area (EL-Mdantsane)</p> <p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> Roads and bridges to link West Bank to Central Urban Renewal Area and regional linkages (N2) The Sleeper Site (mixed land use development and Knowledge Economy node) The Central-Reeston Wastewater Transfer System North West Expressway Extension linking CBD to Amalinda Junction and N2Section 3 	<ul style="list-style-type: none"> This area is currently home to the majority of the BCMM population and is the “Heart” of the City-in-a-Region that is BCMM. Potential to house 40,000 to 50,000 households at increased densities, over time. Critical infrastructure/service backlogs hindering progress. Creating infrastructure capacity in roads and services networks will permit the intensification of land development in the central EL area with resulting improvements in efficiency and spatial sustainability. The consolidation of a mix of land use developments closer to the East London CBD and Duncan Village area would also meet the development principle of Spatial Justice.
SFA 3: King Williams Town/ Bhisho	
Spatial Focus	Rationale for Priority
<p>Investment in roads, public transport and infrastructure upgrades to support the KWT-Bhisho Revitalisation process</p>	<ul style="list-style-type: none"> Support continuing function of KWT as an extended Rural Service Centre.

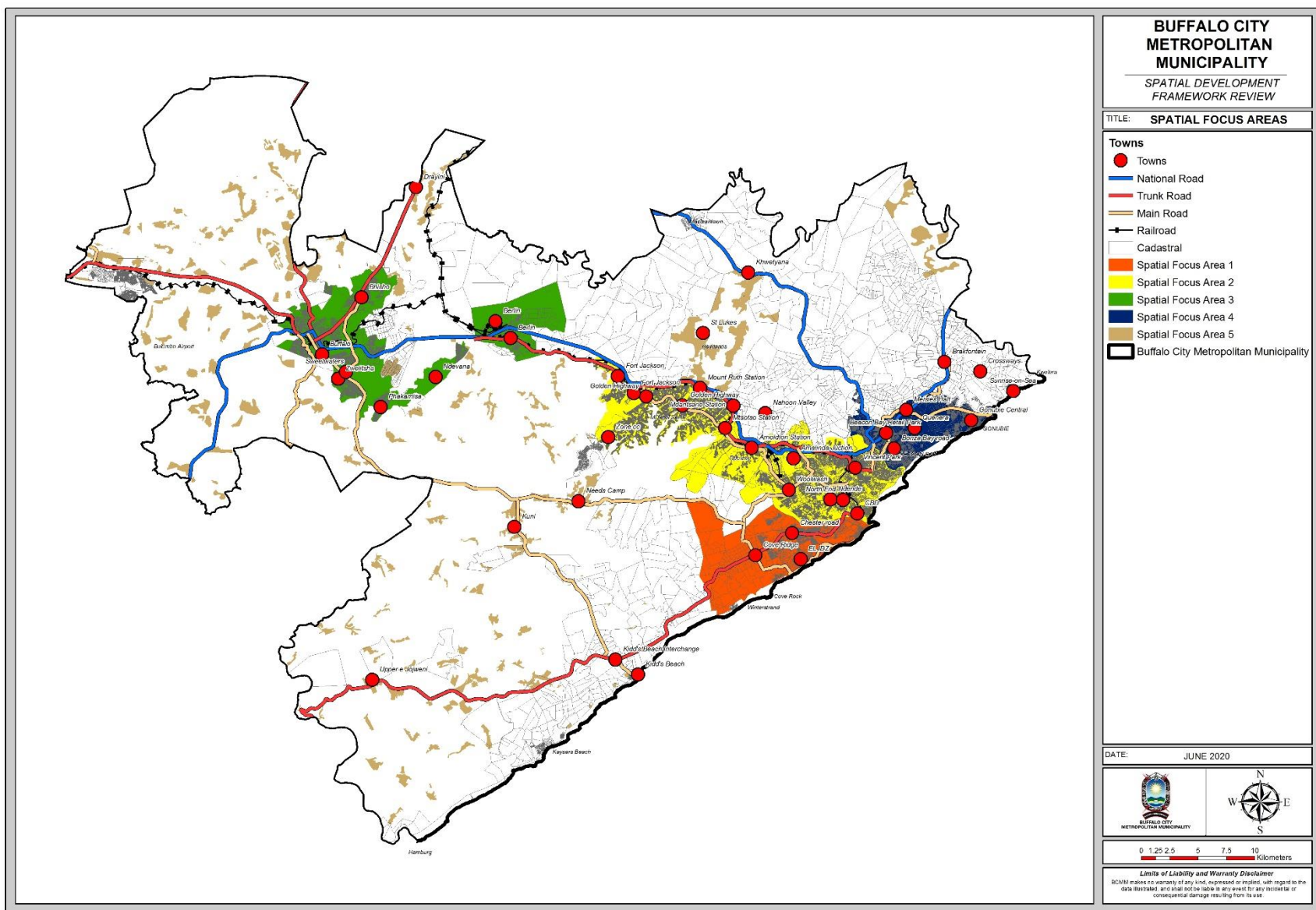
<p>Catalytic Projects are identified as:</p> <ul style="list-style-type: none"> • The Bhisho Revitalisation Precinct • "Green Energy" Hub located at Berlin • Revitalization of Dimbaza as an agro-processing hub linked to Bulembu 	<ul style="list-style-type: none"> • Support Provincial Government-led initiatives to consolidate Bhisho as the Administrative Capital of Province.
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SFA 4: Quenera – Gonubie Area

Spatial Focus	Rationale for Priority
<p>Investment in land in Quenera area</p> <p>Catalytic Project is identified as:</p> <ul style="list-style-type: none"> • The Beacon Bay-Gonubie Link Road and intersections 	<ul style="list-style-type: none"> • NEED to resolve critical problem areas of Mza'momhle and Nompumelelo without extending solution to mass-based housing as this will distort desired spatial pattern of CENTRAL-WEST Focus.

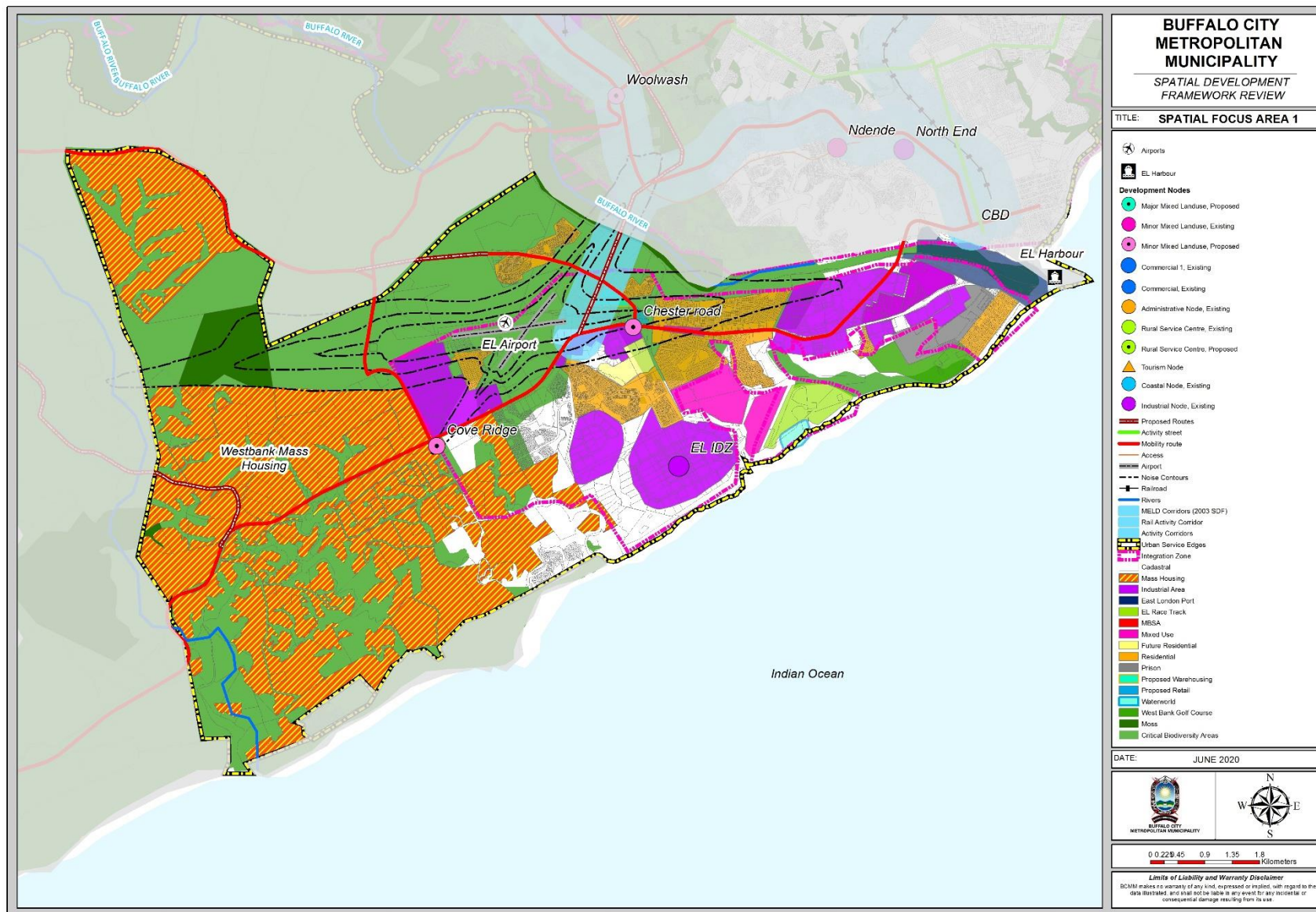
SFA 5: Rural Settlements

Spatial Focus	Rationale for Priority
<p>Investment in social amenities and job opportunities;</p>	<ul style="list-style-type: none"> • Reduce travel distances • Create opportunities within walking distances and nodal areas to benefit locals



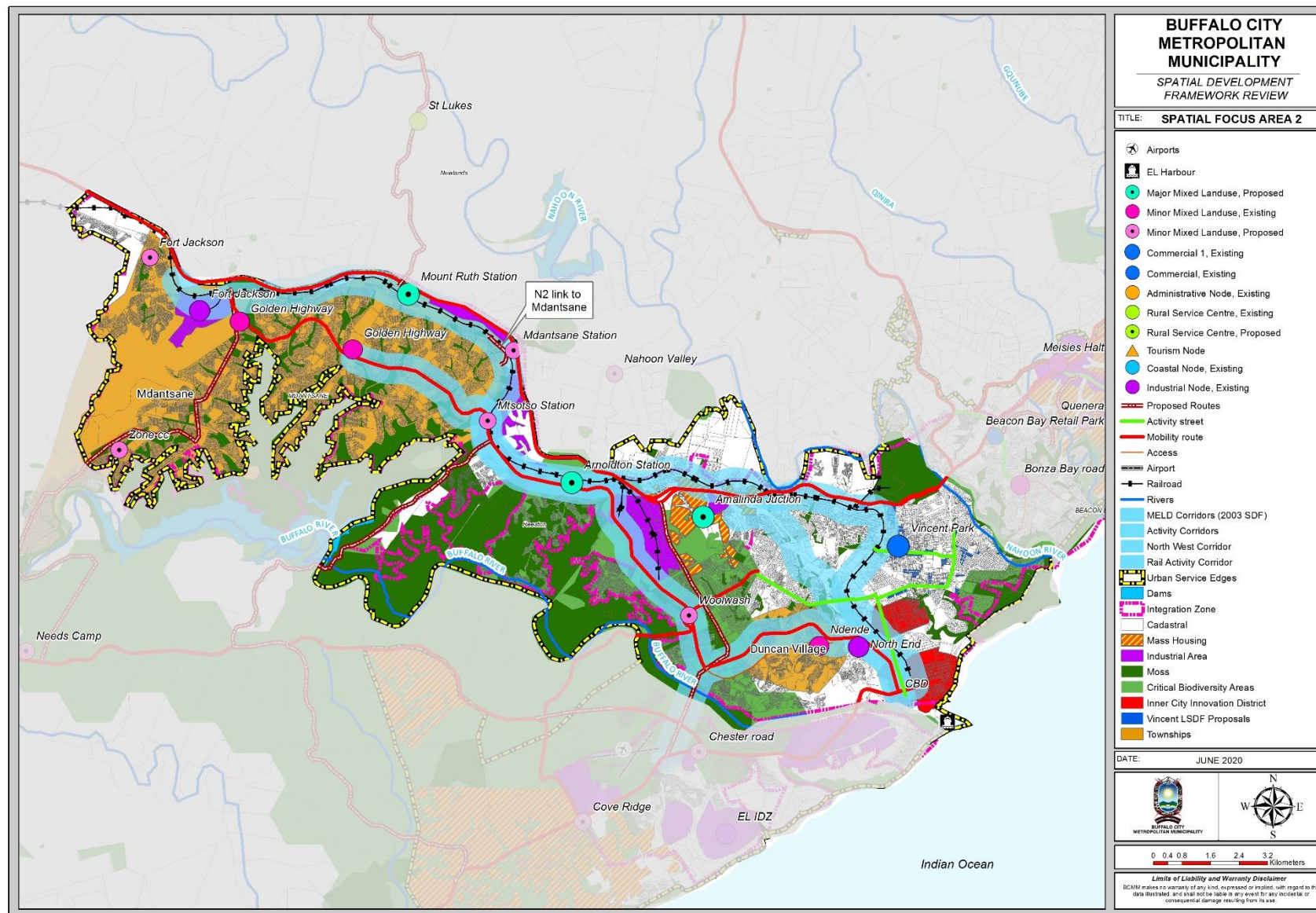
Plan 12: Spatial Focus Areas for Planning and Investment





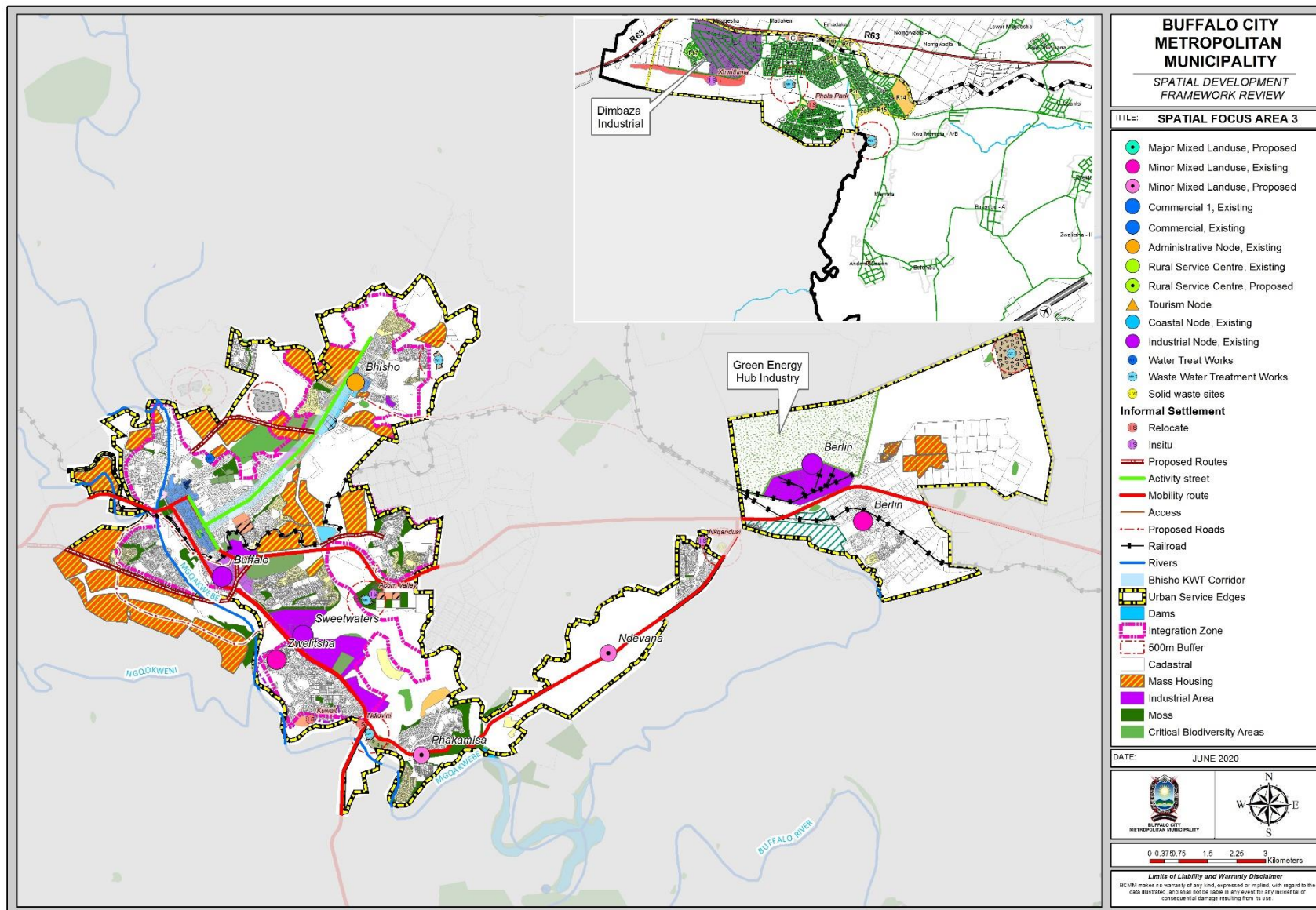
Plan 13: Spatial Focus Areas for Planning and Investment 1





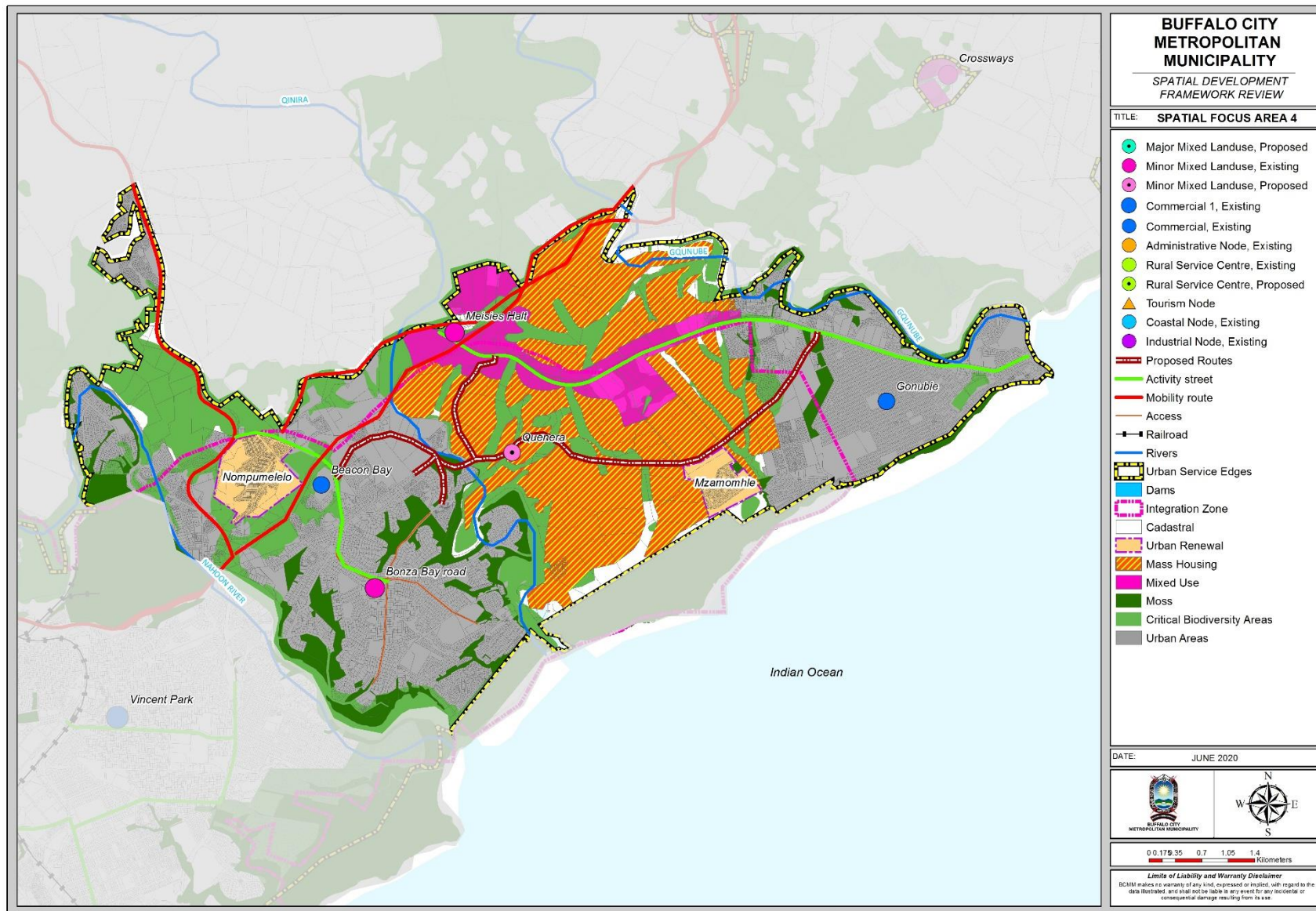
Plan 14: Spatial Focus Areas for Planning and Investment 2





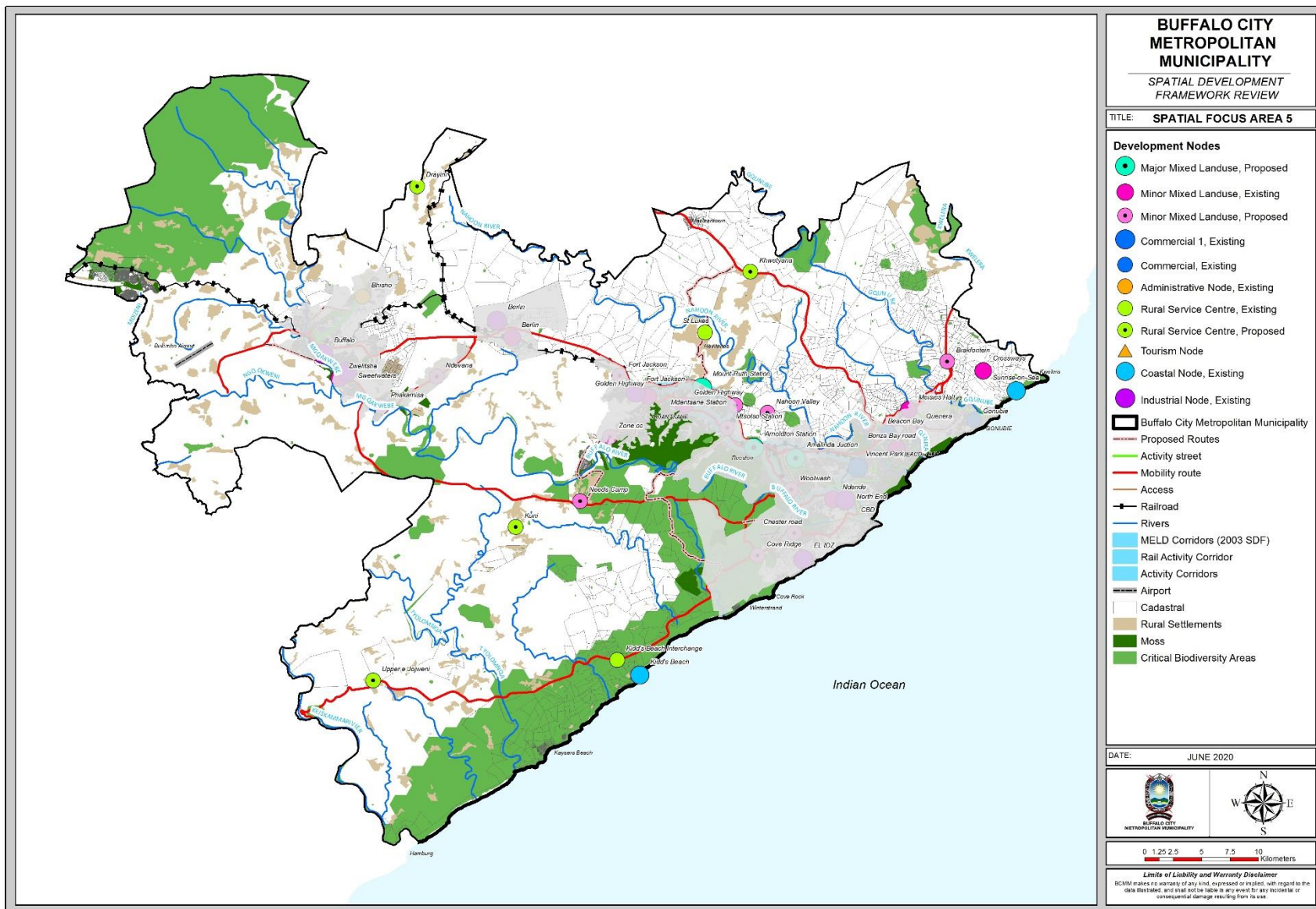
Plan 15: Spatial Focus Areas for Planning and Investment 3





Plan 16: Spatial Focus Areas for Planning and Investment 4





Plan 17: Spatial Focus Areas for Planning and Investment 5



5.1.1.3.2 Spatial Structuring Elements: -

Recognising the need to plan, develop and transform the built environment wisely to attain improved levels of sustainability in the urban and rural settlements of Buffalo City; and recognising, too, that unlimited natural, human and financial resources are not available to deal with circumstances that prevail now as a result of historical socio-political, economic and spatial development processes, the MSDF highlights the need to focus limited public resources in areas of opportunity to create maximum impact.

In this regard, **Spatial Structuring Elements** are used as tools to manage and guide future development into certain patterns or arrangements, which will facilitate spatial transformation (better, more efficient and therefore more sustainable spatial development) in BCMM in the future. These Spatial Structuring Elements are listed as: -

- *Development Nodes;*
- *Development Corridors;*
- *Urban Service Edges;*
- *Critical Biodiversity Areas (CBAs) and the Metropolitan Open Space System (MOSS)*
- *Restricted Use Areas*
- *Proposed Mass Housing Areas*
- *Urban Revitalisation Areas*
- *Special Development Incentive Areas*
 - *Provisional Restructuring Zones (PRZs) and*
 - *Urban Development Zones (UDZs)*

5.1.1.3.2.1 Development Nodes

Nodes are generally described as places that either already have or have the potential to develop a dense and/or intense mix of complementary land uses in a concentrated spatial area. Such areas ideally have a higher intensity of activities involving retail, traffic, office, business and residential land uses than surrounding areas of lower intensity land uses. Nodes are the places where most interaction takes place between people and organisations, enabling most efficient transactions and exchange of goods and services. They are usually located at or close to key transport route interchanges to provide maximum access and often can act as catalysts for new growth and development.

The following categories of nodes have been identified and/or are proposed: (Refer to *Plan 4 Structuring Elements: Nodes*)

Spatial targeting implies that all economic nodes which fall within corridors of accessibility in close proximity to marginalised areas need to be prioritised and promoted for consolidation.

Table 5: Categories of Proposed Development Nodes

NODE TYPE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA	EMERGING	DECLINING	PRIMARY INTEGRATION ZONE	SECONDARY INTEGRATION ZONE
PRIMARY NODES:						
Central Business Districts (CBDs)	<i>East London</i>	SFA 2			✓	
	<i>King William's Town</i>	SFA 3	✓		✓	
	<i>Mdantsane</i>	SFA 2		✓		✓
	<i>Dimbaza</i>	N/A				✓
REGIONAL NODES						
Major Mixed Land Use Nodes (Potential)	Mount Ruth Station	SFA 2	✓		✓	
	Arnoldton Station	SFA 2	✓		✓	
	Amalinda Junction	SFA 2	✓		✓	
Administrative Node (Existing)	<i>Bhisho</i>	SFA 3				✓
Commercial Nodes (Existing)	<i>Vincent Park</i>	SFA 2			✓	
	<i>Beacon Bay Retail</i>				✓	
	<i>Park/The Hub</i>					

NODE TYPE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA	EMERGING	DECLINING	PRIMARY INTEGRATION ZONE	SECONDARY INTEGRATION ZONE
Industrial Nodes (Existing)	East London IDZ	SFA 1			✓	
	North end	SFA 2			✓	
	Fort Jackson	SFA 2			✓	
	Berlin	SFA 3				✓
	King Williams Town	SFA 3				✓
	Zwelitsha	SFA 3	✓			✓
LOCAL NODES						
Minor Mixed Land Use Nodes (Existing)	Meisies Halt	SFA 4				
	Bonza Bay Road (Sparg's Centre)	SFA 2			✓	
	Ndende (Duncan Village)	SFA 2			✓	
	Golden Highway (Mdantsane)	SFA 2			✓	
	Berlin town centre	SFA 3			✓	
	Zwelitsha town centre	SFA 3				✓



NODE TYPE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA	EMERGING	DECLINING	PRIMARY INTEGRATION ZONE	SECONDARY INTEGRATION ZONE
Minor Mixed Land Use Nodes (Potential)	<i>Quenera</i>	SFA 4	✓			
	<i>Brakfontein</i>	SFA 4	✓			
	<i>Chester Road</i>	SFA 1			✓	
	<i>Cove Ridge</i>	SFA 1				
	<i>Nahoon Valley</i>	SFA 2				
	<i>Mdantsane Station</i>	SFA 2			✓	
	<i>Mtsotso Station</i>	SFA 2				
	<i>Needs Camp</i>	SFA 5				
	<i>Zone CC (Mdantsane)</i>	SFA 2				
	<i>Fort Jackson Station</i>	SFA 2			✓	
	<i>Ndevana</i>	SFA 3				
	<i>Phakamisa Junction</i>					
Coastal Settlement Nodes (Existing)	<i>Kidd's Beach</i> <i>Sunrise-on-Sea</i>	SFA1				



NODE TYPE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA	EMERGING	DECLINING	PRIMARY INTEGRATION ZONE	SECONDARY INTEGRATION ZONE
Rural Service Centre Nodes (See NOTE below)	Crossways	SFA 5				
	St Luke's (Newlands)	SFA 5				
	Kidd's Beach Interchange	SFA 5				
	Khwetyana Intersection	SFA 5				
	(Newlands)	SFA 5				
	Kuni Village	SFA 5				
	Upper eJojweni Village	SFA 5				
	(Tyolomnqa)					
	Drayini Village					
	(Yellowwoods)					
INDUSTRIAL						
	Wilsonia 213ha	SFA 2			✓	
	Arcadia 46ha	SFA 2			✓	
	Braelynn/North End 39ha	SFA 2			✓	
	West Bank 197ha	SFA 1			✓	
	East London IDZ 242ha	SFA 1			✓	



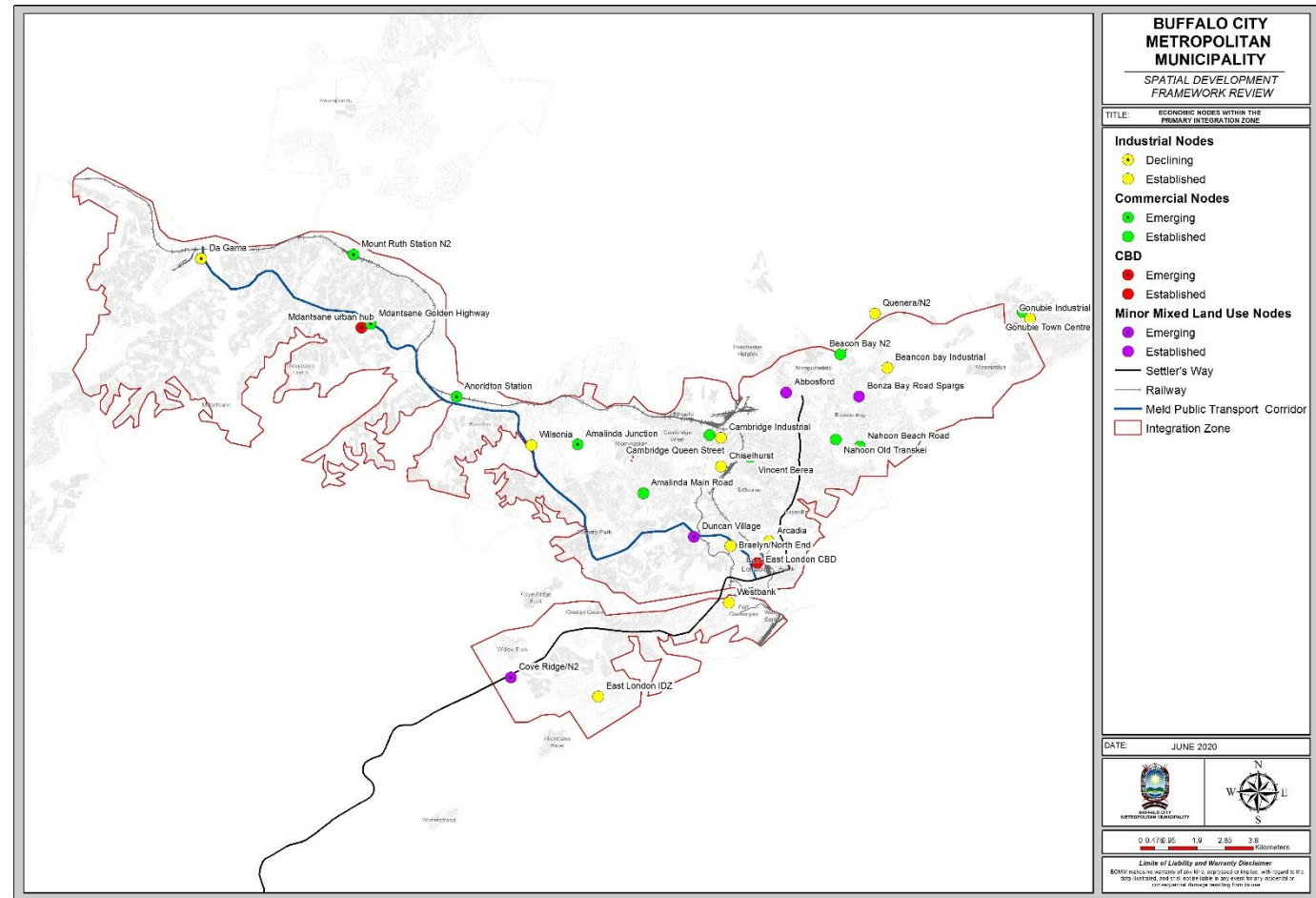
NODE TYPE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA	EMERGING	DECLINING	PRIMARY INTEGRATION ZONE	SECONDARY INTEGRATION ZONE
	Chiselhurst 10ha	SFA 2			✓	
	Cambridge 6ha	SFA 2			✓	
	Beacon Bay 6ha					
	Meisies Halt 36 ha	SFA 4				
	Da Gama 106ha	SFA 2		✓	✓	
	Fort Jackson 104ha	SFA 2		✓	✓	
	Dimbaza 144ha			✓		

NOTE: As part of planning undertaken for rural settlement areas, a number of localities have been identified as potential Rural Service Centres (refer to *Plan 4 Structuring Elements: Nodes*).

These Centres are seen as settlements that are located at strategic points of accessibility, where mixed land uses and higher order community facilities (including social facilities, sports facilities, public transport facilities/taxi ranks etc.) can be “bundled” in order to ensure that a greater number of rural residents are served in a more efficient and effective way. Ideally, these and future Rural Service Centres should be located in close proximity to public transport routes to ensure maximum accessibility of facilities.

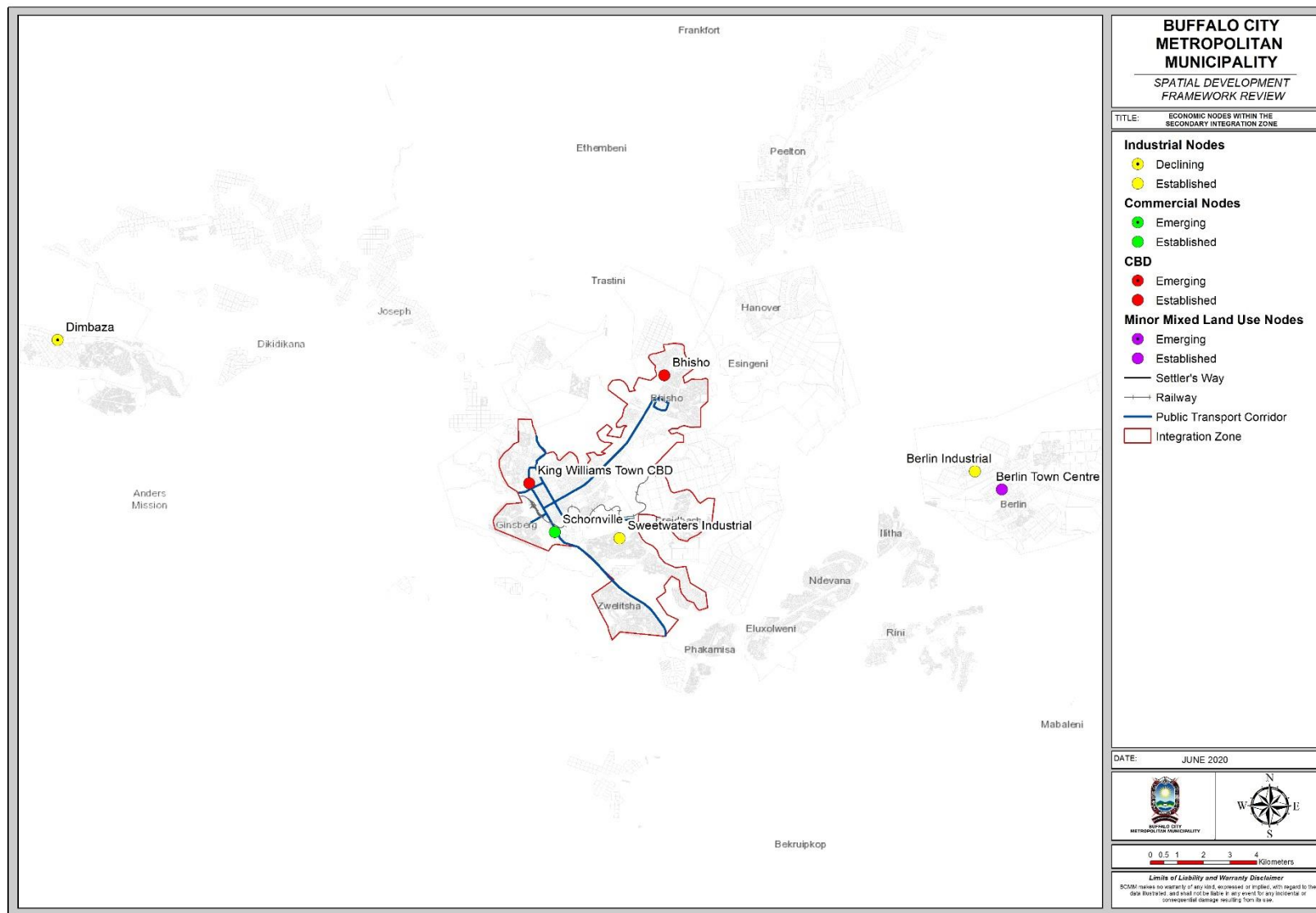
INTEGRATION ZONES:

The Purpose of the **Integration Zones (IZ)** is to focus on creating a **Compact City** by pointing development and funding within the Urban Area and as such they also support the **Urban Services Edge**.



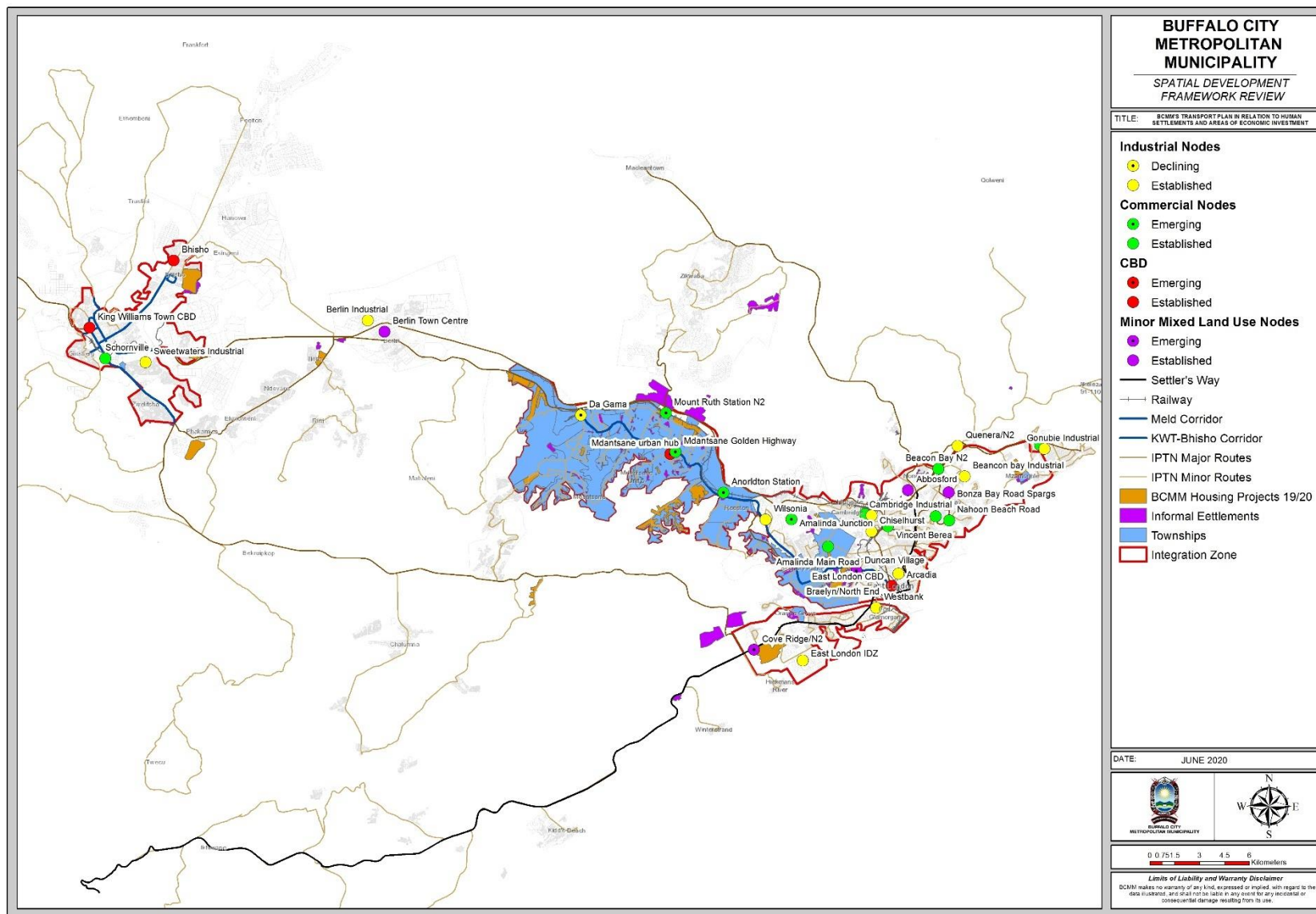
Plan 18: Economic Nodes within SFA 1, 2 and 4 (Source: BCMM BEPP 2019-20)





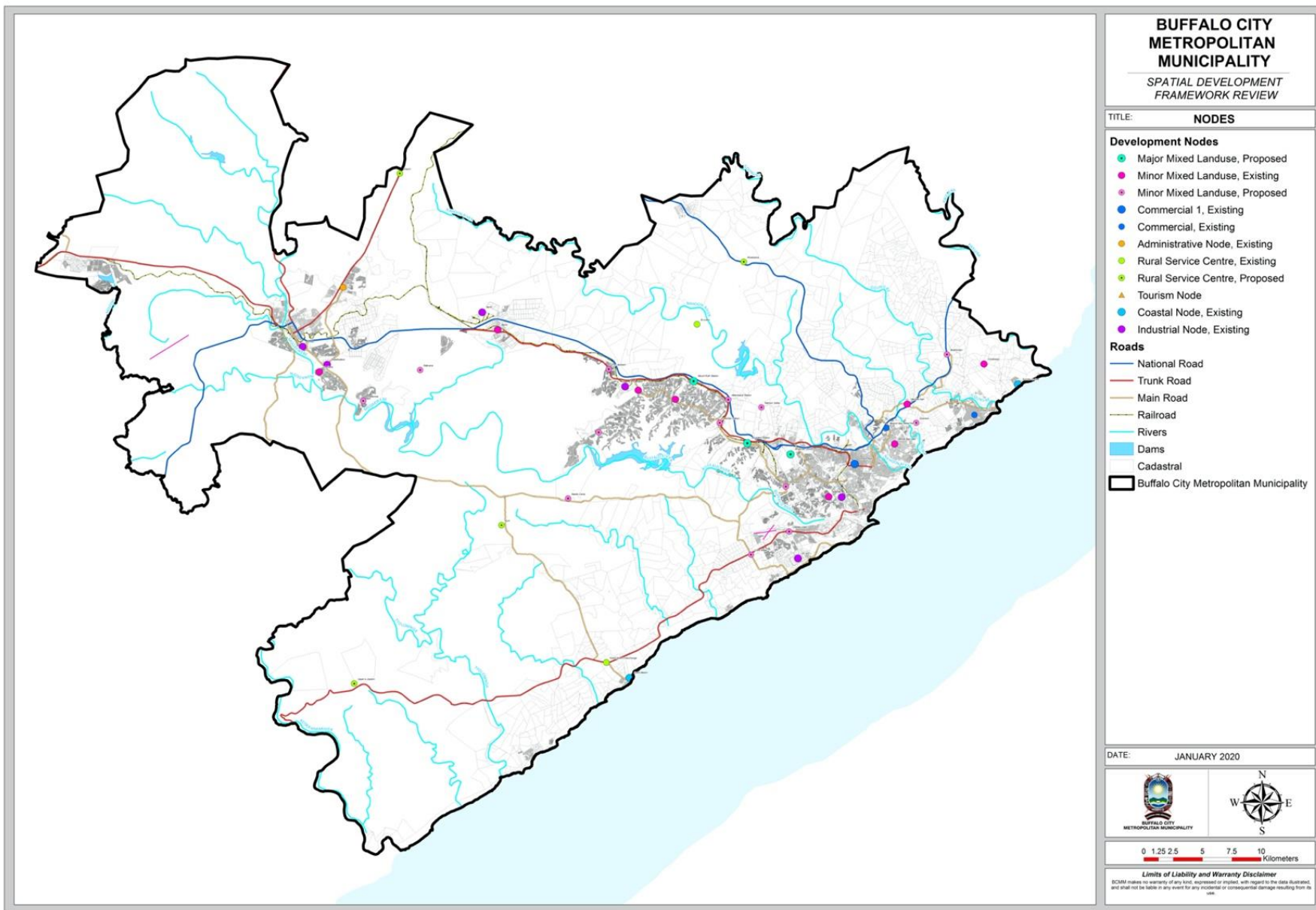
Plan 19: Economic Nodes within and around SFA 3 (Source: BCMM BEPP 2019-20)





Plan 20: Consolidated Map of Marginalised Areas in relation to Public Transport as well as access to Nodes of Employment / Economic Nodes (Source: BCMH BEPP 2019-20)





Plan 21: Nodes Plans



5.1.1.3.2.2 Development Corridors

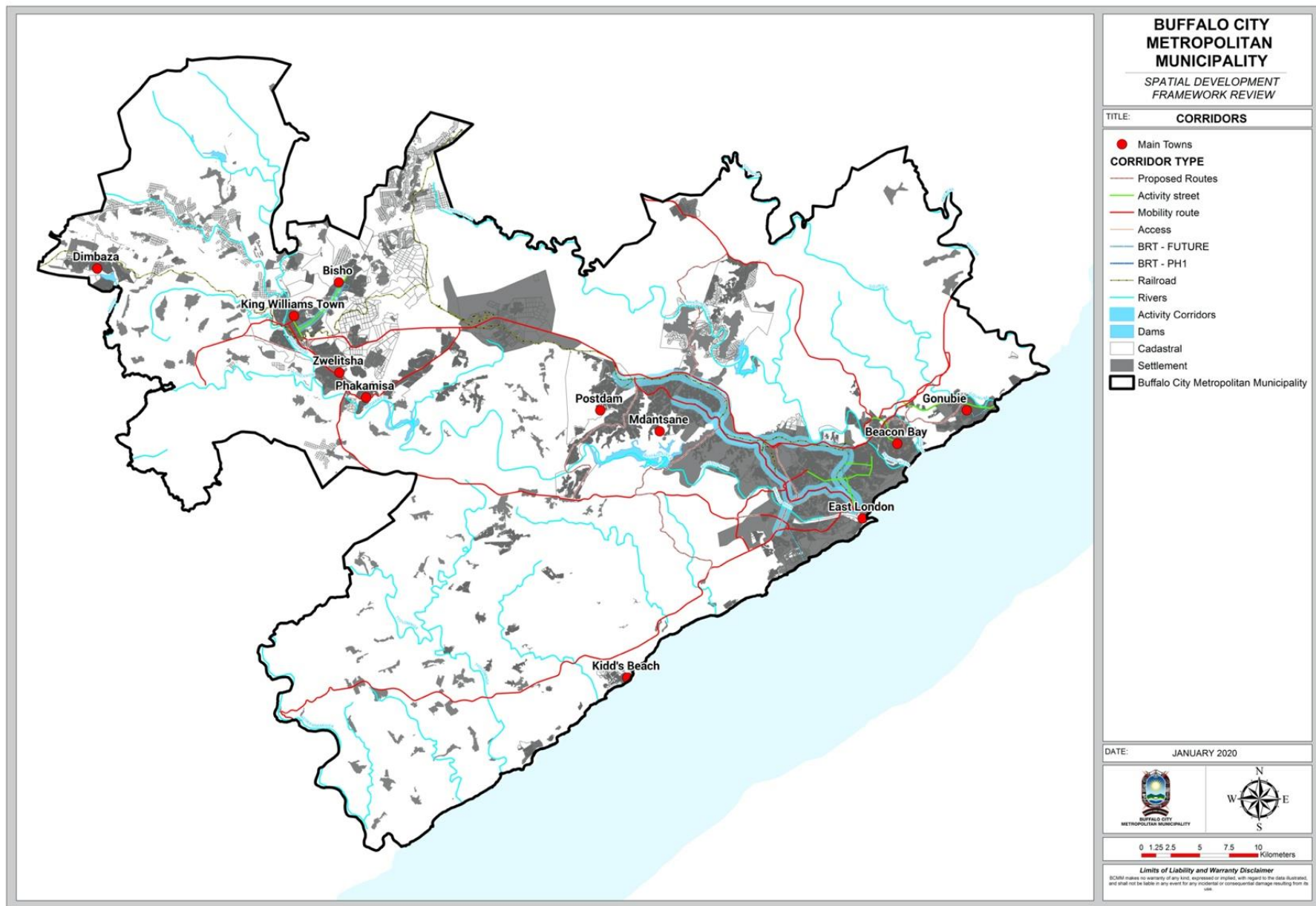
The notion of development corridors both as structuring elements to guide spatial planning as well as special development areas with specific types of development potential has been well established internationally. Typically, development corridors have been identified as roads or other transport routes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

The MSDF Review identifies the following development corridors:

Table 6: Strategic Development Corridors

CORRIDOR TYPE	MAP CODE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA
Activity Corridors	1	▪ Mdantsane – East London Development Corridor	▪ SFA 2
	2	▪ West Bank Economic Corridor	▪ SFA 1
	2	▪ Railway Corridor	▪ SFA 2
	3	▪ BRT Corridor	▪ SFA 2
	4	▪ Maitland Corridor(KWT-Bhisho)	▪ SFA 3
Activity Streets	5	▪ Devereux Avenue (Vincent)	▪ SFA 2
	6	▪ Lukin Road/Pearce Street (Berea)	▪ SFA 2
	7	▪ Old Transkei Road (Stirling/Nahoon)	▪ SFA 2
	8	▪ Gonubie Main Road	▪ SFA 4
	9	▪ King William's Town to Bhisho link (Maitland Road)	▪ SFA 3
	10	▪ Bonza Bay Road (Beacon Bay)	▪ SFA 2
	11	▪ Amalinda Main Road	▪ SFA 2
	12	▪ Oxford Street/ Western Avenue	▪ SFA 2
	13	▪ Alexander Road (KWT)	▪ SFA 3
	14	▪ N2 (East London / King William's Town and East London / Umtata)	▪ N/A
Mobility Routes	15	▪ N6 (East London / interior)	▪ N/A
	16	▪ R72 Coastal Road (East London / Port Alfred)	▪ N/A
	17	▪ Mount Coke Road ([346] East London to King William's Town)	▪ N/A
	18	▪ DR02909 linking Ilitha to Zwelitsha via Phakamisa and Ndevana	▪ N/A
Proposed Mobility Routes	19	▪ Quenera Road linking Beacon Bay Retail Park to Gonubie	▪ SFA 4
	20	▪ N2 Bypass (realigned) from Amalinda Interchange through Haven Hills and across Buffalo River to link into R72	▪ SFA 2
	21	▪ Route from Mdantsane Zone CC via Potsdam Village across Buffalo River to Needs Camp	▪ SFA 2
	22	▪ Realignment of N2 through KWT to bypass CBD	▪ SFA 3
	23	▪ Mouth Ruth-Newlands-N6	▪ N/A

CORRIDOR TYPE	MAP CODE	AREA/DESCRIPTION OF LOCALITY	SPATIAL FOCUS AREA
	24	▪ Ginsberg to Zwelitsha	▪ SFA 3
	25	▪ R30 (Stutterheim) to Bhisho	▪ N/A
	26	▪ Breidbach to the Bhisho access road	▪ SFA 3
	27	▪ Link between R346 and proposed new Buffalo River crossing	▪ SFA 2
	28	▪ North West Corridor	▪ SFA 1
Proposed New Access Road	28	▪ Proposed Mdantsane Access Road off the N2 at the Nahoon Dam Off Ramp	▪ SFA 2



Plan 23: Corridors Plan



5.1.1.3.2.3 The Urban Services Edge

As part of the effort to consolidate the urban areas and achieve a more compact city, the MSDF proposes that an Urban Services Edge be defined beyond which it is envisaged that lower density rural development with lower levels of services (i.e. basic levels as defined by policy) will be favoured (refer to *Plan 6 Structuring Elements: Urban Services Edge* below).

As is illustrated, the Urban Services Edge encompasses the existing urban components of Buffalo City and their immediate hinterlands, within which the municipality will endeavour to upgrade levels of infrastructure over a period of time and (according to available resources), to support higher densities of residential, industrial, and commercial development.

Beyond the Urban Services Edge, it is envisaged that rural communities will enjoy lower density environments with basic levels of key infrastructure and social facilities to at least minimum standards of provision.

The delineation of an Urban Services Edge is vital for the achievement of development principles regarding spatial transformation: that is, the containment of urban sprawl, the intensification of development at strategic localities, and the improved integration of urban areas.

The Urban Services Edge is used to:

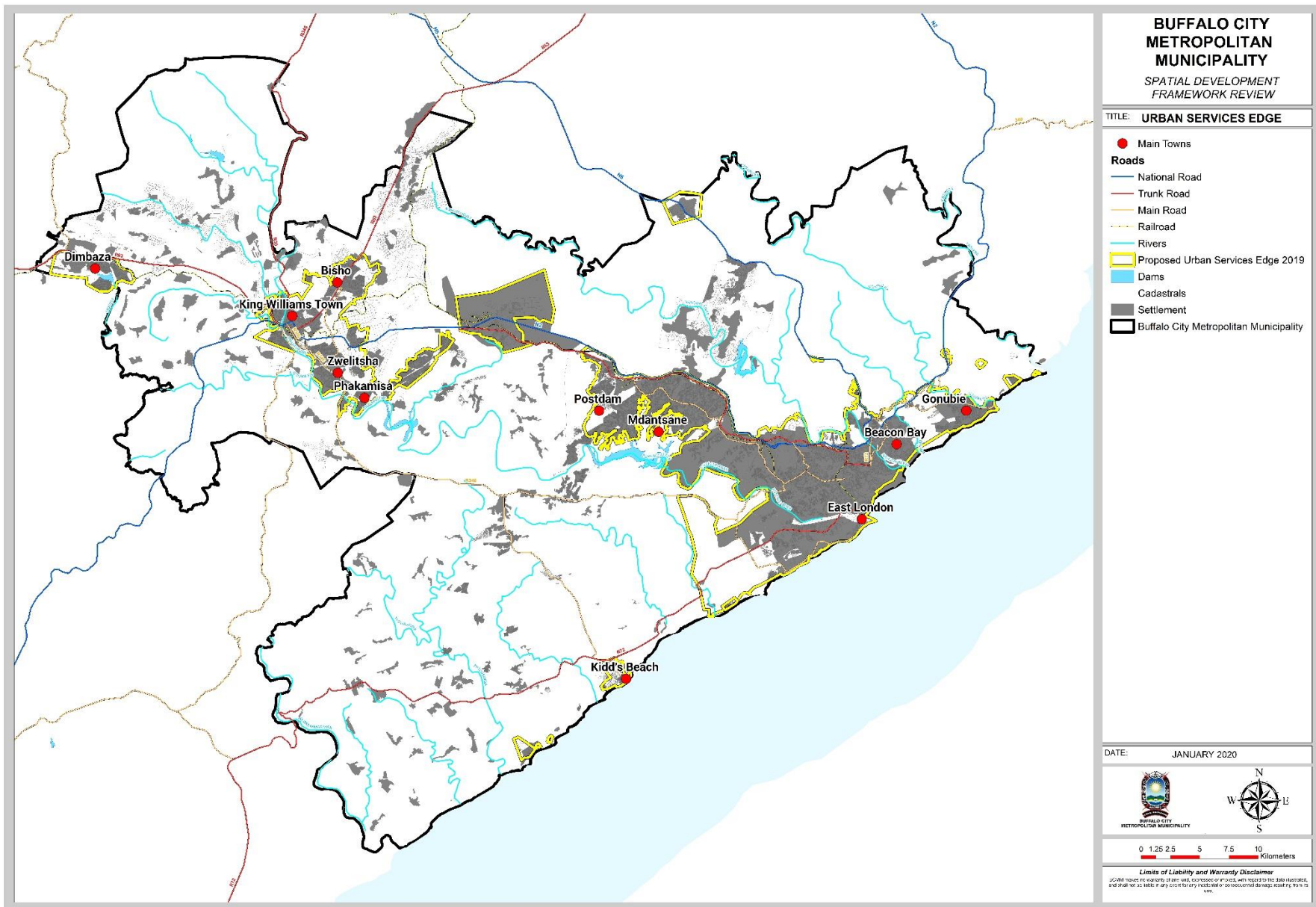
- *Contain urban sprawl;*
- *Re-orientate growth expectations;*
- *Protect significant biodiversity resources;*
- *Densify built environments;*
- *Restructure growth patterns; and*
- *Rationalise service delivery areas to enable a sustainable level of service provision.*

Certain areas adjacent to the Urban Services Edge (inside and outside) have been identified as '**Limited Development Zones**'. These are generally environmentally sensitive areas where there can be low intensity, environmentally and culturally sensitive development. These areas act as buffers between the urban settlement and rural areas. Density of development (number of units per hectare) in these '**Limited Development Zones**' should be constrained and carefully managed on an evidence-based methodology and after due process has been followed in regard to environmental authorisations and development approvals.

