

2012

Ndlambe Municipality 2nd Draft Spatial Development Framework



NDLAMBE MUNICIPALITY LOCAL SPATIAL DEVELOPMENT FRAMEWORK

SECOND DRAFT



<p>PREPARED FOR:</p> <p>Ndlambe Municipality 47 Campbell Street Port Alfred TEL: 046 624 1140 FAX: 046 624 2727</p> <p>ATT: MR M MATIWANE</p>	<p>PREPARED BY:</p>  <p>P.O. Box 12313, Centralhil, 6006 - 7 Upper Dickens Street, Central Port Elizabeth, 6001 - Tel: +27 (041) 373-1843 Fax: +27 (041) 373-1838 E-mail: plan@mplan.co.za</p>
<p>DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM PRIVATE BAG X833 PRETORIA TEL: 012 312 8911 FAX: 012 312 8066</p> <p>ATT: MR A. CEKISO</p>	 <p>CONTACT PERSON: MS SIMISO THEBE</p>
<p>OUR REF.:</p>	<p>NDL/12001/REVISION 0.1</p> <p>FEBRUARY 2013</p>
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1 PURPOSE OF SDF

This report represents the First Draft Spatial Development Framework (SDF) for Ndlambe Municipality.

The SDF sets out the long term spatial development for the municipality which is informed and guided by the vision for the area.

It guides land use and development and ensures that future public or private development is implemented in line with the vision and development objectives and strategies of the municipality as set out in the IDP. It therefore acts as a planning and land use management tool to assist the Local Authority to make informed decisions on a day to day basis and on strategic issues regarding the land use options, timing and phasing of development in the area.

The SDF also functions as a marketing tool to facilitate public and private partnership in the implementation of specific projects and to assist to bring about economic and social regeneration of the various towns and settlements.

It also:

- provides a long-term vision of the spatial development of the municipality
- aligns the municipality's spatial development goals, strategies and policies with relevant national and provincial spatial principles, strategies and policies;

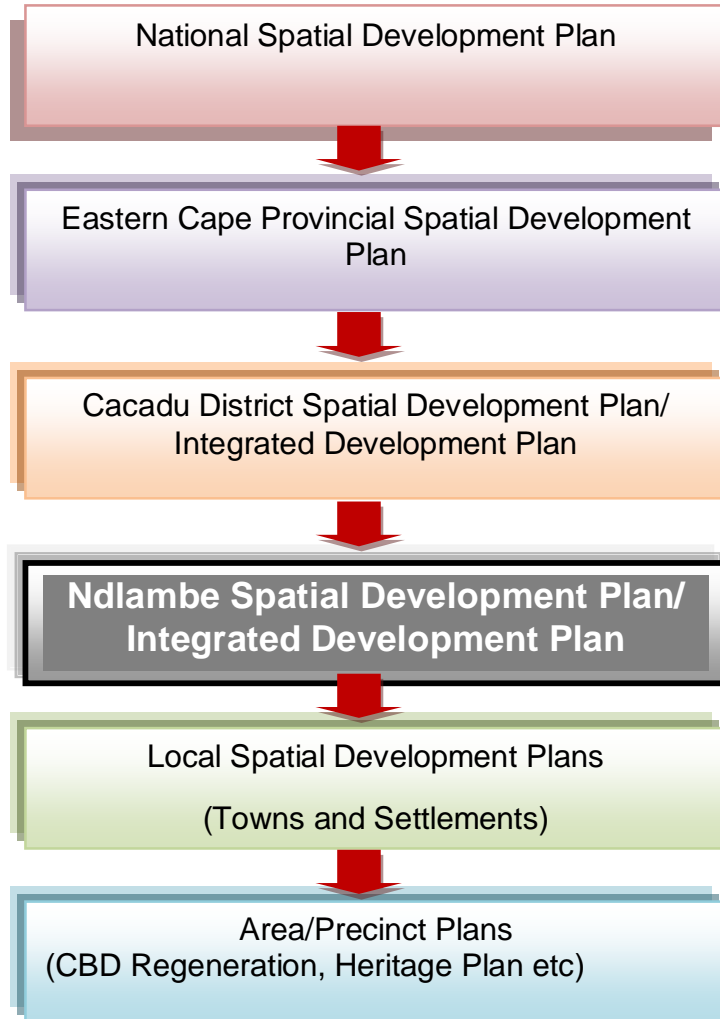
- guides the proposals contained in the more detailed local plans which cover a shorter planning time frame (10 + years), and the preparation of Local Spatial Plans (LSDF's);
- helps to spatially coordinate, prioritize and align public investment in the municipality's five-year Integrated Development Plan (IDP);
- directs private investment by identifying areas that are suitable for urban development, areas where the impacts of development needs to be managed, and areas that are not suited for urban development;
- identifies strategies to prevent indiscriminate loss and degradation of critical biodiversity areas, and to ensure the necessary level of protection for the remaining areas;
- provides policy guidance to direct decision making on the nature, form, scale and location of urban development, land use change, infrastructure development, disaster mitigation and environmental resource protection.