As part of this MSDF, the coverage of the Urban Services Edge was adjusted as proposed by civil engineers and reflects a boundary (similar to the concept of the previous urban edge) up to which municipal infrastructure can be provided according to current resources.

The plan below shows the proposed Urban Services Edge.





Plan 24: Urban Services Edge Plan



INFO-BOX: The Urban Services Edge and Achieving a Compact City

The key concepts of (i) land use densification and intensification; and (ii) encouraging a more functional and sustainable mix of land uses, work together with the Urban Services Edge towards the achievement of a more Compact City. They do so by encouraging the densification of residential land uses in areas within the urban services edge, and the development of improved linkages to mixed land use areas so that access to social and economic opportunities for more people is improved.

The overall objective is to apply these concepts wisely and thereby, together with ancillary policies (e.g. on development charges etc.) to limit further unsustainable urban sprawl.

Densification can be achieved by:

- *Allowing the development of smaller residential erven (access to these smaller erven by using 'panhandles' and Right of Way servitudes needs to be carefully considered).*
- *Encouraging higher densities in 'low cost' housing developments, bearing in mind that this will need to be achieved in many cases as an outcome of an extended "dialogue" between the needs and expectations of a given beneficiary community and the Municipality and its representatives.*
- *Encouraging development of flats and townhouses (cluster housing) in areas of high accessibility (especially in the BEPP Integration Zones)*
- *Discouraging subdivision of agricultural land (outside of the Urban Services Edge) by setting a minimum subdivision size of 10ha. This will encourage densification within the Urban Services Edge and protect valuable agricultural land.*
- *Encouraging development of 'Social Housing' by supporting implementation within gazetted PRZs (see below).*
- *Supporting the range of generic settlement models proposed in the Amathole District Municipality's Land Reform & Settlement Plan with respect to peri-urban and rural settlement formation.*

The issue of **mixed-use** needs to be viewed at two scales:

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

In short, the MSDF proposes an approach of restructuring the urban settlement patterns in the municipality by prioritising focused investment in land development-enabling infrastructure and public transportation networks to be directed towards key areas of opportunity (development nodes, corridors or priority areas) within the identified SFAs.

Layered on top of this core strategy, it is noted that emphasis will be required on further integrating main urban areas (as defined by the proposed Urban Services Edges) with the surrounding peri-urban and rural hinterland areas, especially those areas that retain significant human settlements and a base population of communities remaining tied to the land. In this regard, the overall vision underpinning the Compact City model is of a network of interconnected urban and rural settlements

The core spatial concept is then to "tie together" the elements of the settlement pattern of BCMM where the following is noted: -

- *Based on the overall developmental vision of BCMM, the prioritisation of investment in three of the SFAs, being West Bank, "Central East London-Mdantsane", and King William's Town-Bhisho;*

- Within the three prioritised SFAs, a specific focus on investment in planning, infrastructure and public goods and services to promote densification and spatial transformation in the identified Integration Zones;
- Beyond the first-line priorities, maintaining activities to improve the linkages between the SFAs and hinterland settlement areas, as well as productive rural land areas through investment in the improvement of the main roads networks.

Within this spatial concept, it is envisaged that key catalytic projects in each priority area be identified for implementation in order to achieve the overall goal of spatial transformation and a pattern of land development that is sustainable.

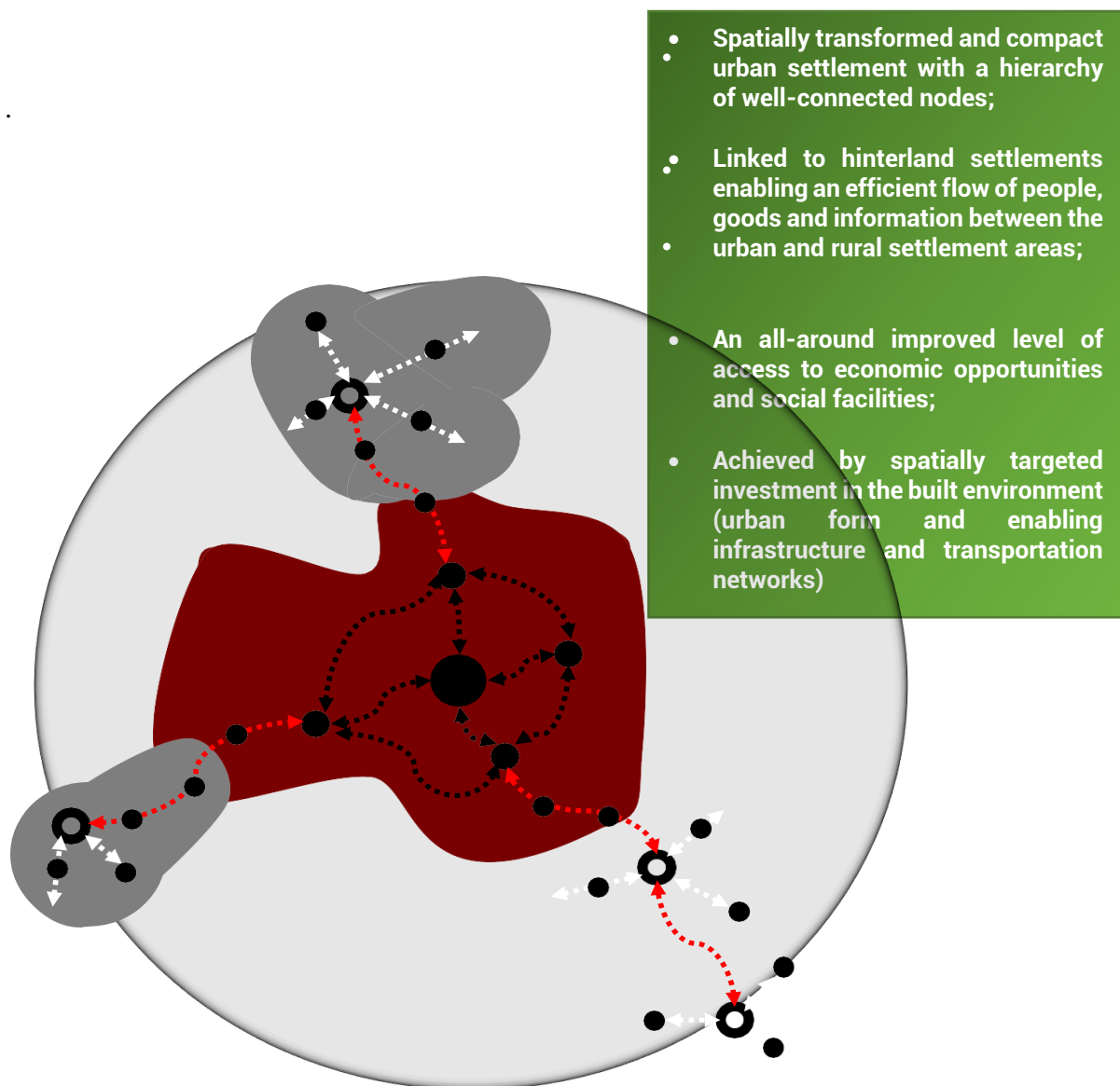


Figure 9 A Conceptual View of Inter-Nodal and Inter-Settlement Networks

SOURCE: National Treasury, presentation on Metro Dialogues, May 2013.

5.1.1.3.2.4 Critical Biodiversity Areas (CBAs) and the Metropolitan Open Space System (MOSS)

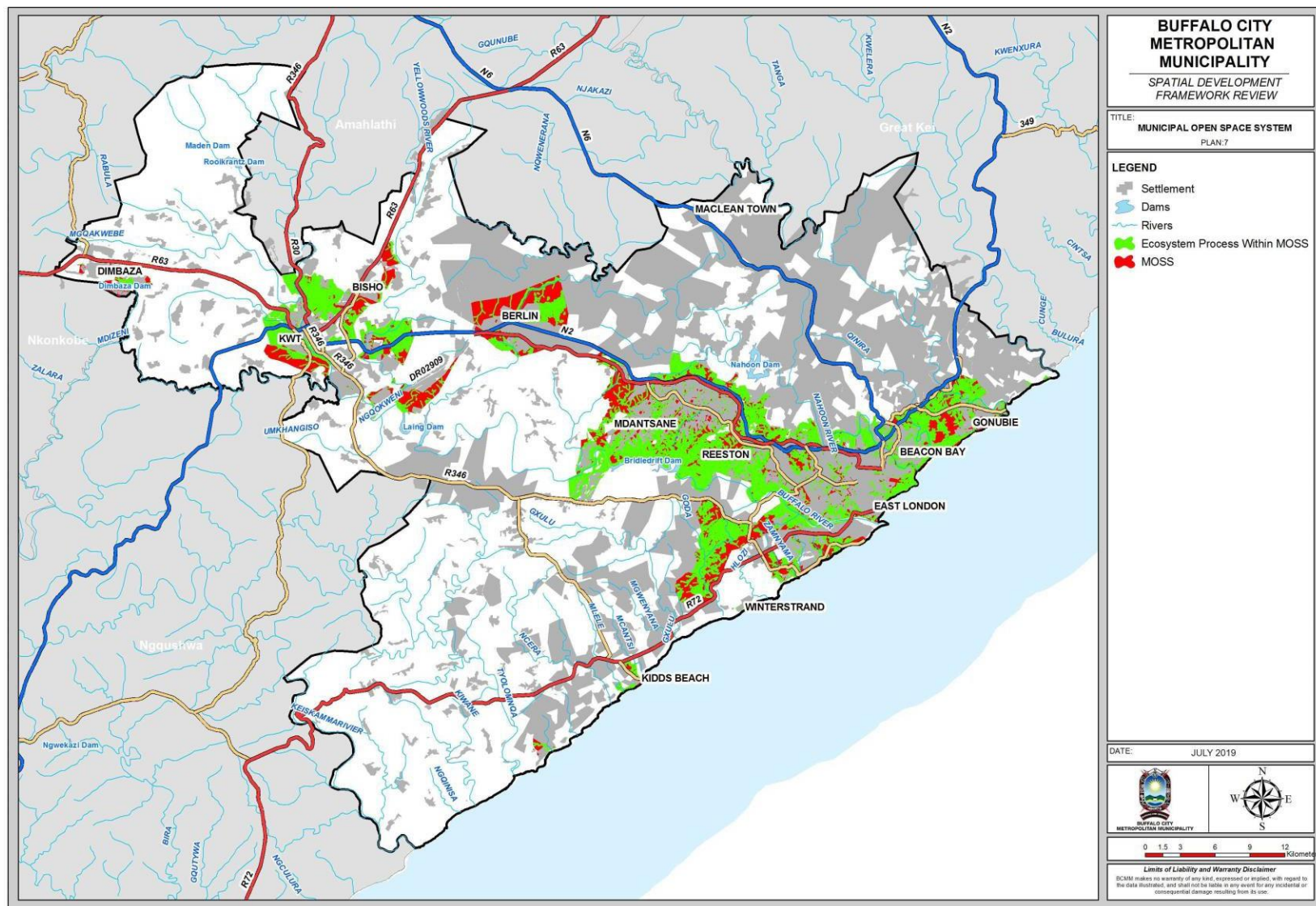
The environmental conservation and management areas in the city comprise all afforested areas, coastal reserves, nature reserves, estuaries and river flood plains, steep slopes in excess of 1 in 6 gradient and high priority conservation areas and critical biodiversity areas (CBAs).

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

Plan 7 below depicts the CBAs and the Metropolitan Open Space System areas within the Buffalo City Metropolitan urban edge and highlights those Ecosystem Process areas which are critical in ensuring connectivity between areas of conservation priority.

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

Management guidelines and land use recommendations for these open space areas are contained within the BCM Municipal Open Space and Conservation Plan. This is further detailed below under the Environmental Theme.



Plan 25: Municipal Open Space System Plan



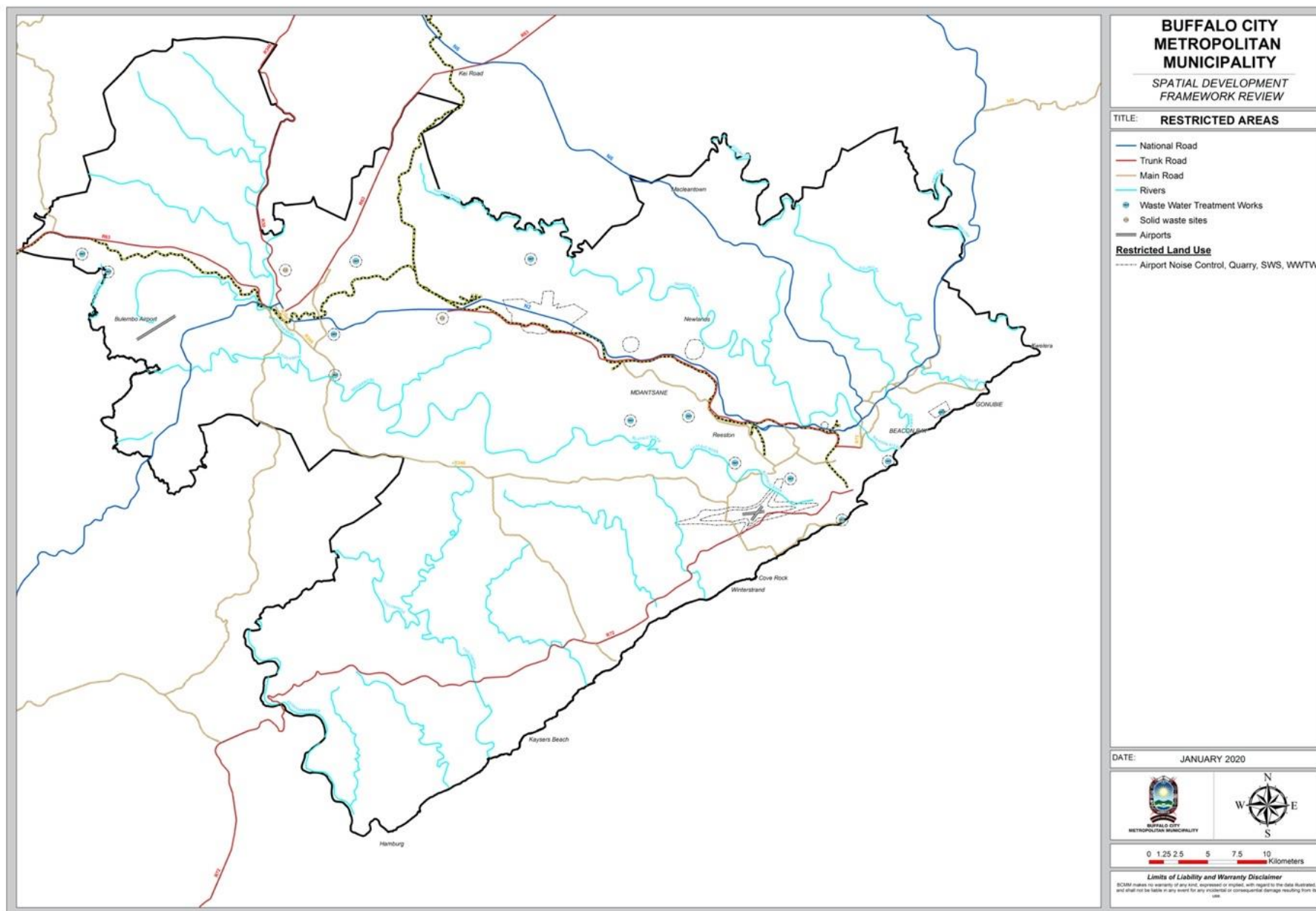
5.1.1.4 Restricted Use Areas:

In terms of planning and environmental health standards there are built facilities and installations that restrict the type and extent of land uses that may be undertaken within certain areas surrounding them. Such restrictions are mainly aimed at keeping areas free from human habitation for health and safety reasons, but may also apply to various proposed higher intensity uses.

The Restricted Use Areas include (but are not to be taken as being limited only to) the following:

- Waste Water Treatment Works;
- Solid Waste Transfer Stations, Waste Storage areas and related facilities; and
- Airports

The plan below depicts these areas spatially in the context of BCMM;



Plan 26: Restricted Areas Plan



5.1.1.5 Proposed Mass Housing Areas

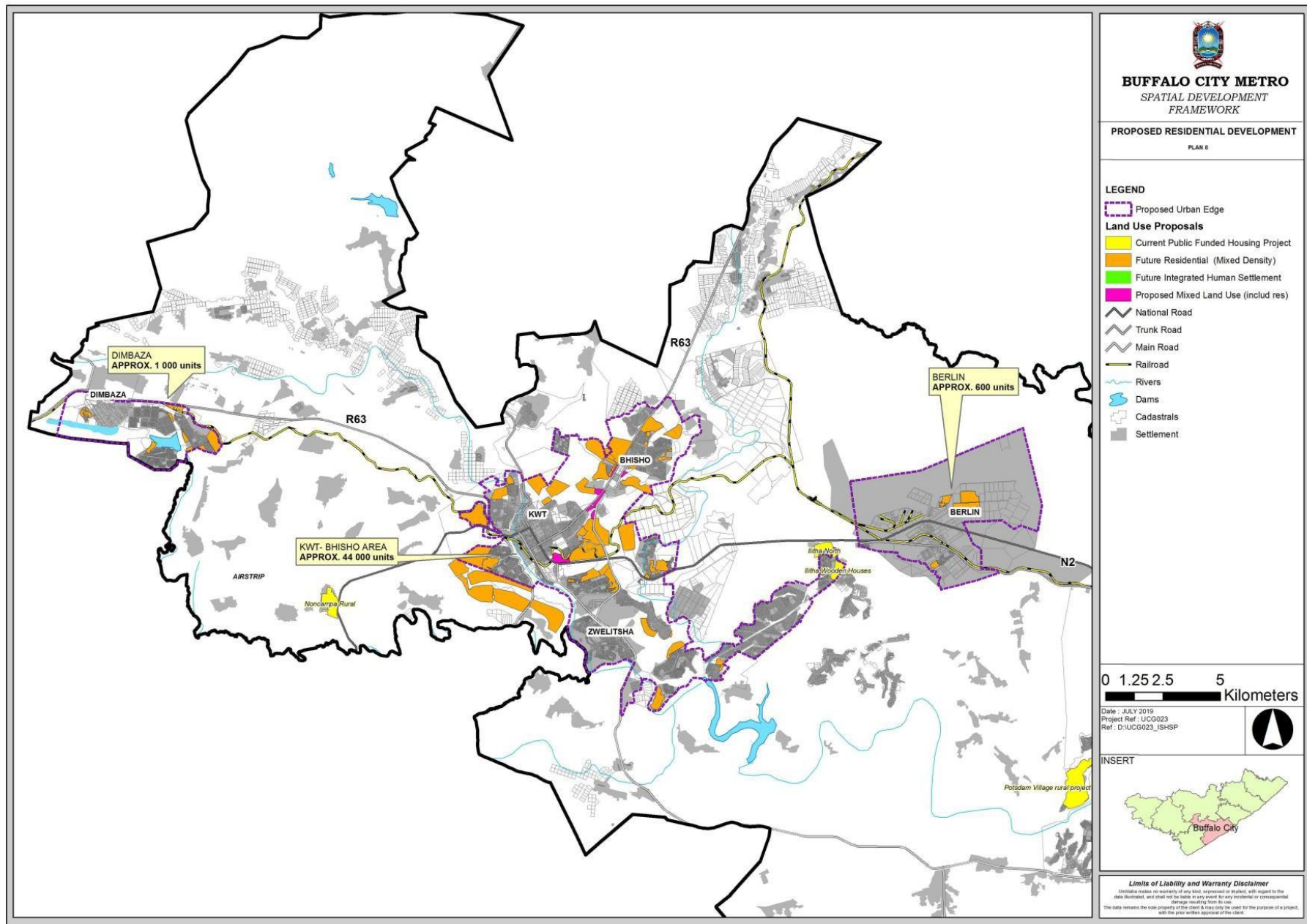
At the municipal scale, a number of so-called “Mass Housing” areas are proposed. These are seen to perform the function of strategic structuring elements in so far as they highlight where BCMM's focus is to fall with regard to enabling the development of both public- and private-funded accommodation in various forms, ranging from innovative land-first approaches to rental accommodation aimed at different sectors in the market and on to ownership units.

In all cases, the strategic imperative is to strive for efficient urban design and integrated and coordinated approaches to implementation with multiple agencies of government and the private sector. This would be to ensure that outcomes are consistent with BCMM's Integrated Sustainable Human Settlements philosophy and the BEPP.

The plans overleaf illustrate the locality of the key mass housing areas that have been identified. The following comments are to be noted in this regard:

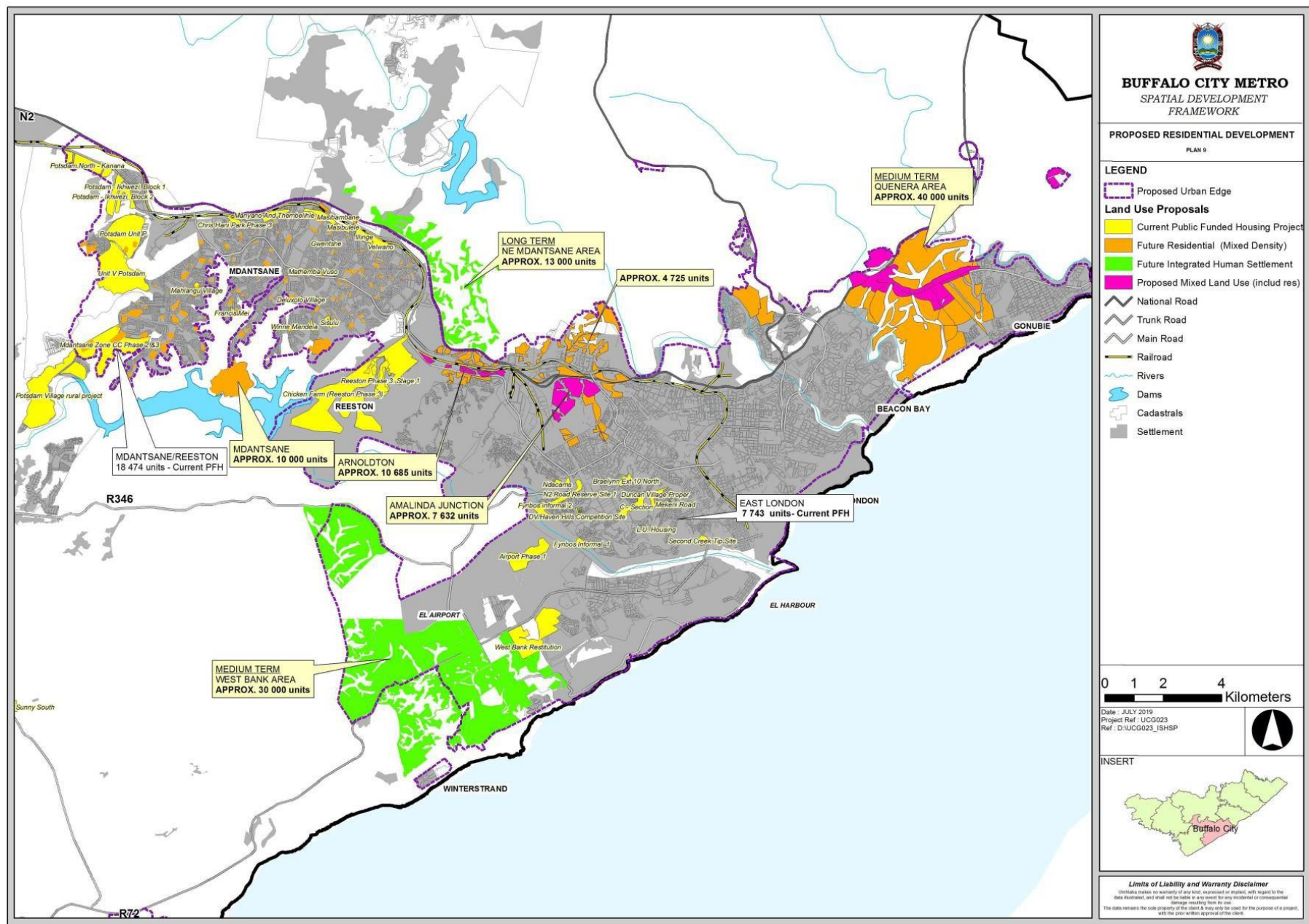
- The plans outline areas that are deemed at high-level to be suited to land development processes aimed at urban settlement, including a range of accommodation options as well as a mix of compatible land uses;
- They do not represent definitive blueprint proposals for development of individual land areas, as all of these would need to be subject to due process, including detailed feasibility studies; infrastructure planning assessments; and environmental authorisation and land development application procedures;
- The plans also do not “reserve” land areas for any specific form of development (i.e. public-funded or private-funded housing development) but outline areas that are strategically located and which could be seen to offer opportunities for addressing future housing needs in an integrated sustainable human settlement development approach;
- Again, it is emphasised that, from the perspective of the overall strategic spatial targeting approach that is advocated in this MSDF, residential development aimed at accommodating the lower-income sectors of the market should largely be focused on the West Bank and within the central MELD corridor area so as to permit the consolidation over time of mass-transport routes and services with these areas and the areas where economic opportunities are seen to prevail now and to intensify in the short term: the West Bank IDZ and Economic Corridor, the East London Central Business District and immediate surrounds, and areas within the MELD corridor, including existing industrial areas.

More detailed discussion of these areas is to be found under the Sustainable Human Settlements Theme, below.



Plan 27: Proposed Residential Development





Plan 28: Proposed Residential Development



5.1.1.6 Special Development Incentive Areas

Provisional Restructuring Zones (PRZs)

Provisional Restructuring Zones (PRZ) are identified in terms of the Social Housing Act (16/2008): Social Housing Regulations. These are zones where higher density social housing is permitted and subsidised, and are legally gazetted. For a spatial representation of all the PRZ areas, refer to *Plans 14, 15 and 16*, under the '**Sustainable Human Settlement Theme**,' which depicts these areas within BCMM.

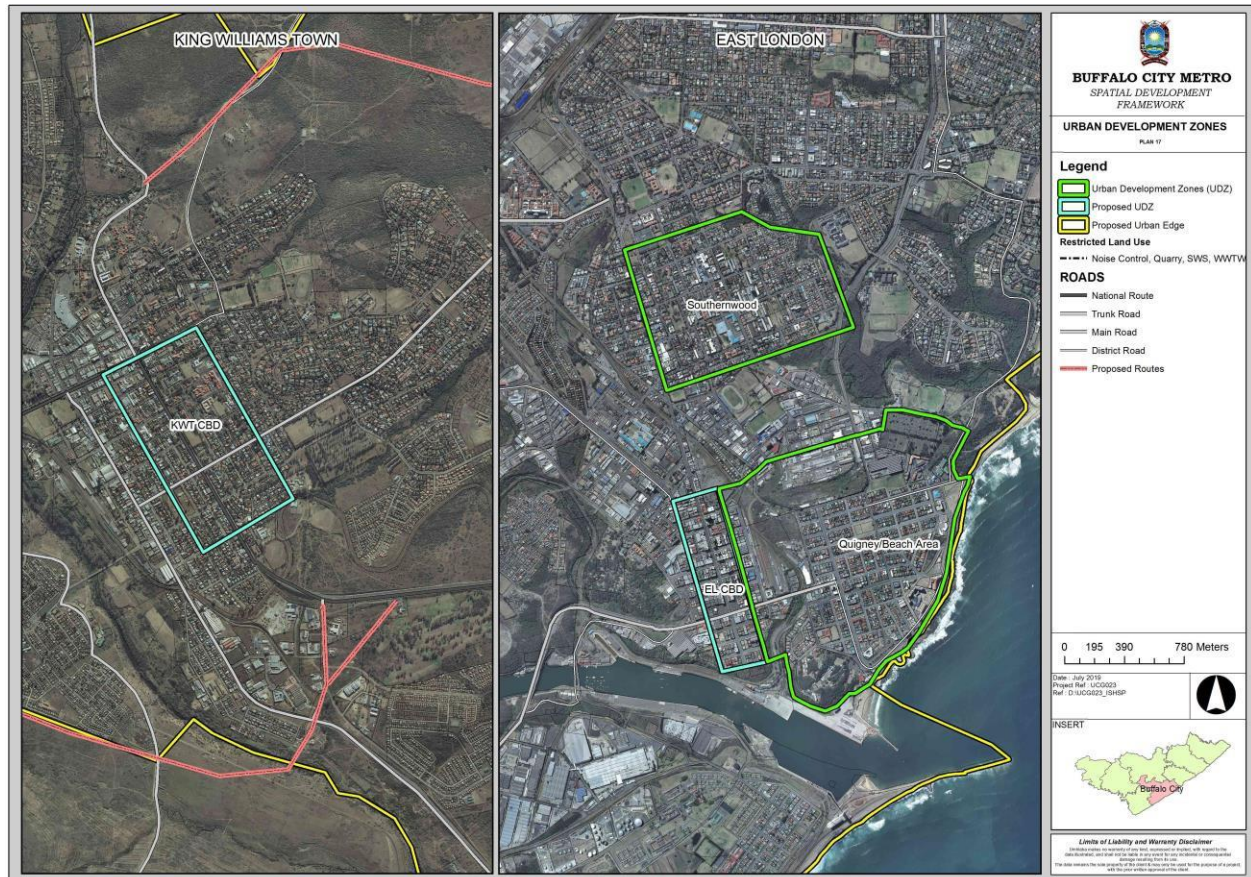
5.1.1.6.1 Urban Development Zones (UDZs)

Urban Development Zones are demarcated zones, designed to stimulate investment in inner city areas in terms of the Urban Renewal Tax Incentive. The benefits of this incentive are aimed at reviving inner cities, creating more jobs and attracting more people to live and work in these cities. For the refurbishment of existing buildings, investors are eligible to receive a 20% tax deduction in the first year of earning income, plus an annual depreciation of 20% over a four-year period. For new developments, this incentive offers a tax deduction of 20% in the first year, plus an annual depreciation of 5% for the next 16 years.

Since the identification of the Quigney area as an Inner City Urban Renewal Area in the SDF 2003, BCMM was requested by National Treasury to identify further areas to benefit from tax incentives being made available for urban renewal by the national government. This Urban Renewal Tax Incentive introduced by National Treasury aims to encourage investment in the inner cities of the sixteen largest cities in South Africa. The Urban Renewal Tax Incentive hopes to stimulate the refurbishment and construction of both commercial and residential buildings in designated inner city areas.



Areas identified as proposed further UDZs are King Williams Town CBD, Southernwood, Quigney and a section of East London CBD (refer to *Plan 17* below).



Plan 29 Urban Development Zones

INFO-BOX: The Role of Local SDFs in spatial planning and land use management in BCMM

Since the adoption of the first generation BCM SDF in 2003, a number of Local SDFs have been prepared to provide more detailed spatial planning guidance and serve to focus investment in BCMM. These LSDFs are listed as follows:

- *King William's Town – Bhisho LSDF*
- *West Bank LSDF*
- *Mdantsane LSDF*
- *NE Mdantsane Framework Plan*
- *Kwelera LSDF*
- *Quenera LSDF*
- *Bonza Bay RD LSDF*
- *Vincent Berea LSDF*
- *Duncan Village LSDF*
- *Central Beach Front LSDF*
- *Gonubie Main Road LSDF*
- *Mount Coke Dimbaza LSDF*
- *Mount Ruth Node LSDF*
- *Arnoldton Node LSDF*
- *Yellowwoods/ Kei Road LSDF*
- *Fort Jackson/Berlin LSDF*

From a statutory perspective, these Local SDFs are seen to flow from and form part of the overall Municipal SDF. Thus, the proposals contained therein, unless (in the case of older LSDFs) these are demonstrably out of line with the principles, policies and proposals of the current reviewed MSDF, are taken to form part of the MSDF. As such these are thus enforceable in terms of the provisions of Section 22 of SPLUMA, subject also to the caveat provision under Section 42 that merit-worthy site specific circumstances may warrant a deviation from the LSDF and/or MSDF.

A summarised version and associated plans of the afore-mentioned LSDF plans, with the exception of King William's Town-Bhisho, Mdantsane and NE Mdantsane, are attached in *Annexure 3*.

5.1.2 Economic Theme

Table 7: Economic Theme

<p>This theme is included as it is explicitly recognised that sustained economic development is the fundamental enabler of spatial development and spatial transformation. Thus, it is emphasised that spatial strategies and plans as well as the land use management regime administered by BCMM must be designed so as to facilitate and enhance the opportunities for sustainable economic development in the area. This is likely to require different areas of focus in different urban and rural components of the municipality.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • The growing trend of concentration of economic activity in key nodal areas of East London and King William's Town; • A relative decline in economic activity in other inland areas such as Dimbaza and Bhisho; • Technological changes associated with the Fourth Industrial Revolution affecting key economic sectors such as manufacturing, agriculture and services such as health, education etc.; and • The potential further growth of the East London Industrial Development Zone (IDZ)
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 8: Good Jobs and Economic Growth
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 3: Economy and Employment
<p>SPLUMA Section 21(g)</p>	<p>Relevant guidance drawn from Section 21(g):</p> <ul style="list-style-type: none"> • give effect to the development principles and applicable norms and standards set out in Chapter 2; • identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated;



	<ul style="list-style-type: none"> include estimates of economic activity and employment trends and locations in the municipal area for the next five years; provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> Facilitate the diversification of the primary employment base of the City Support tertiary education institutions that meet the changing needs of the city's residents and business community Leverage the concentration of Provincial and National Government activities in its area of jurisdiction; Work to revitalise Inner City areas and township economies Enhance and promote the City's natural assets to attract tourism revenue Protect and manage the city's historic and cultural resources as tourism assets.
Key Programmes and Projects	<ol style="list-style-type: none"> Develop and implement a Business Retention and Support Programme Develop a "Key Places" Cleansing and Maintenance Programme aimed at ensuring that major gateway routes and destinations in BCMM are beautified and maintained Develop and implement an Inner City Regeneration Programme: <ol style="list-style-type: none"> Priority 1: East London CBD-Central Beachfront-Knowledge Precinct Upgrade and BID Priority 2: King William's Town UDZ central area upgrades to enhance KWT role as regional Rural Service Centre Develop a BCMM Heritage Resources Inventory Develop a Heritage Resources Overlay Zone for inclusion into the BCMM Zoning Scheme Develop a Heritage Resources Preservation Plan

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 1: Enterprise Development KFA 2: Trade and Investment Promotion	<p><i>1. BCMM will Facilitate the diversification of the primary employment base of the City.</i></p> <p><i>The city's existing base of primary jobs is not very diversified. Diversification should be promoted in order to reduce risk to the local economy and improve the City's economic resilience.</i></p> <p><i>An increased emphasis should be placed on attracting smaller, environmentally conscious, and "knowledge-intensive" companies that will contribute to the region's employment growth and are less likely to experience dramatic fluctuations in employment levels.</i></p> <p><i>Mixed-uses and transit supportive development, and other land use patterns that provide the opportunity to reduce commute times and distances, decrease daily vehicle trips, and improve the quality of life of the city's workers will be supported.</i></p>	EC1: Actively support the retention of existing businesses and promote opportunities for expansion.	EC1.1: SUPPORT EXISTING BUSINESSES Create and maintain a business environment that encourages the retention, growth, and profitability of existing businesses to benefit the city, its tax base, and citizens EC1.2: PROTECT BUSINESSES FROM INCOMPATIBLE LAND USE ENCROACHMENT Protect existing business and industrial areas from encroachment of incompatible or noncomplimentary uses that would threaten their viability or ability to continue to operate.
		EC2: Create a positive business climate in the city and promote the city as a desirable place to live, work, and visit.	EC2.1: CITY IMAGE Promote a positive image of the city to visitors by creating an attractive, well-maintained and safe public realm through enhanced streetscapes, particularly along the gateways and corridors identified in the SDF
		EC3: Coordinate the provision of serviced land necessary to accommodate existing and new businesses.	EC3.1: TIMING OF INFRASTRUCTURE UPGRADING Plan for the timely provision of adequate infrastructure such as roads, sewer, water, and stormwater drainage in support of the development of designated areas for retail, office, and industrial uses. EC3.2: ADEQUATE LAND SUPPLY Maintain a sufficient supply of land that is reserved for a variety of industrial, retail, and office uses such as: Heavy and light industrial; SEZ expansion High-tech industry;

			<p>Regional retail;</p> <p>Office parks;</p> <p>SMME incubators</p> <p>High-rise office development</p>
		<p>EC4: Actively attract and support new businesses and clean industries that will promote diversification of the economic base</p>	<p>EC4.1: TARGET AND PROMOTE SUSTAINABLE INDUSTRIES</p> <p>Work with the city's business partners to attract environmentally conscious "knowledge-based" companies and institutions that produce high-quality educational, scientific, or natural resource-based products and services that advocate sustainable industry principles.</p> <p>EC4.2: KEY ECONOMIC GROWTH SECTORS</p> <p>Attract suitable businesses in the key growth areas such as:</p> <p>Knowledge Economy</p> <p>Ocean Economy</p> <p>Tourism</p> <p>Automotive</p> <p>Agriculture/Agri-processing</p> <p>Manufacturing</p> <p>Logistics</p> <p>Education</p> <p>EC4.3: EXISTING INDUSTRIAL AREAS</p> <p>Re-purpose and upgrade existing industrial areas based on opportunities in the identified economic growth sectors.</p> <p>EC4.4: PUBLIC PRIVATE PARTNERSHIPS</p>



			<p>Maintain and develop public/private partnerships that support the City's vision</p> <p>EC4.5: ENCOURAGE A CLOSER LIVE/-WORK RELATIONSHIP</p> <p>Promote home based occupations and small mixed use developments that provide expanded well located employment opportunities and reduce traffic congestion and overall VKT.</p> <p>Define appropriate locations for such uses; and identify policy and criteria to promote compatibility with the surrounding residential fabric.</p> <p>EC4.6 SUSTAINABLE BUSINESS PRACTICES</p> <p>Recruit businesses that use sustainable practices and recycled materials, or that can use locally generated recyclable materials.</p> <p>Provide incentives for businesses that incorporate sustainable practices and source reduction into their business model and culture</p>
	<p><i>2. BCMM will support tertiary education institutions that meet the changing needs of the city's residents and business community</i></p> <p><i>The city is not a single-university town. It is a town with several universities, some of which have a strong presence in the Inner City.</i></p>	<p>EC5: Promote the universities as being place-making agents</p>	<p>EC5.1: PLANNING AND INTEGRATION</p> <p>Work with tertiary education institutions to better integrate their campus and its facilities into the fabric of the city through such means as better pedestrian, bike and bus connections, and support additional student initiatives</p> <p>Coordinate with tertiary education institutions regarding the development of their master plans for student housing, transit and cultural/recreation programmes.</p> <p>EC5.2: PARTNERSHIPS WITH INSTITUTIONS</p> <p>Formalise a partnership between the municipality, the tertiary institutions, the IDZ and the other place-based'</p>

	<p><i>These tertiary education institutions act as anchor institutions and play many important roles in the community.</i></p> <p><i>They provide an opportunity for youth to get a quality education close to home, promote lifelong learning for local residents, and generate revenue for the city in the form of rent and daily services procured by students.</i></p> <p><i>In addition there are medical institutions that act as anchors within the City. It is thus appropriate that the City adopt the 'university town' concept and designate the Inner City as an Innovation District in order to build on the relatively high density of these 'place based' anchor institutions that occur in the Inner City.</i></p> <p><i>Innovation Districts are based on the premise that collaboration and productivity result from proximity and thereby spark job creation and innovation.</i></p> <p><i>This approach is supported in order to revitalise the Inner</i></p>	<p>anchor institutions such as the medical institutions in the Inner City.</p> <p>EC5.3: INNOVATION DISTRICT</p> <p>Promote the Inner City as the City's first knowledge-based Innovation District</p> <p>Promote the physical and functional connections between the IDZ/SEZ and the Innovation District</p> <p>Identify key Precincts in the Innovation District</p> <p>Encourage technology companies and research institutions to locate to the Innovation District</p> <p>Ensure ICT infrastructure is available within the Innovation District</p> <p>EC6: Support a culture of education by maintaining and expanding the library service to serve all communities</p>	<p>EC6.1: LIBRARY COVERAGE</p> <p>Provide adequate geographic coverage for libraries service.</p> <p>Incorporate libraries with existing municipal facilities such as multi-purpose centres</p> <p>Provide access to library resources through online services</p>
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	<p><i>City and boost the economy of the City.</i></p> <p><i>The city will continue to work closely with all tertiary institutions to ensure that future activities are mutually compatible with the goals and objectives of the MGDS.</i></p>		
	<p><i>3. BCMM will leverage the concentration of Provincial and National Government activities in its area of jurisdiction;</i></p>	<p>EC7: Coordinate with Provincial and National Departments</p>	<p>EC7.1: PLANNING COORDINATION</p> <p>Coordinate closely and on an on-going basis with Provincial and National Departments on issues such as the timely provision of services and facilities to communities.</p> <p>EC7.2: LEVERAGING RESOURCES</p> <p>Work closely with State and Provincial Departments to ensure that resources are used efficiently to mutual benefit; such as coordinating efforts on transportation and housing programmes</p>
<p>KFA 27: Urban, Rural and Township Regeneration</p>	<p><i>4. BCMM will revitalise the inner city areas and townships economies</i></p>	<p>EC8: Revitalise all the Inner City areas through the identified Catalytic Programmes</p>	<p>EC8.1: PUBLIC PRIVATE PARTNERSHIPS</p> <p>Maintain and develop public/private partnerships that help support Inner City and CBD Revitalisation processes.</p> <p>EC8.2: INFILL AND REDEVELOPMENT</p> <p>Promote infill and redevelopment in accordance with Precinct Plans</p> <p>EC8.3: HOUSING</p> <p>Promote a range of housing types for the full range of socio economic need in close proximity to Inner City and township hub areas.</p> <p>EC8.4: DEVELOPMENT INCENTIVES</p>



		<p>Explore opportunities to incentivize investment and higher intensity development in Inner City areas</p> <p>EC8.5: SPECIAL EVENTS</p> <p>Support special events such as festivals, street fairs, parades, sporting events, and concerts that create a positive local, regional, and national image of BCMM and promote activity in Inner City areas, townships and CBDs.</p> <p>EC8.6: INNER CITY MOBILITY</p> <p>Monitor all transportation demands and adopt an appropriate level of service standards for vehicles, pedestrians, and bicycles in Inner City areas.</p> <p>EC8.7 PUBLIC REALM</p> <p>Upgrade parks and streets within Inner City areas to improve the quality of life of daily users and to attract Knowledge Workers.</p> <p>EC8.8 URBAN MANAGEMENT</p> <p>Focus urban management efforts in Inner City areas, township public transport hubs and CBDs</p> <p>Establish City Improvement Districts (CIDs) in Inner City areas and CBDs</p>
		<p>Goal EC9: Revitalise Township Economies</p> <p>EC9.1 TOWNSHIP REGENERATION STRATEGY</p> <p>Develop and implement a Township Regeneration Strategy for all formal townships in consultation with key business and civic partners.</p>

KFA 4: Tourism & Marketing	<p><i>5. BCMM will enhance and promote the City's natural assets to attract tourism revenue</i></p> <p><i>The City has a beautiful coastline and many natural features that, if protected and wisely managed, can be used in marketing BCMM as a destination of choice for local and international tourists</i></p>	<p>Goal EC 10: Position the City as a tourism destination</p>	<p>EC10.1 MARKETING</p> <p>Implement coordinated tourism growth and marketing programmes in line with BCMM and Eastern Cape Parks and Tourism Agency goals and objectives</p>
KFA 7: Arts, Culture and Heritage Resource Management	<p><i>6. BCMM will protect and manage the city's historic and cultural resources as tourism assets.</i></p> <p><i>The City has many historic landmarks and sites of cultural and political significance that, if preserved and managed well, could serve to anchor a niche tourism market</i></p>	<p>EC 11: Protect historically and culturally significant resources that contribute to community identity and history.</p>	<p>EC11.1: HISTORIC PRESERVATION PLAN</p> <p>Periodically update the Historic Preservation Plan to reflect changes in city regulations, standards, and planning objectives.</p> <p>EC11.2: DESIGNATION OF HERITAGE DISTRICTS</p> <p>Preserve the city's historic districts and resources by developing special protective measures, such as historic and conservation districts in accordance with the Historic Preservation Plan and reflecting these spatially on mapped Heritage Preservation Overlays</p> <p>EC11.3 TOURISM ROUTES</p> <p>Identify and market routes that link sites of cultural and historic significance.</p> <p>EC11.3 ADAPTIVE USES</p> <p>The adaptive reuse of historic structures or properties no longer being used for their original purpose is to be encouraged.</p> <p>EC11.4 INCENTIVES</p>

			Historic preservation efforts should be encouraged through the use of incentives for the restoration and rehabilitation of historic structures.
		EC 12: Protect, enhance, and preserve the City's designated historic landmarks and districts.	EC12.1: PROTECTIVE MEASURES Using Heritage Overlays, implement appropriate, actions such as acquisition of historic buildings; historic preservation and rehabilitation through tax/rates incentives; and, in emergency situations, lease or purchase of threatened or deteriorated property having significant historic or aesthetic merit.
		EC 13: Promote public understanding and appreciation for BCMM's historic and cultural heritage.	EC13.1: PUBLIC PARTICIPATION Solicit active participation and cooperation of people interested in the historic preservation of BCMM's cultural and heritage resources. Encourage volunteers to assist in the compilation and research required for the inventory of heritage resources.

5.1.2.1 Key Catalytic Economic Development Initiatives

The aim of the Economic Theme is to flag key opportunities for private and government investment, as well as to identify other economic activities that will boost the economy of BCMM. In doing this BCMM can invest in opportunities to accelerate economic growth, job creation and transform the Metropolitan area.

The catalytic projects listed below are an outcome of spatial proposals within the identified SFAs. These potentially catalytic projects are seen to provide opportunities for economic development within BCMM:

- Fort Hare/Sleeper Site ("University Town" concept);
- N2 bypass via Haven Hills and Buffalo River Bridge to link to R72 coastal route;
- West Bank Waste Water Treatment Works;
- Motor Industry Cluster: MBSA & Linkages, Motorsport Tourism;
- Airport – integration with ACSA plans and potential for Aerotropolis precinct ;
- Science and Technology Park;
- Invest in the Harbour Expansion/Deepening;
- Facilitate an investment strategy in close cooperation with Transnet, DTI, The Eastern Cape Province and operators such as Safmarine.
- Bhisho Revitalization Precinct;
- "Green-Energy" hub in Berlin Industrial Area;
- Horse Racing Track and Complex at Berlin;
- Beacon Bay-Gonubie Link Road;
- Marketing "Lifestyle City" based on natural environmental assets;
- Promoting University Town Concept;
- Enhance Beach Front as Tourist attraction.

University Town Concept:

The Key objective of this subsection is:

- Broadening the role of the Tertiary Institutions to facilitate the Economic Strategy;
- Link of the Inner City with the Industrial Development Zone/Special Economic Zone

The East London 'Inner City' includes the Beachfront, the Central Business District (CBD) and the Southernwood Belgravia Precincts. Together these precincts represent several important and interrelated opportunities that will support the revitalisation of the economy of BCMM.

The Sleeper Site is a strategic portion of land that the ULI study (2015) advised was to be used to support the Knowledge Economy proposals in the Metro Growth and Development Strategy, such as the University Town Concept, which will be released in stages to strategic partners. The city is currently constructing a road through the Sleeper Site that will catalyst for development in that area.

The Southernwood/Belgravia area contains Hospitals and Tertiary Institutions and recent studies undertaken by the BCMDA have identified that this precinct represents a unique opportunity to develop an 'Anchor Institution Strategy' as per Economic Strategy EC5.1. Partnerships between these anchor institutions will assist to revitalise the precinct and more importantly support the emergence of a successful Knowledge Economy within BCMM. Partnerships with such anchor institutions could guide the innovation agenda for the knowledge economy and serve to develop the talent within the tertiary institutions. Tertiary institutions can market their niche research and innovation products in conjunction with the IDZ and its partners.

The above idea has recently received a major boost with the announcement that a high speed data cable will landing at the IDZ/SEZ, providing the area with 5G Technology.

It is also proposed that BCMM develop a set of incentives as per (EC8.5) that strategic partners can take advantage off, in order to boost the move to a Knowledge Economy.

The Inner City Innovation District:

The city has encouraged a mix of uses within the precinct to encourage a Live, Work Play environment. In order to make the Southernwood Belgravia precinct more attractive as a place to live and to attract knowledge workers it is proposed that the public realm such as parks and streets be upgraded to make the area safer and more walkable (See Spatial Policy SP7.1 and 8.1 and EC8.7)

The Beach Front area has an important role to play in positioning BCMM as a 'Life Style City' in order to attract the young, innovative and technologically Savvy, who are interested in the opportunities that can arise from a successful anchor institution strategy which the Brenthurst Study(2019) depicted, especially the tourism sector. At present the BCMDA is involved with the upgrading of the Esplanade and Court Cresnet to make it more attractive and is involved in the release of key land parcels to stimulate development on the beach front.

As per Economic Policy EC5.3 it is proposed that the 'Inner City Precincts' become the core of the Knowledge and Innovation District, working in partnership with the 'West Bank Logistics and Manufacturing Hub' as part of the move to diversify the BCMM economy into a knowledge based economy (EC4.1) and (EC4.2)

As per Economic Policy EC5.2 it is proposed that a key component to the success of the knowledge economy thrust is, the forging of strategic partnerships between with the anchor institutions as well as other tertiary institutions and the economic anchors on the West Bank such as the Harbour; Airport; Science and Technology Park; IDZ; MBSA; Border Motor Sports to coordinate and promote the implementation of the Knowledge Economy.

The roll out of fibre in the Inner City will serve to support the support the knowledge based economy initiative.

As part of the BCMM Urban Management Initiative, the BCMDA are in the process of identifying City Improvement Districts (CIDS) with in the Inner City. The proposed CIDS will serve to support the Innovation District.

5G Technology

With the undersea cable landing at the ELIDZ, East London will be the first town within South Africa to offer 5G Technology. The impact of this onto the National telecommunications sector is extensive.

This technology is pivotal in supporting the opportunities of the:

- University Town;
- Innovation District;
- Manufacturing and Logistics Hub.

The five (5) main economic ideas are: -

1. Knowledge Economy
2. West Bank Manufacturing and Logistics Hub
3. Inner City Innovation District
4. Repurposing of industrial areas for logistics and Dimaza for export of perishables
5. Introducing mixed land uses in particular precincts

We can locate spatially items 2 to 5 and we can list key projects in support of all of them, most of which will come from the 'shopping list'

Those that don't fit we will need to think about – maybe they have no economic focus and should not be in this chapter?

West Bank Manufacturing & Logistics Hub

The main industrial areas on the West Bank are Gately; Woodbrook and the IDZ.

MBSA is currently located in Gately and is the largest employer. In BCMM MBSA has made a major contribution to industrial property take-up in East London and continues to underpin demand for companies supplying MBSA.

The East London IDZ comprises some 1,500 ha of land, which is divided into five development zones, located between the R72 and the Indian Ocean. The ELIDZ is located on Buffalo City's West Bank adjacent to the port of East London and the East London Airport. The East London Industrial Development Zone (Pty) Ltd markets and manages the industrial land within the IDZ. The IDZ has a number of functional zones that have been created offering different marketing potentials.

The East London Industrial Development Zone established a Science and Technology Park (STP). It is an innovation hub aimed at speeding up the pace of economic development in the Eastern Cape by increasing the competitiveness, efficiency and effectiveness of local industry.

The ELIDZ STP is the only park of its kind in the country which is linked to an IDZ and was conceived as a catalyst for growth, collaboration.

The East London Industrial Development Zone will offer significant development potential in the medium term, which would create opportunities for the development of urban settlement extensions in that part of the East London city area (West Bank).

Current initiatives and projects of the ELIDZ include:

Table 8: Project Initiatives

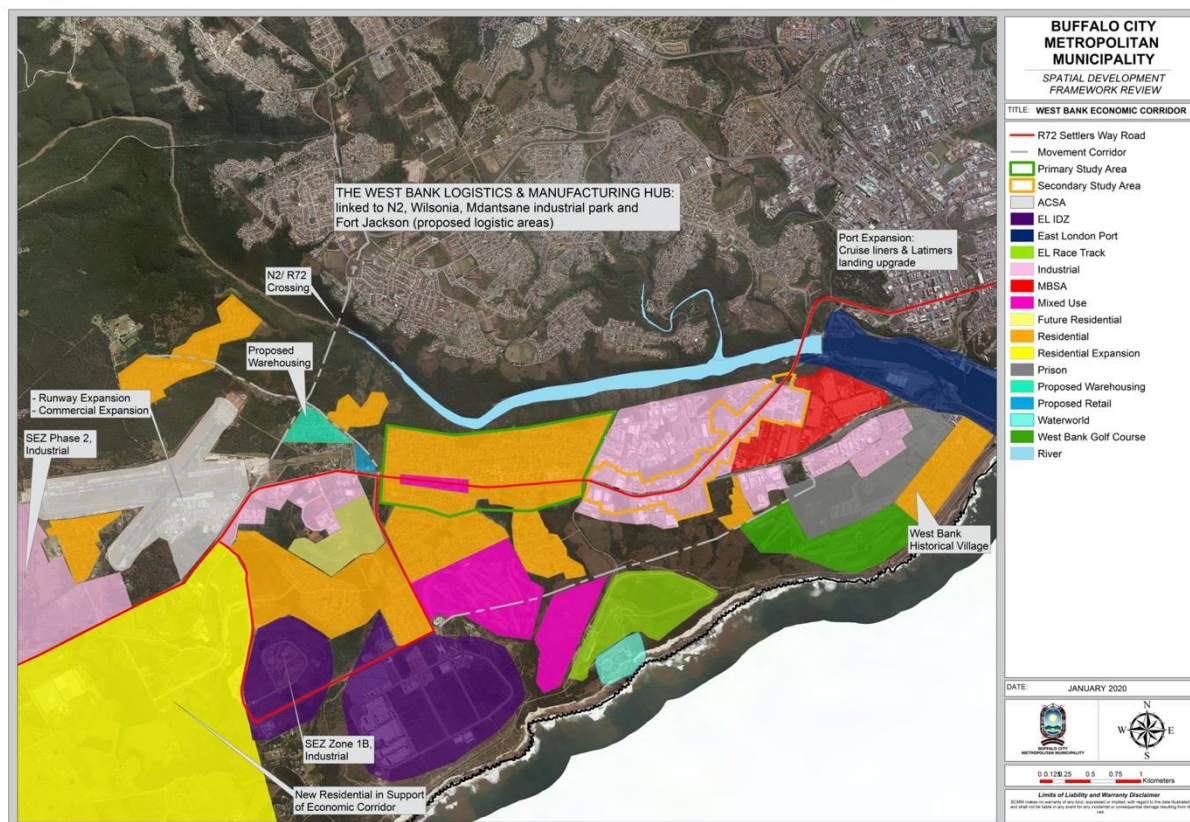
Project name	Project description	Budget allocation for 2019-20	Budget Source	Phase of project
IOX International Sea Cable	Landing of an international sea cable	R63m for meet-me- room phase 1	Provincial Treasury/DTI	Advanced
KGI Holdings	BPO Facility of 300 seats then a move to 3000 seats (9000 jobs)	Budget currently awaited from the DTI. To be adjudicated on the 29 th March 2019.	DTI	Advanced. Pilot already running. Phase 2 to commence as soon as funding is secured. Will create 900 jobs and there is a need for BCMM assistance with transport, housing, schooling.
SMME Factory Units	Factory units for the SMME sector	Application with the DTI lodged but outcome currently unknown.	DTI	Application submitted.