2 STATUS OF SDF

The Ndlambe SDF is a high level strategic policy plan which is a component of the Ndlambe IDP. It is a living document that not only spatially represents the priorities highlighted in the IDP but also informs and guides the identification of strategic areas for future growth and investment, and targeted funding. It however does not confer any development rights and is not meant to prescribe what must or must not happen in an area.

Therefore it will not create any land use or building rights, nor exempt anyone from their rights and obligations in terms of the zoning scheme

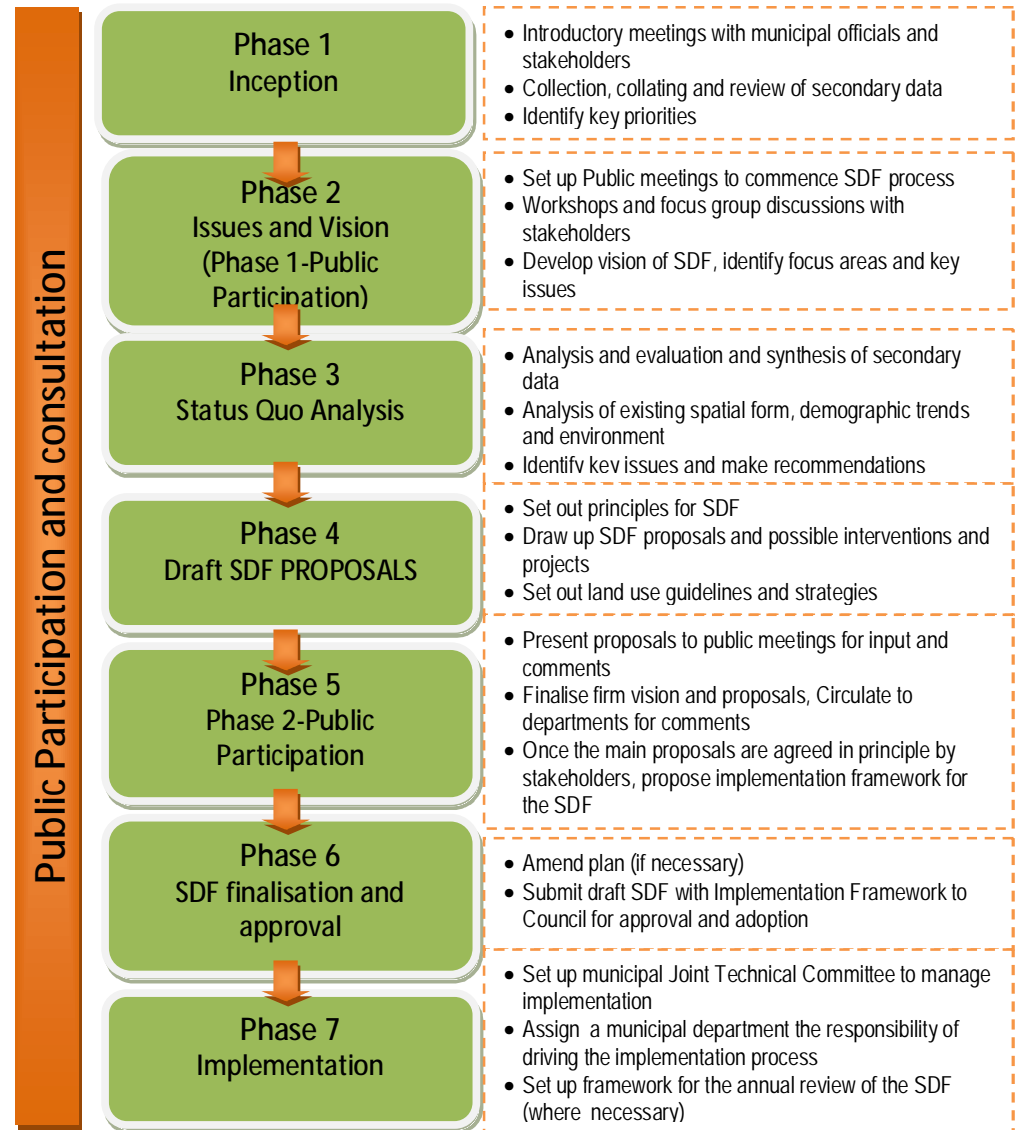
or any other legislation. Rather it is a dynamic document which responds to change and growth.



Hierarchy of Plans

3 METHODOLOGY

The preparation of the SDF involved seven phases set out below:





4 LEGISLATIVE FRAMEWORK

4.1 The Constitution (Act No. 108 of 1996)

The Constitution is the supreme law of the Republic of South Africa. It sets out the rights and duties of the citizens of South Africa and defines the structure and the responsibilities of the spheres of government, including local government: namely, to promote social and economic development of the community.

Section 24 of the Constitution states that everyone has the right:

- To an environment that is not harmful to their health or well-being; and
- The government must act reasonably in order to protect the environment, for the benefit of present and future generations, through measures that include:
 - Prevent pollution and ecological degradation;
 - Promote conservation; and
 - Secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development.

Section 152 of the Constitution states that the objects of local government are:

- To provide democratic and accountable government for local communities,

- To ensure the provision of services to communities in a sustainable manner,
- To promote social and economic development,
- To promote a safe and healthy environment, and
- To encourage the involvement of communities and community organisations in the matters of local government.

4.2 Municipal Systems Act (MSA) Act 32 of 2000

The MSA requires the preparation of an Integrated Development Plan (IDP). The IDP is the principal planning instrument which guides and informs all planning and development in the municipality. The SDF is a spatial representation of the IDP. The MSA states that an Integrated Development Plan (IDP) of a Municipality “must reflect a Spatial Development Framework which must include the provision of basic guidelines for Land Use Management System for the Municipality.” Each Municipality should adopt the process to guide the planning, adoption and review of the Integrated Development Plan. The MSA Regulations stipulate that the Integrated Development Plan (IDP) must:

- Give effect to the principles contained in Chapter 1 of the Development Facilitation Act 1995 (Act 67 of 1995).
- Set out objectives reflecting the desired spatial form of the Municipality.
- Be compatible with national and provincial development planning requirements binding to the Local Municipality.
- Contain strategies and policies which must:



- Indicate the ideal pattern of land use.
- Address spatial reconstruction.
- Provide strategic guidance with respect to the location and nature of development
- Set out basic land use guidelines
- Set out a capital investment framework for development programmes.
- Be based on a strategic assessment of the environmental impact of the SDF
- Identify programs and projects for the development of land
- Be aligned with SDF plans reflected in Integrated Development Plans of adjacent Municipalities
- Provide a visual representation of the following:
 - Where public and private land development and infrastructure investment should take place
 - Indicate desirable and undesirable space utilisation
 - May delineate the urban edge
 - Identify areas of strategic intervention as required
 - Indicate areas where priority spending is required

The MSA prescribes a much stronger link between spatial plans (forward planning) and land use management

In terms of the MSA the Ndlambe SDF (as part of the IDP) will take precedence over any other plans in the municipality as defined in Section 1 of the Physical Planning Act (Act 125 of 1991)

4.3 Development Facilitation Act, 1995 (Act 67 of 1995)

The DFA stresses that the following general principles should apply to all land development:

- Policy, practice and laws to provide for urban and rural land development.
- Facilitate the development of formal, informal, existing and new settlements.
- Policy to discourage illegal land occupation while giving due regard to informal land development.
- Policy, practice and laws to promote efficient and integrated development:
 - Promote the integration of the social, economic, institutional and physical aspects of land development;
 - Promote integrated land development in rural and urban areas in support of each other;
 - Promote the availability of residential and employment opportunities in close proximity to or integrated with each other;
 - Optimise the use of existing resources including such resources relating to agriculture, land minerals, bulk infrastructure, roads, transportation and social facilities in order to
 - Promote a diverse combination of land uses, also at the level of individual erven or subdivisions of land;
 - Discourage the phenomenon of “urban sprawl” in urban areas and contribute to the development of more compact towns and cities;
 - Contribute to the correction of the historically distorted spatial patterns of settlement in the Republic and to the optimum use of existing infrastructure in excess of current needs; and
 - Encourage environmentally sustainable land development practices and processes.
- Members of communities affected by land development should actively participate in the process of land development.



- The skills and capacities of disadvantaged persons involved in land development should be developed.
- Policy, administration practice and laws should encourage and optimise the contributions of all sectors of the economy (government and non-government) to land development to maximise the Republic's capacity to undertake land development.

4.4 Spatial Planning and Land Use Management Act (SPLUM) (2013)

The SPLUM Act provides a framework for Spatial Planning and Land Use Management for all spheres of government. Its purpose is :

- to specify the relationship between the spatial planning and the land use management system and other kinds of planning;
- to provide for the inclusive, developmental, equitable, and efficient spatial planning at the different spheres of the Government;
- to provide a framework for the monitoring, co-ordination and review of the spatial planning and land use management system;
- to provide a framework for policies, principles, norms and standards for spatial development planning and land use management;
- to address past spatial and regulatory imbalances;
- to promote greater consistency and uniformity in the application procedures and decision-making by authorities responsible for land use decisions and

- development applications;
- to provide for the establishment, functions and operations of Municipal Planning Tribunals;
- to provide for the facilitation and enforcement of land use and development measures;
- and to provide for matters connected therewith.

It sets out the following broad principles which must be adhered to in the preparation of the plan:

- Spatial Justice
- Spatial Sustainability
- Efficiency
- Spatial Resilience
- Good Administration

4.5 White Paper on Local Government (1998)

Through densification - that is developing vacant land and allowing stands to be subdivided – the number of people living in sparsely populated areas can be increased. This is a way of giving more people access to land which is already serviced and increasing the efficiency of the towns and settlements.

4.6 The National Environmental Management Act (NEMA) (Act



107 of 1998)

NEMA requires that its principles be applied by municipalities and used to guide Environmental Impact Assessments (EIAs) and prepare Environmental Management Frameworks (EMFs). The key principles require environmentally, socially and economically sustainable development; the protection of natural resources, and the maintenance of natural systems; equitable access to resources; and environmental management that puts people and their needs first. NEMA requires that the municipality supports international agreements. This is of particular importance municipality is situated in one of the World's Biodiversity Hotspots and has an extensive coastline.

4.7 The National Environmental Management Biodiversity Act (NEMBA) (Act 10 of 2004)

Among other outcomes, NEMBA seeks to provide for the management and conservation of biological diversity within South Africa. To do this, the Act has introduced several new legislated planning tools to assist with the management and conservation of South Africa's biological diversity. These include the declaration of 'bioregions' and the publication of 'bioregional plans'. These are provided for in Chapter 3 of NEMBA.

Section 48(2) of NEMBA stipulates that any organ of state must prepare an Environmental Implementation Plan or Environmental Management Plan in terms of Section 11 of NEMA. In addition, a municipality, which must adopt an IDP in terms of the MSA, must:

- align its plan with any applicable bioregional plan;
- incorporate into that plan those provisions of a bioregional plan that specifically apply to it; and
- demonstrate in its plan how any applicable bioregional plan may be implemented by the organ of state or municipality.

NEMBA also provides for other mechanisms for managing and conserving biodiversity, such as the listing of ecosystems that are threatened or in need of protection to ensure the maintenance of their ecological integrity, and the listing of species that are threatened or in need of protection to ensure their survival in the wild.