Project name	Project description	Budget allocation for 2019-20	Budget Source	Phase of project
Multi-Purpose ICT Hub	A multi-purpose facility for the 3000- seater BPO facility, a 1000- seater disaster recovery center and an ICT academy	R701m is the funding requirement but it has not yet been sourced.	Funders not yet approached.	Concept and feasibility concluded.
Clari-Cluster	Part of the Factory Units project with the need for 5 SMME's to be created to support raw material supply and off-take from Clariter's processes	No funding secured yet, but application is in with the DTI.	DTI	Application submitted.
Energy Manufacturing Cluster	Another entity to be located in the Factory Units project.	Application to DTI submitted and DTI have already funded the cluster via their cluster program.	DTI funded the cluster and now a request has been submitted for them to fund the Factory Units.	Pilot already established and cluster is operational. The ELIDZ now needs a facility to house the cluster in the zone itself.

Project name	Project description	Budget allocation for 2019-20	Budget Source	Phase of project
Smart Park/City Program	Conversion of the ELIDZ into a Smart Industrial Park with the potential to roll out services into the city	Concept prepared and the ELIDZ is currently seeking budget	USTDA have rejected funding the project but the DBSA and GEF are considering this now.	Concept complete and fundraising activities have commenced.

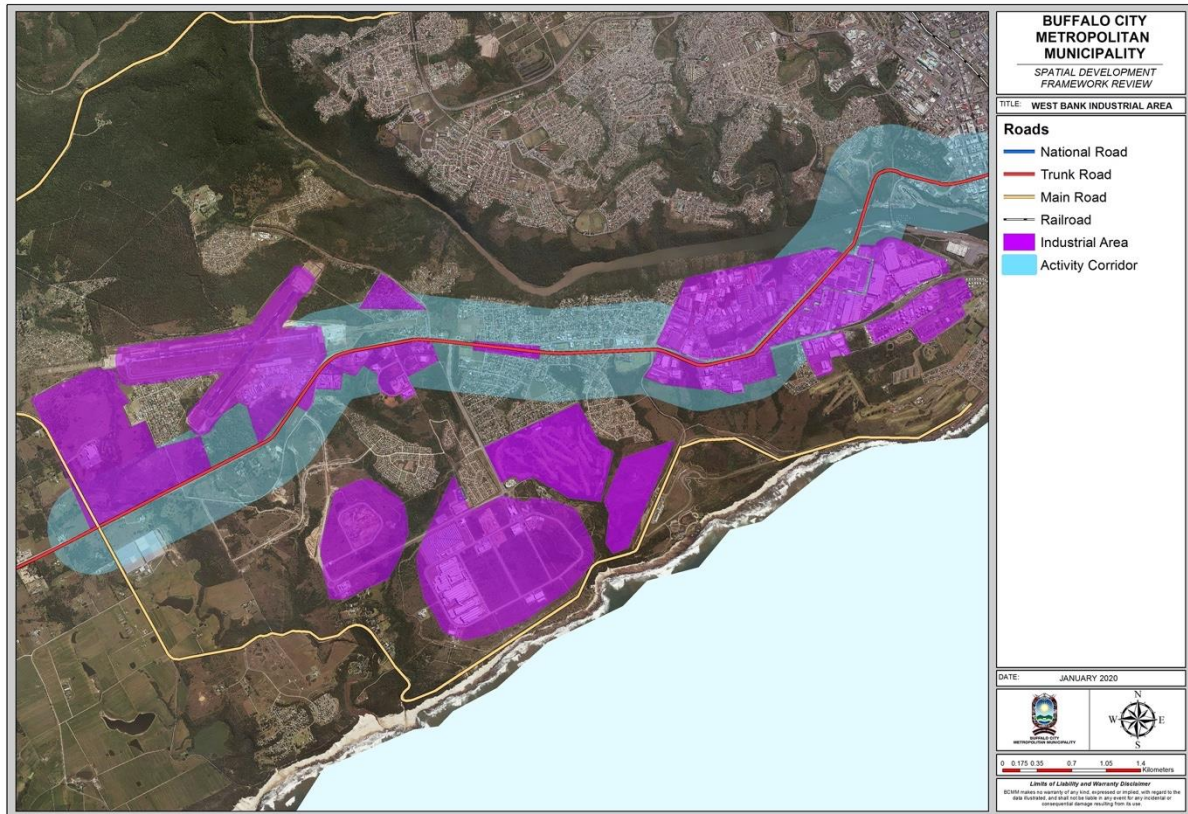
Source: East London IDZ

- The Port/Airport/MBSA/IDZ are critical linkages on Industrial Assets on the West Bank of East London; Their linkages to each other needs to be strengthened. Please see the detail write up on the West Bank under Special Focus Area 1.
- Airport Logistics areas: This is an opportunity for the City to expand its logistic support, located adjacent to the Airport and cater for either import and/or export. The following area specific proposals are applicable:
 - Collondale - Gradual conversion to logistics to support Airport
 - Logistics area – Relocation of Orange Grove

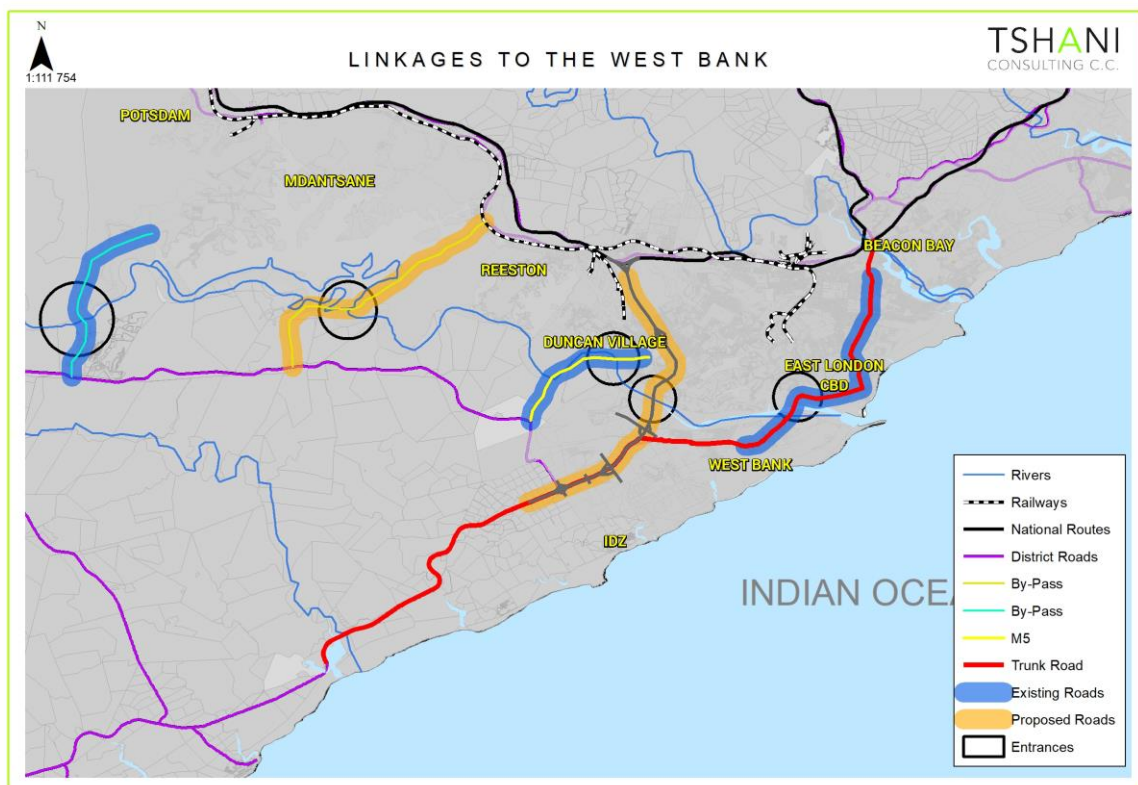


Plan 30: West Bank Economic Corridor





Plan 31: West Bank Industrial Area



Plan 32: West Bank Industrial Area

Repurposing of Existing Industrial areas and Establishing new Industrial Areas

Most of the Industrial activity in Buffalo City is concentrated on the West Bank; North End; Arcadia; Wilsonia; Berlin and Zwelitsha. Most of the industrial developments in East London are developed in proximity to the main railway system that provides links to outlying areas such as Berlin, King Williams Town and Dimbaza.

The revitalisation of Industry and Industrial areas, especially those located close to marginalised residential areas and which are currently in decline, will aid in enhancing livelihood generation and improving the urban economy and hence BCMM's revenue base.

Buffalo City recognises the need to further diversify the local economy especially within the manufacturing sector. This would involve the diversification of markets for manufactured products and services. It is considered important to invest in intellectual capital, creativity and technical capabilities of the labour force through skills development. More private and public investment is required to accelerate the production of all economic sectors.

The institution has identified a number of existing areas which it considers as business development nodes and, as such, areas which it considers as having huge benefits to potential investors. Over and above the West Bank, these areas are; The North End, Wilsonia, Fort Jackson, Berlin, Zwelitsha and Dimbaza.

All these areas have existing infrastructure, some of which, with minimal investment in terms of infrastructure upgrades, could yield significant benefits for the local economy and contribute to the local GDP. It further needs to be recognised that these are effectively business nodes which could be developed to be closer to areas of labour resulting in reduced travelling costs for the labour force.

These industrial areas are the backbone of the Buffalo City Metro economy and house some of the major manufacturers and well known international brands such as Mercedes Benz, Nestle, Johnson & Johnson, First National Battery, Summerpride Food (Pineapple processing), Da Gama Textiles, Pro-glove, etc.

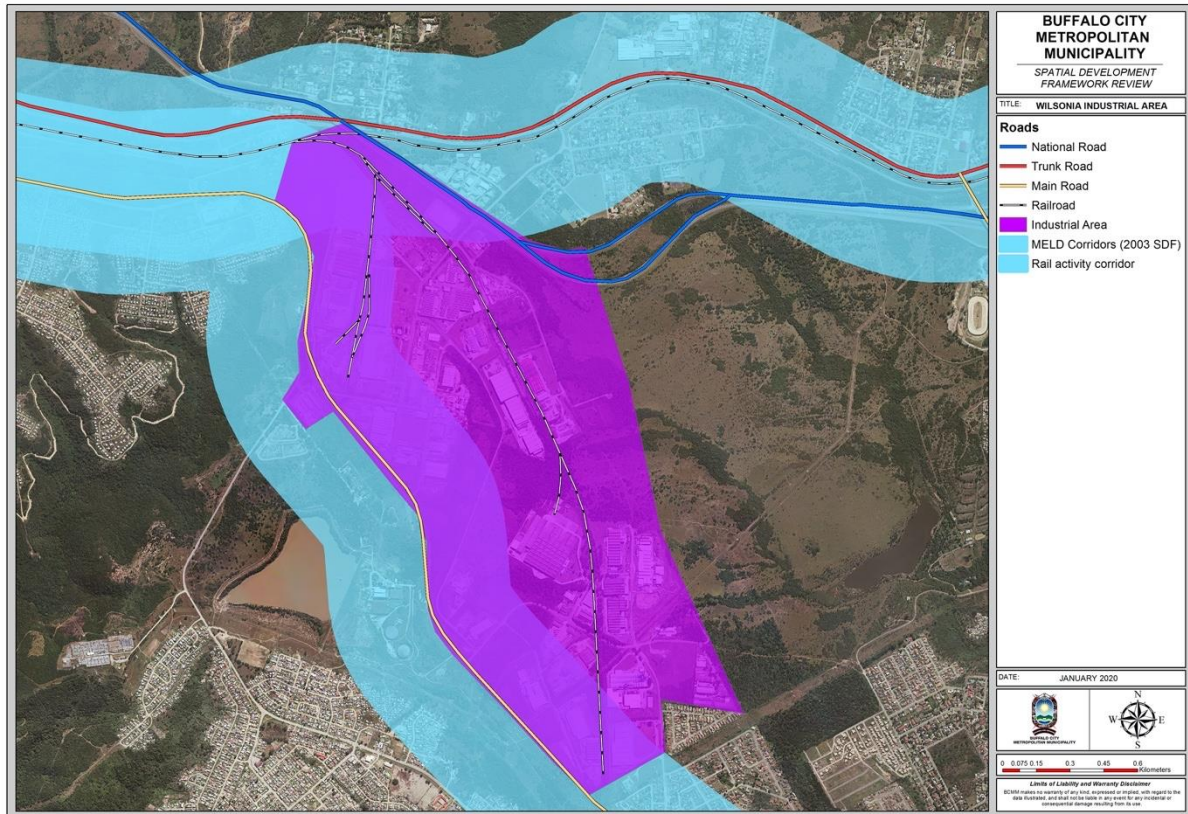
Inner City Industrial Cluster

The inner city industrial cluster is found in areas that are located north of the East London CBD; these are Arcadia, North End and Braelyn. The Nestle factory is located in North End and is also a major employer. There are signs of older properties in need of refurbishment and industrial activity typified by light manufacturing and warehousing.

Wilsonia Industrial Cluster

Wilsonia and Dawn constitutes this industrial cluster and is located north west of the CBD on the MELD corridor. The Johnson and Johnson factory is situated in Dawn and is also a significant contributor to the local economy. There are Council initiatives to upgrade the area.

The proposed bridge over the Buffalo River and the linkage from the R72 to the N2 will make Wilsonia a Pivotal position for logistics; The main objectives of **Wilsonia Industrial** will then be: **Re-purpose for logistics**.



Plan 33: Wilsonia Industrial Area

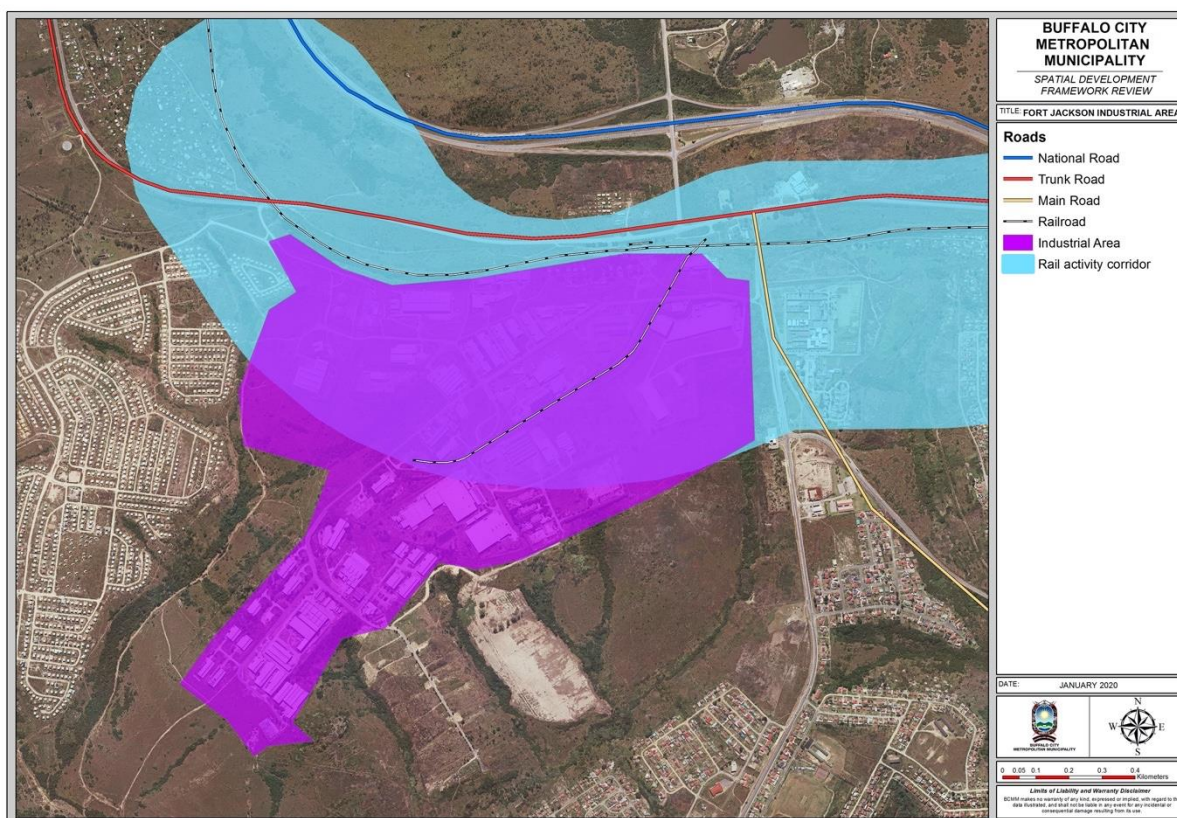
Mdantsane Industrial cluster

Fort Jackson remains attractive for industrialists seeking large spaces located in close proximity to a semi- skilled workforce. The node has been earmarked for further investment by the Eastern Cape Development Corporation (ECDC).

A new industrial area situated adjacent to Mount Ruth and the N2 has been identified and is intended to cater for the growing logistics industry in the region.

Fort Jackson, which is located north-west of Mdantsane also has its unique benefits. This Industrial area accommodates a number of SMME's and the Municipality would like to promote it as follows

- SMME Hub
- Repurpose for logistics



Plan 34: Fort Jackson Industrial Area

Dimbaza industrial:

Historically, Dimbaza was a key centre for industrial development in the former Ciskei, but this Industrial area declined when location incentives were removed in 1994 when the former Ciskei was incorporated into South Africa. Over the years the area has declined further and attracted nonindustrial uses, focused on serving the surrounding population.

A fully-fledged business case has been developed for the revitalization of the Dimbaza Industrial area which is championed by the Eastern Cape Development Corporation (ECDC) as the landlord, supported by the DTI, Department of Rural Development and Land Reform (DRDLR). BCMM has pledged its support for this initiative, which is envisaged to be executed over a 10-year period with an investment of approximately R1, 3 billion. About R865 million is anticipated from the private sector whilst the rest is expected to come from the public sector through infrastructure upgrade, business development support, etc. Over 3 000 direct jobs are anticipated from this development.

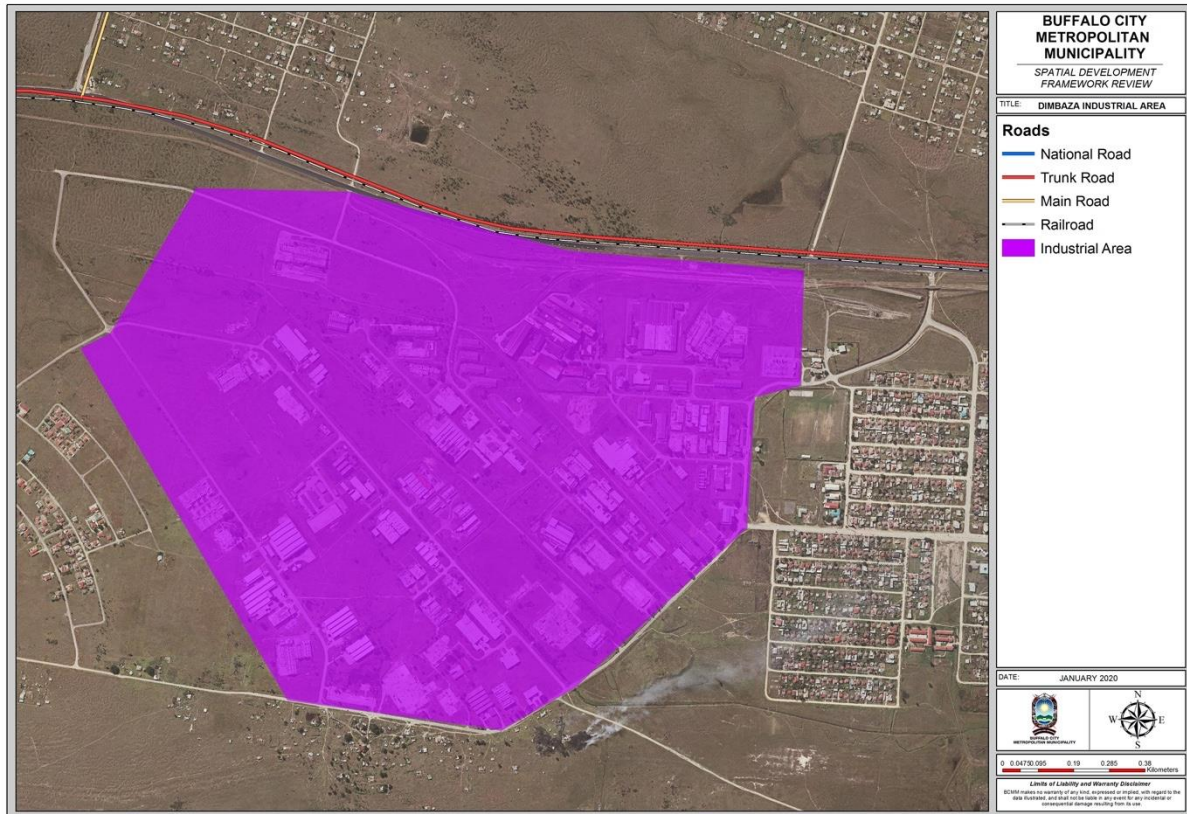
Over and above an Agri-Park, the Dimbaza Industrial Park will also attract investors from other sectors such as plastics, chemicals, steel and construction related industries. Ikusasa Green (Pty) Ltd, which manufactures eco cooler boxes and supplies Massmart has already established itself in the 2016/17 financial year. Other investors are conducting due diligence and raising capital to set-up in the coming year or two.

This area has been faced with growing socio-economic challenges, such major infrastructural decay, job losses, and flight of industries, amongst others. Part of the plan to revive this industrial area has been to develop the economic infrastructure in the surrounding communities and human settlements for increased economies of scale.



Overall, the objectives of the Dimbaza industrial area would be to:

- Respond the to the needs of the Rural Hinterland;
- Agricultural Processing – Perishables - Flowers, fruit
- Food Security for BCMM
- Linkage to Bulembu Airport for export of food and high-end products;
- Need to look at surrounding municipalities funneling agricultural products to Dimbaza for processing and/or export;
- Spatial Implications:
 - Needs housing, businesses, etc.
 - Need to encourage higher order facilities to support the residents



Plan 35: Dimbaza Industrial Area

Berlin Industrial Area

This is one of the largest industrial areas by size but is largely vacant. Berlin has been identified as a Green Energy Hub focussed on Renewable Energy, to broaden the energy mix as well as transform and diversify the economy. The Hub proposals include:

- Manufacturing and agro-processing as part of a green energy hub concept.
- Solar Farm proposal by IDZ.
- Solar (Manufacture panels and geysers)
- Wind(Turbines)

The waste to energy programme (Biogas) is aimed at converting waste into bio-fuel as part of a green energy manufacturing project. Contribution towards energy in support of the BCMMP.

Industrial Strategy

An Industrial Land Use Study for Buffalo City Metropolitan Municipality indicated that in considering the future of the industrial property markets, the following points should be considered;

- Building activities will remain subdued reflecting lower investor confidence and high vacancy rates;
- Vacancies in the industrial and other sectors of the commercial property market have increased. This
- offers limited prospects for real rental and capital growth as well as the need for significant development activity;
- Rising in operating costs remains a considerable risk for commercial sector. A significant component of these operating costs relate to electricity and municipal costs.
- The location of future commercial developments in the years ahead will be strongly influenced by available infrastructure and the provision of public transport. This will be of particular importance to the industrial property sector.
- While much of the focus on urban regeneration has been focused around the office sector, the need to maintain the quality in the industrial areas seems to have received less attention. Management of these areas is important in avoiding the decentralisation of industrial space.

Further to the above, it has been estimated that the local economy could attract sectors such as:

- Motor Component Manufacturing;
- Metal Press Stamping Mill;
- Aluminium and Magnesium High Pressure Moulding;
- Pharmaceuticals;
- Wood Products;
- Ceramics Food Processing; and
- Textile.

Based on the strategic implications, the following proposals have been identified:

- In terms of the Industrial land use study undertaken, the Dimbaza industrial is regarded as functionally obsolete and it is therefore proposed that a feasibility study be undertaken to determine whether it is viable to develop the area for mixed land use purposes, given the fact that it offers significant infrastructure.
- Incentives being offered to the industrial sector in order to attract investment and to encourage growth in the sector. Incentives in the form of reduced municipal costs relating to electricity, water and possible rates.
- Upgrading of the Hood Point Sewer Treatments Works to accommodate the development of the IDZ.
- Upgrading of railway lines being upgraded and also creating a new link between Berlin, East London and Port Elizabeth.
- Constructing a new railway line from the IDZ to the Port.
- Extending the airport runway to accommodate for existing and potential perishable industries.
- Upgrading of roads especially the R72.
- Construction of a new link/bridge over the Buffalo River. This will provide future access across the Buffalo River; enable a more direct route between the Mdantsane' s Highway Rank and the Industrial Development Zone and the West Bank industrial areas.
- The Berlin Industrial Area being earmarked to accommodate Renewable Energy Projects.

An Office and Retail Land Use Study for BCMM was undertaken to determine the dominance of office and retail developments in eight identified areas.

Based on the strategic implications, the following proposals have been identified:

- With the introduction of the Bus Rapid Transport (BRT), it is proposed that the CBD and Quigney Area be relooked at with regard to the existing office and retail buildings being revamped in order to attract corporate companies back into the area.
- The Sleeper Site and surrounds being developed as a Knowledge Economy Precinct area.
- The Southernwood/Arcadia area being identified as a mixed land use area to accommodate offices with high density residential buildings and businesses. It is further proposed that a LSDF be done for the Southernwood/Arcadia area to determine the extent of the area, designate areas for the various land uses and formulating land use management guidelines.

Tourism Strategy

Tourism is one of the key growth economic sectors of the municipal economy. Despite the recession it has continued to show prospects of job creation, skills development and marketing of the Buffalo City Metropolitan Municipality as a tourism destination. For 2009/10 the key objective of the tourism unit was to market the city as a Tourist Destination of choice.

The Tourism Unit as part of the Tourism SMME Support Programme supported the launch of Emonti Bed & Breakfast Association known as EMMBA. This is an association that has more than 40 Bed & Breakfast affiliates and such businesses are owned by previously disadvantaged individuals. This is the highlight of the tourism sector transformation in Buffalo City. Buffalo City Metropolitan Municipality further identified a need to support these businesses by giving them access to marketing platforms in order for their businesses to grow.

Whilst the Tourism Programme is progressing well with implementation of the programmes that seek to contribute towards tourism development and promotion, a need was also identified to review the Tourism master Plan. The Tourism Master plan is a sector plan that guides planning, identification and implementation of tourism programmes. The review of the Tourism Master Plan is currently being finalized and the first draft is complete. This plan will give new strategic direction with regard to tourism development and marketing.

Even though the city is slowly prioritizing events as one of the sectors that could be contributing towards economic growth, there is still a need to develop an event strategy that will clearly identify the type of events that the city will want to host, how much contribution will hosting of such events bring to the economy of the city and how should the city prioritize events.

Despite being identified in the City Development Strategy (CDS) as a strategic opportunity major tourism developments have not materialised in the city with the exception of the International Convention Centre along the Esplanade. The City and Transnet own significant portions of valuable revenue earning property along the beach front. In the absence of hotel developments the Bed and Breakfast industry has grown substantially especially in the urban core and along the urban coastline. (Source BCMM IDP 2013-2014)

Township Revitalization Strategy

South Africa does not have as single policy that exclusively prioritises or focuses on township Revitalisation. The country rather has a set of *overarching policies, underpinned by the democratic and developmental vision expressed in the Constitution.*

Policies which are aligned to specific sectors such as *housing, health, education* etc. were developed with the intention to be the conduit through which special focus would be given to the areas that have suffered from apartheid planning.

The Urban Development Framework, developed in 1997, highlights the excluded nature of townships and informal settlements and stresses the need to 'connect' them to places of opportunity. It presents four key elements of township development:

- Integrate the cities to negate apartheid-induced segregation, fragmentation and inequality. The focus is on upgrading informal settlements, reforming planning systems, and improving transportation and environmental management.
- Improve housing and infrastructure by encouraging investment, increasing access to finance, maintaining safety and security, and alleviating environmental hazards.
- Promote urban economic development to enhance the capacity of urban areas to alleviate poverty, increase economic and employment opportunities, and maximise the multiplier effect from implementing development programmes.
- Create institutions for delivery, which will require transformation and capacity building at all levels of government, and clarity on roles and responsibilities.

Source: UDF, 2007

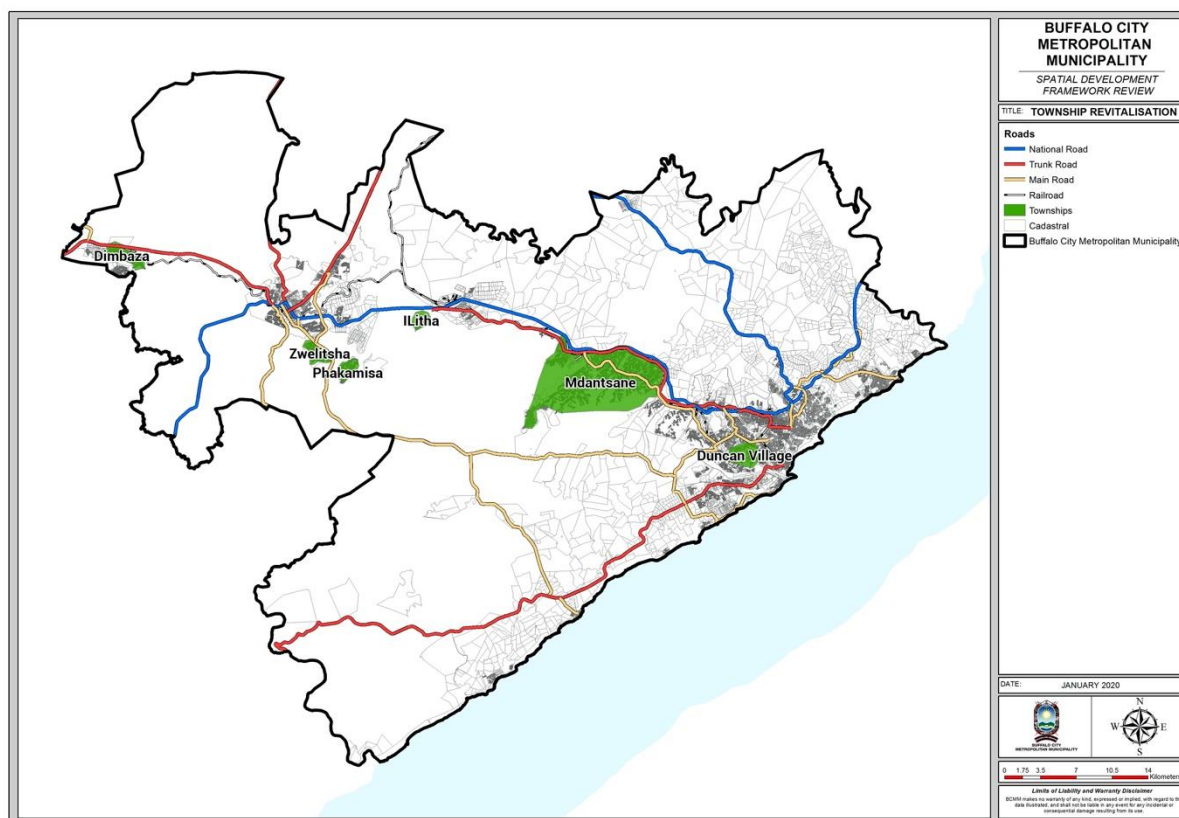
In the context of BCMM, there are many townships which were developed during the apartheid era and the spirit of apartheid planning is visible to this day in certain aspects. The Metropolitan municipality has desperately tried and has successfully completed an number of policies like the MELD corridor to correct these spatial imbalances.

The following townships have been identified as a Priority Townships within BCMM space:

1. Mdantsane
2. Duncan Village
3. Ginsberg
4. Zweltisha
5. Ilitha
6. Dimbaza
7. Phakamisa

The plan below spatially depicts the location of the aforementioned townships in relation to each other and the broader context of BCMM: -





Plan 36: Township Revitalisation

From a strategy perspective the **KEY ELEMENTS** of the Township Revitalization Strategy which require intervention: -

- Physical;
- Markets/Economic;
- Urban Management;
- Social;

The table below is extracted from Township Renewal Sourcebook, 2009 and clearly identifies the main objectives under the Key Elements identified above:-

PHYSICAL	MARKETS/ECONOMIC	URBAN MANAGEMENT	SOCIAL
1. Reduced transport costs and times for commuters	1. Improved competitive position of workers and work seekers in regional labour markets	1. Vibrant, safe, regulated, well-managed and maintained public and private environments	1. Enhanced access to a range of regional social opportunities
2. Greater access to regional opportunities	2. Better performance and competitiveness of township businesses	2. Increased end-user/ community involvement in urban management	2. Elimination or co-option of gangsterism and the other exploitative structures
3. Reduced physical segregation/isolation from adjacent city/town	3. Optimal performance of township residential property markets	3. Higher equity standards in township services and public facilities	3. Increased number, range, capacity and connectivity of local community institutions
4. Increased access to facilities, goods and services, requires release of vacant municipal and state land in the township	4. Improved performance of retail and services market to benefit residents	4. Higher rates of social and economic returns from investment in township public infrastructure	4. Reduced outmigration of human capacity and role models
5. Enhanced intra-township mobility and accessibility		5. The quality of residential accommodation is improved	5. Greater capacity of adults and those in positions of authority to act effectively against risky and antisocial behavior
6. Improved use of existing capital/ infrastructure assets		6. Street Naming	

In addition to the objectives mentioned above BCMM would like to focus on the following specific sectors as part of the Strategy:

- Address the CBD/Trading areas;
- Transport Interchange;
- SMME Support;
- Promote development of un or underutilized land.
- Residential:
- Promote Medium to higher density;
- Infill housing
- Industrial Revitalisation
- Reuse of abandoned buildings
- Release of Municipal and State Land for Township Economy
- SMME Support
- Education: Improve quality of the Schools
- Training and skills development
- Business/Financial Support
- Training Centres

Township Tourism is growing at a rapid rate nationally, and BCMM feels that it has the perfect opportunities for its identified Townships. The focus of Township Tourism will be specifically on:

- Route Marketing;
- Products promotion;
- Sport Nodes Enhancement: Swimming Pool, Stadium; etc.

In addition to the above elements, the Strategy needs to get the respective departments together to and implements the different elements.

Rural Economic Strategy:

Rural Economies stimulation is always high on the National Agenda. However, at a local level, rural economies appear constantly to struggle. Larger scale job creation through agricultural enterprises is required. It is advised that the Key Agricultural Enterprises be identified and implemented to assist rural communities and households. Food security is a growing concern and rural areas could offer a solution through the sustaining agricultural enterprises.

Other sectors that can influence the economy in rural areas is in Tourism and Conservation. These sectors have never been sufficiently exploited and mainly due to the fact that the Return on Investment is lower than other sectors and the capital investment is relatively high.

Household Food Security: Is Permaculture an Option?

Permaculture is a system of agricultural and social design principles centred on simulating or directly utilizing the patterns and features observed in natural ecosystems. The term permaculture (as a systematic method) was first coined by Australians Bill Mollison and David Holmgren in 1978. The word permaculture originally referred to "permanent agriculture" but was expanded to stand also for "permanent culture," as it was seen that social aspects were integral to a truly sustainable system as inspired by Masanobu Fukuoka's natural farming philosophy.

It has many branches that include but are not limited to ecological design, ecological engineering, environmental design, construction and integrated water resources management that develops sustainable architecture, regenerative and self-maintained habitat and agricultural systems modelled from natural ecosystems.



Permaculture is a philosophy of working with nature, rather than against nature; of protracted and thoughtful observation rather than protracted and thoughtless labour; and of looking at plants and animals in all their functions, rather than treating any area as a single product system.

The three core tenets of permaculture are:

Three core tenets of permaculture	
Care for the earth	Provision for all life systems to continue and multiply. This is the first principle, because without a healthy earth, humans cannot flourish.
Care for the people:	Provision for people to access those resources necessary for their existence.
Return of surplus	Reinvesting surpluses back into the system to provide for the first two ethics. This includes returning waste back into the system to recycle into usefulness. The third ethic is sometimes referred to as Fair Share to reflect that each of us should take no more than what we need before we reinvest the surplus.

Technologies that are utilised in Permaculture include:

- Exclusion of chemicals:
 - Compost and manure are utilised to fertilise soil
 - Inclusion of farm animals (ducks, chickens) to control insects and fertilise
 - Companion cropping to reap benefits of certain plants (legumes for nitrogen, plants repel insects etc.)
 - Use of organic remedies for treatment and prevention insects and diseases. (garlic, pepper, onion, eggshells etc.)
 - Weed control with no cultivation or chemicals. Use of mulches
 - Encouraging predators of pests
- Soil health principles
 - No digging
 - Manuring or compost
 - Vermiculture
 - Cover cropping

- Rainwater harvesting
 - Swales
 - Tanks
 - Dirty water

- Companion cropping
 - Variety of different plants from trees to shrubs

Permaculture is not used in general for commercial agriculture. Although similar principles are utilised such as zero till, cover cropping, improving soil health etc.

Permaculture would be utilised at household level to supply household food and would be undertaken through training sessions to assist the households in implementing the principles of permaculture.

5.1.3 Sustainable Human Settlements Theme

Table 9: Sustainable Human Settlements

<p>This theme seeks to address the critical interventions required that would counter current shortcomings in the way settlements perform. Key areas of concern include dealing with the wide variety of housing needs and related tenure challenges, especially those that are poorly catered for by current housing markets. Other areas of concern relate to the need to ensure that housing opportunities are developed in areas that offer better access to social and economic opportunities to the most people (especially the less well-off who are most reliant on public transport); and to the need to ensure that levels of access to critical social facilities and services are progressively improved.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • The historical undersupply of affordable forms of housing and a consequent significant housing backlog of around 120,000 units; • Ongoing and dynamic informal settlement formation; and • The need to foster re-development and spatial transformation of existing core urban settlement areas such as Mdantsane, Duncan Village and Zwelitsha to achieve more sustainable human settlement environments.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 11: Sustainable Cities & Communities
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 8: Transforming human settlement and the National Space Economy <p>Integrated Urban Development Framework (IUDF)</p>

	<ul style="list-style-type: none"> • Four Strategic Goals • 9 Policy Levers
SPLUMA Section 21(f)(i)(k)	<p>Relevant guidance drawn from Section 21(f)(i)(k):</p> <ul style="list-style-type: none"> • include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments; • identify the designated areas where a national or provincial inclusionary housing policy may be applicable; • identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable; • identify the designation of areas in which— <ul style="list-style-type: none"> ○ more detailed local plans must be developed; and ○ shortened land use development procedures may be applicable and land use schemes may be so amended.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> 1. Work to facilitate the provision of a variety of housing choices across the city for all communities 2. Promote affordable housing provision near employment opportunities and established urban activity nodes with social amenities. 3. Ensure that a full range of social facilities and services are available to support human settlements
Key Programmes and Projects	<ol style="list-style-type: none"> 1. Complete and implement the BCMM Integrated Human Settlement Plan to guide human settlement development activities in line with key MSDF policies



Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 25: Sustainable Human Settlements	1. <i>BCMM will work to facilitate the provision of a variety of housing choices across the city for all communities</i>	IHS1: Facilitate an integrated mix of housing typologies and income levels in housing developments	<p>IHS1.1: MIX OF HOUSING TYPOLOGIES</p> <p>Use existing housing subsidy programmes to facilitate a mix of housing types and densities in areas as designated in the SDF. Such options are to include Incremental Housing opportunities.</p> <p>High density developments are to be encouraged</p> <p>IHS1.2: REDEVELOPMENT OF LAND</p> <p>Prioritize redevelopment of well-located city-owned 'brownfield' infill sites for housing</p> <p>IHS1.3 GREENFIELDS SITES</p> <p>Identify and develop large, well located sites for mass housing initiatives to accommodate the housing backlog.</p> <p>IHS1.4: INCENTIVE FOR HOUSING MIX</p> <p>Formulate and implement policy for private sector developments that specifies a mix of housing types proportionate to the size of the development in designated areas and provide incentives for projects that exceed minimum requirements</p> <p>IHS1.5: PARTNERSHIPS</p> <p>Establish partnerships with stakeholders in the housing supply and those representing communities in need of housing in order to coordinate programmes and resources</p>
	2. <i>BCMM will promote affordable housing provision near employment</i>	IHS2: Promote the provision of housing for low- and moderate-income	IHS2.1: EMPLOYEE HOUSING

	opportunities and established urban activity nodes with social amenities.	households throughout the community.	Facilitate the provision of well-located housing opportunities for employees. Encourage diversity in the type, density, and location of housing IHS 2.2: INCLUSIONARY HOUSING Formulate an Inclusionary Housing Policy
KFA 9: Sport and Recreation Facilities KFA 29: Cemeteries and Crematoria	3. BCMM will ensure that a full range of social facilities and services are available to support human settlements	IHS3: Engage in intergovernmental partnerships and other initiatives to support the roll out and maintenance of basic social facilities and services.	IHS3.1: INTERGOVERNMENTAL PROTOCOLS Conclude IGPs to contract in the support of other spheres of government to assure a minimum level of access to social facilities and services is provided to communities.
		IHS4: Support the development of public spaces that promote community gatherings and cultural events;	IHS4.1: REUSE OF LAND PARCELS Explore opportunities to accommodate open space or recreation-oriented uses on brownfield sites not suitable for redevelopment with other uses.
		IHS5: Ensure provision of Cemeteries, Halls, Clinics, Schools and other social facilities to all communities in line with the applicable CSIR standards	IHS5.1 LAYOUT PLANS GUIDED BY STANDARDS OF PROVISION All township layout designs must take into account the current level of provision and access to social facilities and, where required, must make provision for erven to accommodate such facilities.

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 25: Sustainable Human Settlements	1. <i>BCMM will work to facilitate the provision of a variety of housing choices across the city for all communities</i>	IHS1: Facilitate an integrated mix of housing typologies and income levels in housing developments	<p>IHS1.1: MIX OF HOUSING TYPOLOGIES</p> <p>Use existing housing subsidy programmes to facilitate a mix of housing types and densities in areas as designated in the SDF. Such options are to include Incremental Housing opportunities.</p> <p>High density developments are to be encouraged</p> <p>IHS1.2: REDEVELOPMENT OF LAND</p> <p>Prioritize redevelopment of well-located city-owned 'brownfield' infill sites for housing</p> <p>IHS1.3 GREENFIELDS SITES</p> <p>Identify and develop large, well located sites for mass housing initiatives to accommodate the housing backlog.</p> <p>IHS1.4: INCENTIVE FOR HOUSING MIX</p> <p>Formulate and implement policy for private sector developments that specifies a mix of housing types proportionate to the size of the development in designated areas and provide incentives for projects that exceed minimum requirements</p> <p>IHS1.5: PARTNERSHIPS</p> <p>Establish partnerships with stakeholders in the housing supply and those representing communities in need of housing in order to coordinate programmes and resources</p>
	2. <i>BCMM will promote affordable housing provision near employment opportunities and</i>	IHS2: Promote the provision of housing for low- and moderate-income households throughout the community.	<p>IHS2.1: EMPLOYEE HOUSING</p> <p>Facilitate the provision of well-located housing opportunities for employees.</p>

	<i>established urban activity nodes with social amenities.</i>		Encourage diversity in the type, density, and location of housing IHS 2.2: INCLUSIONARY HOUSING Formulate an Inclusionary Housing Policy
KFA 9: Sport and Recreation Facilities KFA 29: Cemeteries and Crematoria	3. BCMM will ensure that a full range of social facilities and services are available to support human settlements	IHS3: Engage in intergovernmental partnerships and other initiatives to support the roll out and maintenance of basic social facilities and services.	IHS3.1: INTERGOVERNMENTAL PROTOCOLS Conclude IGPs to contract in the support of other spheres of government to assure a minimum level of access to social facilities and services is provided to communities.
		IHS4: Support the development of public spaces that promote community gatherings and cultural events;	IHS4.1: REUSE OF LAND PARCELS Explore opportunities to accommodate open space or recreation-oriented uses on brownfield sites not suitable for redevelopment with other uses.
		IHS5: Ensure provision of Cemeteries, Halls, Clinics, Schools and other social facilities to all communities in line with the applicable CSIR standards	IHS5.1 LAYOUT PLANS GUIDED BY STANDARDS OF PROVISION All township layout designs must take into account the current level of provision and access to social facilities and, where required, must make provision for erven to accommodate such facilities.

5.1.3.1 Housing Need and Land Availability

The Housing Sector Plan for BCMM recorded an estimated housing backlog in Buffalo City at around 65 800 units. This is made up of all income levels and housing types into an urban and rural need.

The broad assessment of suitable land to accommodate residential development indicates that around 6,300 ha of land are available for urban-type development within the identified Urban Services Edge. It is accepted that this figure is indicative only and that, in reality, the extent of *developable* land would be less. Therefore, the principle that new housing development should explore higher density options is fundamental. BCMM is currently investigating "Rapid Land Release Programme".

However, some 61,000 housing units are currently programmed for planning and/or implementation in already identified localities. Moreover, these housing projects have largely been planned in terms of the present density norm, which makes the possibility of increasing densities in these localities problematic. Consequently, new localities to meet the projected additional need of some 69,000 units over the period to 2020 must be identified and planned to accommodate a range of higher densities.

Mass Housing: -

As part of this SDP review the concept of MASS HOUSING is being proposed. There are six (6) mass housing residential units. The proposed Mass Housing concepts include:

- **Mix of Housing typologies:**
 - Social housing;
 - High Rise buildings/walk-ups/Flats;
 - RDP;
 - Gap Housing/Employer Assisted Housing;
 - Rental Housing.
- **Mixed Land Uses:**
 - Residential development integrated with retail/commercial.
- **Accessibility:**
 - Retail/commercial developments to allow jobs within walking distances;
 - Good access to areas of job creation and opportunity.
- **Transport and Linkages:**
 - Adequate Road Links and efficient Public Transport to link residential areas to places of employment.
- **Serviced Land:**
 - This can permit families access to the housing market and initiate wealth creation;
- **Cross subsidisation within Developments:**
 - Full range of socio-economic groups with developments to ensure that cross subsidisation is viable and sustainable;
- **Provisional Restructuring Zones (PRZ's):**
 - These must be established and aligned to the Mass Housing Areas.

5.1.3.1.1 Public Funded Housing

A trend analysis undertaken by the Buffalo City Integrated Sustainable Human Settlement Plan indicates that the major demand for housing in terms of numbers falls within the low income sector and that is the sectors that generally depend on the public housing assessment to be able to gain access to formal housing.

The spatial locations of the demand is evident by the informal dwellings and is primarily within the core of greater East London (Duncan Village/Nompumelelo, Scenery Park, Reeston) and Mdantsane, with smaller settlements being associated with townships such as Zwelitsha, and Dimbaza in the King Williams Town/Bhisho area.

5.1.3.1.2 Private Funded Housing

Housing demand trends in the private property market sector are less easily quantified. Coincident with the property market “boom” in the period 2002-2008, Buffalo City experienced a growth in residential property development (greenfields as well as brownfields [i.e. subdivision of existing single residential stands]). However, with the restrictions on loan funding availability brought about by the National Credit Act, 2007 and, later, by the fall-out related to the Global financial crises in 2008 onward, there has been a reported slowdown in new developments (proposed) as well as in the take-up of new developments.

Areas where new residential developments were targeted in the early-mid 2000s included Beacon Bay, Abbotsford/Nahoon Valley and Amalinda. The demand for town house developments largely occurred in the Quenera area. The Quenera is a largely unserviced greenfields development area situated between Beacon Bay and Gonubie with a capacity of approximately 20 000 housing units. This area was identified as the city's first opportunity to create an integrated housing area.

Due to the urgency and priority of the infrastructure needs of two of the City's major urban renewal areas, namely Duncan Village and Mdantsane, the current Built Environment Performance Plan focuses mainly thereon.

A second unserviced green fields integrated development area on the western coastline of the city known as Rockcliff that was capable of housing 20 000 dwelling units in the proximity of the IDZ and the Airport is also and identified integrated housing. This development which was proposed to consist of a full range of housing types has also not developed as proposed.

The default situation where the city has been unable to provide serviced land for middle income housing has resulted that market forces have effectively driven densification in the urban core. The identification of land in the Metro is deemed as an important tool to remedy the spatial ills of the past. To that end the SDF in 2003 started identifying sufficient land as centrally located as possible, while the Provisional Restructuring Zones were declared in 2007 to densify the urban core.

The Housing Mandate is to have an approved Integrated Sustainable Human Settlement Plan, Housing Sector Plan, single Housing Needs Register with a Housing Allocation & Relocation Policy in order to deliver or

facilitate the delivery of proper and quality houses with basic level of services to all Buffalo City Metropolitan Municipality (BCMM) citizens especially the poor and those with special needs.

5.1.3.2 Current Urban Housing Proposals

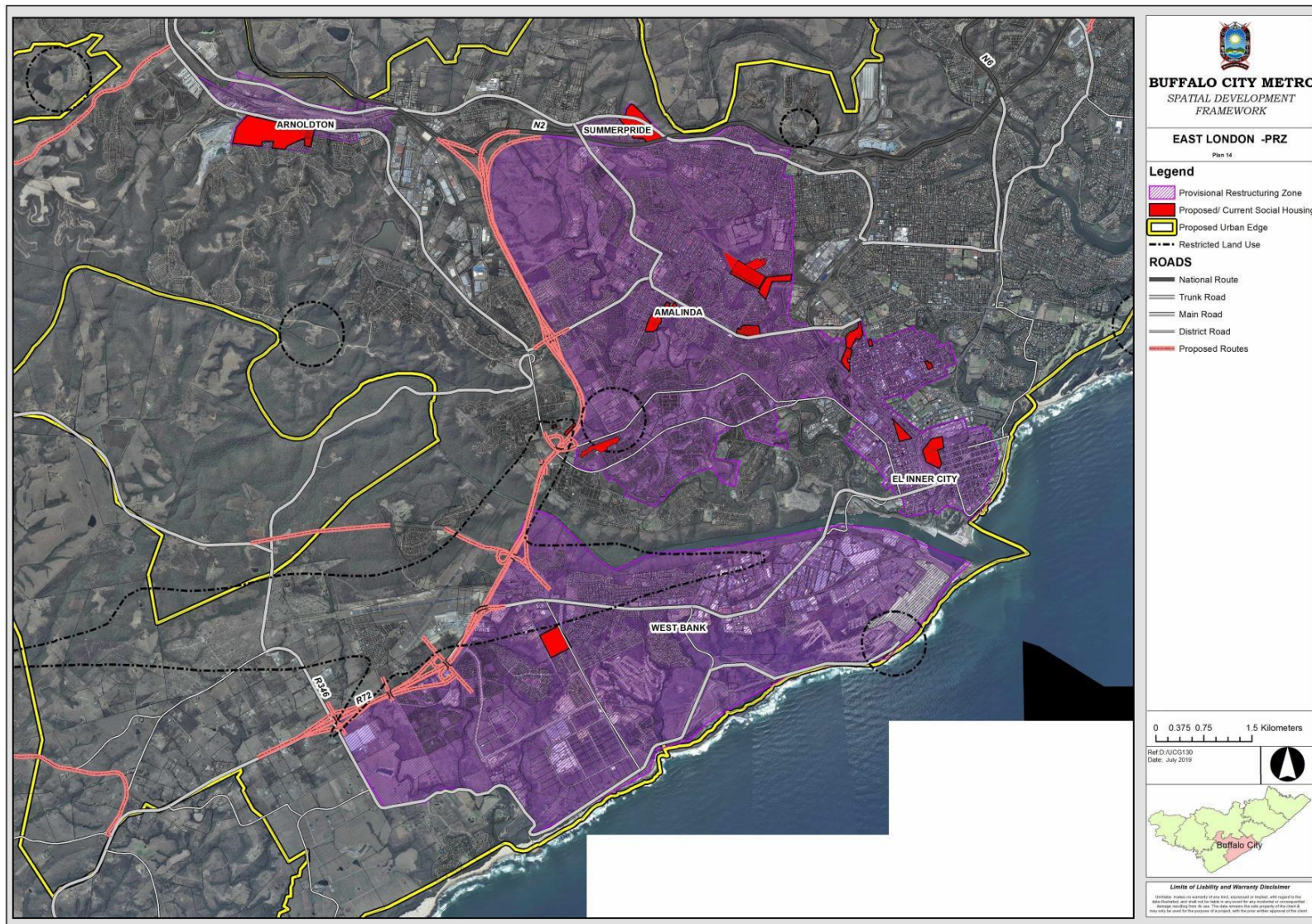
Under this heading the topics of Provisional Restructuring Zones. Mass Housing and Infill Housing are unpacked and discussed in more detail:

Provisional Restructuring Zones (PRZs)

Provisional Restructuring Zones (PRZ) are identified in terms of the Social Housing Act (16/2008): Social Housing Regulations. These are zones where higher density social housing is permitted and subsidised, and are legally gazetted. For a spatial representation of all the PRZ areas, refer to Plans 14, 15 and 16, as well as Table 6 below, which depicts these areas within BCMM.