4.8 The National Heritage Resources Act (NHRA) (Act 25 of 1999)

The NHRA and the Provincial Heritage Regulations (PN 336, October 2002; PN 298, August 2003) promulgated in terms thereof empower local authorities, on certain conditions, to formulate by-laws for managing local heritage resources or other higher-order heritage resources where a responsibility may be delegated. There are numerous sections in the



NHRA that state clearly what a local authority shall, must or may do to protect valuable heritage resources.

4.9 National Land Transportation Act (NLTA) (Act 5 of 2009)

The NLTA replaces the National Land Transport Transition Act (Act 22 of 2000). This legislation promotes the need for Land transport functions to be integrated with functions such as land use and economic planning and development through, amongst the development of mixed use green, plastic transport, corridors and activity stats.

The NLTA also provides the institutional structure within which the responsibilities of national, provincial and local government are defined. According to the NLTA, Ndlambe municipality, in its capacity as a planning authority, is responsible for a host of functions relating to the preparation of transport policy and plans, financial planning and the implementation and management of intermodal transport networks

4.10 The Land Use Planning Ordinance (LUPO) (No 15 of 1985)

LUPO regulates development in the Eastern Cape, and provides for matters incidental thereto. Section 4(6) of LUPO makes provision for the preparation and submission of structure plans to the provincial authority,

for approval. The general purpose of a structure plan is to lay down guidelines for the future development of the area to which it relates (including urban renewal, urban design and the preparation of development plans), in such a way as will most effectively promote the order of the area as well as the general welfare of the community concerned. The legal status and approval process for the Ndlambe SDF are described in Sections 1.4 and 1.5 of this document.

4.11 The Land Use Management Act (2007)

The Act was introduced to promote sustainable cities, compaction and reduction of urban sprawl through the densification of existing residential areas, development of mixed land use areas and the restructuring of the urban areas to enhance the use of public transport.

5 STRATEGY AND POLICY CONTEXT

5.1 The National Spatial Development Perspective (NSDP) (2006)

The NSDP highlights the challenge of urbanisation for cities, especially metropolitan cities, and seeks to direct social and infrastructure investment spatially between the three spheres of government. On a national scale, it advocates capital investment in areas of growth and potential, with an emphasis on providing basic services, access to social services and human resource development in areas of need and less



potential. Future settlement and economic development opportunities are directed towards growth centers, and the activity corridors that link the growth centers.

5.2 The National Climate Change Response Strategy (2004)

The strategies outlined in this document are designed to address issues that have been identified as priorities for dealing with climate change in South Africa. Whereas the national strategy must recognise international realities, including the growing pressure for quantified commitments of some kind by developing countries (including South Africa); this must be seen within the context of the present economic realities of the country, and the inequitable distribution of global wealth. Thus, the point of departure reflected in this strategy is the achievement of national and sustainable development objectives, while also responding to climate change.

5.3 The Accelerated and Shared Growth Initiative for South Africa (ASGISA) (2006)

National Government initially set itself the target of halving poverty and unemployment by 2014. To meet this target, an average growth rate of 6% of gross domestic product (GDP) is required. In light of current global economic volatility, Government has had to revise these targets, but remains committed to ASGISA's objectives. Infrastructure programmes, sector investment strategies, skills and education initiatives, second-

economy interventions, and macro-economic and public administration adjustments are the vehicles by which it hopes to attain its targets

5.4 Breaking New Grounds(2004)

The policy promotes densification and integration in urban settlements through a range of policy and financial instruments.

5.5 Other policy documents

- Provincial Spatial Development Plan
- Cacadu District Spatial Development Plan
- Draft Spatial Planning and Land Use Management Bill
- Ndlambe Municipality Integrated Development Plan 2007-2011 Review
- Ndlambe Municipality Spatial Development Framework (SDF) Plan August 2006

5.6 The National Development Plan (2030) (NDP)

The Diagnostic Report of the National Planning Commission released in June 2011 identifies a number of short comings in the developmental path in South Africa, which include prevalent inequality, high levels of unemployment, high levels of poverty characterised by households living below or close to the poverty line.

The NDP recognises that South Africa has the potential and capacity to eliminate poverty and reduce inequality over the next two decades. This requires a new approach to development based on active inclusion or participation of the economically and socially marginalized, people



actively championing their own development, assisted by an effective and efficient government. The NDP states that success is premised on;

- The active efforts and participation of all South Africans in their own development
- Redressing the injustices of the past effectively
- Faster economic growth and higher investment and employment
- Rising standards of education, a healthy population and effective social protection strengthening the links between economic and social strategies
- An effective and capable government
- Collaboration between the private and public sectors
- Leadership from all sectors in society

Source: National Development Plan Vision 2030

- Cannon Rocks Town Planning Scheme
- Port Alfred Town Planning Scheme
- Ndlambe Biodiversity Sector Plan (2012)
- Environmental Management Framework: Cannon Rocks-Great Kei
- Department of Water Affairs and Forestry: Albany Coast Situational Assessment Study -Groundwater Resource (2008)
-

6 SECTOR PLANS

The preparation of the Ndlambe SDF was informed by the following sector plans

- Local Economic Development Strategic Plan 2009-2004
- Integrated Waste Management Plan
- Ndlambe Municipality: Broad Socio-Economic Profile 2008
- Ndlambe Housing Sector Plan 2009-2013
- Ndlambe Municipality Draft Housing Sector Plan 2011-2016
- Kenton-on-sea Town Planning Scheme By-Laws

7 STUDY AREA

7.1 Regional Context

Ndlambe municipality lies in the south east sea board of the Eastern Cape Province. It is part of the Sunshine Coast, a major tourism and recreational destination in the province and country, which stretches from Port Elizabeth to East London. It is a Category B Municipality and one of 9 municipalities that form the Cacadu District Municipality, the largest district municipality in the province.

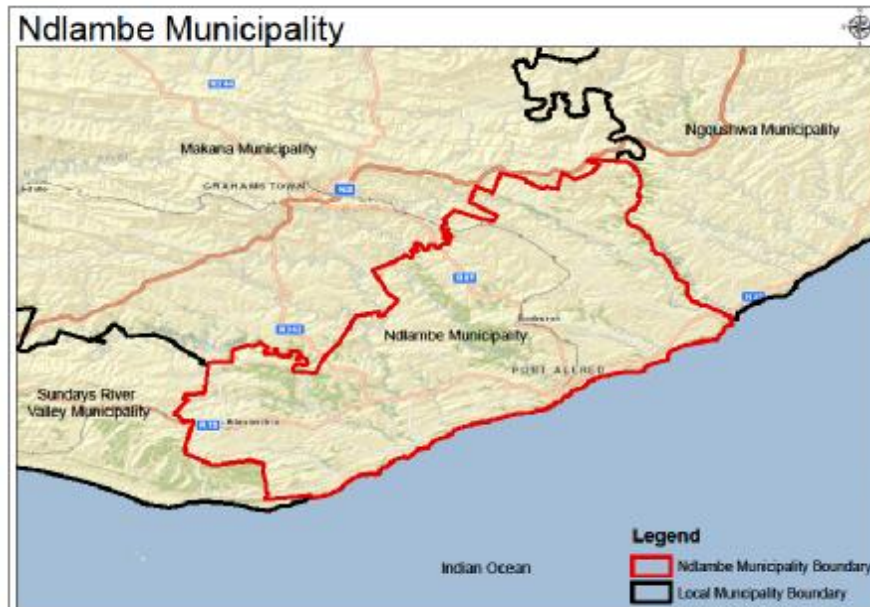


Figure 1: Regional Context

7.2 Sub-Regional Context

The study area represents the entire jurisdiction of the Ndlambe Municipality as defined in the 2011 municipal demarcations. It is approximately 2,001km² in area and has a population density of 31.4people per hectares (based on the Ndlambe IDP population estimate of 63000 persons).