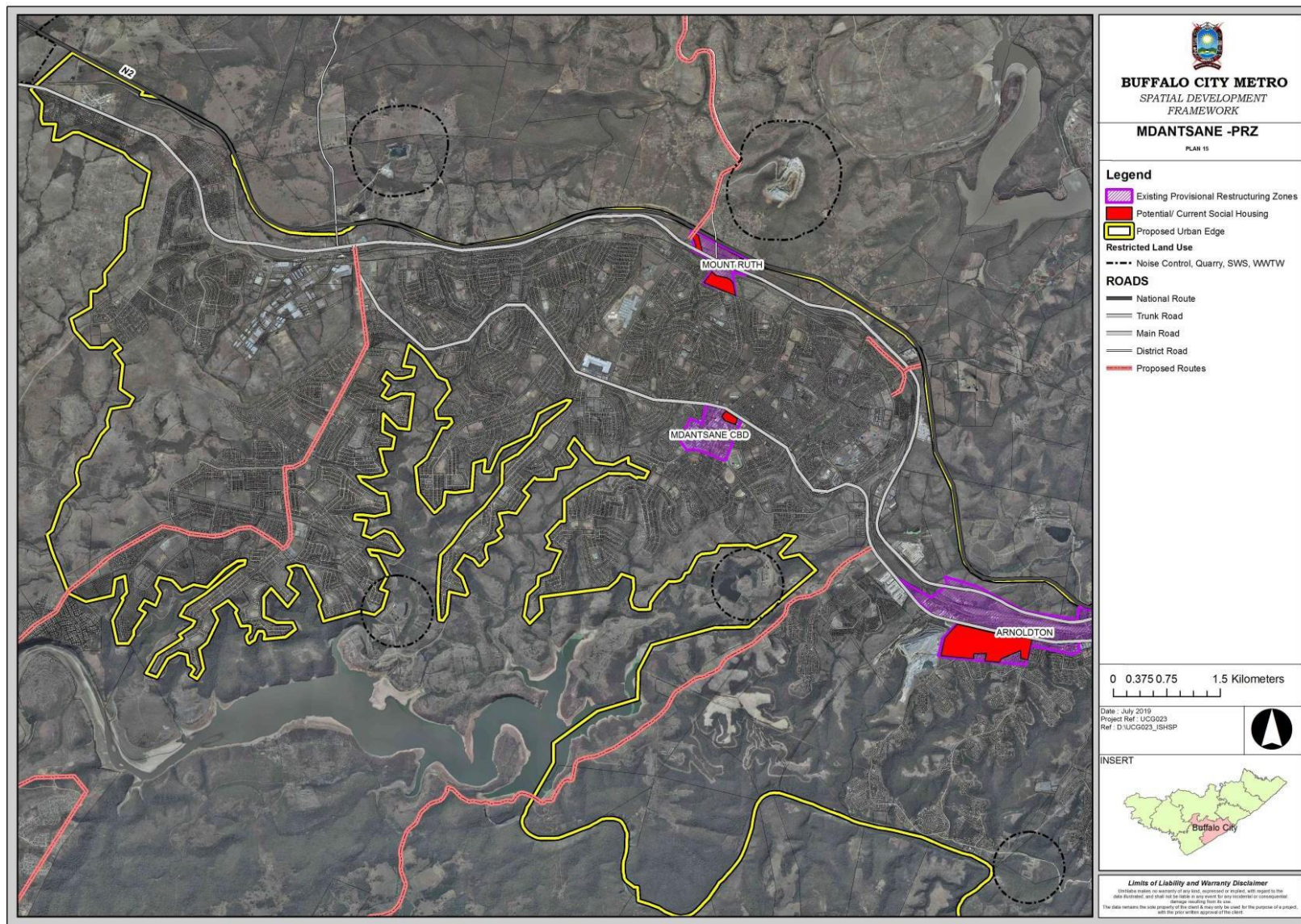
Table 10: PRZs in BCMM

REGIONAL LOCALITY	EXISTING PRZ AREAS	PROPOSED PRZ AREAS
King Williams Town	ERF RE/1, north of the N2 at the southern entrance to KWT (M9) ERF/RE 2270, along the Bhisho /N2 access road (R19)	The 2 erven previously identified. KWT CBD and Transition Area (along Buffalo Rd) KWT – Bhisho Corridor
Mount Ruth	Mount Ruth nodal area	Erven 426-428, 1463-1477, 2053-2055
Mdantsane CBD	Mdantsane nodal area	Erven 9756-9760, 9855-9861, 11291, 9864-9867, 10109, 9851, 9869, 10117, 9871-9873, 9786-9791, 9797-9801, 1013310121-10125, 10126-10131, 9805, 9933, 10390, 10418, 9990, 9803, 10436, 9807-9810, 9812, 10006-10009, 9819-9821, 9846, 9814, 10012, 10011, 9872, 9971, 11336-11341, 10119, 9830-9833, 10432, 11359, 11343, 10433, 10015, 10104, 10106, 6465, 10105, 10107, 10118, 10110
East London Inner city including CBD; Duncan Village	Sleeper Site; Erf 29264 in DV	The entire CBD area, including Duncan Village Chiselhurst, Belgravia, Southernwood, Sleeper Site, Quigney
Arnoldton/Reeston	Arnoldton Nodal area	67, 69-73, RE/84, 99, 75, 92, RE/468, 24357, re/436, re/517, 27358, 129, 82-87, 90-93, RE/75, RE/74, 123, 124, 53-58, 60-61, 125, 40-45, RE/ 58442, 120, 108, 36, RE/16, 122
Summerpride	Erf 22462; Erf 3890; Portion of erf 5152 on north side of N2 adjacent to Summerpride roads camp	Erven 32991-33024, 32970-32982, 32985-32988, 49576, RE/33227, 23092, RE/637, RE/642, 48162, 48158, RE/637, 48154, 22436, RE/639, RE/200, RE 5152, 32094, 23047, RE/22462, RE/3890, 48163, RE/4481, RE/32093, RE/5152
Amalinda/Cambridge	Erf 2212; 2419 1955 3847 3869	Entire suburb (including individual erven identified)
West Bank	Erf 1215 Note the entire West Bank was proclaimed but the extent is unknown	Entire West Bank within the Urban Edge as defined in the SDF



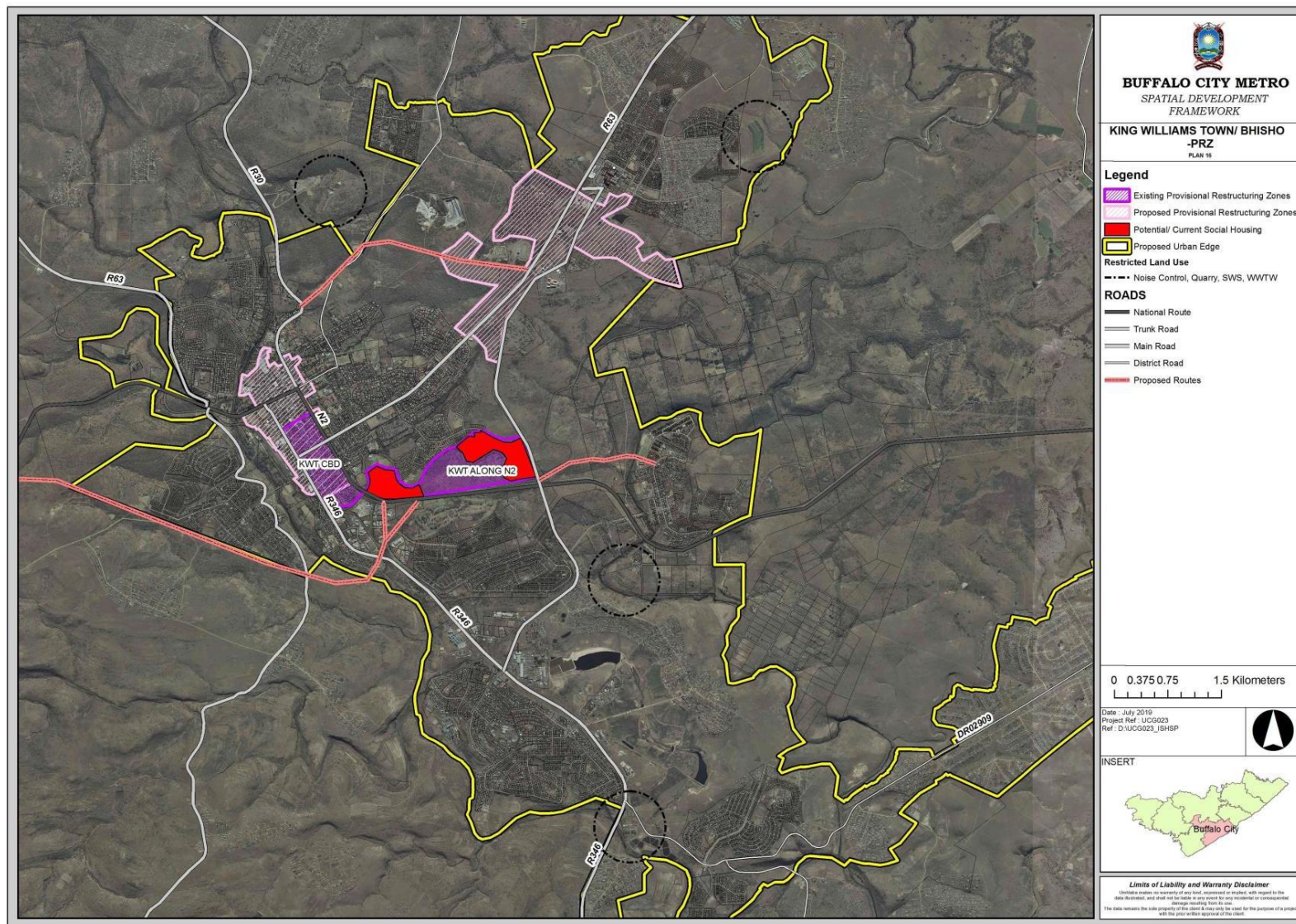
Plan 37: PRZ Areas East London





Plan 38: PRZ Areas Mdantsane





Plan 39: PRZ Areas in King Williams Town and Bhiso

Mass Housing Proposals:

Table 11: Mass Housing Proposal

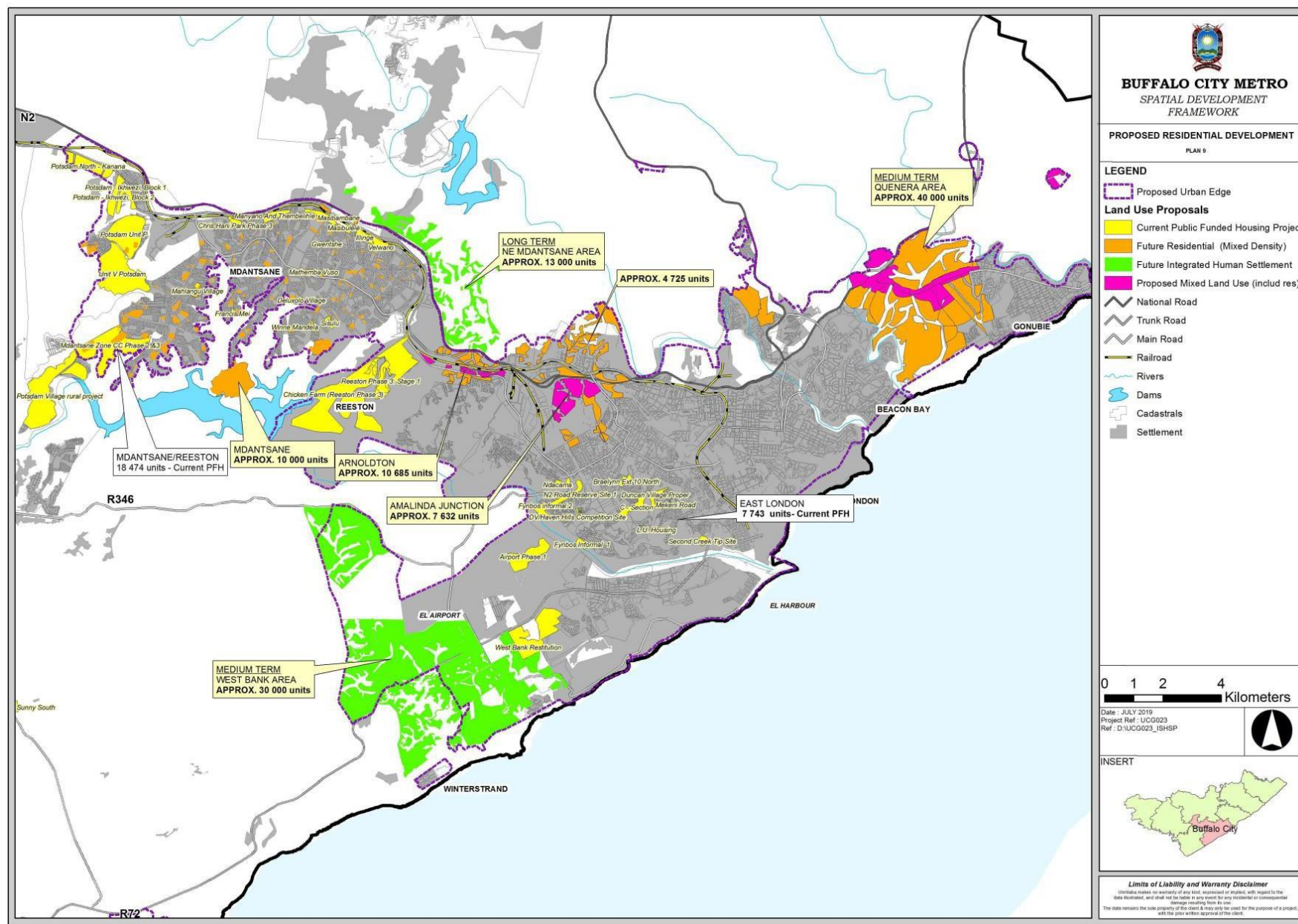
Mass Housing Area	Area (ha)	Density 1: 30du/ha	Density 2: 80du/ha	Density 3: 150du/ha	BULK INFRASTRUCTURE				Within a PRZ
					Water	Sanitation	Electricity	Roads	
West Bank	1426.8	42804	114144	214020	N	N	N	N	N
KWT/Bhisho Corridor	446.16	13308	35692	66924	N	N	Y	N	Y&N
Ginsberg	283.74	8512	22699	42561	Y	Y	Y	N	N
Quenera	416.4	12492	33312	62460	Y	Y	Y	N	N
Amalinda Junction	120.18	3605	9614	18027	Y	N	Y	N	Y
Berlin	56.4	1692	4512	8460	Y	Y	Y	N	N

The future Integrated Human Settlement projects within BCMM area are indicated in green on *Plan 9* below. The areas are listed in the *Table 7* below and also refer to the plan for spatial representation of the areas:

AREAS OF INTEGRATED HUMAN SETTLEMENT PROJECTS	
Future Integrated Human Settlement Projects	<ul style="list-style-type: none"> ▪ Mdantsane Area: 13 000units ▪ West Bank area: 105 235 units
Proposed Mixed Land use Projects (including Residential)	<ul style="list-style-type: none"> ▪ Cross Ways ▪ Quenera Area ▪ Amalinda Junction ▪ Arnoldton.
Current Public Funded Housing Projects	<ul style="list-style-type: none"> ▪ West Bank ▪ Airport Phase 1 ▪ Fynbos Informal 1

- *Second Creek Tip Site*
 - *L.U. Housing*
 - *DV/Haven Hills Competition Site*
 - *C-Section*
 - *Mekeni Road*
 - *Duncan Village Proper*
 - *Braelynn Ext 10. North*
 - *Ndacama*
 - *N2 Road Reserve Site 1*
 - *Fynbos Informal 2*
 - *Reeston Phase 3-Stage 1*
 - *Sisulu*
 - *Winnie Mandela*
 - *Mathemba Vuso*
 - *Gwentshe*
 - *Velwano*
 - *Ilinge*
 - *Masibulele*
 - *Masibambane*
 - *Manyani and Thembelihle*
 - *Chris Hani Park-Phase 3*





Plan 41: Proposed Residential Development

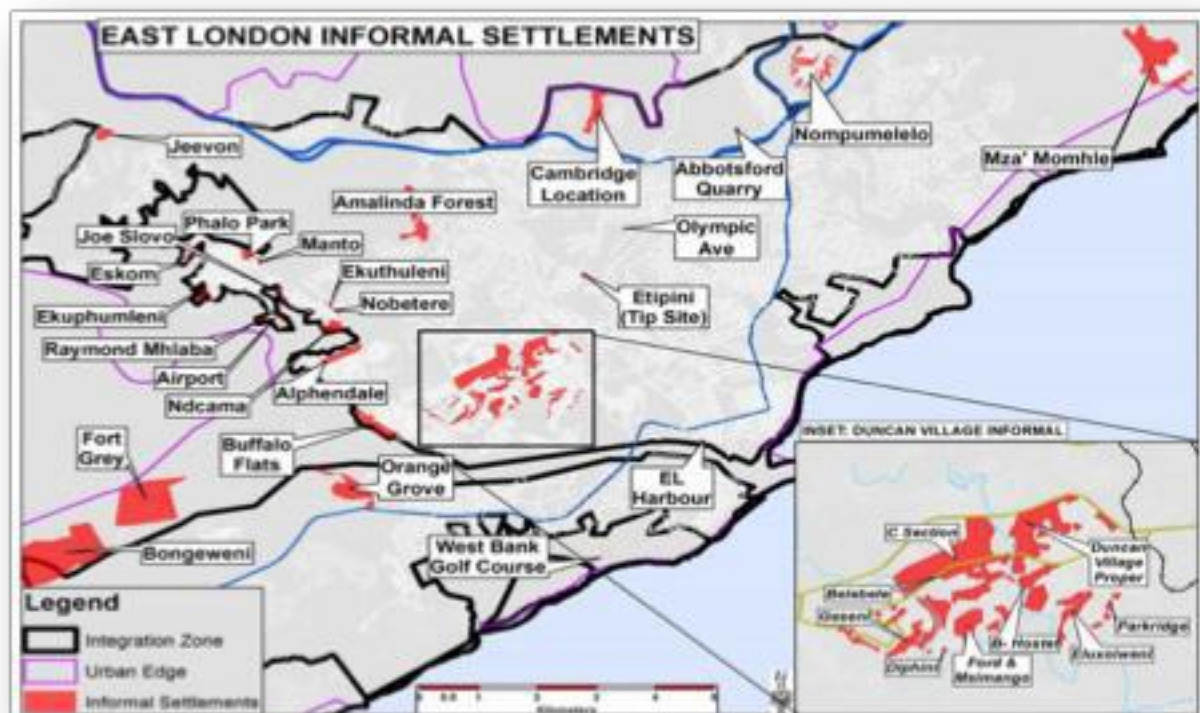


5.1.3.3 Informal Settlements and Marginalised Residential Areas:-

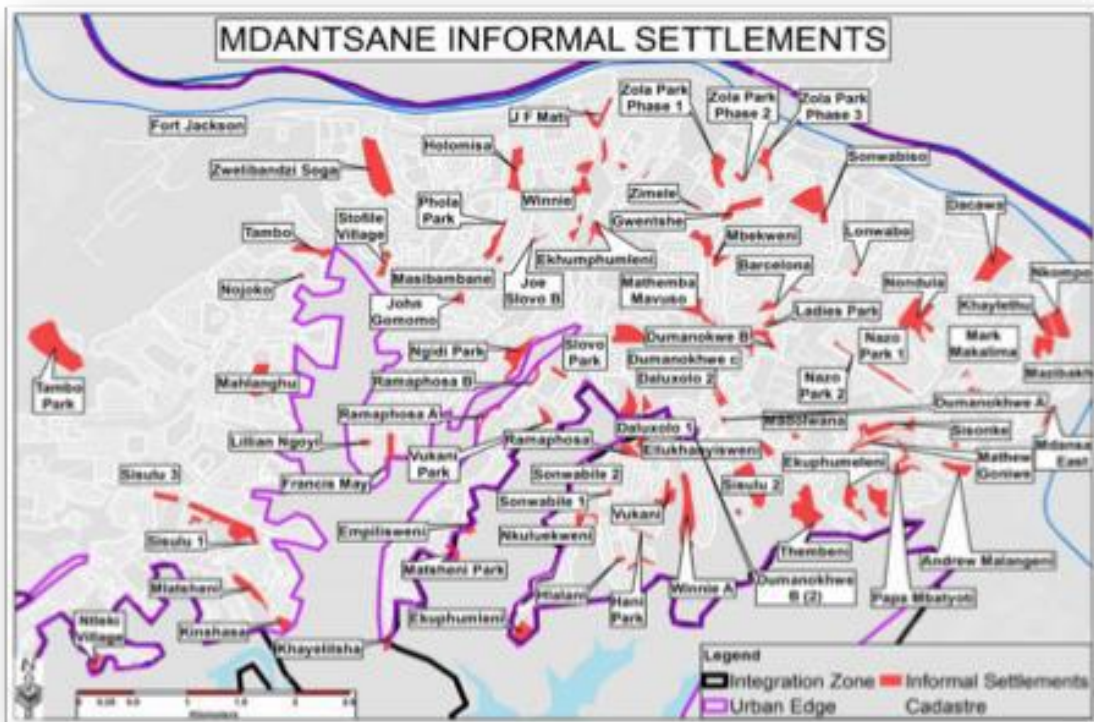
Buffalo City Metropolitan Municipality's draft review of its Integrated Sustainable Human Settlements Plan (ISHSP) has largely focused on the demand and needs around state subsidised housing. It has been noted that further extensive work on the analysis of needs around the remaining residential property market is vital in order to promote the development of a greater mix of housing types and options within the Metro. This will align the needs of the residential market as well as provide a holistic vision to meet desired impacts of spatial transformation. The draft document has therefore not been finalised. In the absence of the finalised plan, the following information is sourced from the Human Settlements Department.

The key findings of the Informal Settlement Study (2010) are as follows:

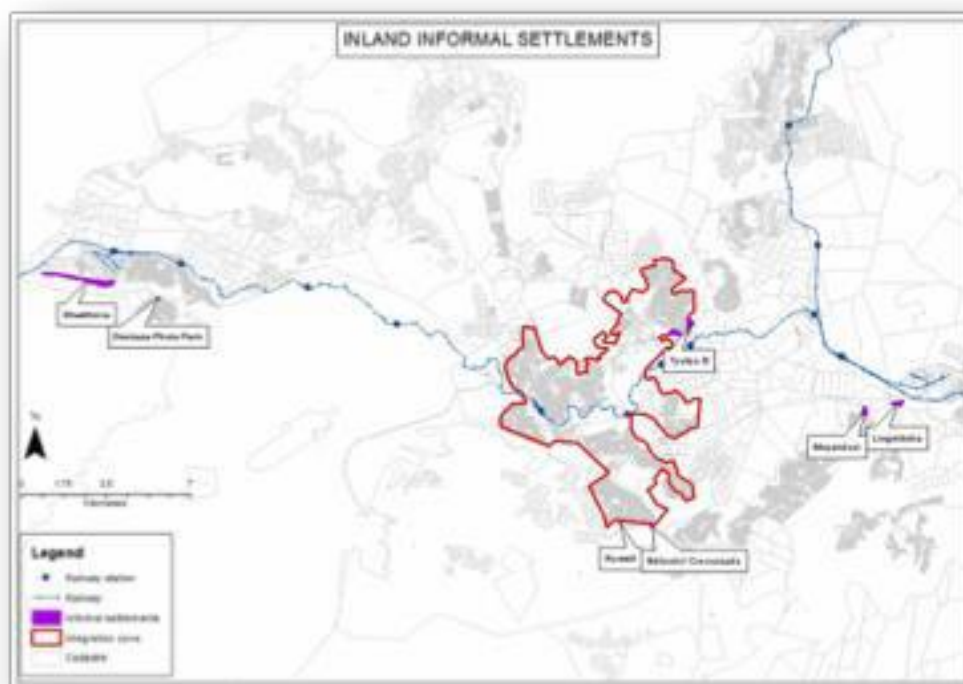
- Total of 154 informal settlements within the Urban Edge [SEP]
- Total of approx. 41,238 informal dwellings (excludes backyards dwellings) [SEP]
- Duncan Village – Approx. 20,000 informal dwellings [SEP]
- East London KWT – 13,352 informal dwellings [SEP]
- Mdantsane – 7,886 informal dwellings [SEP]
- Population: ±155,080 in informal settlements (Excluding back yards dwellings) [SEP]



Plan 42: East London Urban Informal Settlements (Source: Informal Settlements Study, 2010)



Plan 43: Mdantsane Urban Informal Settlements (Source: Informal Settlements Study, 2010)



Plan 44: Urban Informal Settlements within the Secondary Integration Zone (Source: Adapted from the Informal Settlements Study, 2010)

Figure B.14c: From *Plans 10 and 11* below, the major informal settlements are located in Duncan Village ($\pm 20\,000$ units),

Nompumelelo ($\pm 2\,500$ units) and Mzamomhle ($\pm 2\,500$ units), totaling approximately 25,000 informal structures.

Plan 12 indicates Informal Settlements located in Mdantsane and have been classified into 6 main categories:

- Settlements with Land Ownership issues;
- Settlements with Hazardous Conditions;
- Settlements with Infrastructure issues;
- Settlements that are Already Planned;
- Low Density settlements with no pressure; and
- Settlements which are suitable for formalisation. ^[11]_{SEP}

The findings of the study concluded that not all informal settlements will be suitable for in-situ upgrading and formalisation. The relocation of informal settlements will require suitable and serviceable land for development, closer to the city (Densification vs. Urban sprawl). Urgent identification and acquisition of land for the relocation of informal settlements have been highlighted in the study. Funding resources will be required to implement the incremental in-situ upgrading programme and for greater infrastructure capacity.

The following informal settlements which the Settlement Department in City Planning has completed and/or currently busy with:

Township Establishments/ Subdivision & Rezoning

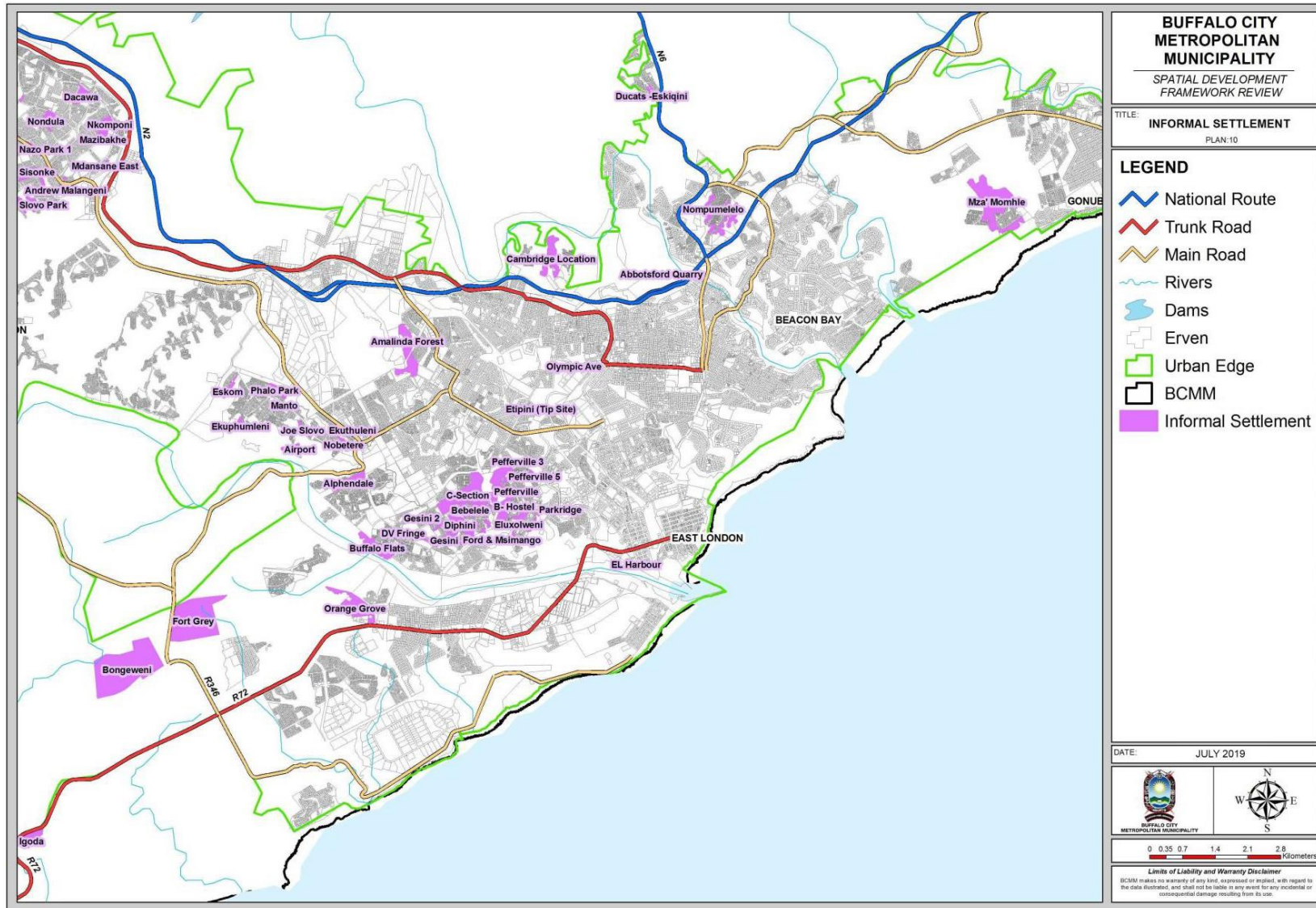
- Matsheni Park (Mdantsane Infill Areas) – 26 Sites
- Empilisweni (Mdantsane Infill Areas) – 26 sites
- Khayelitsha (Mdantsane Infill Areas) – 67 sites
- Hani Park (Mdantsane Infill Areas) – 21 sites
- Phola Park (Mdantsane Infill Areas) – 36 sites
- Hlalani (Mdantsane Infill Areas) – 29 sites
- Ilitha Erf 943 – 51 sites
- Z Soga 2 (Mdantsane Infill Areas) – 71 sites
- Z Soga 3(2) (Mdantsane Infill Areas) – 108 sites
- Slovo Park (Mdantsane Infill Areas) – 124 sites (In-process)
- Ekuphumleni - (Mdantsane Infill Areas) – 62 sites (In-process)
- Gwentshe (Mdantsane Infill Areas) – 54 sites (In-process)
- Berlin/ Lingelitsha or Emajantiyeni Phase 1 – 169 sites
- Berlin/ Lingelitsha or Emajantiyeni Phase 2 – 119 sites
- East Bank Restitution – 446 sites
- Mzamomhle – 1553 sites
- Masibulele – 205 sites
- Z Soga Overspill – 72 sites (In-process)
- Potsdam Unit V (North and South) - 3969 sites (In-process)



- Ginsberg – 173 sites
- Kwtshatshu – 192 sites
- Xhwitinja – 384 sites
- Smiling Valley (In-process)

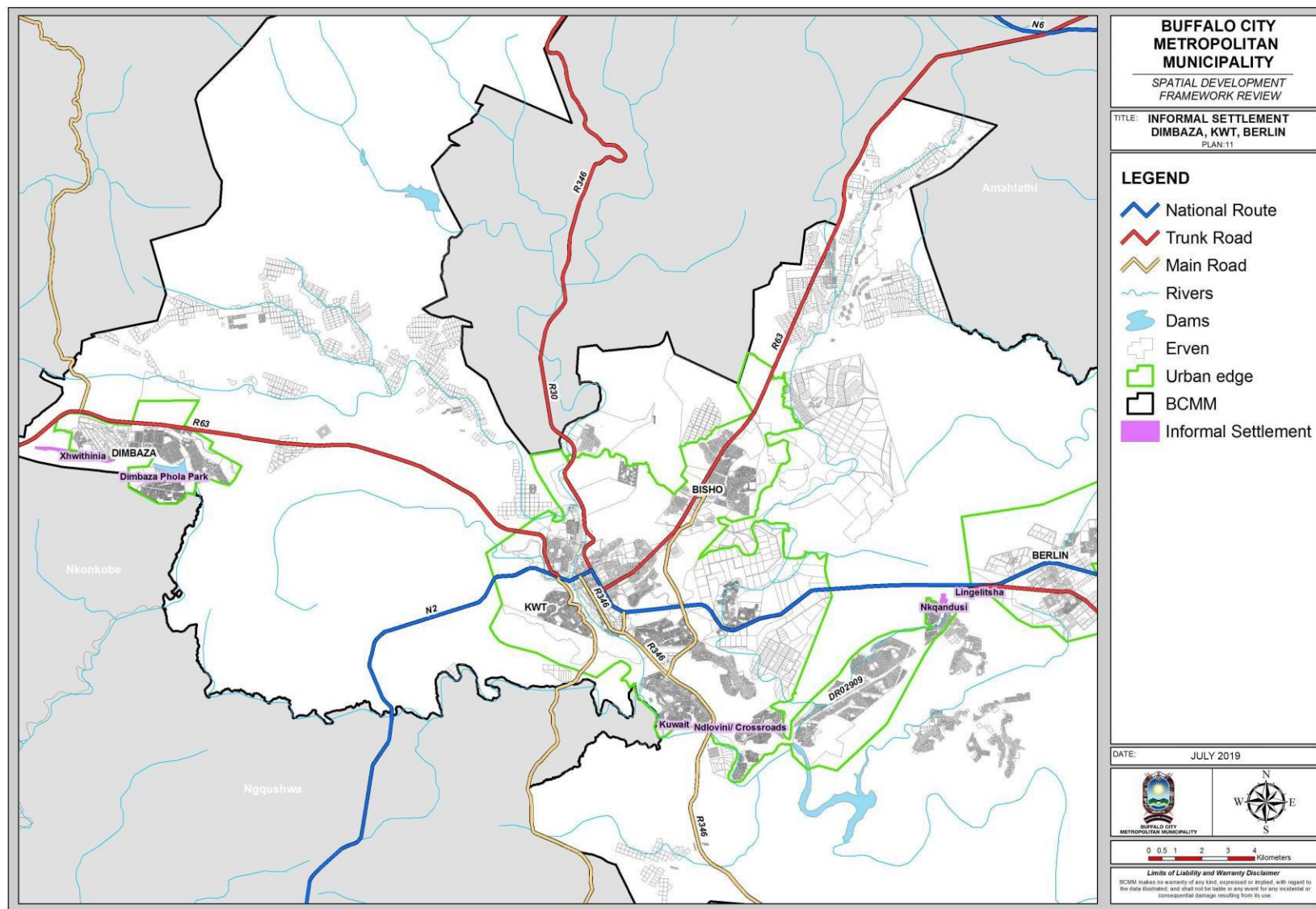
The Following Feasibility Studies are in process of being completed by the Settlement Planning Department within City Planning:

- Sonwabiso - (In-process)
- Nompumelelo Phase 1
- Nompumelelo Phase 2 - (In-process)
- Quenera - (In-process)
- Tyutyu - (In-process)
- Sweetwaters - (In-process)



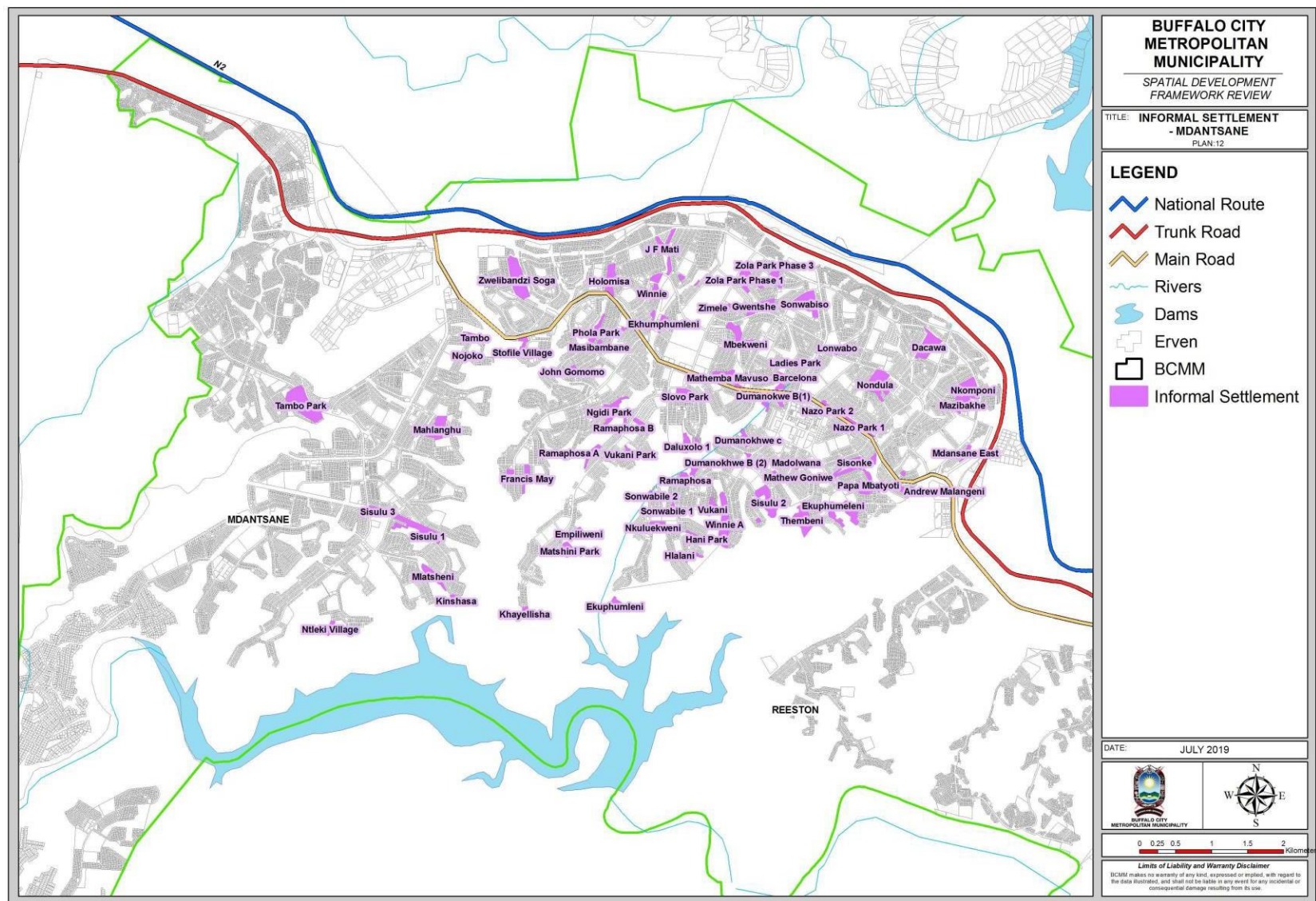
Plan 45: Informal Settlements in East London



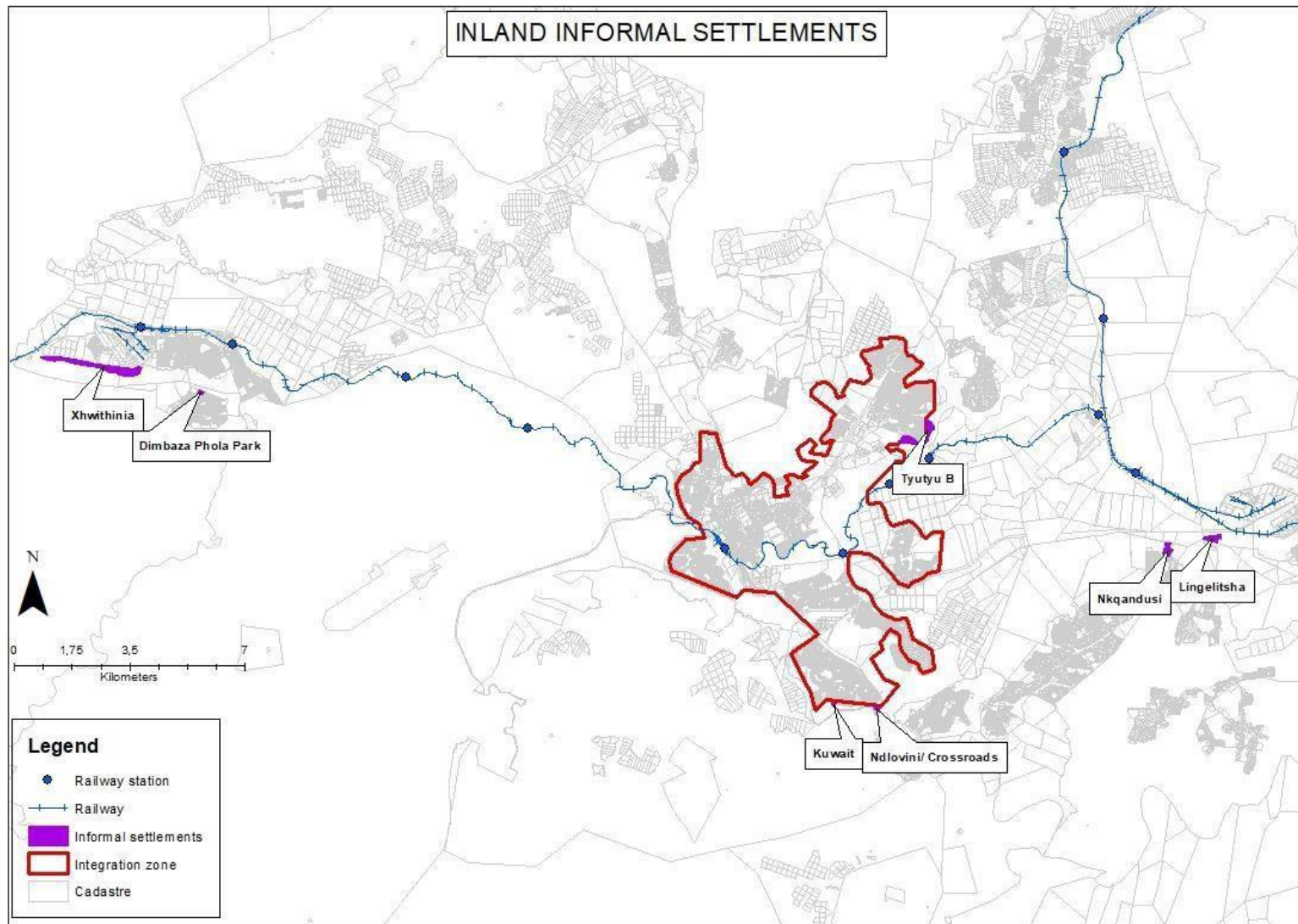


Plan 46: Dimbaza, King Williams Town and Berlin Informal Areas





Plan 47: Mdantsane Informal Areas



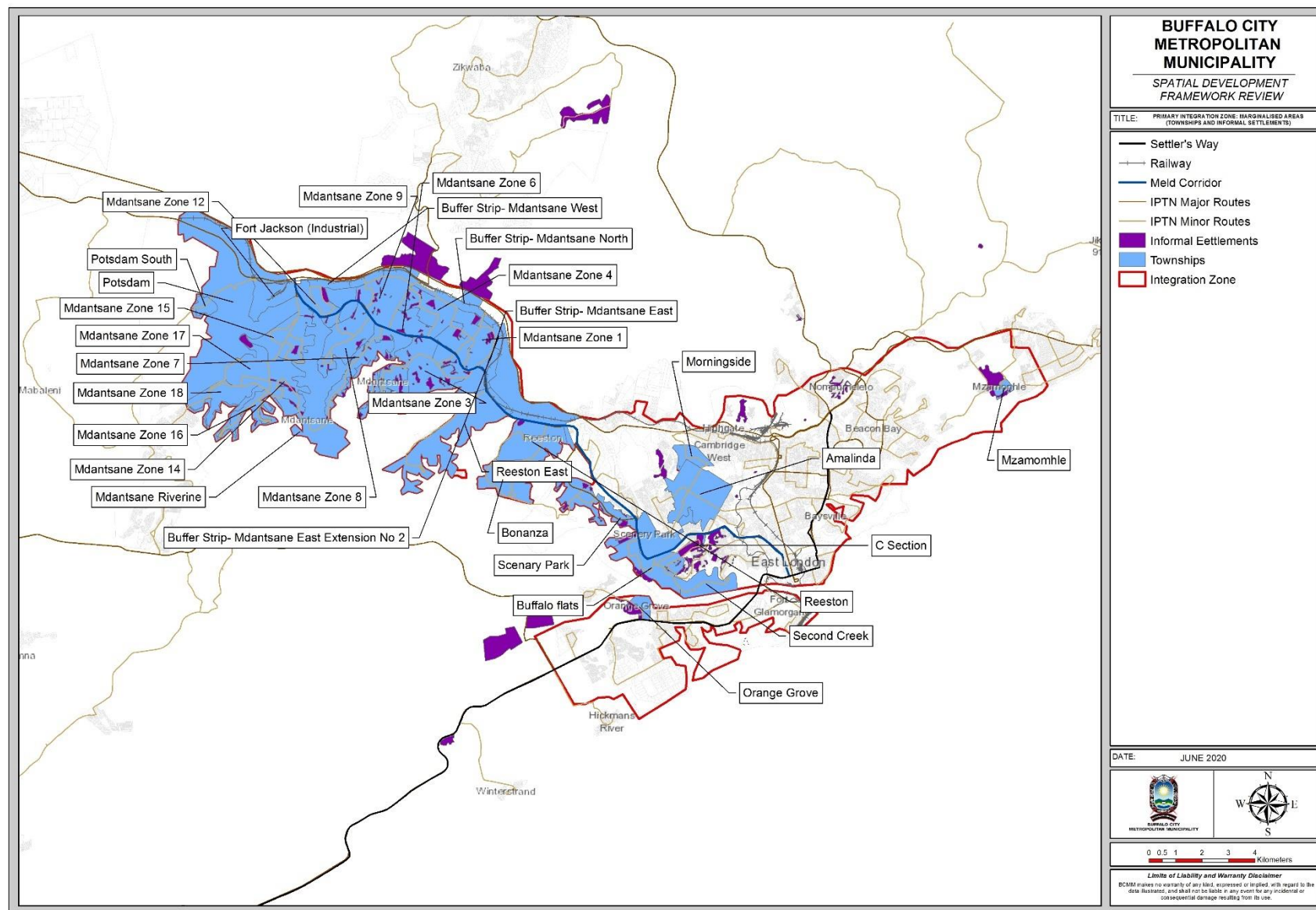
Plan 48: Urban Informal Settlements within SFA 3 (Source: Adapted from the Informal Settlements Study, 2010)

5.1.3.3.1 Marginalized Areas within SFAs 1, 2 and 4

It is noted that all marginalised areas require public intervention in order to bridge the developmental gap in these areas. Through transversal engagement both within the municipality and with provincial and national spheres it is required that resources are aligned in order to impact on quality of living within marginalised areas.

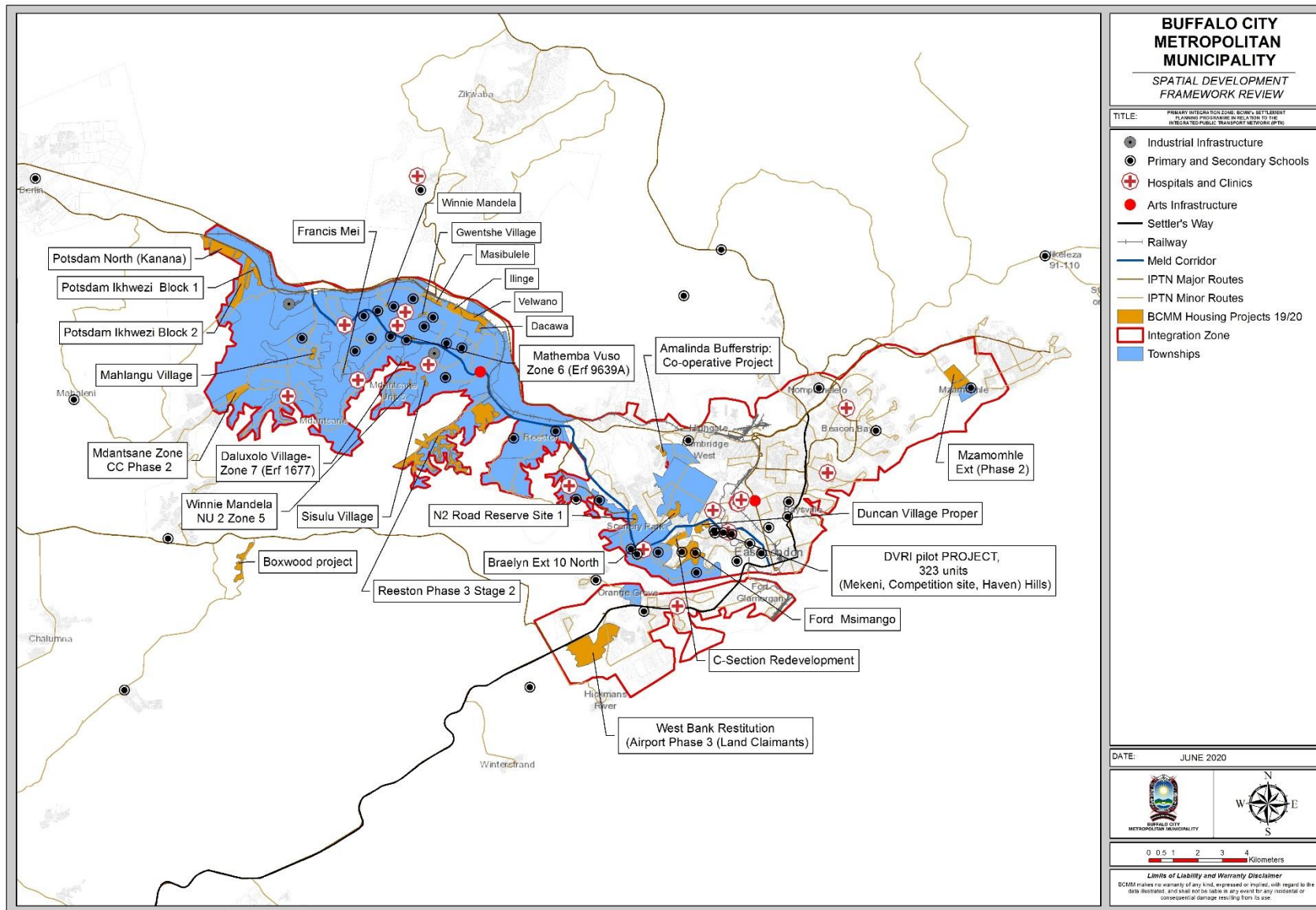
The following table outlines all existing townships and Informal Settlements / Informal Settlement Upgrade Projects within the Primary Integration Zone. These include ongoing projects as well as previously completed upgrade projects.

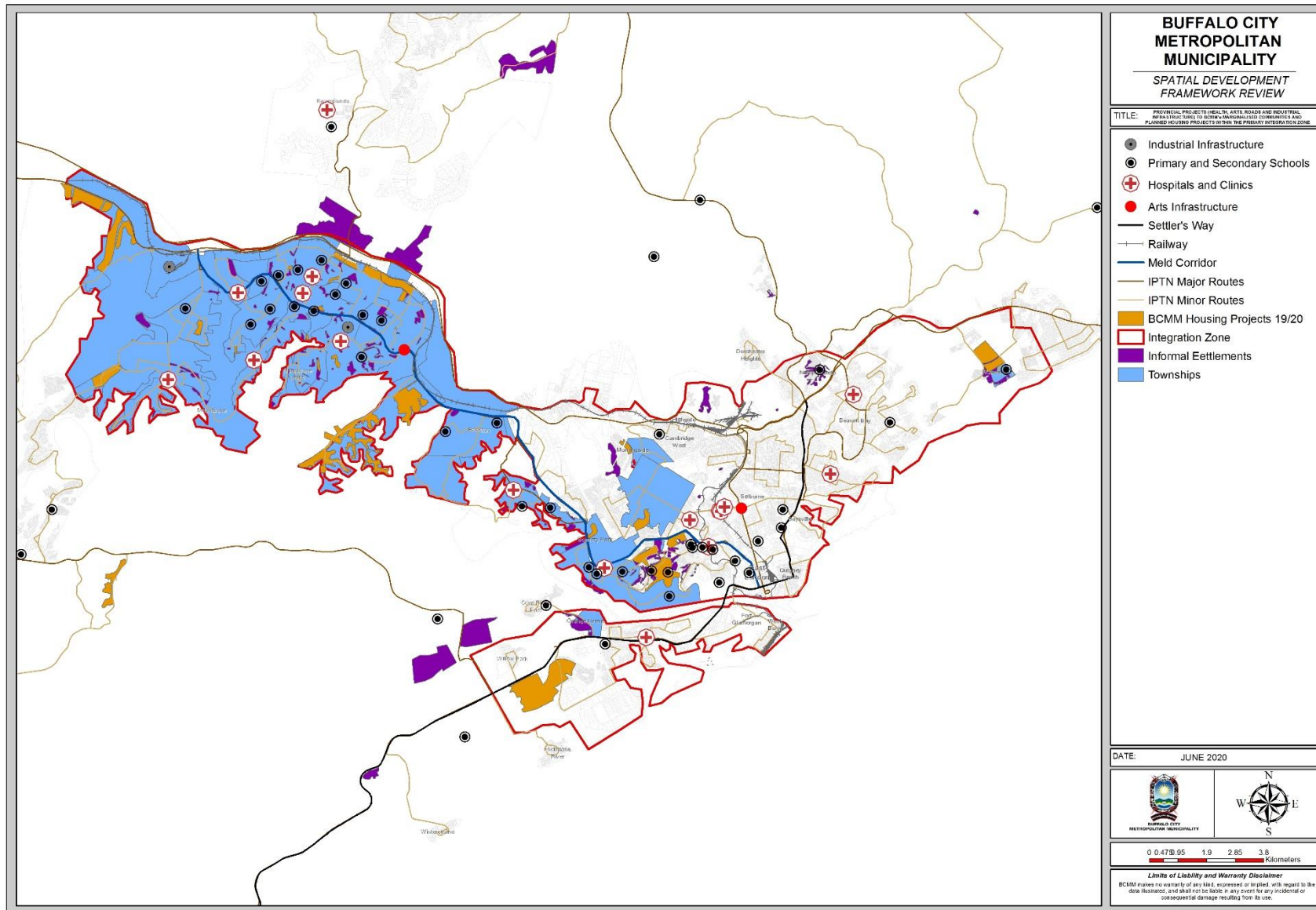
Townships	Informal Settlements
Mdantsane, Potsdam, Reeston	Zola Park 1,2,3; Sonwabiso; JF Mati; Holomisa; Winnie; Zimele; Gwentshe; Mbekweni; Barcelona; Lonwabo; Dacawa; Nkompo; Khaylethu; Nondula; Ladies Park; Nazo Park 1,2; Mark Makalima; Mazhibakh; Mdanstsane East; Mathew Goniwe; Sisonke; Dumanokhwe A; Andrew Malangeni; Papa Mbatyoti; Thembeni; Dumanokhwe B(2); Winnie A; Sisulu 2; Ekupumeleni; Madolwana; Elukhanyisweni; Daloxolo; Dumanokhwe B, C; Vukani; Hani Park; Sonwabile 1 & 2; Nkululekweni; Hlanlani; Ekupumeleni; Empilisweni; Ramaposa; Ramaposa A, B; Vukani Park; Joe Slovo B; Slovo Park; Phola Park; Masibambane; John Gomomo; Stofile Village; Tambo; Zwelibandzi Soga; Nojoko; Mahlangu; Lillian Ngoyi; Tambo Park; Sisulu 1,3; Mlatsheni; Kinshasa; Khalelitsha; Ntleki Village; Tambo Park
West Bank	Orange Grove; Fort Grey; Bongweni; East London Harbour; West Bank Golf Course;
MELD Corridor Central: Amalinda; Braelyn; Scenery Park; Second Creek; Bonanza	Cambridge Location; Amalinda Forest; Phalo Park; Manto; Etipini; Abbotsford Quarry; Manto; Phalo Park; Eskom; Jeevon; Joe Slovo; Ekupumeleni; Ekuthuleni; Nobetere; Olympic Avenue; Buffalo Flats; Alphendale; Airport; Raymond Mhlaba; Ndcama;
Duncan Village	Duncan Village Proper; C Section; Parkridge; Eluxolweni; B-Hostel; Ford & Msimango; Diphini; Geseni; Belebele
Other	Nompumelelo; Mzamomhle



Plan 49: Townships and Informal Settlements within SFA 1 and 2 (Source: BCMM BEPP 2019-20)







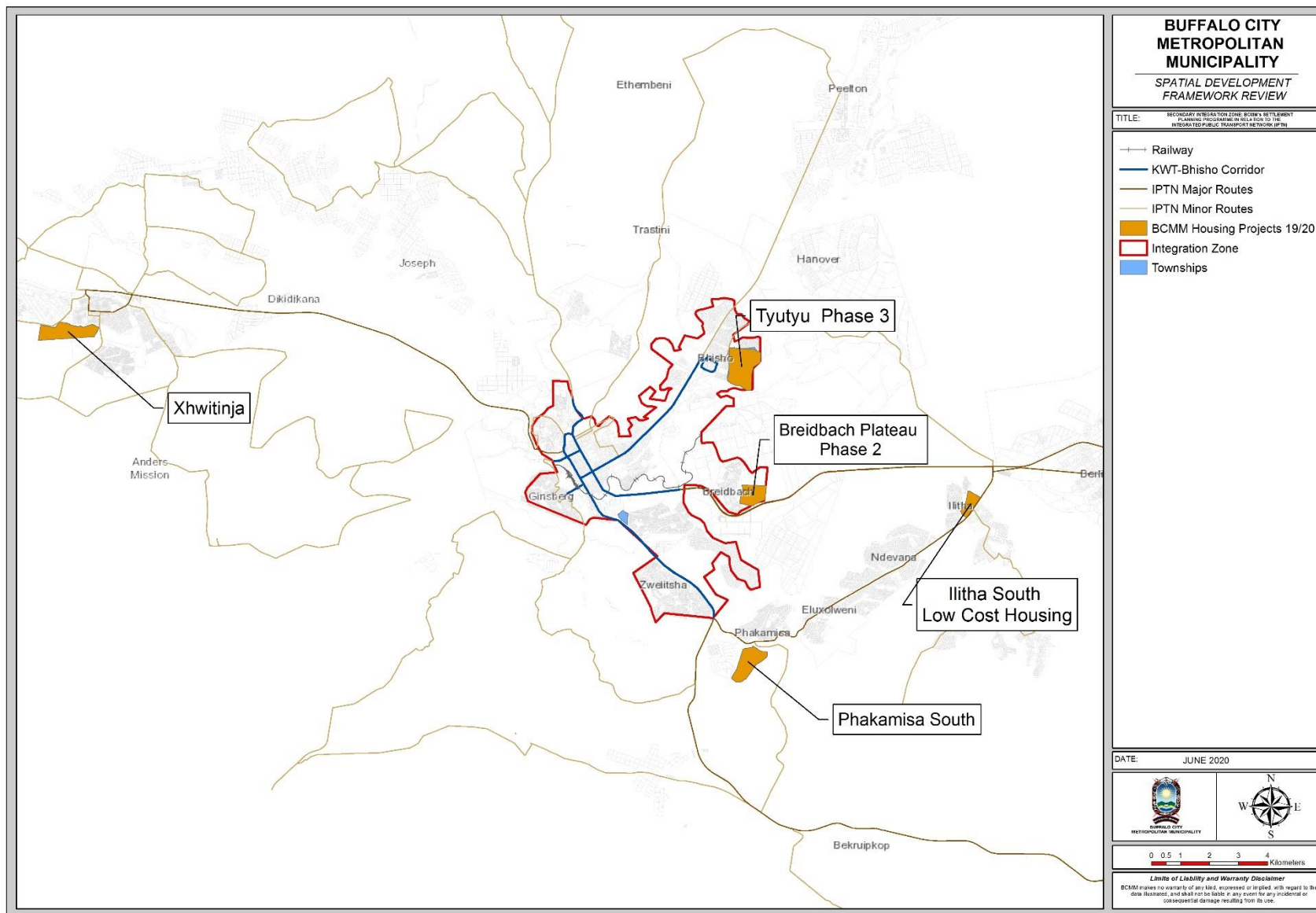
Plan 50: SFA 1 and 2: Provincial Projects in relation to BCMM's Settlement Planning Programme (Source: BCMM BEPP 2019-20)



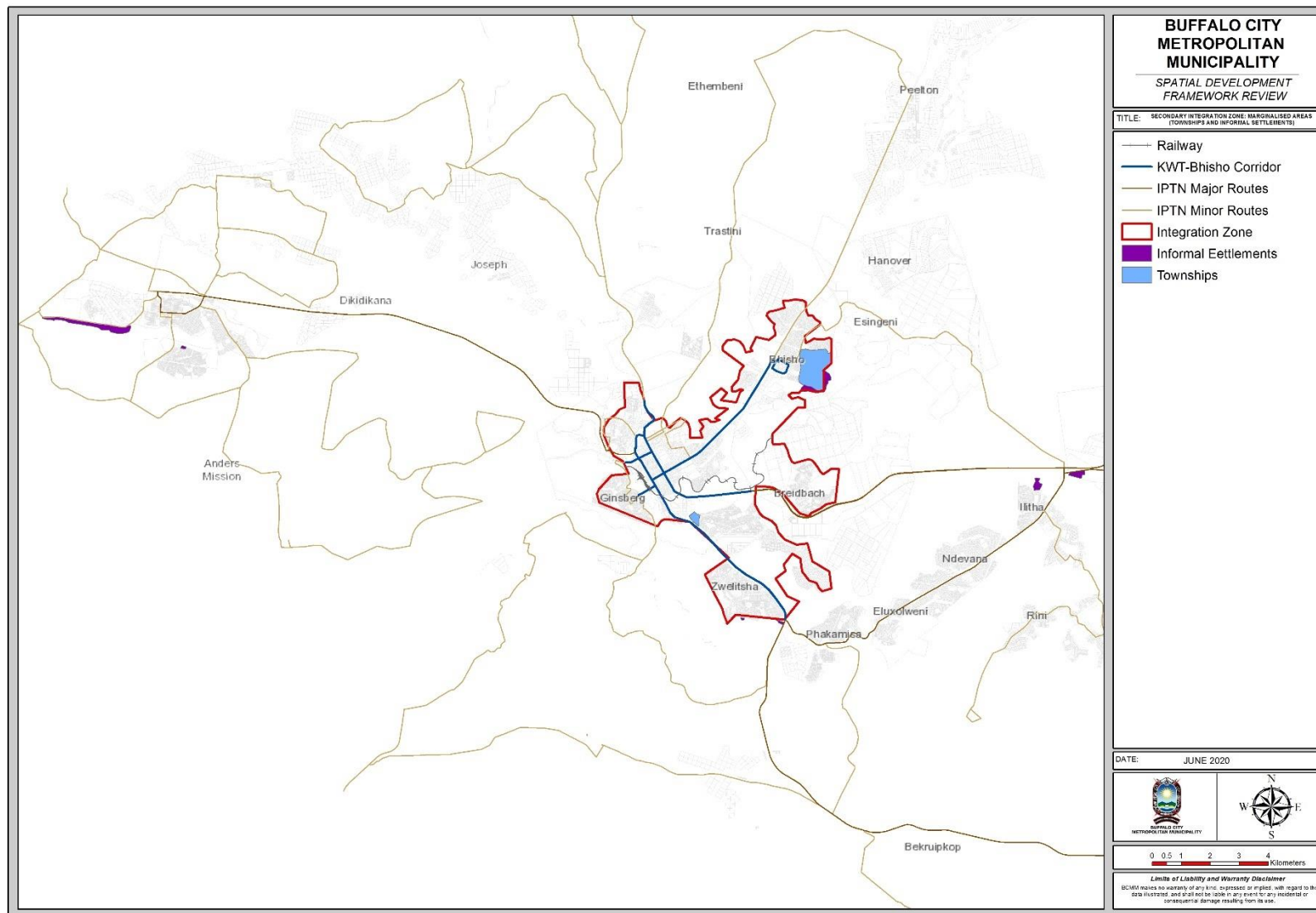
5.1.3.3.2 Marginalized Areas within SFA 3

The following table outlines existing townships and Informal Settlement within the Secondary Integration Zone. Berlin, Dimbaza, Phakamisa and Ndevana are townships within the immediate surrounds of the secondary integration zone.