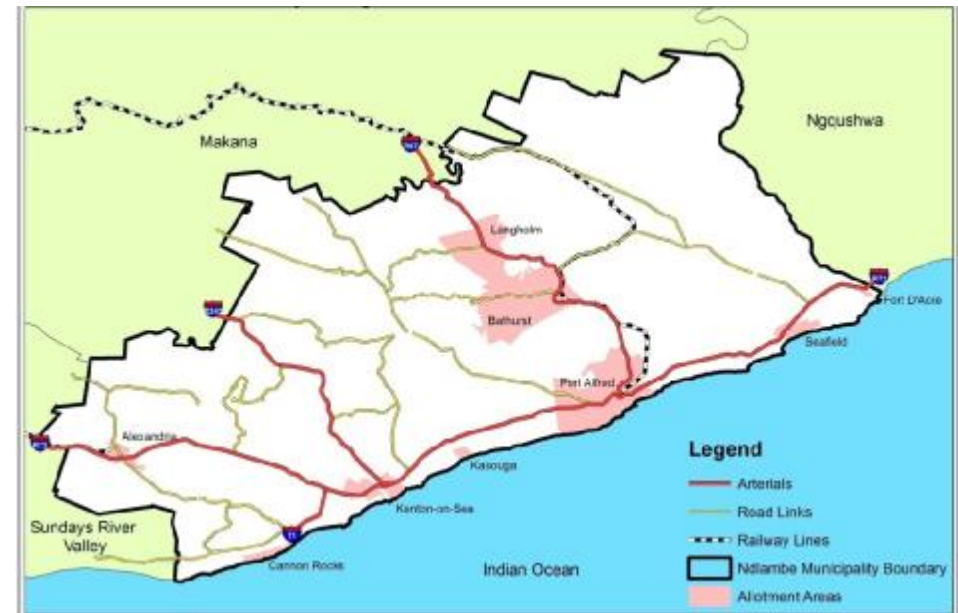


Figure 2: Sub-Regional Context

The municipality consists of four main towns namely Port Alfred, Alexandria, Bushmansriver mouth, Kanton-on Sea, rural centres, villages, rural and tourist, and commercial farm land. It is surrounded by the



Ngqushwa Municipality to the north east, Makana Municipality to the West, Sundays River Municipality to the south west and the Indian Ocean to the east.

The municipality is situated mid way between Port Elizabeth and East London the only two Metropolitan Municipalities in the province. An opportunity exists to use the locational advantage of the municipality as leverage to attract investment in the municipality as an impetus to local economic development

8 SETTLEMENT ANALYSIS AND HIERARCHY

The settlement system of the region comprises of towns, rural centres and villages surrounded by vast tracts of commercial farms. Settlements in the region are sparsely distributed but are not isolated as they are linked to each other by a network of roads. The majority of settlements are situated along the R72 a major access and transportation route in the region and province. Rural villages are situated within the interior of the municipality.

8.1 Settlement Hierarchy

A settlement's position in the hierarchy is largely determined by its function, the services it offers and sphere of influence, which is the

acceptable distance which people can travel for services offered in a town. The settlement's position in the hierarchy assists with planning for services and determining where to focus future projects and investments.

An assessment of the settlement pattern of the region by the Eastern Cape Provincial Spatial development Plan (PSDP) and the Cacadu District Spatial Development Framework Plan (CDSDF) proposed the following hierarchy for the municipality.

- Level 3/ Sub District Centre - these towns are situated within rural areas and serve as service centres to surrounding villages. They offer fewer range of services than District Centres and have middle order functions
- Level 2/Local Centre: these settlements offer basic services to the surrounding communities and hinterland such as clinics, shops and schools. They have a smaller hinterland
- Level 1/Sub-Local Centre: these are settlements that offer very minimal services.
- Rural Villages/Centre have limited or no basic services and are largely dependent on local centres for the provision of basic services. Most are tourist and/or agriculture centres.