Townships	Informal Settlements
Ginsberg; Zwelitsha; Breidback;	Tyutyu; Kuwait; Ndlovini; Crossroads

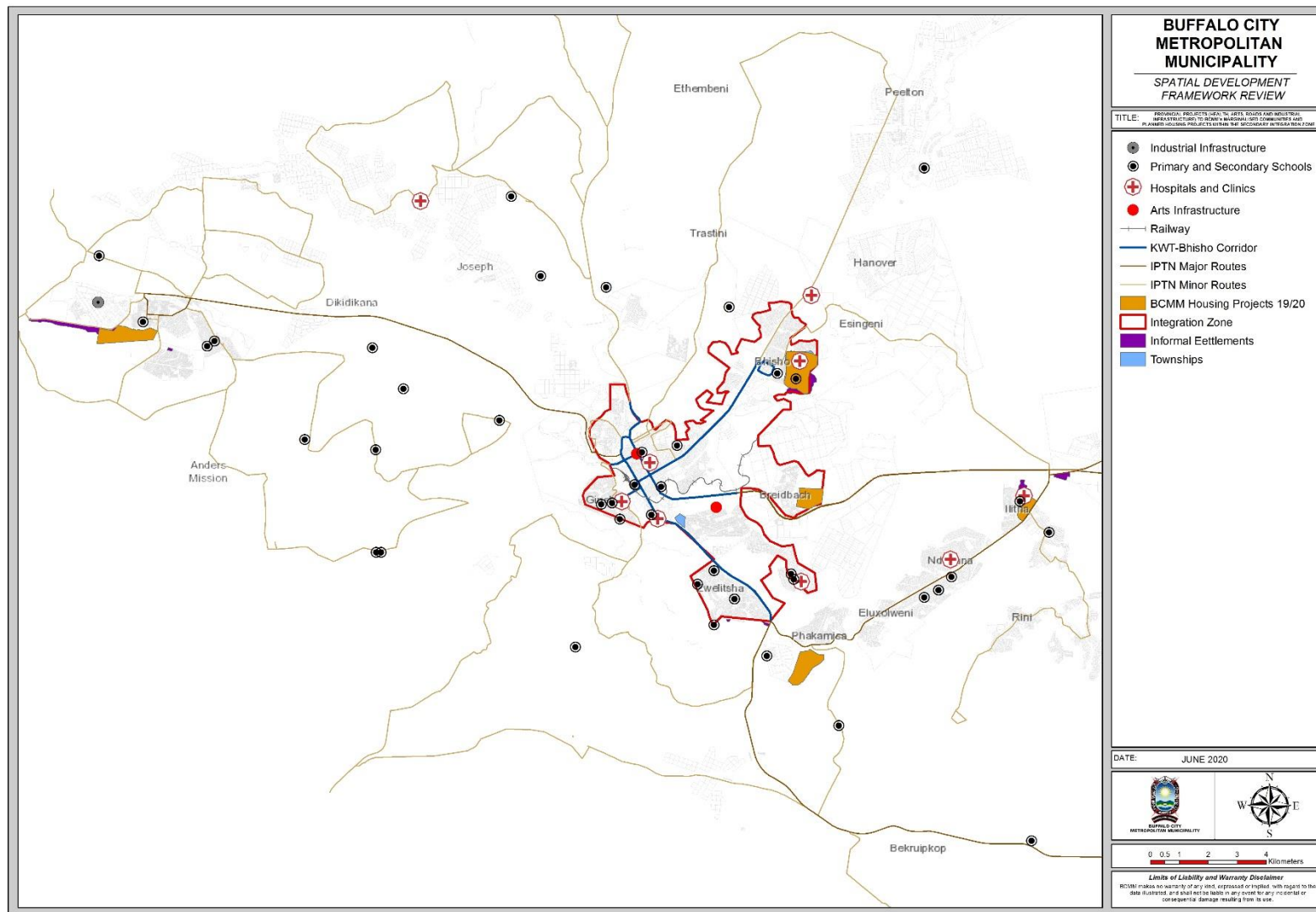


Plan 51: Marginalised Areas within and surrounding SFA 3 (Source: BCMM BEPP 2019-20)



Plan 52: BCMM's Settlement Planning Programme within SFA 3 (Source: BEPP 2019-2020)





Plan 53: SFA 3 and 5: Provincial Projects in relation to BCMM's Settlement Planning Programme (Source: BCMM BEPP 2019-20)



5.1.3.3.2.1.1 B1.3.3 City wide marginalised rural communities in Rural SFA 5

Table 12: Rural Communities in Rural SFA 5

Rural Townships / Villages	Informal Settlements
Potsdam Village Phase 1 & 2	Lingelitsha
Tsholomnqa (Coastal Disaster Project)	Nkqandusi
Needscamp	Dimbaza/Phola Park
Ducats	Xhwithinia
Dongwe	Ilitha North – 177 Units P5
Macleantown	
Lilyvale	
Tshabo 1 & 2	
Potsdam Khayelitsha	
Peelton Cluster (Majali, Mdange, Kwatrain, Nkqonqweni, Drayini & Esixekweni)	
Hanover	
Skobeni	
Sweetwater's Phase 1	
Sweetwater's Phase 2	
Dimbaza South	
Dimbaza Phase 2	
Boxwood	

5.1.3.3.3 Informal Settlement Upgrading Proposals

Table 13: below reflects a list of the informal settlements identified and recommended by BCMM and Department of Human Settlement for formalization.

INFORMAL SETTLEMENTS			
SETTLEMENT	NUMBER OF STRUCTURES	SETTLEMENT	NUMBER OF STRUCTURES
Amalinda Forest	1184	Mdantsane – Lonwabo	31
Andrew Mlangeni	89	Mdantsane – Mahlangu	214
Barcelona	37	Mdantsane – Mbekweni	53
Bhisho-Tyutyu	465	Mdantsane – Dacawa	253
Cambridge Location	1341	Mdantsane – Daluxolo 1	111
Dimbaza South Ext 3-Phola Park	35	Mdantsane – Khaylethu	150
Duncan Village – New Rest	35	Mdantsane – Mark Makalima	40
Eluxolweni	185	Mdantsane – Masibambane	35
Holomisa	250	Mdantsane – Nkomponi	172
Reeston – Jevon	701	Mdantsane – Phola Park	150
Zwelitsha – Ndlovini / Crossroads	120	Mdantsane – Slovo Park	280
Scenery Park - Airport	39	Mdantsane – Stofile Village	75
Scenery Park – Eskom	79	Mdantsane – Winnie	164
Scenery Park – Ekuphumleni	98	Mdantsane – Zola Park 1,2 and 3	97
Scenery Park – Manto	96		
Scenery Park – Phola Park	209		
Total number of Structures			6974

A second round of projects were further identified for upgrade as part of the NUSP. As in the case with NUSP Round 1, National Department of Human Settlements appointed a service provider to prepare development plans to upgrade the additional informal settlements. Below is the list of informal settlements included in NUSP Round 2.

Table 14: NUSP Round 2 Informal Settlements

NUSP Round 2 Informal Settlements		Ownership / Property description	No. of units	Est. Population 2008
1.	Diphini - Duncan Village	Erf 34876; RE/32680	816	3100
2.	Bebelele - Duncan Village	To be confirmed	1028	3906
3.	Nondula - Mdantsane	Erf 3053 - 3056; 3099; 3100; 3098	445	1691
4.	Nazo Park 1 & 2 - Mdantsane	(To be confirmed) - Erf 3046	33	125
5.	Gwentshe - Mdantsane	(BCMM) - Erf 9626	28	106
6.	Ekhupumleni 2 - Mdantsane	(BCMM) - Erf 3394	53	201
7.	Ramaphosa A - Mdantsane	(To be confirmed) - Erf 1369; 1394	60	148
8.	Ramaphosa B - Mdantsane	(To be verified)	90	342
9.	Ramaphosa - Mdantsane	POS next to erf 2542 & 2589	60	228
10.	Lilian Ngoyi - Mdantsane	(BCMM) - Rem erf 4976	60	228
11.	Mlatsheni – Mdantsane	(BCMM) - Farm 1404	96	365
12.	Masibakhe - Mdantsane	(BCMM / Private) Erf 9945; 9946; 9941; 921; 10114; 907; 908; 909; 910; 911	195	741
13.	Elukhanyisweni - Mdantsane	(BCMM) - Erf 5102	27	102



14.	Zimele - Mdantsane	(BCMM) - Erf 10446 - 10448; Rem 9614; 10441; 10442	11	42
15.	Mathemba Vuso-Mdantsane	(BCMM) - Erf 9548; 9637; 9638; 9639	180	684
16.	Ekhuphumleni - Mdantsane	(To be verified) - Erf 1107; 1108; 1202	70	266
17.	JF Mati - Mdantsane	(BCMM/Private) - Erf 58; 79; 91; 92; 93	72	273
18.	Duma Nokhwe A - Mdantsane	(BCMM) - Erf 6169	20	76
19.	Duma Nokhwe B -Mdantsane	(BCMM) - Erf 6172	89	338
20.	Duma Nokhwe C -Mdantsane	To be confirmed	54	205
21.	Vukani Park - Mdantsane	To be confirmed	32	121
TOTAL			3519	13288

Source: BCMM Human Settlements Directorate



5.1.3.3.1 BCMM's Prioritised Informal Settlements Programme

Table 15: Prioritised Informal Settlements program

BCMM's Prioritised Informal Settlements Upgrade Programme of projects for 2019-20 funded through the USDG is outlined in the Table below.

Approved Projects for Implementation	Description	Allocated Budget (2019-20)	Status of Detailed Planning
Boxwood Project	Green field relocation from Orange Grove	R 20 000 000.00	Planning
Breidbach Services Project	Green field relocation from backyard dwellers from Breidbach and Qalashe informal settlement	R 3 000 000.00	Implementation
Potsdam Ikhwezi BI 1		R 20 000 000.00	
Potsdam Ikhwezi BI 2		R 250 000.00	
Reeston Phase 3 Stage 2	Green field relocation from Duncan village	R 30 000 000.00	Project complete
Reeston Phase 3 Stage 3	Green field relocation from Duncan village	R 5 000 000.00	Project complete



Approved Projects for Implementation	Description	Allocated Budget (2019-20)	Status of Detailed Planning
Potsdam North Kanana		R 3 000 000.00	
Ilitha North 177 Units	Informal settlement upgrade	R 10 000 000.00	Implementation
D Hostel	Informal settlement upgrade	R 2 500 000.00	HDA implementation processes
Duncan Village Proper	Informal settlement upgrade	R 3 500 000.00	HDA implementation processes
Mdantsane Z 18 Cc Ph 2	Green field relocation from Mdantsane infill areas	R 35 000 000.00	Implementation
Amalinda Co- Op	Green field relocation from Amalinda coop TRA	R 8 000 000.00	Procurement
Amalinda Fairlands	Green field relocation from Duncan Village	R-	Planning
Cluster 1	Informal settlement upgrade	<u>R 16 000 000.00</u>	Project stalled
Cluster 2	Informal settlement upgrade	R 25 476 590.00	Project stalled
Cluster 3	Informal settlement upgrade	R 16 805 000.00	Implementation



Duncan Village Comp/Site	Informal settlement upgrade	R 3 000 000.00	HDA implementation processes
Block Yard TRA	Informal settlement upgrade	R 3 250 000.00	Project resuscitation process underway
Braelyn Ext 10	Informal settlement upgrade	R 3 000 000.00	Design stage
Tyutyu Phase 3	Informal settlement upgrade	R 7 000 000.00	Implementation
West Bank Restitution	Green field relocation around East London (restitution project)	R 12 000 000.00	Procurement stage
C Section & Triangular Site	Informal settlement upgrade	R 3 550 000.00	HDA implementation processes
Mzamomhle: Peoples Housing Process	Green field relocation from Mzamomhle back yard dweller and overflow from projects that are close by.	R 2 000 000.00	Planning
Ford Msimango	Informal settlement upgrade	R 2 500 000.00	HDA implementation processes HDA
N2 Road Reserve	Informal settlement upgrade	R 1 000 000.00	HDA implementation processes
Xhwitinja	Green field relocation.	R 500 000.00	Planning
Phakamisa South	Green field and Informal settlement upgrade	R 8 000 000.00	Infrastructure upgrade



The following Informal Settlement Upgrade Projects are being prepared for implementation in the current (2019-20) financial year, with implementation scheduled to take place in 2020-21. These projects will be funded through the Upgrade of Informal Settlements Programme (UISP) Grant.

Table 16: Informal Settlement Upgrade

UISP Approved Projects (2020-21)	Allocated Budget
Amalinda Co- Op	R 2 000 000.00
Amalinda Fairlands	R 500 000.00
Berlin Lingelitsha	R 3 000 000.00
Block Yard Tra	R 500 000.00
Braelyn Ext 10	R 32 000 000.00
C Section & Triangular Site	R 15 000 000.00
D Hostel	R 10 000 000.00
Duncan Vill Comp/Site	R 4 912 500.00
Duncan Village Proper	R 18 000 000.00



East Bank Restitution	R 1 500 000.00
Ekuphumleni	R 1 500 000.00
Empilisweni	R 1 500 000.00
Ethembeni	R 1 500 000.00
Ford Msimango	R 10 000 000.00
Ginsberg	R 1 500 000.00
Hani Park	R 1 500 000.00
Hlalani	R 1 500 000.00
Ilitha Sportsfield	R 1 500 000.00
Khayalitsha	R 1 500 000.00
Kwatshatushu	R 1 500 000.00
Matsheni Park	R 1 500 000.00
N2 Road Reserve	R 5 000 000.00



Phola Park	R 1 500 000.00
Potsdam Ikhwezi Bl 2	R 16 575 500.00
Potsdam North Kanana	R 35 500 000.00
Slovo Park	R 1 500 000.00



5.1.3.3.2 Risks associated with Human Settlement upgrade programmes and projects:

Table 17: Human settlements associated risks

Risk	Possible Action
Delays signed agreements with province.	Adherence to procedures. [1] [SEP] Proper monitoring of the procedures. [1] [SEP] Interdepartmental coordination. [1] [SEP]
BCMM owned land unavailability for housing development.	Engagement of intergovernmental stake holders to discuss possible land acquisition.
Vandalism	Re-establishment of beneficiary allocation committee.
Forced occupation.	
Challenges in beneficiary registration.	
Internal services and internal connections and top structures at different levels of planning (USDG and HSDG not always aligned).	Align the implementation of the USDG and HSDG projects
Integrated planning for human settlements to provide for social amenities.	Engage different stakeholders at the conceptual and planning stages of the human settlement projects.



Possible litigations.	
Incapacity of service providers.	Due diligence of service providers.
Land acquisition and release. ^[L] _{SEP}	
Land owned by Ciskei government: release is ^[L] _{SEP} recommended by council and approved by COGTA. ^[L] _{SEP}	
RSA: Land is approved by council. ^[L] _{SEP}	
Non-adherence to EPWP processes.	



5.1.3.4 Planned Rural Settlement Areas

The Buffalo City Metropolitan Municipality (BCMM) recognized that it was vital to have a policy in place for Rural Development; hence the Rural Settlement Development Plan Prepared (RSDP) was prepared in 2012. The purpose of the plan was aimed at ensuring a structured spatial and settlement pattern, as well as settlement planning for the provision of basic services and housing within the rural context.

This plan is based on the policies and principles, key development issues, spatial objectives and strategies which are in line with the municipality's vision in the IDP 2012/2013. Various development tools and concepts, as well as structural elements were applied in the formulation of the RSDP.

Based on the BCMM Urban Edge demarcation, 17 rural wards were originally affected by the study, but this was reduced to 14 wards upon identifying that 3 of the 17 wards have no rural settlements.

Priority spatial development programmes and related priority projects, ranging from spatial planning and housing have been identified to give meaning to the BCMM Rural Settlement Development Plan. These are:

- *Rural Forward Planning Programmes;*
- *Settlement Planning Programmes; and*
- *Rural Housing Programmes.*

5.1.3.4.1 Rural Forward Planning Programmes

The recommended rural forward planning programmes includes the following:

- *Formulation of Tyolomnqa LSDF. This zone straddles the R72 Coastal road within the Greater Tyolomnqa rural settlement area and includes portions of Ncera Trust Areas.*
- *Review of the Newlands Local Spatial Framework Plan (1996).*
- *Review of Yellowwoods – Kei Road Zone Plan (2001) (ADM).*
- *Review of the Land Reform and Settlement Plan (2000) (ADM).*
- *Review of the Needs Camp Zone Plan (2002).*
- *Review of Fort Jackson – Berlin Framework Plan (2002).*
- *Review of Dimbaza to Mount Coke LSDF (2003).*

These programmes, undertaken by Amathole District Municipality, were aimed at promoting proactive spatial planning issues within the rural areas of BCMM and some proposals contained in the plans were implemented.

5.1.4 Infrastructure Theme

Table 18: Infrastructure Theme

<p>This theme focuses on the importance of ensuring that existing infrastructure networks are adequately maintained and that scarce critical (life-enabling) resources such as water are protected and managed to ensure wise and sustainable use. The theme also emphasises the need to plan for the changing services provision context, especially the impact of changes in how activist citizens have begun to design solutions in order to reduce their absolute dependency on municipal services provision. The challenge to previously reliable revenue streams is likely to continue unabated and the need, therefore, to embrace planning and the progressive implementation of SMART infrastructure networks is emphasised.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • The need to manage with great care limited water and energy resources and to plan for innovative solutions to challenges related to this; • The disjuncture between pressure and mounting need for spatial development and the location of available capacity in bulk infrastructure networks; and • The need to prioritise spatial targeting of investment in up-to-date infrastructure networks to ensure alignment between current and future needs and boosted service capacities.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 6: Clean Water & Sanitation • SDG 7: Renewable Energy
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 4: Economic infrastructure – The foundation of social and economic development
	<p>Integrated Urban Development Framework (IUDF)</p>

	<ul style="list-style-type: none"> • Four Strategic Goals • 9 Policy Levers
	SA National Infrastructure Policy (2012) <ul style="list-style-type: none"> • Presidential Infrastructure Coordinating Commission (PICC) • Strategic Integrated Projects (SIPs)
SPLUMA Section 21(h)	Relevant guidance drawn from Section 21 (h): <ul style="list-style-type: none"> • identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years • provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments; • determine a capital expenditure framework for the municipality's development programmes, depicted spatially.
Directive Principles	BCMM WILL: <ol style="list-style-type: none"> 1. Protect scarce water resources 2. Invest in existing and new infrastructure networks in order to provide communities with access to sustainable infrastructure services 3. Promote energy conservation and alternative energy production
Key Programmes and Projects	<ol style="list-style-type: none"> 1. Develop and implement a Water Services Maintenance Programme 2. Develop and implement BEPP-aligned Infrastructure Services Capital Investment Programme to inform IDP 3. Municipal Buildings Retrofit Programme

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY ACTIONS	IMPLEMENTATION
KFA 23: Water and waste water KFA 19: Roads and Stormwater Infrastructure KFA 18: Solid Waste Management	1. BCMM will protect scarce water resources	IFS1: Reduce unaccounted for water usage	IFS1.1 WATER SERVICES MAINTENANCE PROGRAMME Budget for and implement a programmatic and ongoing water services maintenance programme	
	2. BCMM will invest in existing and new infrastructure networks in order to provide communities with access to sustainable infrastructure services	IFS2: Ensure capital investment levels are maintained in new, cost-effective and sustainable infrastructure networks	IFS2.1 INFRASTRUCTURE SERVICES CAPITAL INVESTMENT PROGRAMME Target capital investment in terms of medium-term investment programmes into key economic infrastructure (water services, electricity, roads and stormwater)	
		IFS3: Reduce the amount of solid waste	IFS3.1: SOLID WASTE SECTOR PLAN Implement the city's Solid Waste Sector Plan. ES3.2: WASTE STREAM REDUCTION Reduce communities' solid waste streams by engaging with them and promoting Recycling Programmes ES3.2: CITY OPERATIONS Reduce waste and lead by example in the city's day-to-day operations by creating and implementing an Organisational Waste Reduction Plan ES3.3: COMPOSTABLE MATERIALS Support education programmes that inform communities about the benefits of composting	

KFA 22: Energy Supply Efficiency	3. BCMM will promote energy conservation and alternative energy production <i>Promoting energy conservation is a key component of any sustainable community. The City has already taken initial steps to promote energy conservation in its day-to-day operations by retrofitting one building to run off solar and wind power</i>	IFS4: Reduce BCMM's carbon footprint	IFS4.1: RETROFIT MUNICIPAL BUILDINGS Retrofit all municipal facilities and buildings to use alternative energy sources.
		IFS5: Promote increased use of renewable energy	IFS5.1: RENEWABLE ENERGY INCENTIVES Establish incentives for the use of non-hydro, renewable energy, such as solar and wind, in new development and the retrofit of existing development.

Proposals have been categorized into the main Spatial Focus Areas, as identified below and also discussed in greater detail in the Spatial Planning Theme/Framework section write up:

- **Spatial Priority 1:** West Bank (including the West Bank Economic Development Corridor)
- **Spatial Priority 2:** Central East London to Mdantsane (incl. areas in between)
- **Spatial Priority 3:** King William's Town/Bhisho
- **Spatial Priority 4:** Gonubie – Quenera Area
- **Spatial Priority 5:** Rural

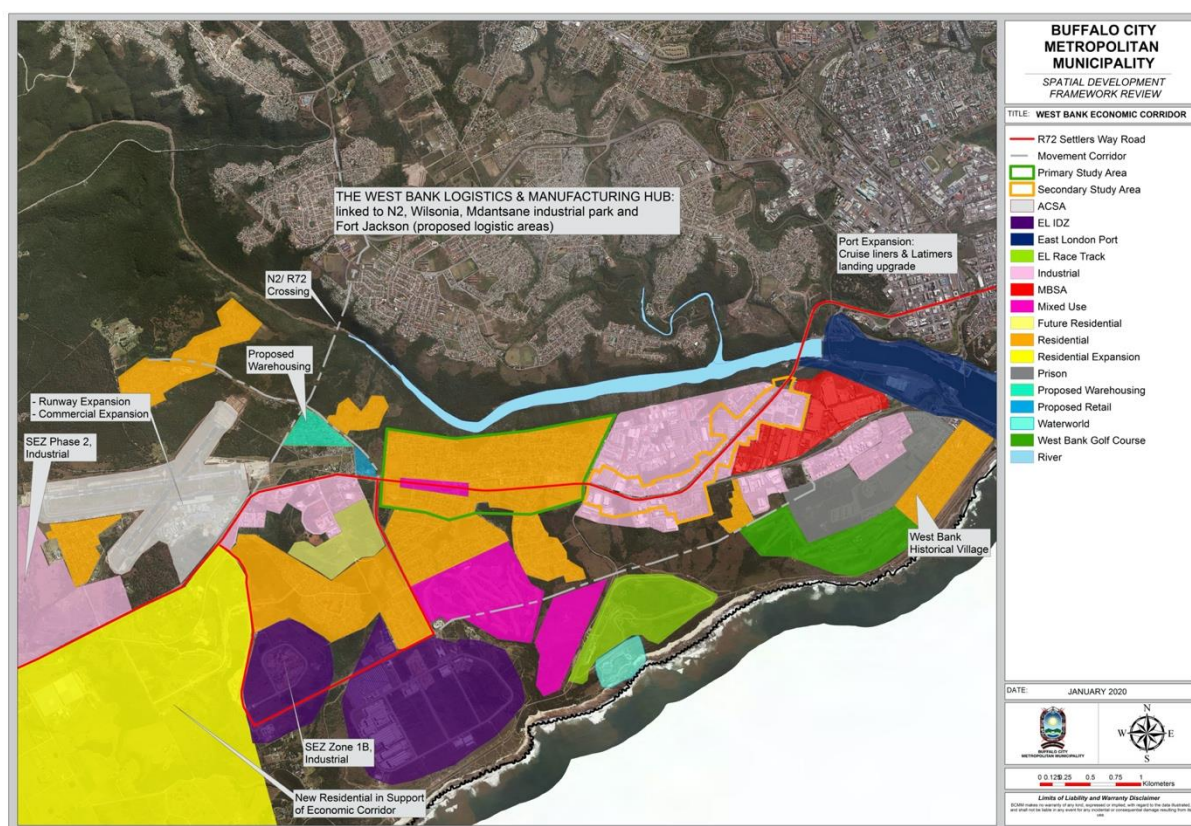
5.1.4.1 Spatial Focus Area 1: West Bank

The West Bank Area has been identified as the main Spatial Focus area in this SDF review as it is considered to be the area that will be a driving force for economic development and job creation in BCMM.

The spatial proposals for the West Bank are really exciting and once implementation starts to take place, the area will change spatially for the better.

Infrastructure is always a concern in any area, and the provision of bulk infrastructure is always a limiting factor for development to take place.

The overall proposal for the West Bank as depicted in the plan below shows the proposed extent of development:



5.1.4.1.1 Infrastructure Upgrades in SFA 1

- **Waste water**
 - Waste water treatment (the requisite works to get a permitted facility, whatever that may be –
 - probably requires some investigation first)

- New WWTW or marine outfall - international industry often reluctant to establish in the area due to association with “non-compliant” effluent disposal / Green issue;
- **Water**
 - Upgrade the capacity of the Umzonyana WTP;
 - Bulk Water Supply for the broader West Bank area, including proposed Mass Housing;
 - Water source (effective operation of the system of dams supplying BCMM and water conservation/water demand management are key in the short to medium term) – general area wide matter;
 - Raw water conveyance between Bridledrift and Umzonyana, as well as treatment at Umzonyana;
 - Conveyance from Umzonyana to West Bank (Fort Grey route {pumped – feeds area above R72} as well as Breezyvale route {gravity fed – feeds area below R72} – possibly less of a priority given pipeline from Nahoon to Quenera;
- **Electricity**
 - Upgrade Woodbrook industrial / new sub-stations, switch houses and associated lines
 - Install bulk infrastructure to provide for West Bank expansion;
- **Access**
 - Build Bridge over the Buffalo River;
 - Build the link road from the N2 via Haven Hills and Buffalo Bridge to link the R72 coastal route;
 - Link roads around the EL Grand Prix Circuit;
 - Extension of Harbour Arterial Road roads to link industrial anchor tenant on the West Bank Harbour/MBSA/IDZ;
 - Possible Rail Link from the Harbour to the ELIDZ;
 - Public Transport
 - Increase Public transport to address increase in industrialisation and housing;
 - Increased provision from the CBD to the West Bank, Airport, etc.

5.1.4.2 Infrastructure Upgrades in SFA 2

5.1.4.2.1 Central Urban Renewal Proposals

- **Waste water**
 - Upgrades required to support Inner city, Sleeper Site, Esplanade developments;
- **Water**
 - Upgrade raw water conveyance between the Buffalo River & Umzonyana WTP
 - Upgrade the capacity of the Umzonyana WTP
- **Electricity**
 - Upgrade Queenspark sub-station and associated lines
- **Access and Transportation**
 - Link from the Sleeper Site through the CBD to the Zoo and connection with Settlersway
 - Pedestrianisation of portions of Oxford Street
 - Sleeper Site road alignment from Fitzpatrick through to Currie Street into Fleet Street
- Public Realm Upgrades and Greening
- Court Crescent Implementation
- Rehabilitation of Fleet Street



5.1.4.2.2 Duncan Village / Reeston / Mdantsane/Amalinda Junction – social/RDP housing

- **Waste water**
 - Reeston Regional WWTW upgrade
 - Central sewer diversion projects
 - Reeston Tunnel project
- **Water supply**
 - Raw water conveyance between Bridledrift and Umzonyana, as well as treatment at Umzonyana
 - Treatment at Nahoon

5.1.4.2.3 North West Corridor opportunities;

This proposed corridor creation will be a catalyst to open up access to undeveloped portions of the city as well as create new linkages and enhance older linkages in the North West part of the City. The opportunities that will be created directly include:

- Multi Story Housing along corridor
- Business Nodes along corridor
- Link from CBD to Amalinda Junction

5.1.4.2.4 Mdantsane CBD/MELD Corridor

- **Waste water**
 - Bulk infrastructure upgrade required;
- **Water**
 - Upgrade raw water conveyance between the Buffalo River & Umzonyana WTP Upgrade the capacity of the Umzonyana WTP
 - Regional WTP in Kei Road area and associated bulk conveyance infrastructure (to Bhisho & Berlin)
 - Upgrade the capacity of the Nahoon WTP
 - Upgrade conveyance capacity from Nahoon WTP to Da Gama
- **Electricity**
 - New Mount Ruth & Central Injection sub-stations (Eskom)
 - Upgrade of Mount Ruth Substation
 - Upgrade replacement network of the 132/33/11 kV
- **Access**
 - Improved Regional Access
 - Toyana Road Pedestrian link to Station
 - MELD Corridor upgrade



Other key projects in Mdantsane area that require linkages to infrastructure: -

- New Government Offices: Feasibility Ongoing
- Mdantsane Library Maintenance and Upgrade
- Extension of Mdantsane Arts Centre
- Redevelopment of Mdantsane Sport Precinct
- NU2 Swimming Pool
- Orlando Stadium:
 - Construction of the ablutions Refurbishment of boundary wall and gates Caretaker Cottage, Installation of floodlights
 - Rehabilitation of playing surface

5.1.4.2.5 Other key projects with the Strategic Focus Area 2 area:

- Orient Theatre Upgrade
- Upgrade of Ubuhlanti Park & Little Mauritius
- Marina Glen B
- Traffic and Transportation Studies: Sleeper Site
- East London Station Development: Station Precinct Railway
- Targeted Urban Management (Waste)
- Eastern Beach Sewer Upgrade
- Electricity: Upgrade and replacement of existing network
- Port of East London: Rehabilitation of Latimer's Landing & Signal Hill (East Bank)

5.1.4.3 Spatial Focus Area 3: King Williams Town/Bhisho/Berlin Proposals

This area is home to the second largest Central Business District within BCMM and serves a large rural hinterland. There has been constant growth over the years in these areas but infrastructure implementation has been low to minimal;

The following key infrastructure projects have been identified: -

- **Waste water**
 - Zwelitsha Regional WWTW and association bulk conveyance infrastructure. Berlin - Waste water treatment (depending on extent of development).
- **Water**
 - Regional Water Treatment Plant in Kei Road area and associated bulk conveyance
 - Bhisho-King Water infrastructure
 - Kei Road Bulk Water Scheme
- **Electricity**
 - New/upgrade Yellowwoods sub-station (Eskom).
 - Upgrade of the KWT Electrical Network
- **Access and Transportation:**
 - Rail linkage to Ports (goods) – could have benefit in solid waste handling.
 - KWT Public Transport Interchange, Market Square Bus Rank, Market Square Taxi Rank
 - Mary Street Upgrade
 - SANRAL: Resurfacing from KWT to Bhisho & Breidbach

5.1.4.3.1 Other key projects for the SFA 2 area:

- Upgrade of Provincial Administration Buildings: Bhisho
- Amathole Museum
- KWT Art Centre

5.1.4.4 Spatial Focus Area 4: Gonubie - Quenera Proposals

The Quenera area was attractive pre 2007, prior to the Global Economic crisis, for housing, mixed use, etc. However as land prices soared and the pressure of the struggling economy unfolded, developers started to look towards the West Bank for development interests.

From a residential perspective in the GAP market (low income to middle income), the interest from developers in the last three to four years has increased. Mass Housing in this areas has attracted the attention of the BCMM Human Settlements department, EC Provincial Human Settlements, Private Sector Residential Developers, etc.;

The following infrastructure needs are required:

- **Waste water**
 - Upgrade Gonubie WWTW
- **Water**
 - Bulk pipeline from Nahoon WTP to Quenera area Upgrade of the Nahoon WTP
- **Electricity**
 - New/upgrade sub-station (Eskom)
- **Access**
 - Road(s) CBD to Gonubie/ Beacon bay Transportation

5.1.4.5 Other Infrastructure Proposals

- Development outside of urban edge;
 - Possibly Cove Ridge (currently outside of urban edge)
- Development of other/secondary industrial areas within the urban edge;
 - Wilsonia;
 - Fort Jackson;
 - Dimbaza – no true potential to develop into a key industrial zone – remote/out on a limb Area between Reeston and East London North, just off N2 – quite strategically located
- Cove Ridge - upper / upper middle income housing
 - Water - As per West Bank
 - Access (maybe not so key)
 - Transportation CBD
- Cambridge - middle income housing (maybe more of a spin off than key)
 - Waste water

5.1.4.5.1 General infrastructure elements

The following infrastructure elements are applicable to all areas within BCMM area:

- Effective asset management (routine & preventative maintenance / replacement of aging infrastructure) is a key issue preventing the optimum use of all existing infrastructure [management issue].
- BCMM have water, sanitation, electricity, solid waste and roads/transportation master plans. These just need to be systematically implemented [management issue]
- DWA have set up a Reconciliation Strategy for the Amatole Bulk Water Supply System (framework to ensure adequate raw water supplies for the broader BCMM area – it just needs to be implemented)[Management issue]
- Operate Amatole Water Supply System as an integrated system (ensure adequate raw water supplies) [management issue]
- Implement WC/WDM measures (adequate raw water supplies / asset management / prevents undue overloading of the system) [management issue]
- Waste minimisation / recycling (prevent undue overloading of infrastructure elements) [management issue]
- Electricity use minimisation / demand management [management issue]
- Basic services (generally adequately addressed already)



- Roads & transportation (generally adequately addressed already)
- Solid waste – generally a management / transportation issue (waste minimisation & recycling key)



5.1.5 Transportation Theme

Table 19: Transportation Theme

<p>The focus of this theme is on the interplay of viable public transportation with the appropriate pattern of land use and settlement development. It is clearly recognised that public transport functions best and most sustainably when it services a user population that resides at sufficient density within the catchments of the transport services offered. Thus, it is emphasised that the theme encompasses the need to plan for public transportation services in tandem with planning for the transformation of inefficient spatial patterns of development over time.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • Prevailing low density and fragmented settlement forms that pose a challenge to the provision of affordable and efficient public transport and transportation modes, in general; • The need to provide improved connectivity between areas where the majority of residents live and areas of future development potential; and • The need to develop improved connectivity and through-routes for commercial traffic and logistics vehicles.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 9: Innovation & Infrastructure • SDG 11: Sustainable Cities & Communities
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 8: Transforming human settlement and the National Space Economy <p>Integrated Urban Development Framework (IUDF)</p> <ul style="list-style-type: none"> • Four Strategic Goals • 9 Policy Levers

	<p>Draft Revised White Paper on National Transport Policy</p> <ul style="list-style-type: none"> • 6 Overarching Goals
SPLUMA Section 21_	<p>Relevant guidance drawn from Section 21:</p> <ul style="list-style-type: none"> • identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated; • identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> 1. Promote an integrated approach to land use and transportation planning 2. Expand the city's non-motorized transportation options 3. Expand the city's mobility and transit options
Key Programmes and Projects	<ol style="list-style-type: none"> 1. Sustained implementation of the Compact City model to encourage spatial transformation and the shift over time of urban settlement patterns and density zones that support Transit-Oriented Development. 2. Create a Liaison Body to engage with SANRAL and PRASA to facilitate the upgrade and maintenance of the Berlin-Mdantsane-East London rail corridor route 3. Liaise and support key roleplayers such as ACSA and Transnet in maintaining and improving the operational efficiency and viability of East London Airport and East London Port

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
<p>KFA 12: Traffic Management</p> <p>KFA 21: Transport Planning and Operations</p>	<p>1. <i>BCMM will promote an integrated approach to land use and transportation planning</i></p> <p><i>The importance of integrating land use and transportation planning decisions has been emphasized in recent years through government policy.</i></p> <p><i>The city's commitment to this integration is embodied in the current SDF and the BEPP and will be key to its implementation and success.</i></p> <p><i>The catalytic programmes for the East London Inner city and the Mdantsane Hub and the MELD and NW transit corridors and associated mixed-use activity nodes, are intended to support existing and future transit initiatives and provide communities with easier access to opportunities.</i></p>	<p>TPT1: Minimize the impact of transportation systems on climate change</p>	<p>TPT1.1: REDUCE VEHICLE KILOMETRES TRAVELLED (VKT)</p> <p>Encourage infill development in order to avoid costly extensions of transportation facilities and to minimize travel distances.</p> <p>Encourage compact development with a mix of uses to decrease VKT.</p> <p>TPT1.2: TRANSPORTATION INVESTMENTS</p> <p>The city's top priority for investment of funding for transport is to maintain the existing roadway, transit, and pedestrian/bicycle system and focus on expanding the capacity of the transit system and the bicycle and pedestrian facilities.</p> <p>All improvements to the roadway system will be designed to accommodate all modes of transport.</p> <p>TPT1.3: INCENTIVES TO REDUCE VEHICLE EMISSIONS</p> <p>Provide incentives to encourage the use of efficient vehicles, such as free meter parking for hybrid or car pool vehicles.</p> <p>Provide incentives for commercial developments that provide electric vehicle charging points.</p> <p>TPT1.4 "LOWER CARBON EMISSION" TRAVEL INCENTIVES</p> <p>Provide incentives for municipal employees to ride the bus, walk and bicycle to work.</p>

		<p>TPT2: Create an interconnected network of complete streets that serve all modes of transportation.</p>	<p>TPT2.1: CONNECTIVITY</p> <p>Encourage the development of an open street network that interconnects and distributes vehicle, bicycle, and pedestrian traffic to multiple streets.</p> <p>Identify opportunities to improve connectivity in and between existing communities</p> <p>Prioritize maintenance of existing roadway facilities over construction of new roadways.</p> <p>TPT2.2: STREET DESIGN</p> <p>Street design is to respond to the designated typologies and functions of streets.</p> <p>Consider all travel modes in the design of streets.</p> <p>Provide for street lights especially at locations where street lighting will improve public safety.</p>
		<p>TPT3: Promote transit-ready development patterns.</p>	<p>TPT3.1: NETWORK DEVELOPMENT</p> <p>Promote development patterns with high intensity activity nodes consistent with the SDF</p> <p>Discourage new developments that are not linked to the city's formal transit network</p> <p>TPT3.2: PUBLIC TRANSPORT FACILITIES</p> <p>Identify appropriate sites for future public transport development or expansion.</p> <p>Integrate public transport stops and stations into new and/or redeveloped sites and/or improve access to existing public transport facilities.</p> <p>Prioritize improvements of pedestrian and bicycle facilities in areas served by public transport.</p>

			Follow best practices for pedestrian safety at intersection and crossing locations near public transport stops.
		TPT4: Promote safe and efficient passenger rail service	TPT4.1: LOBBY RELEVANT AUTHORITIES TO UPGRADE AND MAINTAIN COMMUTER RAIL SERVICE Facilitate the upgrading and improvement the existing commuter rail service between East London and Mdantsane
		TPT5: Protect the long-term viability of the East London Airport as a vital part of the City's multi-modal transportation system that supports the economy of the City.	TPT5.1: AIRPORT COMPATIBILITY Facilitate compliance with ACSA's Airport Framework Plan for the East London airport. Prevent the establishment of land uses that are noise-sensitive; limit the growth of the airport in future; and conflict with safe operations of the airport.
	<p>2. BCMM will expand the city's non-motorized transportation options</p> <p><i>The city will facilitate safe pedestrian and bicycle connectivity throughout the community—providing all residents with the ability to choose a non-motorized mode as their primary means of traveling</i></p>	TPT6: Improve pedestrian connectivity	<p>TPT6.1: PEDESTRIAN SYSTEM</p> <p>Connect destinations with pedestrian facilities and encourage walking for a wide variety of trips by adding sidewalk connections, restoring damaged sidewalks, and requiring sidewalks as part of development approvals</p> <p>TPT6.2: PEDESTRIAN CONNECTIVITY</p> <p>Support new development designed with compact, mixed-use patterns with convenient connections between destinations that are conducive to walking and bicycling</p>

	<p>to and from work, school, and other destinations.</p> <p><i>The City will ensure that plans for pedestrian and bicycle facilities are coordinated with applicable land use and transportation decisions</i></p> <p>.</p>	<p>TPT7: Promote high-quality, pedestrian-oriented design within the public realm.</p>	<p>TPT7.1 ENCOURAGE WALKING</p> <p>Promote the creation of a stimulating, safe and pedestrian friendly environment that encourages walking as a mode of transport and as a leisure activity.</p> <p>Minimize pedestrian conflict with vehicles</p> <p>Design pedestrian pathways that are secure with good lighting</p>
		<p>TPT8: Improve cycling route connectivity</p>	<p>TPT8.1: CYCLING RUTES</p> <p>Identify new cycle routes</p> <p>Improve existing bicycle routes.</p>
	<p>3. BCMM will expand the city's public transport options</p> <p><i>A significant percent of East London's population is dependent on alternatives to the private owned car for their daily travel needs. A viable transit system will not only provide mobility to a large segment of the city's residents, but will also help to improve air quality and reduce traffic congestion.</i></p> <p><i>Future land use decisions will promote a more compact pattern of development along planned transit corridors and in designated mixed-use activity nodes.</i></p>	<p>TPT9: Provide a high-quality public transport system.</p>	<p>TPT9.1: PUBLIC TRANSPORT SYSTEM</p> <p>Establish a fully functioning, regulated public transport system for BCMM that serves all communities.</p> <p>TP91.2: EXPAND PUBLIC TRANSPORT NETWORK POSSIBILITIES</p> <p>Promote public transport-supportive development patterns along transit corridors and within mixed-use activity nodes where higher densities can be accommodated</p> <p>Promote development patterns that support existing transit routes and that will help build new routes and enhanced service over time.</p>
		<p>TPT10: Promote high-quality, pedestrian-oriented design within the public realm.</p>	<p>TPT10.1 ENCOURAGE WALKING</p> <p>Promote the development and maintenance of a stimulating, safe and pedestrian friendly</p>

			<p>environment that encourages walking as a mode of transport and as a leisure activity.</p> <p>Promote continuous sidewalks and small, walkable blocks in urban design to improve accessibility and make walking easier.</p>
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5.1.5.1 Approach of Buffalo City to an Integrated Transport System

Buffalo City has developed its strategic transport plans for the future development of each specific transport sub-system, namely the public transport system, the major road network, the freight network, the non- motorised transport network, traffic safety and provisions for special needs passengers.

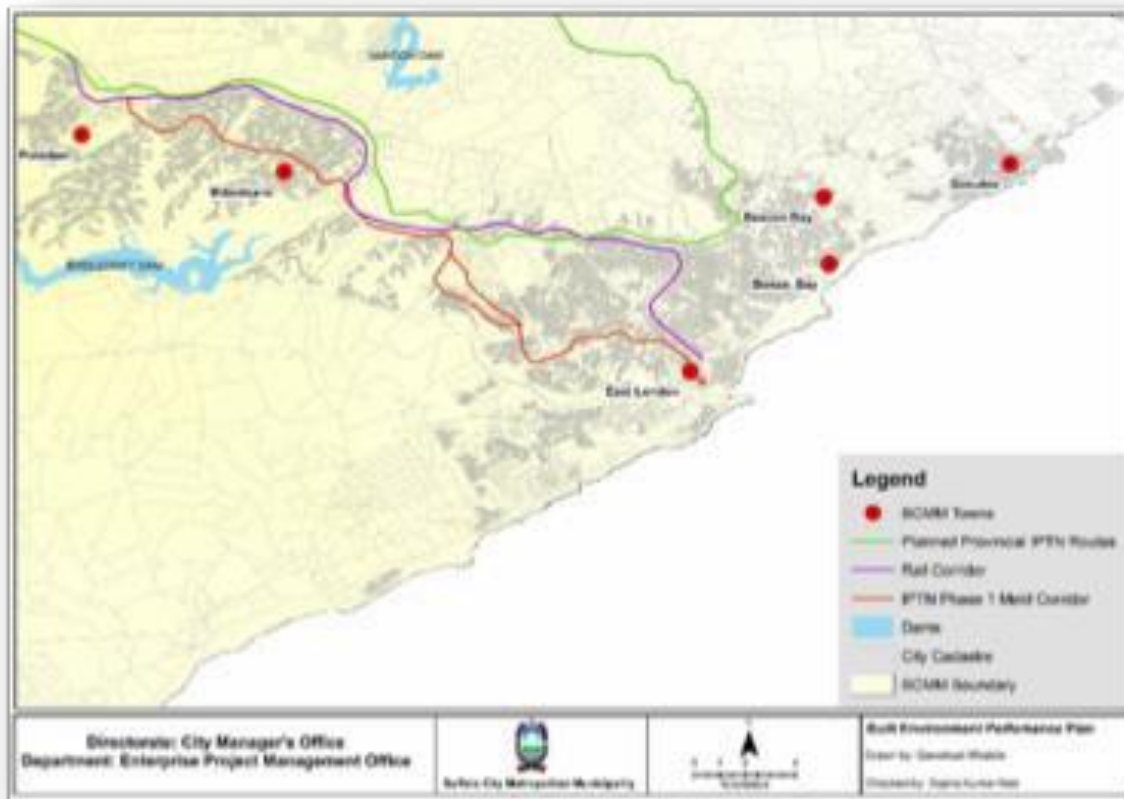
5.1.5.1.1 Public Transport

BCMM prepared its Integrated Public Transport Network Operations and Implementation Plan for 2018, in an attempt to consolidate all its public traffic requirements. That Plan has undergone a series of consultative processes. Various proposals and options have been considered for implementation. Based on the budget implications of the various options and the non- availability of funding for the implementation of a full-fledged IPTN system, a hybrid approach has been favoured over the roll out of a full-fledged IPTN Network in the Metro.

The hybrid approach considers the provision of Trunk Services only with feeder routes being serviced by existing independent operators, through the coordination of an operating company. The current proposal looks at a 3-year transition phase and 8-year period for the roll out of IPTN services. The first phase of the project is planned to cover the MELD Corridor and the second phase will cover the Zwelitsha – Bisho – King William's Town Corridor.



Plan 54: Proposed Trunk Services only IPTN (Source: BCMM IPTN: 2018)



Plan 55: IPTN Trunk Services: Phase 1 MELD Corridor (Source: BCMM IPTN: 2018). Green routes indicate planned Provincial IPT Routes, Red routes indicate the BCMM IPTN and Purple indicates the Rail Corridor

5.1.5.1.2 Major Roads (Buffalo City's Arterial Roads Plan 2006 – 2023)

Forward planning of Buffalo City's roads system for the next ten years is documented in the planning report entitled "Buffalo City: Arterial Roads Plan 2006 – 2023". This document is based on an analysis which has considered the need for traffic movement on the comprehensive major road network (i.e. national, provincial and municipal major roads) in the Buffalo City area.

The Plan identifies the key road improvement projects required over the planning period, taking into account the vehicular travel demands during morning and evening commuter peak periods of travel on the road network. These traffic demands are based on peoples' travel between different land uses (e.g. home to work).

5.1.5.1.3 Freight transport

Buffalo City has a large and potentially growing manufacturing sector, which relies on an efficient and reliable freight transport system. With the growth of the East London Industrial Development Zone (IDZ) on the West Bank, freight transport is likely to increase further in future. All sectors of the economy depend on the incoming and outgoing movements of goods by road, rail, sea and air.

Buffalo City is in the process of developing its first ever freight plan. This plan will initially focus on determining the status quo of freight movements and the development of strategies in conjunction with the provincial and national spheres. The strategies of the freight transport plan will be to:

- Put in place appropriate mechanisms to ensure that freight can be moved into, out of and within Buffalo City in the minimum time, cost and convenience to business, industry and commerce.
- Provide a plan to contain the flow of freight transport through Buffalo City, e.g. limiting times of operation, location of truck stops etc.
- Provide a plan to regulate the transport routes, aiming at a minimum of negative impact on the traffic safety and the environment of Buffalo City.
- Provide a strategy for the movement of hazardous goods through and within Buffalo City.
- Provide a strategic plan for multi modal freight transport encouraging the use of railway e.g. suitably organised and located freight terminals.

5.1.5.1.4 Non-motorised transport

A significant number of people who do not have the means to use a private car or public transport for daily transport in Buffalo City gain access to work, education and other activities by walking. Cycling is an alternative but is significantly under-utilised as a transport mode in Buffalo City.

The integration of pedestrian and bicycle facilities into the transport system promote improved accessibility to public transport interchanges and bus stops, work, school, shops, leisure etc. It promotes safer walking and cycling – and it also contributes to an environmentally sustainable transport system as a whole. Non-motorised transport (NMT) is an inexpensive means to make short trips within the City, and it also benefits personal good health and fitness. While attention has been given to providing safe pedestrian sidewalks/walkways on major roads in Buffalo City, this has been in the absence of an overall prioritised plan of action for the Buffalo City Municipal area.

The vision for non-motorised transport is to achieve-

“An integrated and sustainable non-motorised transport system that increases mobility and accessibility for all people in a safe and convenient manner and which is the preferred mode of transport for short and convenient trips”

5.1.5.1.5 Traffic safety

The current traffic accident record for Buffalo City reflecting a high injury and death rate is considered unacceptable, particularly with regard to pedestrian fatalities. The incidence of accidents involving public transport vehicles is also high in relation to the number of licensed vehicles in Buffalo City – public transport vehicles are involved in almost ten times as many accidents per vehicle compared to the average of all registered vehicles.

In order to address the traffic safety situation in Buffalo City the following vision was developed:

“To be an accident fatality-free city and the leading South African city in the field of traffic safety engineering, education and enforcement”

5.1.5.1.6 Special Needs Transport

Some of the existing and would be transport users in Buffalo City have physical, mental or age-related circumstances that inhibit their use of the existing transport system. These persons with “special needs” must have reasonable access to the transport system.

Investigations which formed part of the national transport policy making initiatives in South Africa over the past decade defined three categories of special needs persons, which clearly show that

special needs of transport users go beyond the need to accommodate wheelchairs. The categories include “life cycle passengers”, who include children below five years of age, the elderly older than sixty five years and pregnant women. Impaired and functionally disabled passengers include the mobility disabled, sight and hearing impaired and the mentally handicapped.

Buffalo City adheres to the principle catering for special needs persons which ensures that all projects are planned, designed, implemented and operated making sure that all persons can use the facility, service or vehicle involved.

5.1.5.2 Key Transport Proposals in SFAs

5.1.5.2.1 SFA 1: West Bank

Buffalo City has undertaken a traffic management plan for West Bank/Rockcliff area. The study determined the required road network required to open the area up for development. *Figure 14* below illustrated the required road network that has been identified to accommodate potential developments in the area. It should however be noted that this road network should be flexible within certain parameters based on proposed developments as they are received by Buffalo City.

The full development of this area also included the new link over the Buffalo River as this is a critical link in the future road network for the City.

In addition to the proposed road network, it is important to note that the BRT is to extend to the West Bank. At this stage, the extension is to the East London IDZ. However, as developments take place in the Rockcliff area so will the demand for public transport increase to a stage where the BRT will be extended to cater for this increased demand.

Figure 15 indicates the proposed BRT towards the IDZ.

5.1.5.2.1.1 New Buffalo River Bridge to Link SFA 1 and SFA 2

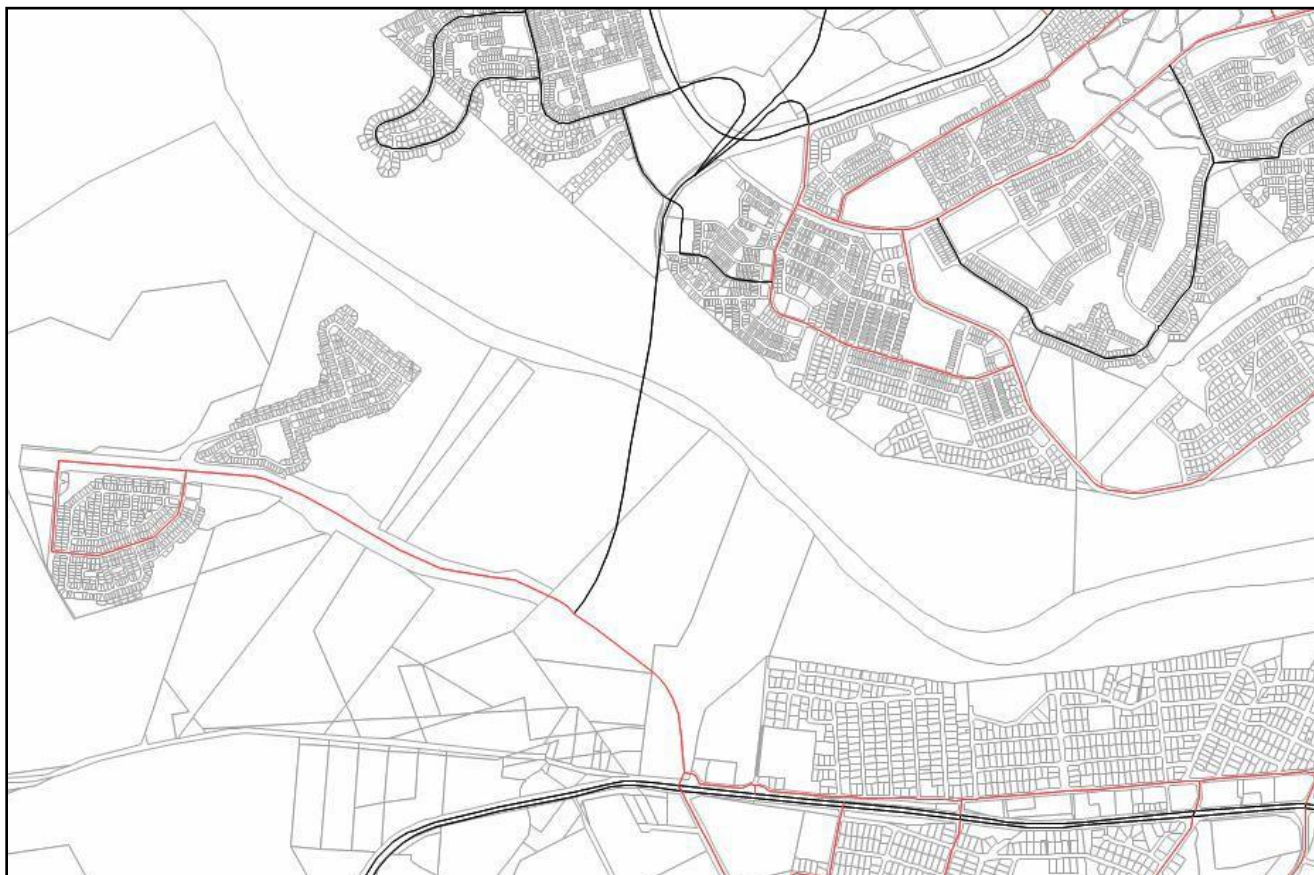
One of the key transport projects that would have a significant impact on the transport in Buffalo City is the new Buffalo River Bridge (see *Figure 13* below), including approach roads. This north-south by-pass will also serve as a more direct link between the Mdantsane and East London corridor to the West Bank Industrial area. The separation of the West Bank from areas to the north of the Buffalo River has had a significant effect on the form of development north and south of the Buffalo River, but also on access to the West Bank.

The fact that crossings of the river can only be made at the existing Settlers / Pontoon bridges and 7,5km upstream at the Buffalo Pass bridge results in longer journeys to reach workplaces on the West Bank for residents north of the Buffalo River than could be achieved with a more direct route. The limited number of crossings has also resulted in concentrations of traffic flowing through the CBD and a growing level of congestion on the Settlers Way route.

The feasibility study entitled “Buffalo River Bridge and Arterial Road Link between the N2 and R72: Part C – Transport Planning Report” provides a detailed analysis of the need for the New Buffalo crossing.

The study provided greater clarity on the alignment and geometric configuration of the route of the arterial linking the bridge with the N2. The bridge should be constructed with sufficient width to accommodate four traffic lanes, pedestrians and cyclists.

This road will serve increasing volumes of traffic while at the same time require attention to give priority to road-based public transport vehicles that will form a major component of the corridor linking the IDZ with the residential suburbs situated north of the Buffalo River.



Plan 56: PROPOSED NEW BUFFALO RIVER BRIDGE

NAME	DESCRIPTION
<i>New Buffalo River bridge and access roads.</i>	This project will involve creating a link from the West Bank linking to the N2. It will assist with diverting heavy vehicles from using the CBD as a throughfare.
Link Road from MBSA to the ELIDZ	This link road is off importance to moving freight for the 'JUST IN TIME' arrangement at MBSA.

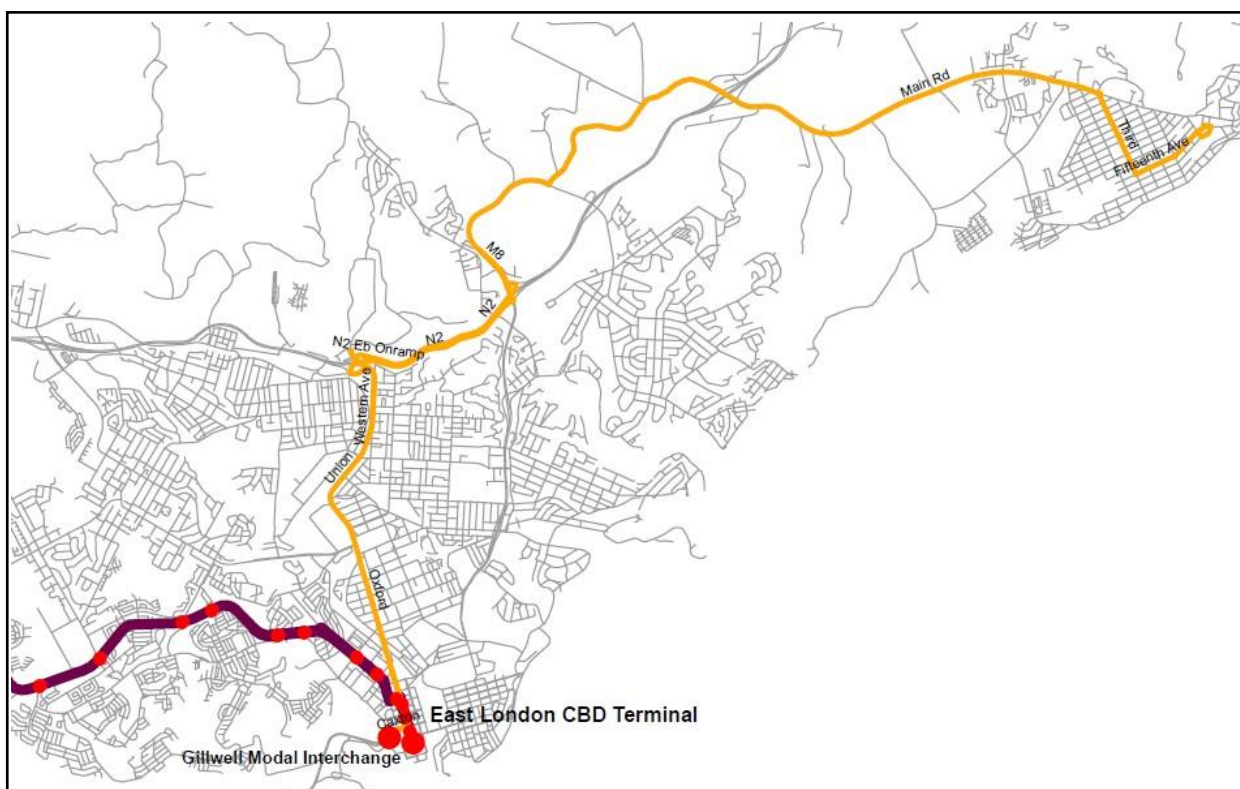
5.1.5.2.2 SFA 2: East London-Mdantsane Central Development Area

Table 20: Key Road Projects Identified in SFA 2

NAME	DESCRIPTION
Oxford Street and CBD pedestrian and public transport project	This project will involve transforming Oxford Street between Commissioner Street and Stephenson Street into a pedestrian and public transport oriented road, with limited access and loading areas for goods vehicles. The measures are intended to make the CBD more attractive by providing exclusive Public Transport lanes and facilities, including facilitating pedestrian movement on wider sidewalks.
Fitzpatrick Road (R72) realignment	This project involves the realignment/rerouting of the section of the R72 between Commercial Road and Fleet Street. The road will bisect the Sleeper Site and open the area up for development.
Park Avenue/ Thorburn Terrace	An upgrading and re-alignment of this cross-town route, which will provide a link from the North East Expressway to the northern part of East London's CBD, by-passing the CBD's Fleet Street route.
Extension of North West Expressway to Amalinda Main Road	This will be the first phase of the North West Expressway route, which will eventually link the R 72 route near the airport with the N2 freeway at the new Summer Pride interchange.
New Buffalo River Bridge	This important new bridge crossing is essential to future access across the Buffalo River, currently having only one practical crossing. The project will enable a more direct route between the Mdantsane's Highway Rank and the Industrial Development Zone and the West Bank industrial areas. It will also alleviate congestion in the East London CBD area and free up part of the inner city for pedestrianisation.

5.1.5.2.3 SFA 4: Quenera Development Area

Gonubie Main Road, while providing spare capacity to facilitate further developments. In addition to the Gonubie Main Road project, Buffalo City is planning the extension of Quenera Drive and the Mzamomhle Access Road that ultimately will link Beacon Bay to Gonubie. Although this link road will serve as an alternative route to the Gonubie Main Road, its main function will be to open up the area to development. Further, Buffalo City has developed a proposed road network (see *Figure 16* below) for this area that, once again, needs to be flexible within certain parameters to take into account proposed developments as they are received by Buffalo City.



Plan 57: PROPOSED 1B OF THE BRT CORRIDOR TOWARDS THE GONUBIE AREA

NAME	DESCRIPTION
Beacon Bay to Gonubie Link Road	This link will provide the much needed access between the two large residential suburbs in East London.

5.1.6 Environment Theme

Table 21: Environment Theme

<p>The growing awareness of climate breakdown and the crucial role played by the natural environment in providing the essential ecosystem goods and services upon which all life on earth depends is the context for this theme. Key concerns are that spatial development and human land uses should be planned and managed so as not to disrupt or destroy critical biodiversity areas. However, acknowledging that climate breakdown is underway, this theme also highlights the need for planning to strengthen the resilience of communities and to allow for contingencies when responding to natural disaster events.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • The municipality's diverse ecosystem, which supports a variety of preservation worthy animal and plant life; • The dissected topography of the area, which limits the availability of flat land and breaks up the settlement pattern ; • Ongoing resource degradation in both urban and rural areas; • Areas of unique beauty and opportunity for conservation, environmental management and tourism; and • The impacts of climate breakdown on the natural resources of the area, including water availability and the resilience of ecosystem services.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 13: Climate Action • SDG 14: Life Below Water • SDG 15: Life on Land
<p>National Policy</p>	<p>National Development Plan Vision 2030 (NDP)</p>



(Refer to Sections 3.3-3.4)	<ul style="list-style-type: none"> Chapter 5: Environmental Sustainability – An equitable transition to a low-carbon economy SA National Biodiversity Strategy and Action Plan 2015-2025 6 Strategic Objectives
SPLUMA Section 21	<p>Relevant guidance drawn from Section 21:</p> <ul style="list-style-type: none"> include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable; provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> Support the conservation and rehabilitation of critical biodiversity areas (CBAs) and ecological support areas (ESAs) Protect life and property from the impacts of climate breakdown and natural hazards Promote active and healthy lifestyles
Key Programmes and Projects	<ol style="list-style-type: none"> Develop a comprehensive Stormwater Management Plan that incorporates green technologies Develop Non-Motorised Transport (NMT) Route Development Plans for all major suburbs in the urban settlements of BCMM Review and Implement the MOSS Plan in line with SANBI Guidelines Develop a Tree-Planting and Urban Greening Programme

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 16: Vegetation Control and Biodiversity	<p>1. <i>BCMM will support the conservation and rehabilitation of critical biodiversity areas (CBAs) and ecological support areas (ESAs)</i></p> <p><i>The preservation and wise management of BCMM's natural resources – air, water, and environmentally sensitive areas – is a key factor in promoting sustainability of human settlements and protecting a sustained and viable quality of life that is resilient and adaptable to disaster events.</i></p>	ES1: Enhance natural watershed processes and promote efficient water use.	<p>ES1.1: STORMWATER INFRASTRUCTURE MANAGEMENT</p> <p>Explore opportunities for a comprehensive green streets program and the benefits associated with replacing detention pond standards with standards for green streets.</p> <p>ES1.2: MINIMIZE URBAN RUNOFF</p> <p>Encourage aggressive use of “green infrastructure” that maximizes stormwater retention on-site and land development designs for urban runoff that minimize flooding and the need for additional or expanded flood control and conveyance facilities.</p>
KFA 11: Emergency and Disaster Management KFA 17: Municipal and Environmental Health	<p>2. <i>BCMM will protect life and property from the impacts of climate breakdown and natural disasters</i></p> <p><i>Wise land use management processes are key as day-to-day decisions made about where and how growth will occur can affect the impact that natural disasters have on the community if and when they do happen.</i></p>	ES2: Minimize risk from flood from rivers and storm surges from the coast that represent hazards to life, property, and public investment.	<p>ES2.1: DEVELOPMENT STANDARDS</p> <p>Maintain and enforce location criteria and development standards that minimize financial loss and maximize protection of property in the event of flooding.</p>

<p>KFA 14: Air quality</p> <p>KFA 15: Parks and Open Spaces</p>	<p>3. <i>BCMM will promote active living and healthy lifestyles amongst its political and administrative officials as well as its broader community</i></p> <p><i>For many residents, living an active lifestyle means being able to have access to a variety of recreational opportunities and outdoor activities.</i></p> <p><i>In this regard, the city boasts an enviable coastline and beautiful beaches. These amenities not only provide recreational opportunities, but enhance and promote the health and well-being of its residents.</i></p> <p><i>As the city's pattern of growth evolves in the coming years, additional recreational areas such as parks, trails, open space, and recreational programs will be needed to maintain and improve the existing levels of service.</i></p>	<p>ES3: Protect and enhance air quality and minimize health hazards associated with air pollution</p>	<p>ES3.1: DEVELOPMENT PATTERNS</p> <p>Promote compact, walkable development patterns that support transit and reduce carbon emissions from vehicles and discourage development patterns that rely solely on vehicles for transportation in an effort to reduce vehicle miles travelled</p>
		<p>ES4: Plan, develop and maintain a robust metropolitan open space system (MOSS) in order to enhance the city's environment, air quality (carbon absorption) and appearance.</p>	<p>ES4.1: MOSS Plan</p> <p>Review and implement the BCMM MOSS Plan</p> <p>ES4.1: TREE PLANTING PROGRAMME</p> <p>Complete a citywide tree canopy analysis to identify where significant gaps exist and trees are most needed to shade streets, parks, parking lots and public spaces etc. Based on the analysis:</p> <p>Develop a strategy for the city's tree canopy to increase shade in public pedestrian routes and public spaces;</p> <p>Focus tree planting efforts in areas demonstrated to have the greatest need; and</p> <p>Develop educational materials on the benefits of maintaining tree canopy on private property by using indigenous trees.</p>
		<p>ES5: Identify and protect natural open space areas where the public can observe nature and seek solitude, and where wildlife habitat can be protected.</p>	<p>ES5.1: PROTECT AND MANAGE ENVIRONMENTALLY SENSITIVE AREAS</p> <p>Encourage the preservation of adequate open space and protect unique and environmentally sensitive areas as identified in applicable Biodiversity Spatial Plans.</p>

		<p>ES7: Supplement parks and open space facilities with special use areas such as sports complexes, golf courses, interpretive parks, etc.</p>	<p>ES7.1: SPECIAL USE FACILITIES</p> <p>Facilitate the development of Special Use Facilities and ensure that a financial strategy is developed to ensure a sustainable source of revenue for the operation of such facilities</p>
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5.1.6.1 Environmental Spatial Planning & Land Use Management Proposals

Buffalo City's rich and diverse biodiversity has largely been threatened by large scale habitat transformation and fragmentation. This has been due to previous inappropriate development and poor land-use management practises in many parts of the municipal area.

The two marine reserves and 12 terrestrial protected areas, which cover 21% within the metro alone, are not sufficient as a means to conserve biodiversity. Outside of protected areas, land use planning needs to take cognizance of additional biodiversity priority areas and areas with sensitive environmental attributes. These environmental priority areas are highlighted in *Plan 32*.

Plan 32 further illustrates additional environmental attributes of BCMM that are to be conserved and protected against high impact land uses. These areas comprise the Amatola Forest inland from King William's Town; the grasslands around Dimbaza which are home to the Giant Earthworm; the protected areas (including Umtiza, Fort Pato, Gonubie, Amalinda, Nahoon, East London Coastal Nature Reserve, etc.); the estuaries and coastal belt; and the main river valleys and riparian areas throughout the city.

A network of open space within the city is proposed to ultimately achieve linkages between river valleys, parks, forests and the coastline linking the interior. These ecological process areas have been captured in the BCM Conservation Plan and Open Space System Plan

5.1.6.1.1 Environmental Guidelines for Development

5.1.6.1.1.1 Guidelines within CBA Areas and High Priority Conservation Areas

The Eastern Cape Biodiversity Conservation Plan (ECBCP) is recognized as the provincial spatial tool to inform future planning, with the ultimate aim of conserving remaining areas of biodiversity importance, at a strategic level. At a more localized level, the BCM Conservation Plan further recognizes areas of biodiversity priority.

Critical Biodiversity Areas (CBA 1 and 2), as defined by the ECBCP, form the foundation areas where conservation as a land-use is priority. Within the CBA areas are protected areas, indigenous Forest and Thicket areas, and River Corridors. These areas provide essential ecosystem services. Added to this, is the very high and high priority conservation areas identified in the BCM Conservation Plan, which have been developed at a finer scale. These high priority areas are focused on conserving intact vegetation and species of special concern, within the BCMM area. Both the CBA Areas and the Conservation Priority Areas provide the spatial framework for future spatial development planning, particularly indicating those areas where development needs to be avoided or at best, carefully managed. Strategically the following land-use principals, as listed in the ECBCP, should apply to CBA Areas and Conservation Priority Areas:

- Avoid land use that results in vegetation loss in critical biodiversity areas.
- Maintain large intact natural patches – try to minimize habitat fragmentation in critical biodiversity areas.
- Maintain landscape connections (ecological corridors) that connect critical biodiversity areas.
- Maintain ecological processes at all scales, and avoid or compensate for any effects of land uses on ecological processes.
- Plan for long-term change and unexpected events, in particular those predicted for global climate change.
- Plan for cumulative impacts and knock-on effects.
- Minimize the introduction and spread of non-native species.

- Minimize land use types that reduce ecological resilience (ability to adapt to change), particularly at the level of water catchments.
- Implement land use and land management practices that are compatible with the natural potential of the area.
- Balance opportunity for human and economic development with the requirements for biodiversity persistence.

The BCM Municipal Open Space and Conservation Plan further highlights the following land use guidelines for high priority conservation areas:

- No development should be permitted within very high priority conservation areas
- Only low density development consistent with the MSDF and relevant Local SDF may be permitted within high priority conservation areas.
- Development or activities should be restricted to existing non-restorable (NR) area remaining.
- No development should be permitted except under exceptional circumstances. Only well motivated exceptions should be entertained where the following is implemented:
 - No further loss and no further impacts of natural areas should be allowed.
 - The above-mentioned ECBCP conservation and land-use guidelines are applied.
 - EIAs should provide a detailed assessment of local biodiversity and aesthetic impacts.
 - Limited development must demonstrate environmental gains
 - Active rehabilitation should be implemented.
 - Area should be zoned conservation.
 - EIA ROD must stipulate that activities within conserved area can only be reassessed subject to an EIA.
 - Eco-friendly activities may be permitted (e.g. trails, bird hides, etc.)
 - Consideration should be given to rehabilitation and/or restoration of land and zoned conservation or other appropriate conservation zoning.
 - General guiding principles for assessing proposed development and other land-use changes should apply
- Consideration should be given to environmental off-sets:
 - An appropriate and corresponding off-set in terms biodiversity value (and not just land area) should be determined
 - Off-set area should be zoned conservation or other appropriate conservation zoning.
 - Guidance for determining off-sets can be obtained from the Western Cape Guidelines

5.1.6.1.1.2 Guidelines outside CBA Areas

Outside of the Critical Biodiversity Areas and high priority conservation areas are key BCMM physical environmental attributes which should be avoided or at least be red-flagged in considering further development. These include:

- Areas of steep slopes (>15% or 1 : 5) where slope stability and erosion threaten development;
- Wetlands, dams, river systems and estuaries where the emphasis must be placed on conserving the surface and groundwater environment;
- The coastal environment in particular the coastal protection zone in which the coastal land processes must be maintained;
- Development or activities within the coastal protection zone should be consistent with the principles and objectives of the White Paper for Sustainable Coastal Development and the Coastal Zone Management Act;
- High potential and unique agricultural land which needs to be managed as a means to ensure food security; and Cultural Heritage features and landscape quality which often underpin the tourism economy.

5.1.6.1.1.3 General Guiding Principles

General guiding principles for further development as is emphasised in the BCM Conservation Plan are as follows:

- All indigenous forests must be conserved except under exceptional circumstances;
- There should be no development in any riparian area except under exceptional circumstances;
- Development within the Coastal Protection Zone should be consistent with the objectives of the White Paper for Sustainable Coastal Development and the Integrated Coastal Management Act as well as the Coastal Environmental Management Framework from Great Kei to Cannon Rocks;
- Where development or land-use change is deemed appropriate, development should first occur in transformed and non-restorable areas before consideration is given to opening up additional areas for development (refer to BCM Conservation Plan);
- Where development or land-use change of sensitive areas is deemed appropriate, consideration should be given to the establishment of appropriate off-sets in addition to the rehabilitation of existing disturbed areas; and
- The assessment of proposed development or land-use change should anticipate future land-use pressures.
- Development outside the urban edge should only be contemplated if real environmental benefits can be demonstrated or appropriate off-sets are provided.

5.1.6.1.2 Climate Change

Climate Change – Climate Breakdown as it has come to be termed – is regarded as the most significant challenge to human development and, indeed, human survival as a viable species on earth in our era. It is already having – and will continue to have – far reaching impacts on human livelihoods.

5.1.6.1.2.1 Climate Change adaptation strategies within BCMM

While current predicted models show relatively marginal changes to the climate within BCMM, the consequences of the predicted impacts are severe and require management action.

From a spatial planning perspective, responses are largely focused around avoiding new development and insisting on development controls around flood prone and coastal low-lying areas. Other responses are generally considered good practice and regardless of climate change will generally lead to an improved standard of living. These mentioned responses, if implemented, should increase the resilience of vulnerable communities to climate change.

Water Availability

Although models show a potential wetting trend from the predicted increased rainfall, the increase in ambient temperatures may result in increased irrigation needs. Coupled with increased demand for urban water, this may threaten the integrity of surface water systems both from an ecosystem services perspective and as a resource for urban and agriculture needs. Water quantity, quality and availability are future concerns.

Possible municipal planning responses in terms of water availability:

- Ensure avoidance of water losses through continual system maintenance and leak detection;
- Incentivize and encourage rainwater harvesting at the household and commercial scale;
- Promote education and awareness and instill a culture of water conservation;
- Maintain water quality standards through optimal operation and maintenance of wastewater treatment works and associated infrastructure; and

- Ensure the early implementation of water restrictions during extended periods of drought.

Flooding

Predicted higher intensity storm events are likely to result in increased intensity and frequency of flood events. Areas at risk are those human settlements which have established in flood prone areas and all infrastructures within flood zones such as waste water treatment works, sewer lines and manholes, low lying bridges, roadways, etc.

Possible flooding response options available to the municipality are given below:

- Maintain and improve the integrity of wetlands, riparian areas and other aquatic environments';
- Maintain and improve the integrity of water catchments;
- Avoid/ Reduce settlement and urban development in areas vulnerable to flooding;
- New development projects to include water and energy savings;
- Encourage flood-water retention and increased infiltration in urban design and development;
- Ensure flood lines are plotted using projected, rather than historical, data; and
- Increasing capacity in early warning and disaster management institutions.
- Mapping of projected sea level rises, flood zones, set back lines, etc.

Sea level Rise and Storm Surges

The exposure of the rugged BCMM coastline and the many estuaries make settlement and infrastructure extremely vulnerable to wave action from storm surges. Evidence of this was observed in the recent destruction of the Gonubie Boardwalk due to high seas. With higher intensity storms, sea swells and wave heights are a major threat to coastal infrastructure and settlement. This threat is amplified with sea level rise. The BCM MOSS study suggests that BCMM may be vulnerable to threats of inundation of between 2m and 6.5m above sea level.

Possible responses for BCMM include:

- Mapping of coastal land exposed to the risk of inundation;
- Planning restrictions on development or risk adverse approaches to development in coastal low lying areas including wetlands, estuaries and shores. Inclusion of these restrictions in spatial planning policy;
- Municipal planners should take cognisance of this threat and ensure that any development below the 5m contour at least takes into account the possibility of inundation. Development below the 2m contour could be considered to be under serious threat;
- Promulgation of standards and specifications for applications within the coastal risk zone;
- Prioritising informal settlements within coastal risk zone for formal resettlement/allocation of social housing;
- Increased coastal defenses where infrastructure is already in place (coastal roads, ports, pipelines); and Improved catchment and stormwater management to limit compound effects of freshwater flooding.

Fire Risk

The Buffalo City Metropolitan Municipality is prone to frequent wildfires. The risk of wildfires is a product of increased temperature and winds, reduced humidity and increased fuel load. Simulations of future scenarios project the likelihood of warmer winters and springs seasons. Coupled with increased intensity and duration of dry periods, there is likely to be increased occurrence of "berg winds" and an increased fuel load from warmer, wetter summers in the east. There is also a high likelihood of increased risk of wildfires in late winter and early spring, DEDEA, 2011.

Possible response options are given below:

- Buffalo City Metropolitan should assist and engage with fire protection associations;
- There should be collaborative engagement with the Disaster Management Unit;
- Improved fire risk awareness (especially on days of high-extreme fire danger);
- Provide support to the Working on Fire initiatives;
- Promotion of safe fuels and cooking/lighting facilities in informal settlements (the use of paraffin, candles and open fires in informal settlements for energy needs is a primary cause of runaway shack fires); and Installation of fire hydrants in informal settlements.

Rise in temperatures and impacts on human health

The increase in median monthly temperatures and increased occurrence of heat waves will likely have indirect impacts on human health. In particular vector-borne diseases such as malaria, cholera and tick-borne diseases are prone to increase. Although Buffalo City Metropolitan Municipality is not currently considered a malaria risk area, there is evidence of a southward advancement of the threat area and in the future, communities within Buffalo City may be at risk. Together with high HIV/ AIDS infection rates, the increased disease risk associated with climate change place impoverished communities in particular, at risk.

Possible responses to the impacts on human health include:

- Communication systems timeously informing/warning residents in BCMM;
- Improved passive thermal design standards for low income and social housing (for example adoption of SANS 204);
- Accelerated provision of formal/social housing;
- Accelerated provision of potable clean water supply, formalised sanitation and electricity services.
- Improved housing and infrastructure in both rural and urban communities should particularly aim to reduce risk of water-borne disease, exposure to indoor pollution, and support of existing public health infrastructure initiatives;
- Increased readiness of emergency and health services during heat waves;
- Dedicated heat-stress response equipment in community clinics;
- Development of specific response.
- Mapping of densely built-up areas with urban heat island potential; and City-wide greening campaign (landscaping and tree planting)

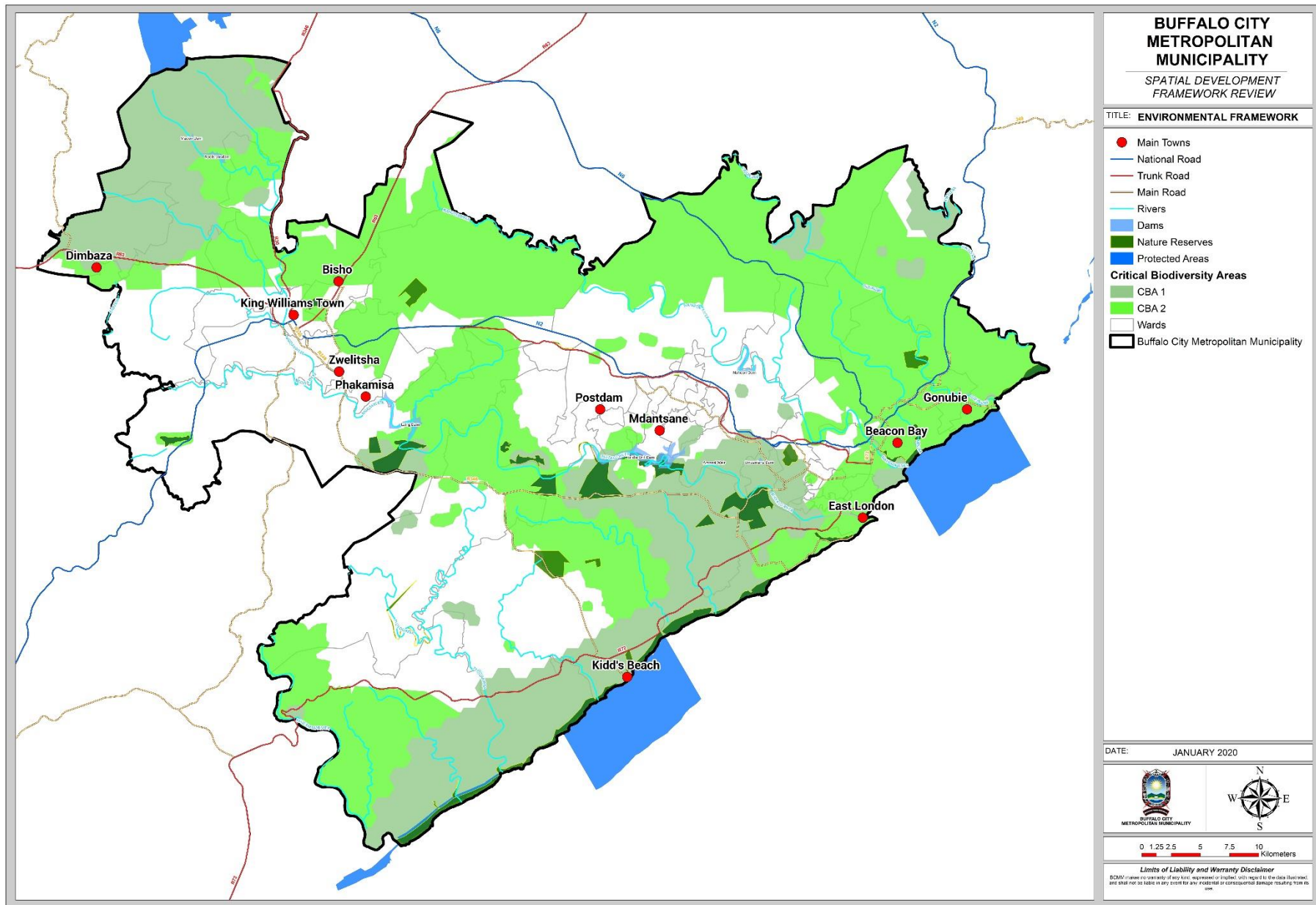
Food security

Subsistence style agriculture is a prevalent land use within the Buffalo City Metropolitan Municipality. The high reliance of subsistence style agriculture on the natural resource base may place rural communities at risk due to changing water patterns, increased temperatures, etc. Although increased rainfall and temperatures may be beneficial to plant growth and agricultural production, changing conditions may become unsuitable for certain crops and livestock. Food security is therefore a concern.



Possible responses to ensure that food security is maintained:

- Promote planting of crops that are appropriate to a climate and soil region and which are able to withstand climate extremes;
- Shifts in crop calendars and the switching of crops;
- Promote harvesting and storage of water at the subsistence level and encourage water conservation practices;
- Promote adoption of cultivation techniques (e.g. permaculture) that improve soil moisture retention and general crop resilience;
- Prioritise support to existing food security programmes;
- Improved land management, such as erosion control; and
- Switch to indigenous and more resilient livestock species and production systems (e.g. Nguni cattle).



Plan 58: Environmental Framework Plan



5.1.7 Rural Development Theme

Table 22: Rural Development Theme

<p>This theme seeks to take into account the realities of the interplay between BCMM's urban settlements and its rural areas, especially the numerous rural settlements. While it is understood that urban settlements are the future centres of economic activity and will likely increase in importance in this aspect, an appropriate focus on both socio-economic and transformative spatial development and land use management is crucial in rural areas. This is so for a few reasons. Firstly, rural areas largely remain the terrain where key ecosystem services (water, carbon capturing vegetation, fertile soils etc.) originate and need to be conserved and managed appropriately. Secondly, rural areas fulfil important roles for the citizens of the area in respect of food production and livelihoods as well as being places of residence and important socio-cultural heritage.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • Ongoing "circular migration" of people moving to and from rural settlements and the urban areas of BCMM; • Continued pressure for land and settlement opportunities in rural settlement areas and areas on the periphery of urban settlements, which has resulted in unplanned development and environmental degradation; and • Challenges posed by areas where the rural economy has stagnated and agricultural production has come under negative pressure.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 1: No Poverty • SDG 2: No Hunger • SDG 15: Life on Land

National Policy (Refer to Sections 3.3-3.4)	National Development Plan Vision 2030 (NDP) <ul style="list-style-type: none"> • Chapter 5: Chapter 5: Environmental Sustainability – An equitable transition to a low-carbon economy • Chapter 6: An integrated and inclusive rural economy
SPLUMA Section 21 (j)	Relevant guidance drawn from Section 21(j): <ul style="list-style-type: none"> • include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable; • identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable; • identify the designation of areas in which– <ul style="list-style-type: none"> ○ more detailed local plans must be developed; and ○ shortened land use development procedures may be applicable and land use schemes may be so amended; • provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments; • determine a capital expenditure framework for the municipality's development programmes, depicted spatially; • determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area
Directive Principles	BCMM WILL: <ol style="list-style-type: none"> 1. Facilitate the integration between rural and urban areas by improving access and connectivity 2. Facilitate the development of the rural economy 3. Promote and support sustainable agricultural initiatives in rural settlements 4. Support community resilience by facilitating food security programme opportunities

Key Programmes and Projects	<ol style="list-style-type: none"> 1. Identify major urban-rural commuter routes and formulate a comprehensive Urban-Rural Commuter Route Upgrading And Maintenance Plan 2. Develop an Implementation Plan for the Upgrade of ICT Connectivity in Rural Settlement Areas 3. Develop a Plan to upgrade key Rural Business Hubs 4. BCMM and Dept of Agriculture Partnership Project: Focus on Upgrading and Support of Small-Scale Agriculture in rural areas 5. Create and fund a Community Garden Support Programme
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Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY IMPLEMENTATION ACTIONS
KFA 6: Rural & Development Agrarian Reform	<i>1. BCMM will facilitate the integration between rural and urban areas by improving access and connectivity</i>	RD1: Improve Urban-Rural Connector Routes	RD1.1: KEY ROUTES Identify, upgrade and maintain key routes that carry commuting and/or commercial traffic between urban and rural areas
		RD2: Improve Broadband coverage in rural areas	RD2.1: RURAL ICT CONNECTIVITY Engage with ICT companies and Broadband Infraco to promote the extension of broadband connectivity into rural areas
	<i>2. BCMM will facilitate the development of the rural economy</i>	RD3: Support rural business processes	RD3.1: RURAL PLACES FOR DOING BUSINESS Engage with communities to determine optimum localities for the provision of local markets and facilities to enable better business opportunities in rural areas
	<i>3. BCMM will promote and support sustainable agricultural initiatives in rural settlements</i>	RD4: Promote sustainable agriculture projects in suitable rural localities	RD4.1: SMALL-SCALE SUSTAINABLE AGRICULTURE Engage with the Provincial Department of Agriculture to identify and support agricultural development projects that have been assessed as viable and sustainable



	<p>4. <i>BCMM will support community resilience by facilitating food security programme opportunities</i></p>	<p>RD5: Promote community-based and local food production.</p>	<p>RD5.1: COMMUNITY GARDENS</p> <p>Collaborate with school district administrators, school Governing Bodies and communities to identify opportunities to locate community gardens within schoolgrounds.</p>
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5.1.7.1 Planned Rural Settlement Areas

The Buffalo City Metropolitan Municipality (BCMM) recognized that it was vital to have a policy in place for Rural Development; hence the Rural Settlement Development Plan (RSDP) was prepared in 2012. The purpose of the plan was aimed at ensuring a structured spatial and settlement pattern, as well as to ensure settlement planning for the provision of basic services and housing within the rural context.

RSDP is based on the policies and principles, key development issues, spatial objectives and strategies which are in line with the municipality's vision in the IDP. Various development tools and concepts, as well as structural elements were applied in the formulation of the RSDP.

Priority spatial development programmes and related priority projects, ranging from spatial planning and housing have been identified to give meaning to the BCMM Rural Settlement Development Plan. These are:

- *Rural Forward Planning Programmes;*
- *Settlement Planning Programmes; and*
- *Rural Housing Programmes.*

5.1.7.1.1 Rural Forward Planning Programmes

The recommended rural forward planning programmes includes the following projects:

- Formulation of Tyolomnqa LSDF. This zone straddles the R72 Coastal road within the Greater Tyolomnqa rural settlement area and includes portions of Ncera Trust Areas.
- Review of the Newlands Local Spatial Framework Plan (1996).
- Review of Yellowwoods – Kei Road Zone Plan (2001) (ADM).
- Review of the Land Reform and Settlement Plan (2000) (ADM).
- Review of the Needs Camp Zone Plan (2002).
- Review of Fort Jackson – Berlin Framework Plan (2002).
- Review of Dimbaza to Mount Coke LSDF (2003).

5.1.7.2 Rural Development Potential: Agriculture and Forestry

5.1.7.2.1 Land Capability

Land Capability is determined by the collective effects of soil, terrain and climate features. It indicates the most intensive long-term and sustainable use of land for rain-fed agriculture and at the same time highlights the permanent limitations associated with the different land use classes. It is therefore a more general term and conservation orientated than land suitability.

In BCMM, 53 % of the land can be classified as arable with limitations. The majority of land in BCMM falls within Land Capability Class VI. This is illustrated on *Plan 30* and in *Table 19* below.

Table 23: Land Capability in BCMM

(SOURCE: Agricultural Research Council)

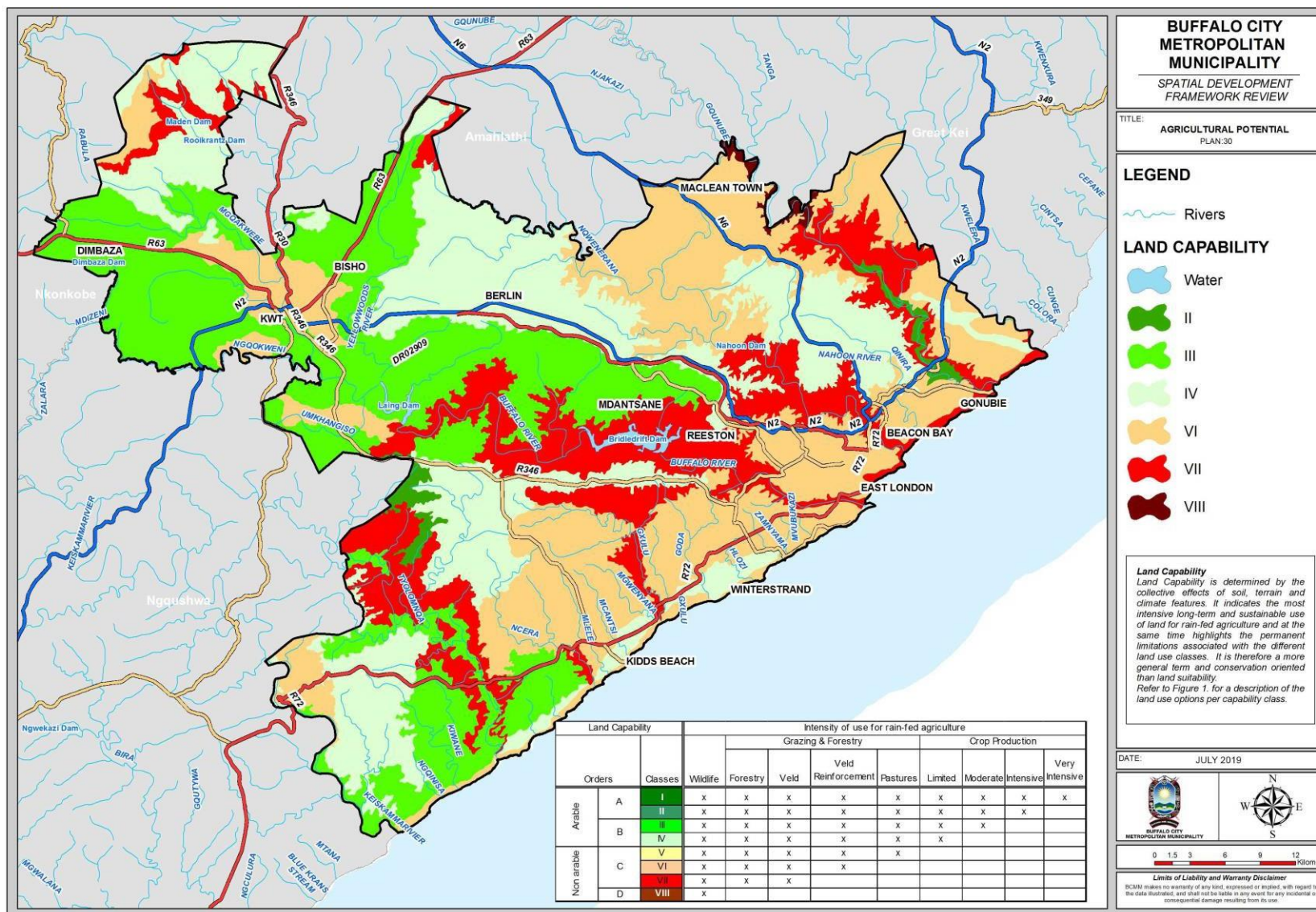
Land Capability	Area (Hectares)	%
Water	955	0.38
I	0	0.00
II	2745	1.08
III	64351	25.40
IV	67382	26.60
V	0	0.00
VI	74760	29.51
VII	42329	16.71
VIII	842	0.33

Table XX below indicates the potential land use for each land capability class.

Table 24: Potential Land Use per Land Capability Class in BCMM

(SOURCE: Agricultural Research Council)

Land Capability		Intensity of use for rain-fed agriculture								
Orders	Classes	Wildlife	Grazing & Forestry				Crop Production			
			Forestry	Veld	Veld Reinforcement	Pastures	Limited	Moderate	Intensive	Very Intensive
Arable	I	x	x	X	x	x	x	xx		x
	II	x	x	X	x	x	x	xx		
	III	x	x	X	x	x	x	x		
	IV	x	x	X	x	x	x			
Non arable	V	x	x	X	x	x				
	VI	x	x	X	x					
	VII	x	x	X						
	VIII	x								



Plan 59: Agricultural Potential



5.1.7.2.2 Animal Production

Given that more than 90% of the area consists of natural grazing, stock farming forms the backbone of the farming industry in BCMM.

The majority of the veld in the area is sour and supplementary feeding during the winter months is therefore essential to limit a loss in condition of the livestock and to ensure high fertility and growth rates. The commercial farmers provide for the winter months by planting fodder crops on their lands and by feeding purchased protein-energy licks on spared veld.

In the communal farming sectors very little or no provision, is made for supplementary feeding during the winter months. The result is very poor reproduction and growth of the stock.

In the coastal belt, which lends itself to the production of planted pastures, there are a number of commercial dairy farmers, producing milk off of pastures viz. Kikuyu pastures. Unfortunately the cost of the pastures is too high to justify beef production off the pastures.

5.1.7.2.3 Game Farming

The game farming industry is expanding at a rapid pace. A number of farms in the commercial farming sector have been game fenced and game species introduced. This is an attractive industry, as income is not only derived from trophy and meat hunting, but also through the provision of accommodation to overseas visitors.

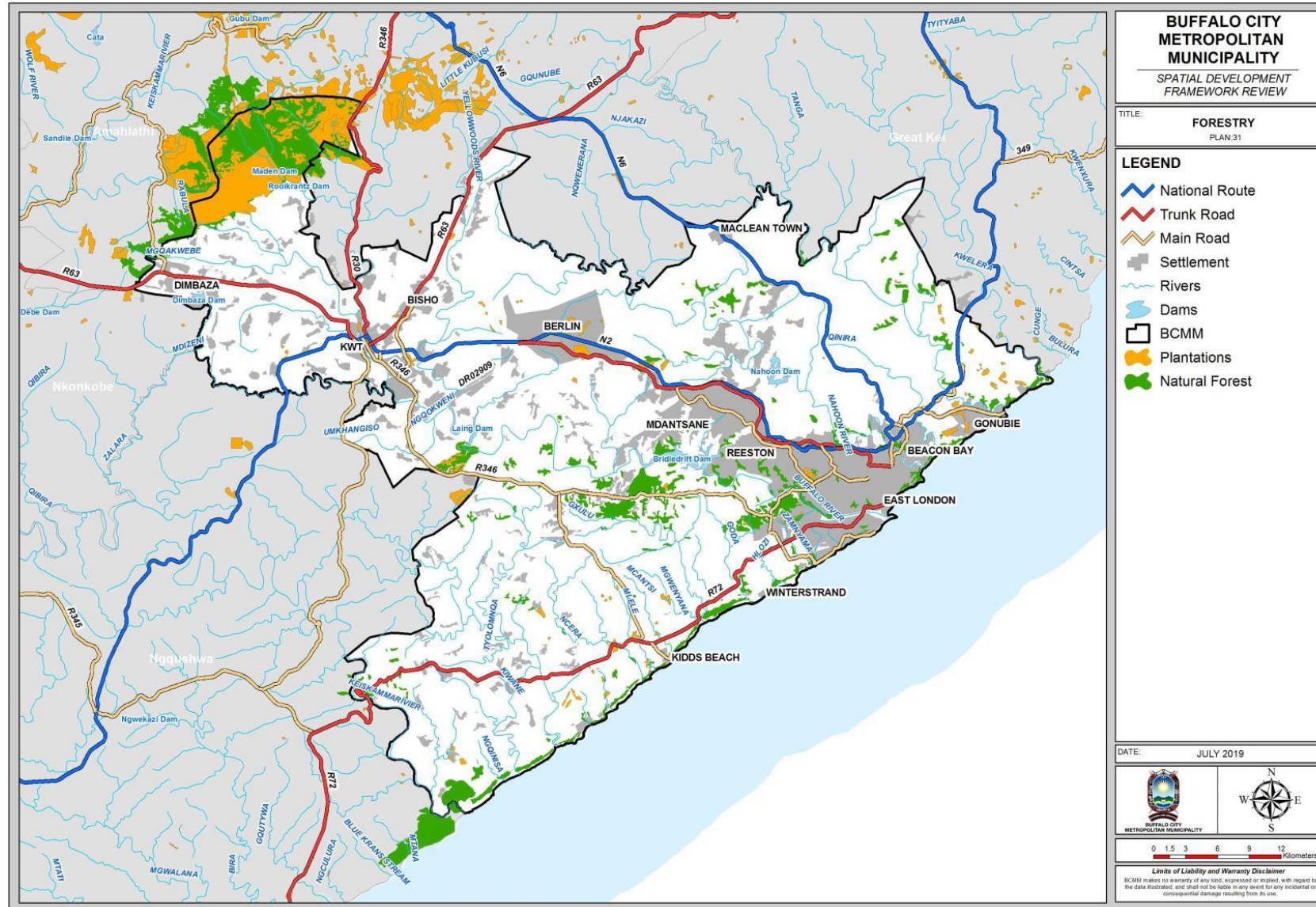
Game is not as demanding as domestic livestock with regard to the provision of extra feed etc. However cattle cannot be excluded from the game farm environment, as cattle are required as a management tool for combating tick borne diseases.

As a rule, farmers remove internal camp fences when farming game and it is then difficult to control selective and / or overgrazing of the sweeter veld and more sensitive areas. It is for this reason that game should be stocked at 60% of the normal recommended stocking rate of a farm. The stocking rate needs to be properly determined in order to select species, which can utilise the grassveld and browse on a particular farm.

Correct veld management is very important and grazing patterns are closely monitored. The provision of adequate watering points is essential.

5.1.7.2.4 Forestry

There are a number of indigenous forests all along the Amatola mountain range from Keiskammahoek to Stutterheim and towards King William's Town. Indicated on Plan 31 below are the areas protected by the State, as well as by commercial plantations. The majority of the forested areas are managed by SAFCO.



Plan 60: Forestry



5.1.8 “Smart City” & Information Technology Theme

Table 25: Smart City and Information Technology Theme

<p>With the growing understanding that our societies are increasingly experiencing the effects of what is termed the Fourth Industrial Revolution, which is characterised by a rapid changeover between older and new technologies, this theme acknowledges the importance of ensuring that BCMM’s settlements are not left behind. Therefore, planning, land use management and investment in the built environment must be geared so as to facilitate the rollout of new information and communication technologies to serve all the communities of the area. In addition, the opportunities to invest in smart technologies to enhance and improve the quality of infrastructure networks and their management and maintenance must not be missed.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • Opportunities offered by new ICT-based technologies to improve efficiencies in infrastructure network development and management; and • Opportunities for e-services and new innovations in image and cadastral-based spatial data to improve the responsiveness of spatial planning and land use management in support of sustainable development.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 9: Innovation & Infrastructure • SDG 11: Sustainable Cities & Communities
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 4: Economic Infrastructure – The foundation of social and economic development • Chapter 8: Transforming human settlement and the National Space Economy
<p>SPLUMA Section 21</p>	<p>Relevant guidance drawn from Section 21:</p>

	<ul style="list-style-type: none"> • include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years; • identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated; • include estimates of economic activity and employment trends and locations in the municipal area for the next five years; • identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years; • provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> 1. Support technological and social connectivity initiatives 2. Make e-Governance and Citizen Services available to all communities 3. Manage municipal infrastructure using smart technology 4. Use distance imaging and smart data and mapping technologies to support urban management initiatives
Key Programmes and Projects	<ol style="list-style-type: none"> 1. Develop an ICT Connectivity Strategy: engage with key roleplayers in government and ICT to extend reach of broadband connectivity across BCMM 2. Review all Infrastructure Sector Plans and update proposals incorporating latest “Smart” and “Green” technologies into development and maintenance programmes

Relevant KFA	IDP Directive Principles	POLICY STATEMENT	POLICY ACTIONS	IMPLEMENTATION
KFA 20. ICT	<p>1. BCMM will support technological and social connectivity initiatives.</p> <p>The City will strive to ensure that technological connections link residents, employees, and visitors to one another and the outside world.</p> <p>Enhanced communications support many of the broad goals established in the MGDS.</p> <p>The city will facilitate land use patterns and creating places that attract people and promote social interaction.</p>	ICT1: Facilitate access to high speed telecommunications technologies	<p>ICT1.1: EXTEND BROADBAND COVERAGE AREAS</p> <p>Extend Wi-Fi access to activity nodes throughout the city to provide residents with access to all the opportunities provided by connectivity .</p> <p>ICT1.2: PARTNERSHIPS</p> <p>Establish partnerships with key role players to coordinate programmes and resources</p>	
	2. BCMM will make e-Governance and Citizen Services available to all communities	ICT2: Develop and extend the reach of BCMM's internet-based e-Services	<p>ICT2.1: BCMM E-SERVICES</p> <p>Establish systems to communicate regularly with residents regarding service network issues; billing; news; and an early warning system providing information on disasters and emergencies</p>	
	3. BCMM will manage municipal infrastructure using smart technology	ICT3: Target new infrastructure investment in SMART Infrastructure	<p>ICT3.1: SMART INFRASTRUCTURE</p> <p>Dedicate resources to research, plan and implement capital investment into refurbishing existing and developing new economic</p>	

			infrastructure networks (water, wastewater, electricity, solid waste management, roads and traffic management tools) using digitally enhanced or digitally enabled technologies to improve operating efficiencies and sustainability
	4. BCMM will use distance imaging and smart data and mapping technologies to support its urban management processes	ICT4: Develop information-based strategic decision-making system	ICT4.1: SMART DECISION-SUPPORT TOOLS Invest in and develop the capabilities to make use of satellite and infrared imagery and data-analysis tools to inform strategic area-based urban management decision-making, strategic spatial planning and land use management processes

5.1.9 Governance Theme

Table 26: Governance Theme

<p>This theme highlights the importance of ensuring efficiency, transparency and inclusiveness in BCMM's approach to fulfilling its Municipal Planning mandate, specifically with regard to spatial planning and land use management. This means that emphasis is to be placed on communication with interested and affected parties in any planning initiative. Priority is to be given to ensuring that a sound and technically proficient administration is developed and nurtured, so as to win the trust and support of all stakeholders who share a common interest in seeing sustainable development become a reality for BCMM.</p>	
<p>Key Informants (refer to Chapter 2)</p>	<p>The BCMM MSDF seeks to respond to:</p> <ul style="list-style-type: none"> • Pressures being brought to bear on land administration and land use management systems in rural settlement areas of the municipality, which have led to unplanned development but also insecurity of tenure for certain communities; • The need to implement fully the institutional capacity to administer the new planning system brought into effect through SPLUMA; and • The complexities of dealing with a wide range of stakeholders representing various interests amongst the diverse communities in the municipality.
<p>Global Agreements (Refer to Section 3.2)</p>	<p>UN 2030 Agenda for Sustainable Development: Sustainable Development Goals (SDGs)</p> <ul style="list-style-type: none"> • SDG 16: Peace & Justice • SDG 17: Partnerships for the Goals
<p>National Policy (Refer to Sections 3.3-3.4)</p>	<p>National Development Plan Vision 2030 (NDP)</p> <ul style="list-style-type: none"> • Chapter 13: Building a capable and developmental state • Chapter 14: Fighting corruption
<p>SPLUMA Section 7 (e)(i)</p>	<p>Relevant guidance drawn from Section 21:</p>

	<ul style="list-style-type: none"> • provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments; • determine a capital expenditure framework for the municipality's development programmes, depicted spatially; • determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area; and • include an implementation plan comprising of— <ul style="list-style-type: none"> ○ sectoral requirements, including budgets and resources for implementation; ○ necessary amendments to a land use scheme; ○ specification of institutional arrangements necessary for implementation; ○ specification of implementation targets, including dates and monitoring indicators; and ○ specification, where necessary, of any arrangements for partnerships in the implementation process.
Directive Principles	<p>BCMM WILL:</p> <ol style="list-style-type: none"> 1. Ensure compliance with all applicable laws and regulations in fulfilling its mandate to undertake Municipal Planning 2. Ensure that it establishes and capacitates the necessary decision-making bodies to comply with the requirements of land use management set out in SPLUMA 3. Seek out and conclude strategic partnerships and development protocols with public or private sector organisations, where these may be necessary to meet the strategic development objectives set out in the Municipal IDP or the Municipal SDF.
Key Programmes and Projects	<ol style="list-style-type: none"> 1. Ensure establishment and provisioning support for SPLUMA decision-making bodies: the Municipal Planning Tribunal and the Municipal Appeals Authority

Relevant IDP KFA	Directive Principles	POLICY STATEMENT	POLICY ACTIONS	IMPLEMENTATION
KFA 30: Governance Structures	<i>1. BCMM will ensure that it establishes and capacitates the necessary decision-making bodies to comply with the requirements of land use management set out in SPLUMA</i>	GV1: Ensure compliance with SPLUMA Chapter 6 requirements	GV1.1: MUNICIPAL PLANNING TRIBUNAL Establish, finance and capacitate the BCMM Municipal Planning Tribunal in line with SPLUMA Chapter 6 requirements GV1.2: MUNICIPAL APPEALS AUTHORITY Establish, finance and capacitate the BCMM Internal Appeals Authority in line with SPLUMA Chapter 6 requirements	
KFA 33: Policies and By-Laws KFA 34: Intergovernmental Relations (IGR) and International Relations (IR) KFA 31: Risk Management KFA 43: Performance Management and Monitoring and Evaluation	<i>2. BCMM will ensure compliance with all applicable laws and regulations in fulfilling its mandate to undertake Municipal Planning</i>			
KFA 32: Stakeholder Participation & Customer Relations KFA 35: Communications (Internal and External)	<i>3. BCMM will seek out and conclude strategic partnerships and development protocols with public or private sector organisations, where these may be necessary to meet the strategic development</i>			

	<i>objectives set out in the Municipal IDP or the Municipal SDF.</i>		
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5.2 Land Use Management Guidelines

In terms of Section 26(e) of the Municipal Systems Act, the Spatial Development Framework is required to “include the provision of basic guidelines for a land use management system for the municipality”.

5.2.1 What is a Land Use Management System?

As is the case with the Spatial Development Framework, the new planning system that is being developed in South Africa at present also provides new direction on the issues of controlling how land development occurs, within the context of the primary planning tool of Local Municipalities, the Integrated Development Plan. There is a direct link between the strategic decisions made in a Municipal IDP, the Spatial Development Framework, which is a broad illustration of the desired physical (or spatial) form of development in an area, and the tools to ensure that the envisaged spatial form of development is achieved, which is the Land Use Management System.

The following excerpt from the White Paper on Spatial Planning and Land Use Management provides a broad definition of what, *in essence*, a **Land Use Management System** is expected to achieve, and how this **differs from the development control approach** that was central to the old planning system in this country:

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

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

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

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

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

- **Environmental concerns:** uncontrolled development of land can have adverse effects on natural habitats, cultural landscapes and air and water quality.
- **Health and safety concerns:** uncontrolled development can lead to overcrowding and unsafe building construction. Certain land uses can also be detrimental to the health and safety of neighbours.
- **Social control:** the control of land uses and building types has long been a means of exerting social control, particularly through the exclusion of certain types of person, household or economic activity from certain areas through the application of particular development controls limiting, for instance, plot sizes, plot coverage and home industries.
- **Efficiency of infrastructure provision and traffic management:** increasingly it has become clear that the where the granting of development permissions is not coupled with the provision of adequate infrastructure and traffic management the consequences can be severe. Similarly, where infrastructure is provided, generally at high financial cost, without taking into account likely and relevant land-use and settlement patterns the opportunity costs to society are very high.
- **Determination of property values for purposes of rating:** the market value of land is the basis on which property valuation is determined and the extent and nature of the development permitted on the land is a key factor in that determination.
- **Aesthetic concerns:** the control of land development enables government to prescribe certain design parameters for buildings.
- The wish to promote desirable development is also driven by a number of different concerns:
- The land development needs of the market seldom match precisely the social and political needs of government: government may well want to promote a type of land development in an area that the market neglects. It then has to take certain steps to facilitate that development or provide incentives. The history of land ownership in South Africa also inevitably skews the land market in favour of white people, thus creating a situation where the needs of the market reflect only those of an already privileged minority.
- Investment promotion: changing the applicable land-use management instruments is often seen as a prerequisite for attracting certain types of investment to certain areas. This can take the form of both relaxing controls in those areas and increasing controls in other areas which might be more favoured by the market. These strategies are likely to be linked to local economic development initiatives.

Following the direction of national policy, it is accepted that the intention in Buffalo City Metropolitan Municipality would be to formulate a single, "wall-to-wall" Land Use Management System across the full extent of the Municipal area. However, as is evident from the previous sections, Buffalo City is home to a relatively complex variety of land areas, with different characteristics and potentially different requirements for land use management, at different levels of detail.

Accordingly, this section sets out the proposed Land Use Management Guidelines to guide the formulation of a new Land Use Management System for Buffalo City Municipality. These **Preferred Outcomes** would

describe policy positions – which are substantially informed by the DFA General Principles for Land Development² in relation to issues such as: -

- *Maintenance of an urban edge;*
- *Densification within an identified sub-area (e.g. such as Urban Renewal Areas);*
- *Resource Management and Subdivision of Agricultural land (i.e. the identification of unique or special environments that may require specific land use management interventions);*
- *Land Use change from residential to non-residential uses;*
- *Identification of areas falling within the urban services core and those falling outside the core area (related to LOS in the Water Services Development Plan);*
- *Identification of special areas requiring particular land use management input (e.g. public-funded housing areas and their immediate surrounds; rural settlement areas; areas where land reform initiatives are prioritised etc.).*

5.2.1.1 Guidelines Applicable to Identified Density Zones

Table 29 provides a summary of the proposed Land Use Management Guidelines.

5.2.2 Nodes/Urban Areas

These encompass the generally developed urban areas and mixed use development nodes located at major intersections, rural service centres, rural settlements and areas of commercial/industrial concentrations. Standard provisions of approved policies, Town Planning controls, building by-laws, aesthetic and signage controls are in place for these areas.

5.2.3 Limited Development Zone

This zone includes generally more environmentally sensitive areas due to their location. This zone would accommodate the following development:

- *Limited and regulated tourism activities;*
- *Small accommodation facilities that are low-key, low-impact and in harmony with the natural environment;*
- *Controlled low density residential housing development;*
- *No Agricultural uses;*
- *Infrastructure other than eco-tourism, soft adventures activities and residential use (such as schools and retail offices) are to be discouraged;*
- *Full Integrated Environmental Management (IEM) procedures are to precede any development;*
- *Density: 2 dwelling units per hectare;*
- *Building footprint 200 m²; and*
- *Subdivision: Maximum size – 1500 m².*

Generally, the Limited Development Zone applies in areas where limited development may occur subject to an environmental assessment and management plan, the STEP guidelines, Coastal Zone Management Plan and associated protocols.

² These General Principles apply in terms of the legislation. However, the prospect exists that, once promulgated, the Directive Principles contained in the new Land Use Management Act would supersede these and the Spatial Development Framework would need to be reviewed accordingly.



Residential development on erven immediately adjacent to, and outside the Urban Edge (in the Limited Development Zone of transition between urban and rural areas) will be considered up to a maximum of 2 dwelling units per hectare and the following criteria will apply:

In areas identified as 'Peri-Urban' a site size of 500m² will be acceptable.

5.2.3.1 Planning Considerations

- *The density of 2 dwelling units per hectare excludes hotels;*
- *In the event that more than 50 % of the property is constrained by slopes steeper than 1 in 5 gradient and 1 in 100 year flood level, the density shall be reduced to a maximum of 1 dwelling unit per hectare.*

5.2.3.2 Environmental Considerations

- *The relevant environmental legislation and associated planning principles will apply;*
- *No further loss of indigenous thicket vegetation;*
- *Development footprint on disturbed areas;*
- *The Environmental guidelines as detailed in Section 7.2.3 are adhered to;*
- *The EIA or Basic Assessment will be required as per NEMA, which must consider inter alia:*
 - Long term sustainability.*
 - Adequate provision of services.*
 - Aesthetic guidelines.*

5.2.4 Social

Social impacts such as the location and extent of employee housing, associated social facilities, public access to coastal zones, negative social effects of gated communities, the impact of urban sprawl, infrastructure cost impact on rate payers, traffic congestion and alternative land uses which could generate employment opportunities, are to be taken into account in a cost benefit analysis study.

5.2.5 No Development Zone

- *No development is to be encouraged on any primary dune; or within coastal forests, nature reserves, high and very high priority conservation Areas (Plan No 3) and within ecological process areas as defined by the Municipal Open Space System.*
- *All river valleys and ground with slopes equal to or exceeding 1 in 5 should be regarded as no-development zones.*
- *It is widely recognised that sea levels are expected to rise in the foreseeable future and it is therefore recommended that no development should be encourage below the 10-meter contour (i.e. 10m amsl).*
- *All estuaries should be given protected status and development along the banks of the estuaries, up to the ebb and flow, is not to be encouraged up to a distance of 100 metres from the high water mark, subject to an appropriate environmental investigation and authorisation. It is recommended that access to estuaries be limited and that boat launching only be allowed where the estuaries are permanently open and of sufficient depth.*
- *Launching sites should not be located at the mouth of the estuary but rather be located up stream and well within the tidal compartment. No development including, jetties and boat houses, should be allowed*



within 100 meters of the high water mark and all structures should be located vertically, at least 10 metres above the high water level.

- Areas below the 1 in 100 year flood line should be excluded from development (development specifically includes all boundary walls and fences);
- Areas required for the rehabilitation of indigenous vegetation identified in an environmental management plan are excluded from development;
- Areas that are developable, but cannot be accessed without going through undevelopable land are also regarded as undevelopable;
- A suitable setback line on either side of all water courses, streams and rivers and the high water mark of the sea should be determined (by the EIA process) before any development takes place. These offset distances may include the 100-year flood level but the vegetation within this zone is not to be disturbed, cleared or altered, except to remove alien vegetation. No clearing of riverine vegetation (excluding alien vegetation) should be allowed.
- Access to rivers and beaches are only to be created after specialist evaluation and prior approval from the relevant authorities.
- Development within 1km of the coastal high water mark needs to be controlled in terms of the provisions of the Buffalo City Coastal Zone Management Plan and Coastal Zone Management Act.

5.2.6 Rural Zone

The type of development to be permitted outside of the Urban Edge and or Settlement Edge should promote Rural Livelihood, Rural Agriculture, Tourism and the creation of sustainable job opportunities (long term). There are several development controls for developments proposed outside the urban edge, including those set out below.

5.2.7 Business and Commercial Developments

Criteria for Business and Commercial developments outside the urban edge require that the rezoning of Agricultural land for Business/Commercial/Industrial uses must occur in conjunction with identified rural nodes. Random application outside of designated rural nodes will not be considered.

5.2.8 Agricultural Land

The East London Zoning Scheme indicates that the minimum subdivision of agricultural land is 0, 8 ha. However, it is proposed that within Buffalo City Metropolitan Municipality a minimum subdivision size of 10 hectares for agricultural land is applicable in order to be in keeping with the above permitted number of dwelling units. This will also ensure that agricultural land is not developed for residential purposes under the guise of an agricultural zoning.

In keeping with the Land Use Planning Ordinance 15 of 1985, Scheme 8 Regulations, where no subdivision is involved a density of 1 dwelling unit for every 10 ha up to a maximum of five additional dwelling units is permitted.

The subdivision of farms into multiple individual farms to avoid the rezoning process and/or the density requirements below are not considered desirable as it negates the intention of the density and coverage policy and will not be supported.

With regard to the policy on the subdivision/development of sensitive environmental areas and agricultural land, including the conservation of Prime and Unique Agricultural Land, the following aspects are proposed:

- The local Department of Agriculture must assist in the identification of Prime and Unique Agricultural Land and land that has irrigation potential;
- The environmental guidelines as described in Section 7.2.3 are fully implemented;



- The provision of all relevant environmental legislation must be complied with; and
- The flood line policy must be complied with.

5.2.9 Residential Accommodation Type Development

All residential/accommodation type development in the rural zone is to be subject to the following limitations.

5.3 Permitted Coverage

In order to achieve small clusters or footprints of development, the permitted coverage on any property is to be located on one area or a limited number of portions of the property and, must be located on portions of the land that would have the least impact. The remainder of the property must be zoned as private open space (the use of the private open space must be indicated), nature reserve or special (conservation purposes).

A Site Development Plan showing the development area and the remainder for the whole property will be required (including for any proposed Resort 1 and Resort 2 developments). Future applications will take the original Site Development Plan into account and no sectional title schemes, further subdivision or rezoning for resort/residential uses of the remaining area will be permitted (this must be included as a Condition of Title).

5.4 Permitted Density

The density in Table 1 and 2 below is considered to be applied as maximum densities. Should the EIA/ Basic Assessment Report indicate lower densities then those prescribed densities would be applicable.

The following density principles apply to the rezoning of land for Resort uses:

Additional resort uses and ownership outside the urban edge are permitted at low densities; this is considered desirable for the specific purpose of populating rural land with residents who will act as custodians of the natural environment.

The intention is to allow rezoning to resort uses where the owners will actively manage and upgrade the remaining, surrounding natural environments of the land being rezoned. This remainder would be rezoned private open space, nature reserve or special (conservation).

Table 27: Development of Tourism Land

DEVELOPMENT OF LAND FOR TOURISM RESORT PURPOSES (NON OWNERSHIP OF UNITS) OUTSIDE OF THE URBAN EDGE E.G. RESORTS.		
PROPERTY SIZE (HA)	COMBINED COVERAGE	NUMBER OF UNITS PERMITTED
1 - 10	10 %	2-20
11 - 25	10 %	40
26 - 50	10 %	60
51-100	10 %	80
101-150	10 %	100
151-200	10 %	120
201 +		120 (for all farms larger than 200ha)



- Notes: 1.) The application of the above densities must clearly demonstrate that the development is associated with nearby tourist attractions and not merely a means of obtaining higher densities for some form of ownership.
- 2.) A unit for purposes of Table G.3.2 includes a dwelling unit as well as inter-leading or separate units within a dwelling unit or other buildings that can be used/rented/leased separately.
- 3.) In Table G.3.2 the number of dwelling units permitted in the definition of dwelling units excludes second dwelling units and bono fide servants quarters or labourers cottages. If there are servant's quarters or labourers cottage on the farm no additional such units will be permitted.
- 4.) In addition no separate title will be granted to any servant's quarters or labourers cottages unless these are linked to legitimate Land Reform process.
- 5.) The maximum footprint of individual units would be limited to 100 square metres.
- 6.) Combined coverage area includes all development, buildings, sports facilities, golf courses, tennis courts etc. No development outside the combined area.

The following density principles apply to proposed accommodation/resort type developments outside the urban edge where ownership of units would be involved. In this case the recommended densities are much lower than those involving non-ownership type accommodations.

The intention of the densities permitted Table 28 is to allow for the development of holiday/tourism accommodation types such as hotels, resorts and game farms but to discourage the development of urban type densities and in particular ownership of units outside of the Urban Edge.

Table 28: Development of Land for residential

DEVELOPMENT OF LAND FOR RESIDENTIAL/ACCOMMODATION PURPOSES OUTSIDE OF THE URBAN EDGE (FULL OWNERSHIP OF UNITS)		
PROPERTY SIZE (HA)	COMBINED COVERAGE	NUMBER OF UNITS PERMITTED FOR OWNERSHIP
< 2	10 %	1
2 -10	10 %	3
11 -25	10 %	4
26 -50	10 %	6
51-100	10 %	8
101-150	10 %	10
151-200	10 %	12
201 +		12

- Notes: 1.) A unit for purposes of Table G.3.3 includes a dwelling unit as well as inter-leading or separate units within a dwelling unit or other buildings that can be used/sold/rented/leased separately.



- 2.) In Table 21 the number of dwelling units permitted in the definition of dwelling units excludes second dwelling units and bonafide servants quarters or labourers cottages. If there are servant's quarters or labourers cottages on the farm no additional such units will be permitted. In addition no separate title will be granted to any servant's quarters or labourers cottages unless these are linked to legitimate Land Reform process.
- 3.) No further units, subdivisions, developments or schemes that permit ownership of any sort (such as leasehold, share block, sectional title, closed corporations, trusts etc.) will be permitted.
- 4.) The maximum footprint of individual units should be limited to 200 m².
- 5.) The maximum subdivision size is limited to 1,500 m².

Table 29: Land Use Management Guidelines

LAND USE MANAGEMENT GUIDELINES (SUMMARY)				
No	Zone	Definition/objective	Proposed Permissible Land Uses & Activities	Proposed Development Controls/Guidelines
1	Nodes/Urban Areas	<p>Nodes encompass the designated first and second order nodes. First order nodes are the most urban and extensively developed areas, of a 'seaside resort' nature, such as Sunrise on Sea.</p> <p>Second order nodes are less developed and less urban in nature, being more focused on 'family holiday' tourism and recreation facilities, provided by both the development and the environment.</p>	<ul style="list-style-type: none"> • Rural Areas: Transport interchanges, shops, government and municipal satellite offices, retail outlets and social facilities • Second order nodes: Tourism cottage settlements, smaller cluster complexes and family hotels may be developed. B&B's, Lodges and small Shops. • Densities: <ul style="list-style-type: none"> □ First order Nodes 80 du/ha □ 50 du adjacent to activity street □ 10 - 20 du/ha elsewhere 	<p>Infrastructural requirements: Infrastructure and service provision should be designed to accommodate increasing use by tourism developments and local communities within acceptable carrying capacity limits.</p> <p>Access- Usually on main road – gravel to be upgraded to tar, where possible. Suitable pedestrian paths to beach etc. to be provided;</p> <p>Appropriate bulk services to be provided by municipality</p> <p>Electricity supply and Telkom lines where possible.</p> <p>Carrying Capacity: To be determined for each node and not to be exceeded (constraints to include facilities, bed numbers, day visitors etc.).</p> <p>Building code: Cottage-type architectural vernacular to be encouraged/enforced, minimum set-backs to be encouraged, developments not to disturb/break existing views tree lines (i.e. height restriction – possible max 2 storey)</p>
No	Zone	Definition/objective	Proposed Permissible Land Uses & Activities	Proposed Development Controls/Guidelines
2	"Limited Development" Zone	<p>Areas that fall within the "limited development" category, but not within the No Development Zone are areas where there can only be low intensity, environmentally and culturally sensitive development. Development should protect and promote environmental, cultural and landscape integrity.</p>	<ul style="list-style-type: none"> • Limited and regulated tourism activities. • Small accommodation facilities that are low-key, low-impact and in harmony with the natural environment. • Controlled low-density residential housing development. 	<p>Infrastructural requirements: Access along existing roads into areas, No roads parallel to the beach.</p> <p>Suitable service infrastructure to cater for eco-tourism developments.</p> <p>Carrying Capacity: To be determined for each development constrained by agreed carrying capacity and sense of place statement Ecological, social and quality of experience criteria to apply. Number of people visiting remote areas to be restricted to preserve the quality of the experience.</p>



Table 29: Land Use Management Guidelines

LAND USE MANAGEMENT GUIDELINES (SUMMARY)				
No	Zone	Definition/objective	Proposed Permissible Land Uses & Activities	Proposed Controls/Guidelines Development
		Land use in this zone must be compatible with the relevant provisions of Coastal Zone Management Policy and the provisions of the Land Use Management Guidelines. These zones should act as a buffer zone between the nodes and Conservation Areas.	<ul style="list-style-type: none"> • Agricultural activities. • Infrastructure other than eco-tourism facilities and residential use (such as schools and retail offices) to be discouraged. • Full IEM procedures to precede any development. • Environmental Guidelines for Development as contained in Section 7.2.3 to be complied with. • Density: 2 du/ha (excluding hotels). • Building footprint 200 m². • Subdivision: Max. Size – 1500 m². 	<p>Building code: Use of natural/local material where possible, blending in with the natural environment. 1 storey only. Minimal development/building footprint to be enforced. Facilities to be tailored to the specific characteristics of the local geographical area.</p>
3	No Development Zone	<p>These comprise the designated Nature Reserves, coastal forest areas, estuaries, river banks and steep slopes (1 in 5 or greater)</p> <p>Essentially a "No physical Development" zone to protect & conserve biophysical environment, as well as to preserve areas of outstanding natural beauty/scenery/sense of place.</p>	<ul style="list-style-type: none"> • Regulated through DEAET and co-management arrangements and EMPs. • Controlled subsistence harvesting in line with Environmental Management Plan. • <u>No permanent physical structures.</u> • No development other than eco-tourism and soft-adventure activities. • Environmental Guidelines for Development as contained in Section 7.2.3 to be complied with. 	<p>Infrastructural requirements: Access along existing paths/trails only. No tar roads permitted. No bulk services /servitudes.</p> <p>Carrying Capacity: to be determined for each development.</p>

Table 29: Land Use Management Guidelines

LAND USE MANAGEMENT GUIDELINES (SUMMARY)				
No	Zone	Definition/objective	Proposed Permissible Land Uses & Activities	Proposed Controls/Guidelines Development
4	Rural Zone	Areas situated beyond the urban edge, the limited development zone, around the rural tourism nodes and service centres.	<ul style="list-style-type: none"> • Agricultural uses • Conservation, nature reserves, special uses, and private open space. • Environmental Guidelines for Development as contained in Section 7.2.3 to be complied with. • Tourism accommodation and resort development (refer to G.3.2 and G.3.3) • Building Footprint <ul style="list-style-type: none"> ▪ Holiday 100 m² ▪ Ownership 200 m² • Subdivision max. size of erven <ul style="list-style-type: none"> ▪ Holiday 1000 m² ▪ Ownership 1500 m² • Densities – refer to Tables G.3.2 and G.3.3 	<p>Infrastructure Requirements:</p> <ul style="list-style-type: none"> • Existing access to be utilised where possible • Infrastructure to be self-sustaining • National Building Regulations apply

5.5 Guidelines Emanating from BCMM Policies

Following is a list of Municipal Policies and Guidelines that will be held to apply to all settlement planning and land use management processes within Buffalo City. It should be noted that some of these documents were formulated either by the former East London TLC or the King William's Town TLC, and some are directives taken from National and/or Provincial policies and/or legislation.

5.5.1 Development on Steep Slopes

- Development (rezoning, subdivision, departures) is not allowed on slopes steeper than 1:5 without an Environmental Report with recommendations that support such development is acceptable. Depending on the outcome of the Environmental Report the applicant may be required to follow the EIA process.
- The Environmental Report (in terms of LUPO) must incorporate all relevant:
 - Visual and aesthetic issues and aspects;
 - Engineering Certificate that must consider stability of the slope;
 - A Stormwater Management Plan;
 - A Geotechnical Study.
- Furthermore, such exemptions will require a motivation that must consider access to erven, provision of municipal services, sight distances, precedent and aesthetics.

5.5.2 Disaster Management Policy, which indicates the following Basic Guidelines

- No development should take place on land within the 1 in 100-year flood line. This must be included as a Condition of Title and an indemnity must be signed on transfer. In certain cases, exemption may be granted for development up to the 1 in 50-year flood line (but commonly only in cases where existing development has occurred). The flood line cannot be artificially diverted in order to allow development.
- Phase 3 Engineering Geotechnical reports should be undertaken prior to planning of new areas for settlement/development.
- Wherever possible mitigation steps should be taken to prevent informal settlement development within 1: 100-year flood areas. Where such settlement has occurred, appropriate steps should be taken to clear the area and secure it from future settlement.

5.5.3 Controlled Areas

- Policy on Controlled Areas around municipal installations, infrastructure installations and other land-uses such as Waste Disposal Sites; Waste Water Treatment Works; Cemeteries and Quarries, which specify minimum distances from installations within which development shall not take place.
- Policy on Controlled Areas around Airports, which include the following stipulations
- Areas where $L_{Rdn} = 55$ dBA: Residential developments not allowed; nor are other noise-sensitive uses such as hospitals, educational institutions, conference facilities and places of worship;



Areas where $L_{Rdn} = 60$ dBA: Commercial uses are permitted, including retail/shopping, offices, consulting rooms.

Areas where $L_{ed} = 65$ dB: Commercial/Industrial uses are permitted, including CBDs, motor trade, warehousing. Also agricultural uses involving livestock and breeding and cemeteries.

Areas where $L_{ed} = 70$ dB: Industrial activities are permitted; i.e. manufacturing, assembly, repairing, packaging, bus depots, builders' yards etc.

Areas where $L_{ed} = 75$ dB: Agricultural land uses not involving livestock are permitted, as well as picnic facilities and open space (vacant land).

Areas where $L_{ed} = 80$ dB: Prohibited area; i.e. no land development to be permitted.

Any land uses proposed within the 55 dB and 60 dB noise contours surrounding an airport must be referred to the Airport Authority and/or the Airports Company of South Africa (ACSA) for approval.

- All Developments proposing not to link into the municipal sewerage treatment system must comply with the Low Volume (Waste) Water Treatment Plant Policy. In particular, the applicable buffer zone required around the above plants must be provided for on the developer's site and must not impact negatively on any surrounding land use rights.
- Housing Development Guidelines and National Building Regulations.
- Policy on the subdivision/development of sensitive environmental areas (rivers and estuaries) and agricultural land, including the conservation of Prime & Unique Agricultural Land. The following aspects are noted: -

The local Department of Agriculture must assist in the identification of Prime & Unique Agricultural Land and land that has irrigation potential;

Environmental Guidelines for Development as contained in Section 7.2.3 are complied with;

The provisions of all relevant environmental legislation must be complied with.

The Flood line Policy must be complied with.

- Policy on Noxious Trade and Industry development. A clear definition of noxious uses is required for the Land Use Management System.
- Policy on Spaza Shops in residential areas.
- Policy on Hawkers and the appropriate management and facilitation of informal trade.
- Policy on Bed & Breakfast and Boarding House establishments.
- Policy on the minimum sizes of housing units relative to the average or norm in a given precinct, area or suburb in Buffalo City.
- The Shipping Container Policy.
- The Street-Naming Policy.
- Policy on the Closure of Public Roads for the purposes of erecting privately controlled security gates or booms (the "gating" of suburbs or precincts).
- Policy on the Operation of Taverns in residential areas

5.6 General Guidelines

5.6.1 Guidelines Applicable to all Development.

- The abstraction of water for any use from any river, dam or groundwater within the study area must have prior approval from DWA;
- In terms of the National Water Act, no septic tank will be allowed in an area where underground water is utilised for domestic purposes, and no part of any septic tank or soak-away may be closer than 100 m to any river or water source;
- The applicant/developer is required to fully inform the affected communities by means of advertisements in the press and public meetings where any development type as described above is proposed;
- Erosion control and effective control of alien plants and animals will need to be addressed by the developer;
- The establishment of conservancy areas and possible game farming should be done as a co-operative venture between the BCM, DEDAET and the land owners. It is recommended that local area committees for each area be established and developed. External management may be required initially;
- Illegal Dumping or creating of illegal solid waste sites should not be permitted;
- Agricultural practices should be encouraged to minimise pollution of water courses and to manage erosion and alien vegetation invasion;
- "Greenways" should be encouraged and planned to provide quality space for future inhabitants of this area. These Greenways should, where possible, be linked and contiguous with other well established Greenways.
- Mining activities within the area need to be more effectively controlled and limited to sites licensed by DMR and operated within the requirement of a Environmental Management Programme (EMP) with rehabilitation of the area after mining ceases;
- Those areas already mined should be rehabilitated to the satisfaction of the local authority and an independent environmental consultant;
- The erection of tunnels for farming as well as the clearing of land where indigenous vegetation is affected is to be subject to an EIA should listed activities as contained in the Environmental Impact Assessment Regulations be triggered.

5.6.2 Appropriate Zoning

- In keeping with the principle of openness and transparency, the proposed zoning of any portions of land referred to in a rezoning application should accurately reflect the intention for which the land is proposed to be used. In particular, the zoning of land required for residential purposes (i.e. ownership) should clearly be distinguished from the zoning of land required for genuine resort or hotel purposes (i.e. non-ownership). Resort 1 zoning is considered appropriate for some non-ownership options whilst the relevant Residential zoning must be used for ownership options. In view of the above, the Resort 2 zoning is considered to be redundant and misleading and it is recommended that it not be used. Furthermore, it is recommended that 'Special Zone' be used for the

environmentally sensitive portions of a particular development. The accurate use of zoning categories will allow for a more accurate assessment for municipal rating purposes;

- As a Best Practice it is recommended that approvals from National or Provincial Departments be obtained before Council makes a decision regarding development applications. This should be done in order for Council to consider all aspects of the application before a decision is taken;
- A suitable setback for development from any identified conservation area or sensitive environmental feature, shall be determined in the EIA process;
- Petrol Filling Stations are not desirable adjacent to or in close proximity to residential and community land uses or land zoned for these purposes;
- Should rezoning and subdivision applications be submitted separately for the same property, a full scoping and EIA or Basic Assessment will be required;

5.6.3 Documentation Required for Extension of Urban Edge

a) Motivation Report:

- The Motivation Report of any application for development must motivate why Buffalo City should deviate from current policy and show how the application complies with the principles of the Development Facilitation Act (as more fully detailed in the BCM SDF), especially with regard to limiting 'urban sprawl' (as defined in the BCM SDF).
- The Motivation Report must indicate whether the dwelling units (outside of the Urban Edge) are going to be used seasonally (for holiday accommodation) or be permanently occupied.

b) Documentation:

- A Heritage survey will be required to be completed and submitted as part of any land use application;
- A report confirming availability of a sustainable water supply must be submitted as part of the land use application;
- A stormwater management plan;
- An agricultural assessment report which considers current and future agricultural potential, with written comment obtained from the Department of Agriculture, is to be supplied by the developer/applicant prior to local authority planning approval being considered.

c) Environmental Impact Assessment/Scoping Reports:

- A full EIA or Scoping Report will be needed as required by NEMA and the associated regulations. These reports will also be required for subdivision applications.
 - The full Scoping and EIA or Basic Assessment Report must:-



- Indicate water resources to be used;
 - Include an Environmental Management Plan (EMP) which must indicate those areas identified for rehabilitation and the contributions required by the applicant/developer;
 - Provide a site based environmental sensitivity map
 - Indicate what land is not developable as defined;
 - Indicate which sanitation system is to be used and discuss the impacts;
 - Deal with the impact of the development on ground water;
 - Indicate how solid waste management will be achieved;
 - Consider staff housing and transport and associated social aspects;
 - Provide for any environmental off-sets and associated recommendations; and
 - Indicate how the development will improve the natural environment.
- d) Irrespective of whether an EIA is required, an Environmental Management Plan (EMP) must be formulated for each development where there is any suspicion that the development falls within a sensitive environmental area unless otherwise advised by DEDEAT. This plan must deal with the mitigation of all appropriate environmental impacts in the construction and operation phases and highlight the proposed monitoring and audit protocol.
- e) **Cost-Benefit Analysis (CBA) Report:**
- Any application for development deemed significant (i.e. number of units, densities, height, visual or environmental impact, consumption of resources etc.) in the Limited Development Zone or Rural Zone must provide a fully substantiated Cost-Benefit Analysis Report with such an application. The Cost-Benefit Analysis (CBA) is to include all the current and future costs to society in general as well as the affected community (proposed beneficiaries and general public); environmental costs; financial costs to the City Council from an operating and capital point of view.
 - Such a CBA Report must clearly indicate that the current and future benefits clearly outweigh the costs.
 - Council reserves the right to request an independent review of the CBA at the expense of the applicant.
 - The CBA Report must deal comprehensively with claims of job creation and distinguish between sustainable permanent jobs; casual jobs; non-permanent jobs (such as construction jobs). The level of skills required for jobs must be indicated, including a proposed skills development programme.
 - With the emphasis on sustainability, the CBA must also take into account impact on greenhouse emissions, efficient use of energy and scarce resources.
 - Cost Benefit Analysis must also evaluate social impacts (such as the location and extent of employee housing associated social facilities), public access to coastal zones, the social effect of gated communities, the impact on urban sprawl, the encouragement of ribbon development, the knock on effect and infrastructural cost impact on the ratepayers, traffic congestion and alternative land uses that could generate better employment opportunities (such as tourism and agriculture).

f) Site Development Plan:

- All applications for development (including subdivisions) require a detailed Site Development Plan. For applications for rezoning to Resort I and Residential zoning (i.e. the Section 8 Scheme), Site Development Plans must contain the following: density, layout, land-scaping, building design, position of all structures, stands, parking and internal roads. After approval, only minor deviations from the applicable plan are to be permitted. Major deviations from the approved Site Development Plan will only be considered as departures.

5.6.4 Land Use, Aesthetic and Architectural Controls

The following architectural and aesthetic guidelines have been formulated in alignment with the Coastal Zone Management Plan. Generally development within the primary planning area should be designed in such a way as to respond to the scale and form of development appropriate with the type of urban area i.e. first and second order nodes; commercial, limited development area, tourism resort, etc. The following guidelines apply to all areas, and are followed by specific guidelines for primary, secondary and tourism nodes:

- Although certain types of development may be dependent on a coastal/estuarine location those that are not should be set back to minimize risks from sea level rise and coastal erosion, as well as protect the visual quality of the landscape from hard architectural settings;
- Only public facilities/amenities should be permitted along the shoreline, subject to specialist evaluation and authorization from the relevant departments;
- Structures should not restrict or disrupt public access to the coastline;
- Public facilities and access should be provided for disabled persons;
- Nodal development areas should provide planned and controlled public access to the coastline in appropriate locations with the appropriate amenities;
- Public car parks should not be situated in dynamic coastal areas and should be setback from the coastline;
- Public car parks to be landscaped to manage storm water runoff;
- Public access points and facilities should be designed and located in such a way as to direct people away from sensitive coastal areas to facilitate management of coastal resources;
- Development should not be allowed to block the views of the coastline from key public viewing points; and
- Primary Nodes/Urban Area:
 - Larger types of housing developments permitted;*
 - Architectural style to be in harmony with the setting & design to minimise visual intrusion and disruption to the natural and/or semi-built setting;*
 - Only paints which blend in with the natural setting must be used for roofing and walls; and*
 - Height restrictions as provided in the zoning scheme shall apply.*
- Secondary Nodes/Limited Development Zone:
 - Maximum of two storey houses permitted;*
 - Design should complement the landscape character rather than compete against it;*
 - Designs should maintain a vegetation zone between the coastline and the development to act as a buffer from winds and salt spray while assisting with visual screening;*

Hard surface areas to have a maximum coverage of 50%;

Only paints which blend in with the natural setting must be used for roofing and walls;

Architectural style to be in harmony with the setting & design to minimise visual intrusion and disruption to the natural and/or semi-built setting;

Visual obtrusion of infrastructure (e.g. bulk water supply reservoirs) should be minimized by appropriate design and where possible should be sited underground (e.g. power lines); and

Tunnels for agricultural purposes are considered to be development and should be subject to an EIA (where listed activities are triggered) enabling public input to the proposed development.

- **Tourism Nodes:**

Single storey accommodation units;

Double storey public facilities may be constructed provided they are carefully sited and are not visually obtrusive;

Development should be clustered in groups with minimal disturbance to vegetation through careful layout planning;

Footprints (building coverage) should be minimized as far as possible;

All buildings to blend in with the surrounding environment as far as possible with minimal removal/disturbance of vegetation for construction;

Visual obtrusion of infrastructure (electricity and telephone lines) should be minimized by appropriate siting and design and where possible should be placed underground; and

Plans and layouts to be accompanied by an architect report on inter-alia, design specifications. colour and form, height etc., as well as a site-specific environmental report which demonstrates how environmental considerations will/have been incorporated into the layout and design of the units and facilities. Depending on the sensitivity of the site, an environmental management plan may be required by the BCM IEM Unit.

5.6.5 Recommendations relating to Land Use Management

There are three key objectives that guide the revision of the Zoning Scheme:

- *Densification;*
- *Mixed Land uses; and*
- *Urban Renewal areas.*
- *The Zoning Scheme should be amended in line with the spatial vision and principles of BCMM SDF in particular the Zoning Scheme must be formulated to promote the concept of densification.*
- *The General Principles set out in the above Strategic Framework section be incorporated into the preamble of the reviewed Zoning Scheme.*
- *The Zoning Scheme review should take into consideration and include the future setback lines of the BCMM Coastline.*
- *Greater control should be exercised over land use management to prevent the proliferation of illegal uses.*
- *A land use compliance Policy or bylaw should be formulated based on the following:*
- *The signage bylaw needs to be reviewed to ensure alignment with LSDF's.*

5.6.6 Other Land Use Management Guidelines

- *For the purposes of settlement planning, the standards for settlement design and development set out in the Guidelines for Human Settlement Planning and Design (the so-called "Red Book" compiled by CSIR Building and Construction Technology, 1998) be adopted and used in the scrutiny of relevant land developments.*
- *Land development within identified nodes and development corridors should be approved subject to appropriate conditions relating to landscaping, which should aim at enhancing the legibility of the built environment.*
- *Activity streets should receive special attention with regard to proactive traffic/road network planning in order to ensure safe road conditions in areas of higher levels of usage.*
- *Finally, in the interests of equity and sustainable development, it is proposed that the concept of development contributions/levies for substantial land developments be thoroughly investigated and, if warranted, a system of such contributions should be enacted. This is particularly important to ensure that the Municipality is able to programme capital for roads and infrastructure development appropriately, and to prevent the rate of development from "overtaking" the Municipality's ability to develop enabling infrastructure, which could result in unsafe conditions.*

5.6.7 Land use Compliance Policy

The purpose of a Compliance Framework:

- *To regulate the use and management of land according to the chapters of the scheme.*
- *To ensure that the conditions stated within the land use systems are adhered to and the processes that form part of that are followed accordingly.*
- *To ensure proper and legal development within the municipality.*
- *To motivate and encourage development within certain and different areas of the municipality, meaning encouraging harmonious development.*
- *To ensure that the form of ownership (Tenure) reflects reality at ground level.*
- *To ensure that the type of land use on ground reflects what exists on the actual schemes.*
- *To ensure that the type of zoning and the immediate use complies.*
- *To ensure harmonious and building control initiatives.*
- *The compliance framework is also in place so as to ensure the maximum protection of human individual so as to be in line with the constitution of South Africa.*
- *Ensuring a maintained system of trust and transparency through continuous audits.*
- *Insuring that the systems are put in place to always ensure a form of reporting thus having constant quality assurance both in terms of staff capacity and availability of essential needs to carry out work.*

The Compliance Framework will have to involve the region and update of the Zoning Scheme, and will have to include the following topics:

- *Integration and alignment of planning policy document of the metropolitan;*
- *Institutional structures to assist the process*
- *Procedures*



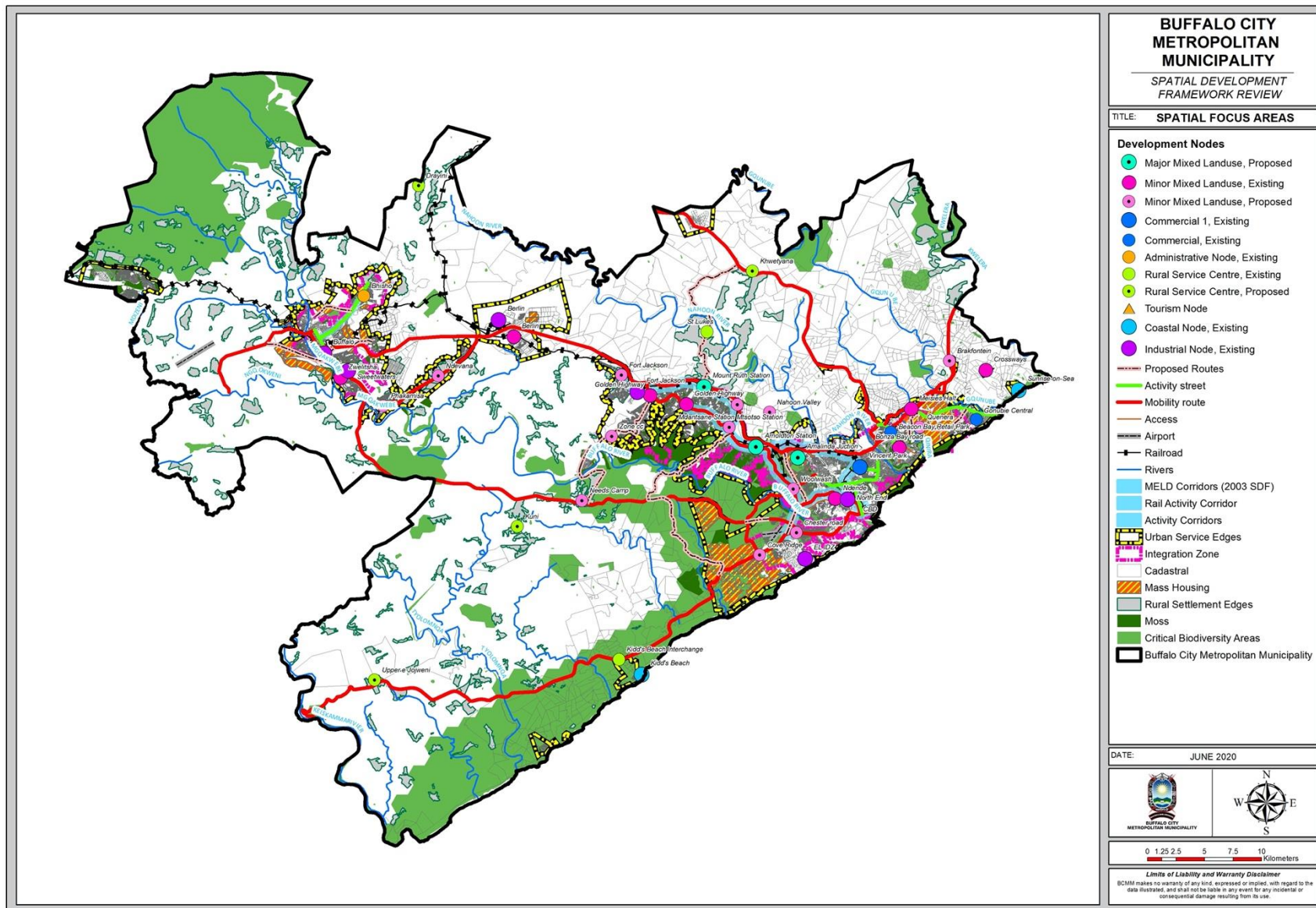
- *Public Participation*
- *Enforcement*

Overall Spatial Development Framework

The overall Spatial Development Framework completed for the Buffalo City Metropolitan Municipality takes cognizance of the following Themes:

- Spatial Planning Theme;
- Sustainable Human Settlements Theme;
- Environment Theme;
- Infrastructure Theme;
- Transportation and Traffic Theme;
- Economic Theme;
- Rural Development Theme.

A consolidation of all this information has resulted in the following Overall Spatial Development Framework:



Plan 61: Overall Municipal SDF Summry Plan





SECTION 6

IMPLEMENTATION PLAN & CAPITAL INVESTMENT FRAMEWORK

6 PROGRAMMES AND BUDGETS

The Spatial Development Framework is a crosscutting plan which encompasses most of the activities of the Metropolitan and gives direction to the decision-making of Council on land use and direction of development. Consequently, it must be viewed as a key strategic document and embraced both at the political level as well as the technical level.

In order to integrate the Spatial Development Framework into the everyday workings of the Municipality's Directorates, it is proposed that appropriate programmes and budgets be undertaken to ensure co-ordination and communication on critical development issues that have spatial implications.

6.1 PROGRAMMES



6.2 Medium Term Revenue and Expenditure Framework

Table 30: MTREF 2019 - 2021

Focus Area	Catalytic Programmes	Funding Source	2019/2020 Final Budget	2020/ 2021 Final Budget
Primary Integration Zone	East London CBD and Inner City	ICDG	R 10 383 000.00	R 12 134 000.00
		LOAN	-	-
		OWN FUNDS	R 93 835 141.00	R 75 530 803.00
		USDG	R 27 500 000.00	R 25 000 000.00
		TOTAL	R 131 718 141.00	R 112 664 803.00
	Mdantsane Urban Hub	NDPG	R 7 500 000.00	R 7 436 000.00
		OWN FUNDS	R 13 460 000.00	R 16 700 000.00
		TOTAL	R 20 960 000.00	R 24 136 000.00
	MELD Corridor (Central)	ISUPG	-	R 22 912 500.00
		LOAD	R 69 581 825.00	R 189 351 605.00
		OWN FUNDS	R 4 500 000.00	R 19 416 470.00
		PTIG	R 218 616 000.00	R 247 346 000.00
		USDG	R 49 500 000.00	R 45 000 000.00
		TOTAL	R 342 197 825.00	R 524 026 575.00
	Westbank Economic Corridor	OWN FUNDS	-	R 3 000 000.00
		USDG	R 12 000 000.00	R 44 000 000.00
		TOTAL	R 12 000 000.00	R 47 000 000.00
	Other	ISUPG	-	R 85 500 000.00
		OWN FUNDS	R 74 349 171.00	R 113 800 000.00

		USDG	R 267 031 590.00	R 155 500 000.00
		TOTAL	R 341 380 761.00	R 354 800 00.00
	TOTAL		R 848 256 727.00	R 1 062 627 378.00
Secondary Integration Zone	Bhisho – KWT Corridor	OWN FUNDS	R 18 000 000.00	R 24 000 000.00
		USDG	R 74 848 450.00	R45 530 000.00
		TOTAL	R 92 848 450.00	R 69 530 000.00
		ISUPG	-	R 3 000 000.00
		OWN FUNDS	R 8 100 000.00	R 500 000.00
		USDG	R 40 100 000.00	R 29 500 000.00
		TOTAL	R 48 200 000.00	R 33 000 000.00
	TOTAL		R 141 048 450.00	R 102 530 000.00
City Wide	Other	EEDSMG	-	-
		ISDG	R 150 000.00	R 150 000.00
		ISUPG	-	R 49 756 500.00
		OWN FUNDS	R 478 755 688.00	R 487 052 727.00
		USDG	R 266 920 000.00	R 231 532 950.00
		TOTAL	R 745 825 688.00	R 768 492 177.00
Grand Total			R 1 735 130 865.00	R 1 933 649 555.00



6.3 Catalytic Urban Development Programmes 2019 – 2020

CATALYTIC URBAN DEVELOPMENT PROGRAMMES:																								
PROJECT LIST				FUNDING SOURCE (TOTAL PROJECT VALUE)												PROGRAMME STATUS (% OF PROJECT COMPLETE)								
				Total		Municipal				Provincial /SOE		Private Funding												
Metro	Integration Zone	Name of Catalytic Programme	Catalytic Projects & Mega Projects	Total Value (R'm)	Own (2019-20)	Loan		(2019-20)	Grant (2019-20)	Province (2019-20)	SOE (2019-20)	PPP	SPV	Private Sector Only	Private Sector Leverage %	Planning /Inception /Tender	Concept	Pre Feasibility	Feasibility	Project Packaging	Implementation / Finalization			
BCMM	Primary Integration Zone	1. East London CBD and Inner-City Regeneration	a. Sleeper Site road	R 60 000 000	R 7 530 000				USDG R 27 500 000							✓	✓							
			b. City to Sea Bouevard	R 255 000 000	R 2 000 000											✓	✓	✓	✓					
			c. Public Realm Upgrades and Greening	TBD				ISDG R 10 383 000																
			e. Court Crescent Implementation	R 30 000 000	R 30 000 000											✓	✓	✓	✓	✓				
			f. Rehabilitation of Fleet Street	R 65 000 000												✓	✓	✓	✓	✓	✓			
			e. Orient Theatre Upgrade	R 4 000 000	R 322 100											✓	✓	✓	✓					
			g. Upgrade of Ubuhlanti Park & Little Mauritius	R 1 250 000												✓								
			h. Marina Glen B		R 1 000 000											✓								
			i.Traffic and Transportation Studies: Sleeper Site		R 1 460 000											✓	✓	✓						
			j. East London Station Development: Station Precinct	R 133 897 800							R 5 000 000					✓								
			k. Targeted Urban Management (Waste)	TBD																				
			l. Eastern Beach Sewer Upgrade	R 138 000 000	R 20 000 000												✓	✓	✓	✓	✓	To be re-tendered		
			l. Electricity: Upgrade and replacement of existing network	R 300 000 000																				
			m. Port of East London: Rehabilitation of Latimer's Landing & Signall Hill (East Bank)	R 80 000 000							R 80 000 000									85%				
		2. MELD Corridor Central	a. Upgrading of the Public Transport Corridor from East London to Mdantsane	R 500 000 000						R 213 616 000								✓	✓	✓	✓	✓	This project is implemented in phases	
			b. Mdantsane Access Road							R 5 000 000								✓						
			c. Duncan Village Redevelopment Housing Project							R 14 500 000	R 56 945 000							✓	✓				Project is under Litigation following contract validity disputes	
			d. Reeston Housing							USDG 35 000 000								✓	✓	✓	✓	✓	The project has been completed but excludes 66 sites that need to be transferred from Amathole land to BCMM	
			e. Central to Reeston Sewer Diversion, WWTW Tunnel and Civil Works	R 500 000 000		R 69 581 825												✓	✓	✓	✓	✓	To be re-tendered	
			f. Upgrading of the Mzonyana Treatment Works	R 300 000 000	R 2 500 000													✓	✓	✓	✓	✓	80% Current Phase at construction	
			h. North West Corridor: Feasibility for extension of NW Expressway and link to Amalinda Main Road. This includes a feasibility study for the Chiselhurst High Density Housing		R 2 000 000													✓						
			3. Mdantsane Urban Hub	a. Improved Regional Access	R 8 000 000	R -													✓					
				b. Toyana Road Pedestrian link to Station	R 13 250 000						R 7 500 000								✓	✓	✓	✓	✓	
				c. Land registration and regularization within the Mdanstane Urban Hub	TBD																			
		d. Mixed Use and High density infill projects			R -																			
		e. New Government Offices: Feasibility Ongoing			Engagements with NDPW underway																			
		f. Mdantsane Library Maintainance and Upgrade		R 561 000 000							R 1 000 000							✓	✓	✓	✓	✓		
		g. Extension of Mdantsane Arts Centre		R 3 600 000	R 1 700 000						R 3 000 000							✓	✓	✓	✓	✓		
		h.Rehabilitation of Mdantsane Mall		R 43 000 000							R 14 753 000							✓	✓	✓	✓	✓	Implementation underway	
		i. Redevelopment of Mdantsane Sport Precint		R 4 000 000	R 11 760 000													✓	✓					
		NU2 Swimming Pool																						
		j. Orlando Stadium: Construction of the ablutions Refurbishment of boundary wall and gates Caretaker Cottage, Installation of floodlights, Rehabilitation of playing surface		R 4 000 000	R -													✓	✓					
		k. Upgrade of Mount Ruth Substation		R 100 000 000																				



			I. Upgrade replacement network of the 132/33/11 kV	R	80 000 000														
		4. West Bank Economic Corridor	a. Port of East London: Extend Main Breakwater and Deepen Entrance	R	1 500 000 000					R	TRANSNET 1 500 000 000						85%		
			b. EL Airport: EL Lounge Expansion							R	ACSA 72 000 000								
			c. Science and Technology Park																
			d. IOX International Sea Cable							R	EL IDZ 63 000 000			✓	✓	✓	✓	✓	
			e. Revitalisation of the West Bank industrial area/ Motor Industry cluster																
			f. Water World (Water Park): BCMDA	R	33 000 000	R	33 000 000												
			g. West Bank WWTW											✓	✓	✓			
			h. West Bank Water Supply																
			i. West Bank Restitution (housing)																
			j. Rehabilitation of Settlers Way		Project to commence in 2020														
Secondary Integration Zone		5. KWT-Bhisho-Zwelitsha & Corridor	a. KWT Public Transport Interchange, Market Square Bus Rank, Market Square Taxi Rank	R	12 000 000	R	7 000 000							✓	✓	✓	✓	✓	
			b. Mary Street Upgrade			R	500 000											✓	
			c. Zwelitsha Regional Bulk Sewage Scheme	R	700 000 000			R	USDG 63 848 450					✓	✓	✓	✓	✓	Phase 2 under construction at R 430 Million
			d. Bhisho-King Water infrastructure			R	24 900 000,00	R	USDG 11 000 000										
			e. Kei Road Bulk Water Scheme	R	500 000 000									✓	✓	✓	✓	✓	Completing detail design and tender documentation
			f. SANRAL: Resurfacing from KWT to Bhisho & Breidbach							R	SANRAL 508 000 000,00								
			g. Upgrade of Povincial Administration Buildings: Bhisho	R	255 543 000														
			h. Amathole Museum	R	4 859 000				R2 859 000,00					✓	✓	✓	✓	✓	Implementation Underway
			i. KWT Art Centre			R	1 000 000,00												
			j. Upgrade of the KWT Electrical Network	R	10 000 000														



6.4 Intergovernmental Project Pipeline 2019 -2020

INTERGOVERNMENTAL PROJECT PIPELINE:																					
PRIMARY INTEGRATION ZONE: THE EAST LONDON CBD & INNER CITY AREA, THE MELD CORRIDOR, THE WESTBANK ECONOMIC CORRIDOR AND THE MDANTSANE HUB PRECINCT			DESCRIPTION: The Primary Integration Zone is informed by National Treasury's Urban Network Strategy, which is a strategy to enable the long term restructuring of larger urban settlemengts with the aim of ultimately eradicting spatial inequality in South African Cities. For East London, the area termed the East London – Mdantsane Corridor (MELD Corridor) was identified as being the area which could "initiate restructuring in the East London Metropolitan area, which would result in Mdantsane and other previously disadvantaged areas being integrated with the East London core". This area straddles the main transportation routes (roads and railway) linking the township of Mdantsane and East London's Central Business District.																		
CATALYTIC URBAN DEVELOPMENT PROGRAMME	PROJECTS: ENABLERS & SUB- COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)		TOTAL VALUE	PROVINCIAL (2019-20)		NATIONAL (2019-20)	PRASA (2019-20)		SANRAL (2019-20)	ESKOM (2019-20)	PRIVATE SECTOR/ OTHER		TOTAL					
1. East London CBD & Inner City Regeneration: The East London CBD and Inner-City Regeneration Programme represents visible investment in the CBD and inner-city area and is anticipated to spur additional investments which could strengthen the growth and performance of this node. Provision of vital infrastructure and projects that improve city life and quality of living are promoted in order to build the image of the city and boost tourism and investment.	Public Realm Upgrades and Greening	Other: Integrated Public Space Project	Upgrade of the CBD Town hall precinct, together with an upgrade of some public transport spaces in the Inner City. Upgrades to include provision of street furniture, bollards, litter bins, seating and tree-planting.						R 10 383 000,00	ICDG						R	10 383 000,00				
	Sleeper Site Re-furbishment			R	1 460 000,00											R	1 460 000,00				
	Sleeper Site: Sleeper site road	Engineering / Infrastructure	This is the first project related to the strategic Sleeper Site development and involves the realignment/re-routing of the section of the R72 between Commercial Road and Fleet Street. The road will bisect the Sleeper Site and open the area up for development.	R	7 053 041,00	R60 000 000,00			R 27 500 000,00	USDG						R	34 553 041,00				
	CBD: City to Sea Boulevard	Other: Integrated Public Space Project	Feasibility Study required for the City to Sea Boulevard which will link up the city center and the Quigney, connecting Oxford Street to the Esplanade. This project will include provision of street furniture, pedestrian walkways, street lights, sidewalks, cyclists paths, greening and art effects through the upgrading and extension of Moore Street. Projected total cost refelected.	R	2 000 000,00	Proposed R255m										R	2 000 000,00				
	East London Beach front: Court Crescent (BCMDA)	Other: Integrated Public Space Project	Develop an interactive recreational park to enhance tourism	R	30 000 000,00	TBD											R	30 000 000,00			
	CBD: Re-habilitation of Fleet Street	Engineering / Infrastructure	Rehabilitation of Fleet Street roadway and sidewalks currently underway including removal and relaying of the water, sewerage, stormwater management, subsoil drainage, telecommunications and electrical services. Included in this project and already completed is there-surfacing of Cambridge, Lower Oxford, Buffalo and Commercial Roads	R	-											R	-				
	CBD: Orient Theatre Upgrade	Other: Integrated Public Space Project	This project falls within the precinct of the Beachfront Upgrade Project. Planning and design should therefore be coordinated in order to achieve integration.	R	322 100,00												R	322 100,00			
	CBD: Upgrade of the Ubuhlanti Park & Little Mauritious	Other: Social Amenity	Upgrade of the ablution blocks and parking area	R	1 000 000,00	R 2 000 000,00											R	1 000 000,00			
	Marina Glen B	Other: Integrated Public Space Project	Environmental Enhancement for improved quality entertainment use. An Integrated Urban Design Framework is required to be prepared for this project.	R	1 000 000,00												R	1 000 000,00			
	CBD: East London Station Redevelopment: Railway Station Precinct & Multi-modal Public Transport Interchange	Public Transport	This study conducted by PRASA will have a major impact on the public transport operations within the CBD. Details of projects, plans and budgets are to be obtained from PRASA.							R 5,000,000.00							R	-			
	CBD: Targeted Waste Management	Other: Public Space Upgrade	Phase 1: Cleaning of the public environment, provision of street furniture, including litter bins, seating and tree-planting. The private sector are keen to contribute via the 'Call to Action' project driven by the Border Kei Chamber of Commerce.		R0,00			TBD									R	-			
	CBD: Eastern Beach Sewer Upgrade	Engineering / Infrastructure	Refurbishment of the Eastern Beach gravity sewers	R	20 000 000,00	R138 000 000											R	20 000 000,00			
	CBD: Electricity: Upgrade / replacement of the existing 132/33/11kV network.	Engineering / Infrastructure	Replacing of old infrastructure and to allow for additional capacity to to stabilise the electrical network and to cater for growth.			R 300 000 000,00											R	-			
Port of East London: Rehabilitation of Latimer's Landing	Other														R 80 000 000,00	R	80 000 000,00				
CBD: Development of BCMM land adjacent to North Street	Other: Mixed use	Mixed use development														R	-				
SUB-TOTAL: INNER CITY REVITALISATION				R	62 835 141,00	R	1 572 700 000,00	R	-	R	37 883 000,00	R	-	R	-	R	-	R	80 000 000,00	R	180 718 141,00



INTERGOVERNMENTAL PROJECT PIPELINE:

PRIMARY INTEGRATION ZONE: THE EAST LONDON CBD & INNER CITY AREA, THE MELD CORRIDOR, THE WESTBANK ECONOMIC CORRIDOR AND THE MDANTSANE HUB PRECINCT

DESCRIPTION: The Primary Integration Zone is informed by National Treasury's Urban Network Strategy, which is a strategy to enable the long term restructuring of larger urban settlements with the aim of ultimately eradicating spatial inequality in South African Cities. For East London, the area termed the East London – Mdantsane Corridor (MELD Corridor) was identified as being the area which could "initiate restructuring in the East London Metropolitan area, which would result in Mdantsane and other previously disadvantaged areas being integrated with the East London core". This area straddles the main transportation routes (roads and railway) linking the township of Mdantsane and East London's Central Business District.

CATALYTIC URBAN DEVELOPMENT PROGRAMME	PROJECTS: ENABLERS & SUB- COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2018-19)	TOTAL VALUE	PROVINCIAL (2019-20)	NATIONAL	(2019-20)	LOAN (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	PRIVATE SECTOR/ OTHER	TOTAL
2. MELD Corridor: This is the area straddling the main transportation routes (roads and railway) and links the townships of Mdantsane and other previously disadvantaged areas to East London's Central Business District.	Corridor (Qumza Highway): Upgrading of the Public Transport Corridor from East London to Mdantsane	Engineering / Infrastructure	Road expansion from single to dual roadway.		R 500 000 000,00		R	213 616 000,00 PTNG						R 213 616 000,00
	Corridor: Mdantsane Access Road		Link Road from Mdantsane to CBD				R	5 000 000,00 PTNG						R 5 000 000,00
	Duncan Village Redevelopment	Human Settlement Catalytic	New planned settlements and upgrading of informal settlement – Upgrading of C Section; D Hostel; DV Proper; and Braelyn 10 ext.		TBD	56945000 (to be verified)	R	14 500 000,00 USDG						R 14 500 000,00
	N2/R72 Realignment (Is this part of MELD, should it not fall under Citywide projects - see below)	Engineering / Infrastructure	The project will enhance the connectivity and will have a multiplier effect on the BCMM economy. Negotiations are underway with SANRAL as the relevant authority.											R -
	Arnoldton Node	Other: Public Transport/ Mixed use	Mixed use multi-modal node		No financing									R -
	Mount Ruth Node	Other: Public Transport/ Mixed use	Mixed use multi-modal node		No financing									R -
	Reeston Waste Water	Engineering / Infrastructure	Treatment works to create capacity for Reeston and other housing programmes which still need to be completed.		R 200 000 000,00									R -
	Upgrading of the Mzonyana Treatment Works	Engineering / Infrastructure	Upgrading of water supply to the Central East London Area	R 2 500 000,00	R 300 000 000,00									R 2 500 000,00
	Amalinda Junction: Central To Reeston Tunnel Project	Engineering / Infrastructure	Substantial centrally located Greenfield site situated between the road and rail component of the MELD Corridor with potential high density mixed land use development. Central to Reeston Tunnel project: The project is required in order to create more capacity within the existing central urban areas of Amalinda; Summerpride and Haven Hills. The project will unlock the land within the Amalinda Junction	R -	R 500 000 000,00		R -	R 69 581 825,00						R 69 581 825,00
	Amalinda Junction Mixed Use Housing	Human Settlement Catalytic	BCMM has designated 3000 mixed use units and commercial uses for tertiary institutions in support of the knowledge economy.		TBD									R -
	National Station Improvement Programme	Engineering / Infrastructure			R 50 883 000,00					TBC				R -
	Feasibility Study for the Extension of North West Expressway	Engineering / Infrastructure	The North West Expressway is a public transport route that will link the CBD to Amalinda Junction and open up vacant land for High density housing. The road will provide access to significant parcels of land along its length. Amalinda Junction Precinct and Chiselhurst high density housing precincts are two of the most important nodes along the corridor. This project includes a feasibility study for high density housing at Chiselhurst.	R 2 000 000,00										R 2 000 000,00
SUB-TOTAL: MELD CORRIDOR				R 4 500 000,00	R 1 550 883 000,00	R -	R 233 116 000,00	R 69 581 825,00	R -	R -	R -	R -	R -	R 307 197 825,00



INTERGOVERNMENTAL PROJECT PIPELINE:

PRIMARY INTEGRATION ZONE: THE EAST LONDON CBD & INNER CITY AREA, THE MELD CORRIDOR, THE WESTBANK ECONOMIC CORRIDOR AND THE MDANTSANE HUB PRECINCT			DESCRIPTION: The Primary Integration Zone is informed by National Treasury's Urban Network Strategy, which is a strategy to enable the long term restructuring of larger urban settlements with the aim of ultimately eradicating spatial inequality in South African Cities.									
			For East London, the area termed the East London – Mdantsane Corridor (MELD Corridor) was identified as being the area which could "initiate restructuring in the East London Metropolitan area, which would result in Mdantsane and other previously disadvantaged areas being integrated with the East London core". This area straddles the main transportation routes (roads and railway) linking the township of Mdantsane and East London's Central Business District.									
CATALYTIC URBAN DEVELOPMENT PROGRAMME	PROJECTS: ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)	TOTAL VALUE	PROVINCIAL (2019-20)	NATIONAL (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	PRIVATE SECTOR/ OTHER	TOTAL
3. Mdanstsane Urban Hub: The programme is aimed at creating a self-sustaining, attractive and vibrant economic hub within the township of Mdantsane. The programme is also aimed at showcasing the creative arts, sports, cultural history and identity of Mdantsane.	Mdanstsane Urban Hub Land Regularization	Catalytic	Land regularization processes currently underway		TBD							R -
	Improved Regional Access	Engineering / Infrastructure	New Access off and across the N2 at Billie Road, New access from R102 onto Toyana Road.		R 8 000 000,00							R -
	Network of public squares, activity streets and pedestrian routes.	Other: Integrated Public Space Project	Upgrade of pedestrian facilities on Toyana Road, linking the CBD to the Mt Ruth Station.		TBD		R 7 500 000,00 NDPG					R 7 500 000,00
	Upgrade of the Public Transport Facility at the Hub	Public Transport	Proposed facility to be put out to tender and should include, a shopping mall and informal traders facilities		No Financing: Proposed: R385m							R -
	Mixed Use and High Density Infill projects in the precinct	Human Settlement Catalytic	Approximately 3000 new mixed use units / higher density units can be accommodated within the CBD.		No financing: Identify priority land parcel.							R -
	New Government Offices Node	Other: Integrated Project	Proposed on the Eastern end of Makinana Road - further investigations and institutional engagements required with SASSA & Department of Home Affairs		Discussion with NDPW in process							R -
	Revitalisation of Mdantsane Mall	Other: Social Amenity				R 14 753 000,00 ECDC						R 14 753 000,00
	Mdantsane Library Upgrade	Other: Social Amenity	Upgrade of Mdantsane Library		R 561 000 000,00	R 1 000 000,00						R 1 000 000,00
	Extension of Mdantsane Arts Centre	Other: Social Amenity		R 1 700 000,00		R 3 000 000,00						R 4 700 000,00
	Redevelopment of Mdantsane Sport Precinct NU2 Swimming Pool	Other: Social Amenity	Underway	R 11 760 000,00	R 4 000 000,00							R 11 760 000,00
	Orlando Stadium: Constuction of the Ablutions, Refurbishments of Boundry wall and gates, Caretakers cottage, Installation of foodlights, Rehabilitation of Playing surface	Other: Social Amenity	Underway	R -	R 4 000 000,00							R -
	Upgrade of Mt Ruth Substation	Engineering / Infrastructure	Required to provide additional capacity for the development of the Mdantsane CBD/ Mt Ruth/Buffer Strip areas.		R 100 000 000,00							R -
SUB-TOTAL: MDANTSANE URBAN HUB				R 13 460 000,00	R 677 000 000,00	R 18 753 000,00	R 7 500 000,00	R 0,00	R 0,00	R 0,00	R 0,00	R 39 713 000,00



INTERGOVERNMENTAL PROJECT PIPELINE:													
PRIMARY INTEGRATION ZONE: THE EAST LONDON CBD & INNER CITY AREA, THE MELD CORRIDOR, THE WESTBANK ECONOMIC CORRIDOR AND THE MDANTSANE HUB PRECINCT			DESCRIPTION: The Primary Integration Zone is informed by National Treasury's Urban Network Strategy, which is a strategy to enable the long term restructuring of larger urban settlements with the aim of ultimately eradicating spatial inequality in South African Cities.										
CATALYTIC URBAN DEVELOPMENT PROGRAMME	PROJECTS: ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)	TOTAL VALUE	PROVINCIAL (2019-20)	NATIONAL (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ACSA (2019-20)	ESKOM (2019-20)	PRIVATE SECTOR/ OTHER	TOTAL
3. Westbank Economic Corridor: This is a newly established Catalytic Programme which aims to support investment, improve logistics and boost economic performance of the corridor. It includes a suite of planned and budgeted projects which will enhance the infrastructure capacity as well as assist in unlocking planning and land related issues promoting investment within the corridor.	Port of East London: Extend Main Breakwater and Deepen Entrance	Other: Industrial	The expansion and deepening of the Port will re-inforce the future positioning of Buffalo City as a logistics gateway and an export manufacturing hub.									R 1 500 000 000,00 TRANSNET	R 1 500 000 000,00
	EL AIRPORT: EL Lounge Expansion	Other: Industrial	Expansion of Departure Lounge including development of retail facilities.							R 72 000 000,00			R 72 000 000,00
	East London Airport Upgrade	Infrastructure	The project is an ACSA initiative that entails upgrading of the East London Airport and involves the lengthening of the main runway to allow bigger airplanes. This will open up opportunities to export goods and will contribute towards revitalising the economy of EL.							funding in 2021			R -
	IOX International Sea Cable	Other: Cross-cutting	Landing of an international sea cable at the IDZ		R 63 000 000,00							R63 000 000,00 EL IDZ	R 63 000 000,00
	Science and Technology Park	Other: Cross-cutting	This project is an IDZ initiative that involves the Science and Technology Park which will serve to link business with local Universities. This project is a key component of the University Town initiative in the MGDS.									TBD	R -
	Revitalisation of the West Bank Industrial area/Motor industry cluster.	Other: Industrial	The project entails augmentation of bulk infrastructure, upgrade of road network and landscaping of city entrance. Will ensure sufficient infrastructure capacity is available to accommodate commercial and industrial employment growth forecasts and will support retention and expansion of the manufacturing initiatives. Project also involves the upgrading and use of Race Track that will link to the motor industry and sport tourism.										R -
	West Bank Race Track	Other: Motor Sport	The project is a private sector initiative that entails developing an internationally recognised motor sport venue that attracts new investment in the precinct through motor sport facilities and motor sport related industries in a quality environment. The project will require the Harbour arterial route to be extended so that the track can be used full time for motorsport activities										R -
	West Bank WWTW	Engineering / Infrastructure	This project will be part of the process of opening up the area (Spatial Priority 2) for development.										R -
	Bulk Water Supply	Engineering / Infrastructure	This project will be part of the process of opening up the area (Spatial Priority 2) for development to provide serviced land for workers on the West Bank				R -						R -
	Water World (Water Park: BCMDA)	Other: Social Amenity	Upgrading and expanding current water park for tourism attraction	R 33 000 000,00	R 33 000 000,00								R 33 000 000,00
	Settler's Way Upgrade	Engineering / Infrastructure	Project to commence in the next financial year										
	Westbank Restitution	Housing			TBD	R 12 000 000,00							R 12 000 000,00
SUB-TOTAL: WESTBANK ECONOMIC CORRIDOR				R 33 000 000,00	R 96 000 000,00	R 12 000 000,00				R 72 000 000,00		R 1 500 000 000,00	R 1 680 000 000,00



INTERGOVERNMENTAL PROJECT PIPELINE:

SECONDARY INTEGRATION ZONE: THE BHISHO - KWT AND CORRIDOR **DESCRIPTION:** This Integration Zone is made up primarily of the historic CBD / hub of King Williams Town (KWT) and surrounding townships of Ginsberg, Zwelitsh and Breidbach. The Secondary Integration Zone incorporates the administrative hub of Bhisho which forms a strategic employment node within this Zone. The R63 KWT - Bhisho Corridor forms an important public transport route within the Secondary Integration Zone.

PRIORITY FOCUS AREAS	ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)	TOTAL VALUE	PRIVATE SECTOR	PROVINCIAL (2019-20)	NATIONAL (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	TOTAL
1. KWT – Bhisho – Zwelitsha Programme is made up primarily of the historic CBD / hub of King Williams Town (KWT) and the link southwards to the township of Ginsberg as well as the R63 – KWT – Bhisho link northwards from KWT to Bhisho. Bhisho, the administrative hub of the Metro forms a strategic employment node within the area. A large part of the KWT - Bhisho corridor is made up of the Provincial Bhisho Revitalisation Project and will enhance Bhisho as the capital of the provincial administration.	KWT Public Transport Interchange	Public Transport	The expansion and renewal of the existing three taxi and bus ranks in the CBD of King William's Town and integrating into one multi modal facility to serve the entire needs of the public transport users in the area and surroundings.		R 120 000 000,00							R -
	Market Square Bus Rank	Public Transport			R 10 000 000,00							R -
	Market Square Taxi Rank	Public Transport		R 7 000 000,00	R 56 000 000,00							R 7 000 000,00
	Mary Street Upgrade	Public Transport		R 2 500 000,00	R 16 000 000,00							R 2 500 000,00
	Amathole Museum	Other: Social Amenity	Provincial project				R4859 000,00					R 4 859 000,00
	KWT Arts Centre	Other: Social Amenity			R 1 000 000,00							R 1 000 000,00
	Road Network within Taxi Facilities	Public Transport			R 18 000 000,00							R -
	Bhisho - King Water infrastructure	Engineering / Infrastructure		R 24 900 000,00				R 11 000 000,00 USDG				R 35 900 000,00
	Bhisho Revitalisation Precinct	Catalytic	which is a EC Prov Govt initiative but includes BCMM land.		No financing							R -
	Zwelitsha Regional Bulk Sewage Scheme(Bulk infrastructure project)	Engineering / Infrastructure	The project is required in order to create more capacity within the existing central urban areas such as Breidbach, Zwelitsha, Bisho, Schornville, Pakamisa and Ilitha unlocking of the mixed housing development in the Bisko/King Willaims Town area.		R 700 000 000,00			R 63 848 450,00 USDG				R 63 848 450,00
	Kei Road to Bhisho Bulk Water Scheme	Engineering / Infrastructure	The project is required in order to create more capacity within the existing Bhisho and King William's Town as well as surrounding peri- urban areas of Berlin, Zinyoka, Ttyutyu, etc		R 500 000 000,00							R -
	Upgrade of the Bisho Switch house and the electrical network	Engineering / Infrastructure	To allow for growth in the Bhisho Precinct.		No funding at this time.							R -
	Upgrade of the KWT electrical network (Power Station switch house)	Engineering / Infrastructure	to allow for growth and stabilise the network into KWT . Funding used is own funding from the electricity department capital project Estimate for first phase R6 to 10 million May 2017 to May 2018		R 10 000 000,00							R -
	SANRAL: Resurfacing from KWT to Bhisho & Breidbach	Infrastructure			R 508 000 000,00					R 186 000 000,00		R 186 000 000,00
	N2 Upgrade Bulembu Airport to King Williams Town & Interchange											R -
	Upgrade of Povincial Administration Buildings: Bhisho				R 255 543 000,00					R 450 000 000,00		R 450 000 000,00
SUB-TOTAL: SECONDARY INTEGRATION ZONE				R 34 400 000,00	R 2 194 543 000,00	R -	R 4 859 000,00	R 74 848 450,00	R -	R 636 000 000,00	R -	R115 107 450,00



INTERGOVERNMENTAL PROJECT PIPELINE:													
MARGINALISED AREAS - TOWNSHIP & INFORMAL SETTLEMENTS			DESCRIPTION: Table IN PROGRESS - USDG & HSDG Funding projects need to be updated on this table.										
FOCUS AREAS	ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL(2018-19)	MUNICIPAL TOTAL	PRIVATE SECTOR	PROVINCIAL (2019-20)	NATION AL (2019-20)	PRAS A (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	TOTAL	
TOWNSHIPS & INFORMAL SETTLEMENTS	BCMM Ongoing Informal Settlement Upgrade / Housing projects within the East London and Mdantsane Areas:	Human Settlement	New planned settlements and upgrading of informal settlement – Includes provision of internal services and top structures: Breakdown per project is shown below.	R -	R -	R -	R 125 121 991,00 HSDG	R 223 781 590,00 USDG	R -	R -	R -	R 348 903 581,00	
			Mdantsane Zone 18cc (PH 2)				R 500 000,00	R 35 000 000,00				R 35 500 000,00	
			Cluster 1 (Velwano, Ilinge, Masibambane, Masibulele, Dacawa)				R 14 051 991,00	R 16 000 000,00				R 30 051 991,00	
			Cluster 2 (Chris Hani, Winnie Mandela, Daluxolo, Sisulu)				R 4 000 000,00	R 25 476 590,00				R 29 476 590,00	
			Cluster 3 (Fynbos Informal)				R 14 950 000,00	R 16 805 000,00				R 31 755 000,00	
			POTSDAM VILLAGE PHASE 1 & 2 - P5				R 20 000 000,00	R -				R 20 000 000,00	
			Potsdam Ikhwezi Block 1 - P5				R 19 000 000,00	R 20 000 000,00				R 39 000 000,00	
			Potsdam Ikhwezi Block 2 - P5				R -	R 250 000,00				R 250 000,00	
			Potsdam North Kanana				R -	R 3 000 000,00				R 3 000 000,00	
			CNIP VICTIMS PROJECT: CAMBRIDGE WEST				R 10 000 000,00	R 8 000 000,00				R 18 000 000,00	
			REESTON PHASE 3 STAGE 2				R 20 000 000,00	R 30 000 000,00				R 50 000 000,00	
			REESTON PHASE 3 STAGE 3				R 3 200 000,00	R 5 000 000,00				R 8 200 000,00	
			D HOSTEL				R 3 000 000,00	R 2 500 000,00				R 5 500 000,00	
			DUNCAN VILLAGE PROPER				R 3 000 000,00	R 3 500 000,00				R 6 500 000,00	
			AMALINDA CO- OP				R 5 500 000,00	R 8 000 000,00				R 13 500 000,00	
			AMALINDA FAIRLANDS				R -	R -				R -	
			Duncan Village Comp Site				R 1 920 000,00	R 3 000 000,00				R 4 920 000,00	
			Block Yard TRA				R -	R 3 250 000,00				R 3 250 000,00	
			Braelyn EXT 10				R -	R 3 000 000,00				R 3 000 000,00	
			Westbank Restitution				R -	R 12 000 000,00				R 12 000 000,00	
			C Section Triangular Site				R 3 000 000,00	R 3 500 000,00				R 6 500 000,00	
			Mzamomhle: Peoples Housing Process				R -	R 2 000 000,00				R 2 000 000,00	
			Boxwood Project					R 20 000 000,00				R 20 000 000,00	
			Ford Msimango				R 3 000 000,00	R 2 500 000,00				R 5 500 000,00	
			N2 Road Reserve				R -	R 1 000 000,00				R 1 000 000,00	
	BCMM Ongoing Informal Settlement Upgrade / Housing projects within the Bhisho / King Williams Town Area	Human Settlement	New planned settlements and upgrading of informal settlement. Breakdown per project is shown below.	R -	R -	R -	R 400 000,00	R 1 500 000,00	R -	R -	R -	R 28 900 000,00	
			Ilitha North				R 200 000,00	R 10 000 000,00				R 10 200 000,00	
			Tyutyu				R 200 000,00	R 7 000 000,00				R 7 200 000,00	
			Ginsberg				R -	R -				R -	
			Breidbach				R -	R 3 000 000,00				R 3 000 000,00	
			Xhwitinja				R -	R 500 000,00				R 500 000,00	
			Phakamisa South				R -	R 8 000 000,00				R 8 000 000,00	
TOTAL: MARGINALISED AREAS				R -	R -	R -	R 251 043 982,00	R 1 563 180,00	R -	R -	R -	R 755 607 162,00	



INTERGOVERNMENTAL PROJECT PIPELINE:												
ECONOMIC / EMPLOYMENT NODES OUTSIDE CATALYTIC PROGRAMME AREAS			DESCRIPTION: ECONOMIC NODES -Table in progress: BCMM Information is required to be verified and updated.									
PRIORITY FOCUS AREAS	ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)	MUNICIPAL TOTAL	PRIVATE SECTOR	PROVINCIAL (2019-20)	NATIONAL (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	TOTAL
ECONOMIC NODES	Dimbaza – Small industries; agro processing.											R 0,00
	Fort Jackson - agro processing		Security Upgrades				R 1 330 000,00					R 1 330 000,00
	Mdantsane Industrial Node adjacent to Mt Ruth & N2		Ideally located land for Logistics/Warehousing and light industry to support the growing logistics industry in the region. Requires well as bulk water and sewer capacity									R 0,00
	Bulembu Airport Revitalisation											R 0,00
	Berlin- Green Energy Hub	Other: Industrial	Focussed on Renewable Energy, to broaden the energy mix, transforms and diversify the economy.Research and Development component. <ul style="list-style-type: none">Includes manufacturing and agro-processing as part of a green energy hub concept.Solar Farm proposal by IDZ.Solar (Manufacture panels and geysers)									
	Hydroponics and Packhouse	Industrial		R 4 000000,00								
	Revitalisation of Industrial Areas (Locations to be verified)	Industrial		R 2 000000,00								R 2 000 000,00
	Upgrading of the Fresh Produce Market			R 16 000 000,00								
	Bisho Airport	Transport Operations					R 3 500 000,00					R 3 500 000,00
	Dimbaza – Industrial Park	Infrastructure Investment	Roads Upgrade				R 14 753 000,00					R 14 753 000,00
TOTAL: ECONOMIC NODES				R 22 000 000,00			R 19 583 000,00					R 41 583 000,00



INTERGOVERNMENTAL PROJECT PIPELINE:											
STRATEGIC CITY-WIDE PROJECTS			DESCRIPTION: Table in progress - BCMM projects are required to be verified and updated.								
PRIORITY FOCUS AREAS	ENABLERS & SUB-COMPONENTS	CATEGORY	DESCRIPTION	MUNICIPAL (2019-20)	PRIVATE SECTOR	PROVINCIAL (2019-20)	NATIONAL (2019-20)	PRASA (2019-20)	SANRAL (2019-20)	ESKOM (2019-20)	TOTAL
CITY WIDE PROJECTS	BCMM Integrated ICT project. Broadband infrastructure roll out (backbone and access networks)	Other: Cross-cutting	This project will fast-track the realisation of achieving 100% connectivity and encourage the potential of the local ICT industry to promote economy revitalisation and extend ICT connectivity to facilitate e – service. The project will ensure that the residents have equitable access to evolving computer technologies and opportunities to develop their techno-literacy skills								R -
			FIBRE NETWORK	R 23 000 000,00							R 23 000 000,00
			INTELLIGENT OPERATING CENTRE HARDWARE & SOFTWARE	R 3 000 000,00							R 3 000 000,00
			LTE INFRASTRUCTURE	R 12 000 000,00							R 12 000 000,00
	N2: East London: N2/R72 Bypass		Sanral is willing to consider implementation of this project on condition that SANRAL, BCMM, DRPW & East London IDZ jointly fund this project: Issue Land aquisition								R -
	N2 Wild Coast Project		This will link BCMM to Kwa Zulu-Natal and boost regional economy.								
	R72 Upgrade between Fish River amd Birch River								R 450 000 000,00		R 450 000 000,00
	R72 Upgrade between Birch River and Open Shaw								R 400 000 000,00		R 400 000 000,00
	Road Reseal from Alice to King Williams Town								TBC		R -
	Upgrade R63/N6 Intersection to R63/N2 Intersection								R 380 000 000,00		R 380 000 000,00
	National Station Improvement Programme		Improvement of all Railway Stations within BCMM - Over 3 financial years					R 50 883 026,00			R 50 883 026,00
	National Station Upgrade Programme		Station Commercialisation Programme for revenue generating purposes - Over 3 financial years					R 23 000 000,00			R 23 000 000,00
	Partnership with Tertiary Institutions	Other: Cross-cutting									R -
TOTAL: CITY-WIDE PROJECTS				R 38 000 000,00	R -	R -	R -	R 73 883 026,00	R 1 230 000 000,00	R -	R 1 341 883 026,00



BUILT ENVIRONMENT OUTCOME INDICATORS & TARGETS:

Outcome	Indicator code	Indicator Name	Baseline year	Baseline value	18/19 data	19/20 target	20/21 target	21/22 target	22/23 target	City Contact person	Contact number
T1: TARGETED INVESTMENTS IN INTEGRATION ZONES	WG13	Percentage change in the value of properties in Integration Zones	2018/19	46%	46%	Municipal Valuations done every 3 years	-	-	-	Vella Maretloane & Dean Peters	043 705 1125
	CC2	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city- wide.	2018/19	73,00%	73,0%	73,1%	73,2%	73,3%	73,4%	Nzondelelo Mbongo	043 705 3363
	CC3	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide	2018/19	77,80%	77,80%	77,9%	78,0%	78,1%	78,2%	Zamuxolo Nyamza	043 705 2114
	PC4	Commercial and industrial rateable value within integration zone for a single metro as a % of overall commercial and industrial rateable value for that same metro.	2018/19	93,20%	93,20%	93,30%	93,40%	93,50%	93,60%	Vella Maretloane & Dean Peters	043 705 1125
T2: REDUCTION IN URBAN SPRAWL	CC1	Total hectares allocated for future development outside the urban edge as defined by the 2015 SDF	2014/15	15.9%	2,20%	2,1%	2,10%	2,1%	2,10%	Raymond Foster	043 705 2269
T3: NEW HOUSING OPTIONS WITH SOCIAL DIVERSITY	IC1	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city- wide	2016/17	53%	85%	85%	85%	85%	85%	Thomakazi Magqaza	043 705 1130
	IC2	Gross residential unit density per hectare within integration zones	2018/19	3,6 du/ha	3,6 du/ha	3,61 du/ha	3,62du/ha	3,63du/ha	3,64du/ha	Dean Peters/Thozama Dyonase	043 705 3121
	IC3	Ratio of housing types in integration zones	TBD on completion of study							Thomakazi Magqaza, Raymond Foster & Justine Mudimbu	043 705 1130
	IC4	Ratio of housing tenure status in integration zone	2011	9,7: 3,5: 6,2: 1	Current Statistics not available.					Stats SA GHS and GIS	043 705 3121/ 722 0250
	IC5	Ratio of Land use types (residential, commercial, retail, industrial) in integration zones	2019	43:19:0,3:6,3	43:19:0,3:6,3	43:20:0,4:6,3	43:21:0,5:6,4	43:22:0,6:6,3	43:23:0,6:6,3	Raymond Foster	043 705 2269
	IC6	% households accessing subsidy units in integration zones that come from informal settlements	2017/18	75%	85%	85%	85%	85%	85%	Thomakazi Magqaza	043 705 1130
T4: AFFORDABLE & EFFICIENT PUBLIC TRANSPORT SERVICES	IC7	Number of all dwelling units within Integration Zones that are within 800 metres of access points to the integrated public transport system as a percentage of all dwelling units within Integration Zones	2014/15	28%	80%	80%	80%	85%	85%	Dean Peters	043 705 3121
	IC8 (National)	Percentage share of household income spent on transport costs for different household income quintiles city-wide									
	IC9 (National)	Capital expenditure on intergrated public transport network as a percentage of the municipal capital expenditure	2016/17	1,46%	10,7%	17,03%	18,12%	21,45%	Not available	Ayanda Skwebu	043 705 2834
	IC 11a (National- Data sourced from BCMM Transport Register 2018)	% of learners travelling for longer that 30 minutes to an education institution.	2014	46%	2019 Data not available	35%	30%	25%	15%	Ayanda Skwebu	043 705 2834
	IC 11b (National- Data sourced from BCMM Transport Register 2018)	% of workers travelling for longer than 30 minutes to..	2014	47%	2019 Data not available	35%	30%	25%	15%	Ayanda Skwebu	043 705 2834



SPATIAL BUDGET MIX NEW PROJECTS IN THE 2019-20 CAPITAL BUDGET

ENTITY	SPATIAL TARGETING AREAS		OUTSIDE INTEGRATION ZONES			OTHER	TOTAL
	SECONDARY INTEGRATION ZONE	PRIORITISED INTEGRATION ZONE(INC INFORMAL, SETTLEMENTS AND ECONOMIC NODES)	INFORMAL SETTLEMENTS	MARGINALISED AREAS	ESTABLISHED ECONOMIC NODES		
METRO	R 200 000,00	R 146 341 825,00				R 40 000 000,00	R 186 541 825,00
PROVINCIAL	R 2 859 000,00	R 60 945 000,00			R 14 753 000,00		R 78 557 000,00
NATIONAL	R 3 000 000,00	R 256 116 000,00		R 20 000 000,00		R 20 000 000,00	R 299 116 000,00
SOE's	R 508 000 000,00	R 257 953 000,00					R 765 953 000,00
TOTAL	R 514 059 000,00	R 721 355 825,00	R -	R 20 000 000,00	R 14 753 000,00	R 60 000 000,00	R 1 330 167 825,00

SPATIAL BUDGET MIX RENEWAL PROJECTS IN THE 2019-20 CAPITAL BUDGET

ENTITY	SPATIAL TARGETING AREAS		OUTSIDE INTEGRATION ZONES			OTHER	TOTAL
	SECONDARY INTEGRATION ZONE	PRIORITISED INTEGRATION ZONE(INC INFORMAL, SETTLEMENTS AND ECONOMIC NODES)	INFORMAL SETTLEMENTS	MARGINALISED AREAS	ESTABLISHED ECONOMIC NODES		
METRO	R 20 100 000,00	R 89 449 171,00	R -	R -	R 2 000 000,00	R 432 255 688,00	R 543 804 859,00
PROVINCIAL	R 400 000,00						R 400 000,00
NATIONAL	R 111 948 450,00	R 90 298 590,00				R 227 070 000,00	R 429 317 040,00
SOE's	R -					R 1 303 883 026,00	R 1 303 883 026,00
TOTAL	R 132 448 450,00	R 179 747 761,00	R -	R -	R 2 000 000,00	R 1 963 208 714,00	R 2 277 404 925,00



Programme Subprogramme Project	Budget as at beginning of 2019/20	2019/20 Budget	Original Target 2019/20 US\$ as per the	1st Financial Quarter Target as per 2019/20 US\$	2nd Financial Quarter Target as per 2019/20 US\$	3rd Financial Quarter Target as per 2019/20 US\$	4th Financial Quarter Target as per 2019/20 US\$	5th Financial Quarter Target as per 2019/20 US\$	6th Financial Quarter Target as per 2019/20 US\$	7th Financial Quarter Target as per 2019/20 US\$	8th Financial Quarter Target as per 2019/20 US\$	9th Financial Quarter Target as per 2019/20 US\$	10th Financial Quarter Target as per 2019/20 US\$	11th Financial Quarter Target as per 2019/20 US\$	12th Financial Quarter Target as per 2019/20 US\$	Geographic Information System (GIS) coordinates	Notes
Sub Total		R 819 923 900,00															
Spatial Planning & Development																	
SLEEPER SITE ROAD		R 21 500 000,00			R 3 225 000,00		R 7 310 000,00			R 7 675 500,00		R 3 289 500,00					
BRIDGE DESIGNS & IMPLEMENTATION	R	9 000 000,00			R 1 350 000,00		R 3 060 000,00			R 3 213 000,00		R 1 377 000,00					
TAXI/BUS EMBAYMENTS	R	1 000 000,00			R 150 000,00		R 340 000,00			R 357 000,00		R 153 000,00					
TAXI RANK INFRAST (ROADS & ABLUTION FAC)	R	-															
TRAFFIC CALMING	R	4 200 000,00			R 630 000,00		R 1 428 000,00			R 1 499 400,00		R 642 600,00					
TRAFFIC SIGNALS	R	3 600 000,00			R 540 000,00		R 1 224 000,00			R 1 285 200,00		R 550 800,00					
SIDEWALKS	R	6 500 000,00			R 975 000,00		R 2 210 000,00			R 2 320 500,00		R 994 500,00					
GUIDANCE SIGNAGE	R	200 000,00			R 30 000,00		R 68 000,00			R 71 400,00		R 30 600,00					
GUARDRAILS	R	1 000 000,00			R 150 000,00		R 340 000,00			R 357 000,00		R 153 000,00					
NEEDS CAMP POTSDAM BRIDGE	R	-															
	R	47 000 000,00			R 7 050 000,00		R 15 980 000,00			R 16 779 000,00		R 7 191 000,00					
Municipal Manager's Office																	
OFFICE FURNITURE AND EQUIPMENT-EMPO		80 000			R 20 000,00		R 30 000,00			R 15 000,00		R 15 000,00					
PROJ MANAG FUND EMPO		24 522 960			R 6 130 740,00		R 6 130 740,00			R 6 130 740,00		R 6 130 740,00					
Sub Total		24 602 960															
Human Settlements Projects																	
BOXWOOD PROJECT		20 000 000				3000000		8000000		R 14 000 000,00		R 20 000 000,00					
BREIDBACH SERVICES PROJECT		3 000 000	300	75	750000	75	750000	75	750 000,00	75	750 000,00	75	750 000,00				
CINP VICTIMS PROJECT- CAMBRIDGE WEST		8 000 000	275	68	2000000	68	2000000	68	2 000 000,00	71	2 000 000,00	71	2 000 000,00				
POTSDAM IKHWEZI BL 1		20 000 000	300	75	5000000	75	5000000	75	5 000 000,00	75	5 000 000,00	75	5 000 000,00				
POTSDAM IKHWEZI BL 2		250 000															
REESTON PHASE 3 STAGE 2		30 000 000	1549	387	7500000	387	7500000	387	7 500 000,00	388	7 500 000,00	388	7 500 000,00				
REESTON PHASE 3 STAGE 3		5 000 000	66	16	1250000	16	1250000	16	1 250 000,00	18	1 250 000,00	18	1 250 000,00				
POTSDAM NORTH KANANA		3 000 000	40	0		0		0		40	3 000 000,00	40	3 000 000,00				
ILITHA NORTH 177 UNITS		10 000 000	165	41	2500000	41	2500000	41	2 500 000,00	42	2 500 000,00	42	2 500 000,00				
D HOSTEL		2 500 000	356	89	625000	89	625000	89	625 000,00	89	625 000,00	89	625 000,00				
DUNCAN VILLAGE PROPER		3 500 000	731	182	875000	182	875 000,00	182	875 000,00	185	875 000,00	185	875 000,00				
MDANTSANE Z 18 CO PH 2		35 000 000	600 serviced sites	100	R 7 500 000,00	100	R 7 500 000,00	200	R 15 000 000,00	200	R 15 000 000,00	200	R 15 000 000,00				
AMALINDA CO- OP		8 000 000		25	2000000	25	R 2 000 000,00	25	R 2 000 000,00	25	R 2 000 000,00	25	R 2 000 000,00				
AMALINDA FAIRLANDS		0															
CLUSTER 1		16 000 000	220			73	R 5 300 000,00	73	R 5 300 000,00	74	R 5 400 000,00	74	R 5 400 000,00				
CLUSTER 2		25 476 590	122	180	R 13 500 000,00	53	R 3 975 590,00	53	R 4 000 000,00	53	R 4 000 000,00	53	R 4 000 000,00				
CLUSTER 3		16 808 000		25	R 4 201 250,00	25	R 4 201 250,00	25	R 4 201 250,00	25	R 4 201 250,00	25	R 4 201 250,00				
DUNCAN VILL COMP/SITE		3 000 000	131	32	R 750 000,00	32	R 7 500 000,00	32	R 7 500 000,00	35	R 7 500 000,00	35	R 7 500 000,00				
BLOCK YARD TRA		3 250 000	121	30	R 812 500,00	30	R 812 500,00	30	R 812 500,00	31	R 812 500,00	31	R 812 500,00				
BRAELYN EXT 10		3 000 000		10	R 750 000,00	10	R 750 000,00	10	R 750 000,00	10	R 750 000,00	10	R 750 000,00				
TYUTYU PHASE 3		7 000 000	150	37	R 1 750 000,00	37	R 1 750 000,00	37	R 1 750 000,00	39	R 1 750 000,00	39	R 1 750 000,00				
WESTBANK RESTITUTION		12 000 000		30	R 3 000 000,00	30	R 3 000 000,00	30	R 3 000 000,00	30	R 3 000 000,00	30	R 3 000 000,00				
C SECTION & TRIANGULAR SITE		3 500 000	1531	382	R 875 000,00	382	R 875 000,00	382	R 875 000,00	385	R 875 000,00	385	R 875 000,00				
MEZAMSHILE PEOPLES HOUSING PROCESS		2 500 000															
FORD MSMANGO		1 000 000	199	49	R 625 000,00	49	R 625 000,00	49	R 625 000,00	52	R 625 000,00	52	R 625 000,00				
N2 ROAD RESERVE		1 000 000	353	88	R 250 000,00	88	R 250 000,00	88	R 250 000,00	89	R 250 000,00	89	R 250 000,00				
XHWITINJA		500 000															
PHAKAMISA SOUTH		8 000 000	106	26	R 2 000 000,00	26	R 2 000 000,00	26	R 2 000 000,00	27	R 2 000 000,00	27	R 2 000 000,00				
Sub Total		R 252 281 590,00															
Electricity Projects																	
USDG ELECTRIFICATION PROGRAMME		22 000 000	1000				7000000	500	R 10 000 000,00	500	R 5 000 000,00						
HIGHMAST STREETLIGHTING - WARD 12		0															
INER ELECTRIC PROJGR - COUNTERFLINDING		7 000 000	200		R 2 500 000,00		2500000	200	R 2 000 000,00								
STR LIGHT & HMASTS - BCMM AREAS OF SUPP		9 000 000	10			5	450000	5	R 4 500 000,00								
Sub Total		R 38 000 000,00															
Access to Services:																	
WATER AND SANITATION																	
ABLUTION FACILITIES		3 000 000		35 Units	R 450 000,00	78 Units	R 1 020 000,00	82 Units	R 1 071 000,00	35 Units	R 459 000,00						
RURAL SANITATION BACKLOG		35 500 000		33 Units	R 532 500,00	874 Units	R 13 987 000,00	918 Units	R 14 686 350,00	394 Units	R 6 294 150,00						
MDANTSANE SANITATION		5 000 000		Implementation	R 750 000,00	Implementation	R 1 700 000,00	Implementation	R 1 785 000,00	Implementation	R 765 000,00						
BERLIN SEWERS		14 000 000		Design	R 2 100 000,00	Design	R 4 760 000,00	Design	R 4 998 000,00	Design	R 2 142 000,00						
HOOD POINT MARINE OUTF SEWER & AUXILIARY WORKS		20 000 000		Design	R 3 000 000,00	Design	R 6 000 000,00	Design	R 7 140 000,00	Design	R 3 060 000,00						
BISHO KWT & ZWELITSHA BULK REG SEWER SCH-PHASE 2		63 848 450		Implementation	R 9 523 267,50	Implementation	R 21 730 073,00	Implementation	R 22 816 576,60	Implementation	R 9 778 532,85						
BULK MAINS-WESTBANK RESTITUTION		8 000 000		Appoint PSP to Design and Install water mains	R 900 000,00	Complete designs	R 2 040 000,00	Construction at 10% complete	R 2 142 000,00	Construction at 30% complete	R 918 000,00			46			
DISTRIBUTION MAINS-WESTBANK RESTITUTION		1 000 000		Appoint PSP to Design and Install water mains	R 150 000,00	Complete designs	R 340 000,00	Construction at 10% complete	R 357 000,00	Construction at 30% complete	R 153 000,00			46			
RESERVOIRS-WESTBANK RESTITUTION		2 000 000		Appoint PSP to Design and Install water mains	R 300 000,00	Complete designs	R 680 000,00	Construction at 10% complete	R 714 000,00	Construction at 30% complete	R 306 000,00			46			
WIDEMAND MANGM - WATER CONSERV - PRV STA		4 000 000		Conduct investigations for pressure management and installation of PRVs and Bulk meters.	R 600 000,00	Implement a pressure management and zone metering programme.	R 1 360 000,00	Implement a pressure management and zone metering programme.	R 1 428 000,00	Implement a pressure management and zone metering programme.	R 612 000,00			All wards			
FEASIBILT- ALTERN W/SUPPLY - BULK MAINS		1 000 000		Conduct feasibility study for alternative bulk supply	R 150 000,00	30% complete	R 340 000,00	70% complete	R 357 000,00	100% complete	R 153 000,00			All wards			
BULK MAINS-WATER BACKLOGS		13 500 000		Construction of bulk mains to Coastal areas	R 2 025 000,00	Construction at 20% complete	R 4 590 000,00	Construction at 40% complete	R 4 819 500,00	Construction at 90% complete	R 2 065 500,00			31,32,33,26			
RESERVOIRS-WATER BACKLOGS		4 500 000		Construction of bulk mains to Coastal areas	R 675 000,00	Construction at 20% complete	R 1 530 000,00	Construction at 40% complete	R 1 606 500,00	Construction at 90% complete	R 688 500,00			31,32,33,26			
DISTRIBUTION MAINS-WATER BACKLOGS		4 500 000		Construction of bulk mains to Coastal areas	R 675 000,00	Construction at 20% complete	R 1 530 000,00	Construction at 40% complete	R 1 606 500,00	Construction at 90% complete	R 688 500,00			31,32,33,26			
DAMS AND WEIRS-KWT & Bisho infrastructure		1 500 000		Appoint the contractor for Kei Road Water Treatment Works	R 225 000,00	Complete the procurement of contractor	R 510 000,00	Start construction of the water treatment works	R 535 500,00	Construction project to be at 5% complete	R 229 500,00			Inland Wards			
PUMP STATION- KWT & Bisho infrastructure		2 500 000		Appoint the contractor for Kei Road Water Treatment Works	R 375 000,00	Complete the procurement of contractor	R 850 000,00	Start construction of the water treatment works	R 892 500,00	Construction project to be at 5% complete	R 765 000,00			Inland Wards			
WATER TREATMENT WORKS-KWT & Bisho infrastructure		1 500 000		Appoint the contractor for Kei Road Water Treatment Works	R 225 000,00	Complete the procurement of contractor	R 510 000,00	Start construction of the water treatment works	R 535 500,00	Construction project to be at 5% complete	R 229 500,00			Inland Wards			
BULK MAINS-KWT & Bisho Infrastructure		5 500 000		Appoint the contractor for Kei Road Water Treatment Works	R 825 000,00	Complete the procurement of contractor	R 1 870 000,00	Start construction of the water treatment works	R 1 963 500,00	Construction project to be at 5% complete	R 841 500,00			Inland Wards			
BULK MAINS-AMAHLEKE WATER SUPPLY		2 000 000		Extension of water mains	R 300 000,00	Complete Professional Service Provide and Contractor	R 680 000,00	Construct village extensions	R 714 000,00	Complete village extensions	R 306 000,00			36,38			
PUMP STATION-AMAHLEKE WATER SUPPLY		1 000 000		Extension of water mains	R 150 000,00	Complete Professional Service Provide and Contractor	R 340 000,00	Construct village extensions	R 357 000,00	Complete village extensions	R 153 000,00			36,38			
DISTRIBUTION-AMAHLEKE WATER SUPPLY		4 600 000		Extension of water mains	R 690 000,00	Complete Professional Service Provide and Contractor	R 1 564 000,00	Construct village extensions	R 1 642 200,00	Complete village extensions	R 703 800,00			36,38			
RESERVOIRS-UPGRADE WATER NETWORKS		2 400 000		Construction of Newlands water supply scheme and various village extensions.	R 360 000,00	20% complete	R 816 000,00	40% complete	R 856 800,00	60% complete	R 367 200,00			All wards			
DISTRIBUTION-UPGRADE WATER NETWORKS		1 000 000		Construction of Newlands water supply scheme and various village extensions.	R 150 000,00	20% complete	R 340 000,00	40% complete	R 357 000,00	60% complete	R 153 000,00			All wards			
PUMP STATION-UPGRADE WATER NETWORKS		1 000 000		Construction of													

6.5 Projects

TABLE NO. 1: PROJECTS					
PROJECT	2020/2021	2021/2022	2022/2023	SOURCE	WARD
Upgrading of KWT Payments Hall	5000 000	0	0	Own Funds	37
Orient Theatre Refurbishment	2 000 000	0	2 500 000	Own Funds	47
SCM Warehousing and Fencing	1 200 000	0	0	Own Funds	47
Sleeper Site Road	1 300 000	10 148 860	0	Own Funds	47
Bridge Design & Implementation	10 00 000	12 000 000	12 000 000	USDG	5,6,8,14,19,38,48,49
Sleeper Site Road	32 200 000	25 000 000	25 000 000	USDG	47
Mdantsane Access Road	30 000 000	0	0	PTNG	5,9,10,12,13,16
Qumza Highway Phase 7	56 000 000	0	0	PTNG	21,20,30
Taxi Rank Infrastructure(roads & ablution)	3 000 000	15 000 000	10 000 000	Own Funds	5,27,37,39,47
Taxi Rank Infrastructure(roads & ablution)	500 000			USDG	5,27,37,39,47
Taxi/ Bus Embayments	1 500 000			USDG	ALL WARDS
North West Corridor	3000 000	4 044 304	11 517 100	Own Funds	16
Building of Memorial Stones	1000 000	2 000 000	2 000 000	Own Funds	32
Extension of Mdantsane Art Centre	3 000 000	3 000 000	1 500 000	Own Funds	42
Hydroponics and Package-Ward 22	3 475 155	6 000 000	12 699 648	Own Funds	22
Improve Access Road & Signange	3 000 000	2 000 000	2 000 000	Own Funds	31
Informal Trader (Hawkers Stall)	3 500 000	5 932 876	10 000 000	Own Funds	45,47
Installation of Adventure Activities	0	1 000 000	1 500 000	Own Funds	31
Installation of Kiddies Play Area	1000 000	1 000 000	1 000 000	Own Funds	31
Installation of Recreational Facilities	1 000 000	1 500 000	1 000 000	Own Funds	31
KWT Art Centre	4 000 000	2 000 000	1 000 000	Own Funds	37
Restoration of Cattle Killing Heritage in KWT	500 000	1 000 000	2 000 000	Own Funds	47
Office Furniture & Equipment-SMME Incubator	300 000	500 000	500 000	Own Funds	37
Office Furniture & Equipment(Directorate)	200 000	500 000	300 000	Own Funds	All Wards
Revitalisation of Industrial Area	2 000 000	2 000 000	2 000 000	Own Funds	36,24,5
Tourism Hub	2 000 000	2 000 000	5 000 000	Own Funds	32
Upgrading Of Buildings	2 000 000	2 000 000	5 000 000	Own Funds	32
Upgrading of Market Hall	5 000 000	7 6 000 00	23 981 013	Own Funds	41
Water Leisure Activities	0	1 000 000	2 700 000	Own Funds	31
Office Furniture& Equipment(Human Settlements Directorate)	500 000	500 000	500 000	Own Funds	All Wards
Postdam Ikwhezi BL 1	10 000 000	0	0	USDG	24
Postdam iKhwezi BL 2	0	5 000 000	15 000 000	ISUPG	24
Postdam Ikhwezi BL2-ISUPG	1 000 000	0	0	USDG	24



Postdam North Kanana	0	36.173 000	36 173 0000	ISUPG	24
Postdam North Kanana-ISUPG	5 000 000	0	0	USDG	24
Ilitha North 177 units-ISUPG	9 950 000	0	0	USDDG	45
Duncan Village Proper	0	0	5 000 000	ISUPG	1
Duncan Village Proper-ISUPG	5 000 000	0	0	USDG	1
Mdantsane Z 18 CC PH2	25 000 000	0	3 300 000	USDG	23
Amalinda Co-Op-ISUPG	5 000 000	0	2 700 000	USDG	16
Cluster 1	0	15 000 000	15 000 000	ISUPG	12,14,17
Cluster 1-ISUPG	15 000 000	0	0	USDG	12;14,17
Cluster 2	0	5 000 000	5 000 000	ISUPG	11,17,20,21,30,48
Cluster 2-ISUPG	20 000 000	0	0	USDG	11,17,20,21,30,48
Duncan Village Comp/Site	0	5 000 000	5 000 000	ISUPG	1
Duncan Village Comp/site-ISUPG	2 000 000	0	0	USDG	1
Block Yard TRA-ISUPG	1 500 000	0	0	USDG	6
Braelyn Extension 10	0	2 000 000	10 000 000	ISUPG	11
Braelyn Extension 10-ISUPG	2 000 000	0	0	USDG	11
Tyutyu Phase 3	0	6 085 000	2 000 000	USDG	43
Tyutyu Phase 3-ISUPG	8 770 800	0	0	USDG	37
Westbank Restitution	30 550 000	0	30 000 000	USDG	19
N2 Road Reserve	0	15 000 000	15 000 000	USDG	8
N2 Road Reserve-ISUPG	5 000 000	0	0	USDG	8
Hani Park-Water	0	10 000 000	10 000 000	ISUPG	11
Hlalani Water	0	10 000 000	10 000 000	ISUPG	11
Dimbaza Blind Detailed Investigation of Infrastructure	5 000 000	0	5 000 000	USDG	34
Mzamomhle: People's Housing Process	2 000 000	500 000	-	USDG	27
COVID 19 Special Clinics(Parkhomes)	3 000 000	5 000 000			ALL WARDS
Mzamomhle People's Housing Process-Water	1 000 000	0	0	USDG	27
Mzamomhle People's Housing Process-Electricity	2 000 000	0	0	USDG	27
Phakamisa Sewers	3 000 000	0	0	USDG	25
Mzamomhle Roads	5 000 000	0	0	USDG	27
Lillyvale Roads	5 000 000	0	0	USDG	32
Sunnyridge Erf 271	3 000 000	0	0	USDG	46
Ziphonzana Bypass Relocation Site	3 200 000	2 500 000	0	USDG	1
Mdantsane Erf 81,87,88 Relocation Site Units	4 750 000	1 800 000	0	USDG	23
Fynboos Relocation Site Units	1 500 000	2 000 000	0	USDG	10
Bulk Elect Infrastructure Upgrade(Ring –Fenced)	2 000 000	5 000 000	10 000 000	USDG	ALL wards
Electrification Programme	2 000 000	5 000 000	10 000 000	USDG	All Wards
Highmast Streetlighting Ward 12	3 000 000	0	0	USDG	All Wards
Electrification-Informal Dwellings-BCMM	10 000 000	0	0	USDG	All Wards



Electrification- Informal Dwellings-BCMM	6 000 000	6 000 000	10 000 000	Own Funds	All Wards
Street Lights & High Masts BCMM	4 000 000	5 000 000	5 000 000	USDG	All Wards
Building Alterations-Beacon Bay Civic Centre& Operations Depot	750 000	1 000 000	0	Own Funds	28
Bowls Road Rehabilitation-Ward 3	1 500 000	1 500 000	1 000 000	Own Funds	3
Construction of Road Infrastructure-Toyana Road	18 000 000	0	0	NDPG	14
Upgrading of CBD Roads	4 158 500	6 514 500	10 776 000	ICDG	47,37
Rehabilitation of BCMM bridges and stormwater	5 000 000	8 540 440	4 000 000	USDG	ALL WARDS
Rehabilitation of Beacohurst Drive	0	1 500 000	1 000 000	Own Funds	28
Rehabilitation of Douglas Smith Highway	1 000 000	1 500 000	1 000 000	Own Funds	6
Rehabilitation of Settlersway	154 050 000	91250 000	0	Own Funds	46
Rehabilitation of Ziphunzana By-pass	1 000 000	1 500 000	1 000 000	Own Funds	6
Rural Roads	59 796 754	56 700 000	29 519 515	USDG	All Wards
Upgrade of Mdantsane Roads-Cluster 1	22 000 000	24 500 000	17 000 000	USDG	42,17,14,12,11
Upgrade of Mdantsane Roads-Cluster 2	35 000 000	39 000 000	42 000 000	USDG	11,17,20,30,48
Upgrade of Mdantsane Road-Cluster 3	14 000 000	31 500 000	54 000 000	USDG	21,23,24
Upgrade of the North East Expressway	0	1 000 000	1 000 000	Own Funds	18
Urban Roads-Ward 35	4 000 000	0	0	USDG	35
Urban Roads-Ward 35	20 000 000	5 000 000	3 000 000	USDG	37
Ward 37-KWT Roads	8 000 000	4 000 000	4 000 000	USGD	49
Ward 39 &41-KWT Roads	4 000 000	4 000 000	2 000 000	USDG	49
Berlin Sewers	5 000 000	3 000 000	3 000 000	USDG	45
Bisho KWT& Zwelitsha Bulk Reg Sewer Sch-Phase 2	55 000 000	4 500 000	4 000 000	USDG	25,35,37,41,44
Bisho, KWT & Zwelitsha Bulk, Reg Sewer Sch, Phase 2-Counter Funding	0	80 000	80 000	Loan	25,35,37,41,44
E/L Sewer Division: Central To Reeston	17 800 142	265 000 000	0	Loan	5,10,16
Mdantsane Sanitation	0	3 000 000	3 000 000	USDG	11,214,20,21,22,23,24,30
Mdantsane Wastewater Treatment Works	4 000 000	0	0	Own Funds	11,12,14,20,21,22,23,24,30
KWT & Bhisho Infrastructure	3 000 000	33 030 000	22 530 00	USDG	34,37,38,39,40,41,43,44,49,35
Pipe & Water Meter Replacement in Bhisho , KWT, Dimbaza	8 400 000	7 300 000	6 000 000	Own Funds	34,35,36,37,38,39,40.41,43,44,49
Pipe & Water Meter Replacement in EL	5 500 000	5 000 000	5 000 000	Own Funds	1-10, 15,16,18,27,28,29,31,32,33,46,47,50
Pipe & Water Meter Replacement in Mdantsane	5 000 000	6 800 000	5 500 000	Own Funds	11,12,13,14,42,48,50,17,20,23
Umzonyana Dam Upgrade	5 000 000	45 000 000	25 000 000	USDG	1- 10,15,16,18,27,28,29,31,32,33,46,47,50
Redevelopment of Mdantsane Sport Precinct-NU2 Swimming Pool	10 000 000	0	0	Own Funds	42
Development, Upgrade & Refurbishment of Sportsfield	3 050 000	4 100 000	5 000 000	Own Funds	All Wards

Development of Cemeteries	4 100 000	5 900 000	8 900 000	Own Funds	All Wards
Upgrading of Community Parks	1 500 000	3 000 000	3 000 000	Own Funds	All Wards
East London Beachfront and Waterworld(BCMDA)	50 000 000	50 000 000	50 000 000	Own Funds	46
Tsholomnqa Disaster Housing	1 000 000	0	0	USDG	32

6.6 Capital Expenditure Framework

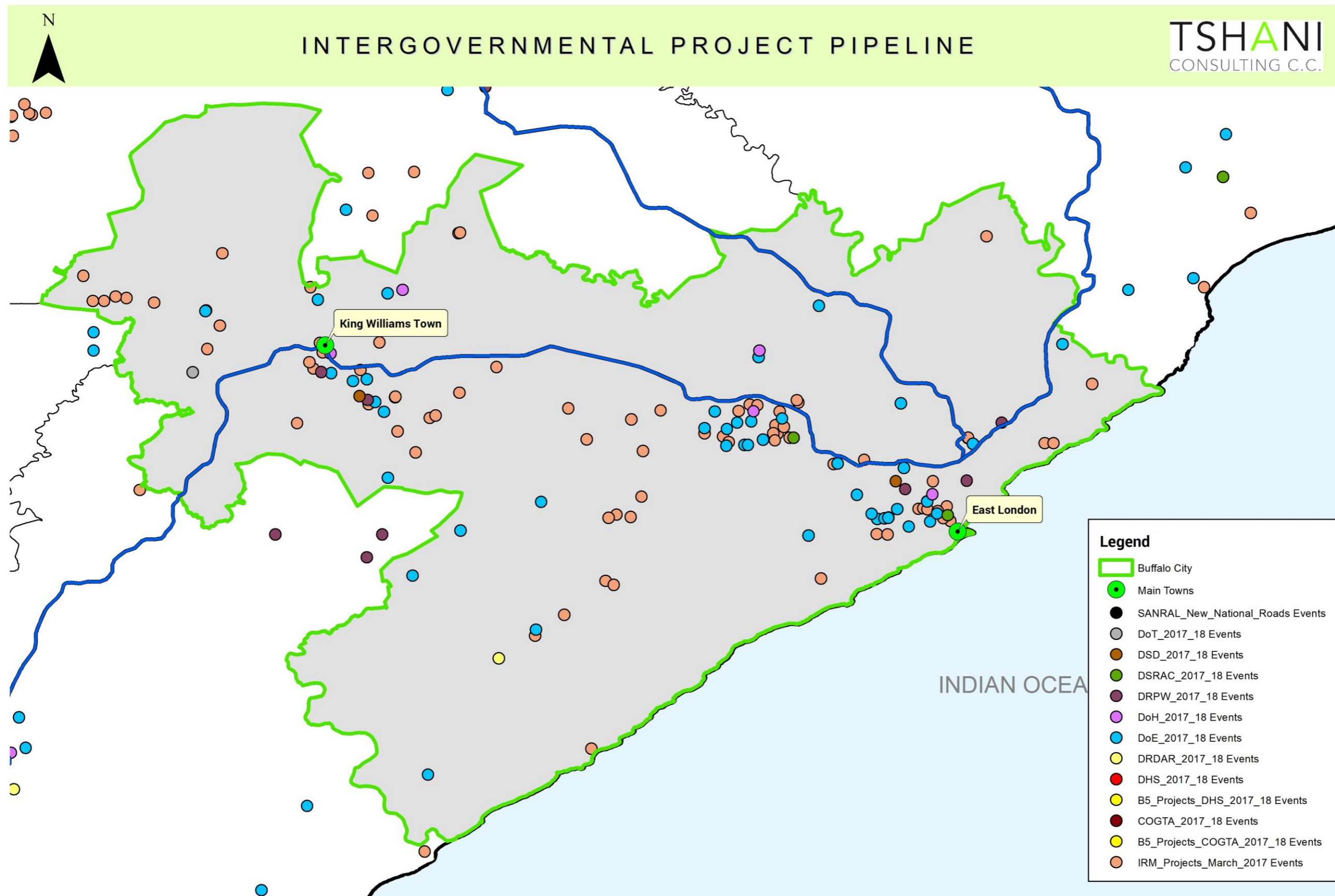
The Capital Expenditure Framework (CEF) is the implementation component of the PSDF translating the Province's goals and objectives into tangible investment strategies and budget allocations.

Objectives of CEF:

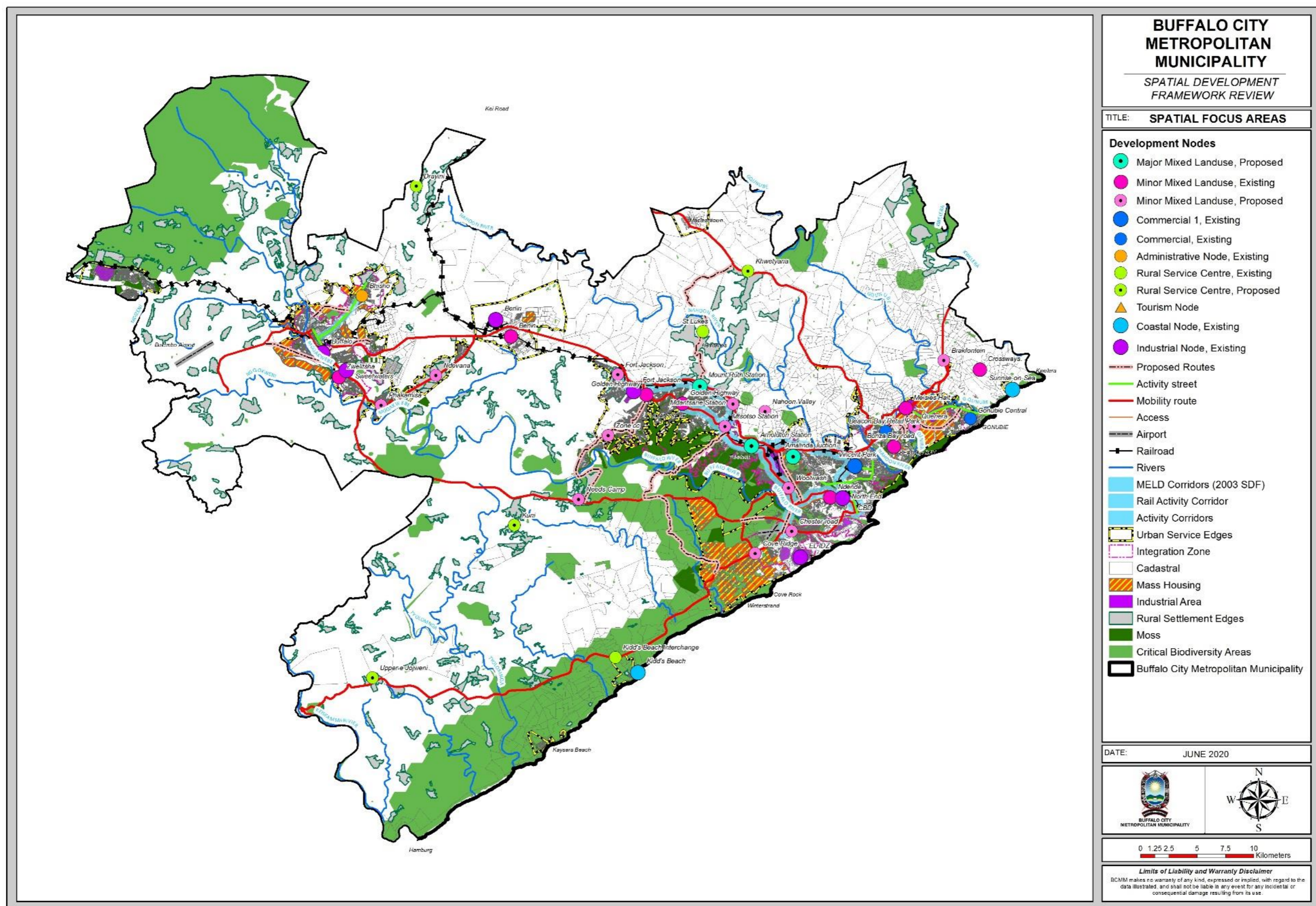
The Municipality within the Province uses its Capital Expenditure Framework (CEF) to identify and priorities capital projects for implementation in the following financial year and medium-term period (three years). The objectives of the CEF are to:

- *Contribute towards the eradication of service delivery backlogs, especially in poor and marginalized areas by prioritizing projects in these locations;*
- *Ensure the improved management of the Municipality's existing infrastructure;*
- *Improve new service delivery through infrastructure and services that are planned, delivered and managed in an objective and structured manner;*
- *Priorities projects and programmes through a strategic and spatially-linked information system known as the Capital Investment Management System (CIMS) in the context of a limited capital budget; and*
- *Direct future public and private investment by aligning the capital-budget requirements of departments and entities to priority areas.*





Plan 62: Intergovernmental Project Pipeline



Plan 63: Spatial Focus Areas for Planning and Investment Consolidated