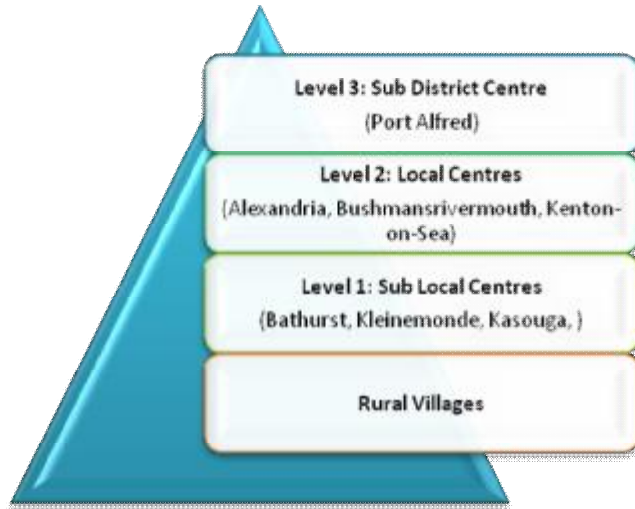


Figure 3: Settlement Hierarchy

Port Alfred as the administrative centre of the municipality and because it offers higher order goods and services to the entire municipal area occupies the highest position in the hierarchy

Table 1: Settlement Functions

Settlement Hierarchy	Type	Location	Function of Settlements and associated land use
Level 3	Sub District Centre	Port Alfred	<ul style="list-style-type: none"> • Municipal-scale Administrative Centre • Municipal-scale service centre for commercial and social goods and services • Residential development covering full range of economic bands (Middle-

Settlement Hierarchy	Type	Location	Function of Settlements and associated land use
			income - Low-income) <ul style="list-style-type: none"> • Potential for value-adding agro-industrial processes • Potential for event-related tourism
Level 2	Local Centres	Alexandria Kenton-on-Sea Bushmansriver mouth	<ul style="list-style-type: none"> • Municipal-scale Minor Administrative Centre • Local-scale service centre for commercial and social goods and services • Residential development covering full range of economic bands (Middle-income-low-income) • Potential for value-adding agro-industrial processes
Level 1	Sub-Local Centres	Bathurst Kasouga Kleinemonde (Seafield)	<ul style="list-style-type: none"> • Minor Administrative Function • Minor service centre for social goods and services • Focused support of local economic initiatives agriculture-based
Rural Villages/Centres	Rural/Tourist Villages/centres and Settlement	Rural/Tourist Villages and Settlements(CanonRocks, Boknes, Southwell, Langholm, Fort 'd' acre, Reit River)	<ul style="list-style-type: none"> • Primarily residential and livelihood subsistence function • Some provision of limited social goods and services • Tourism or agriculture based

Source: PSDP 2010 and Cacadu SDF 2009

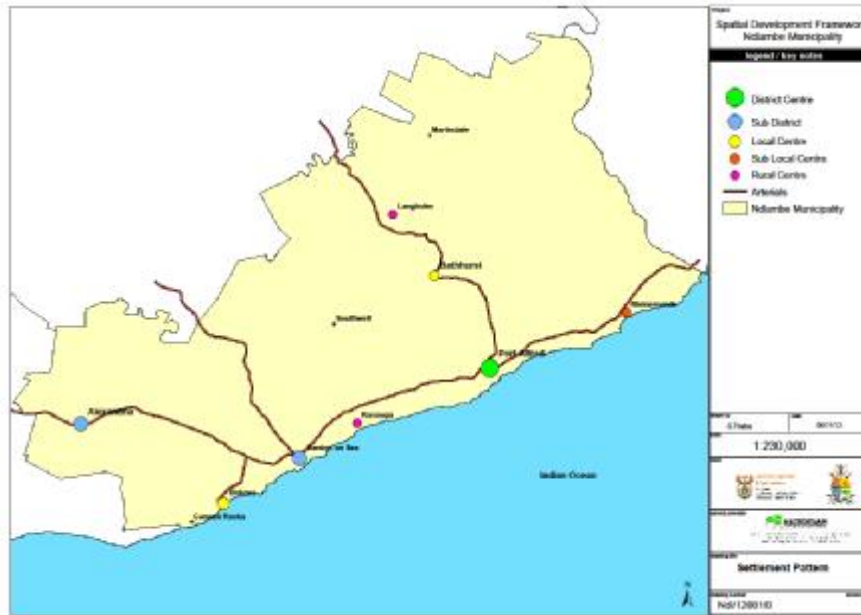


Figure 4: Settlement Pattern

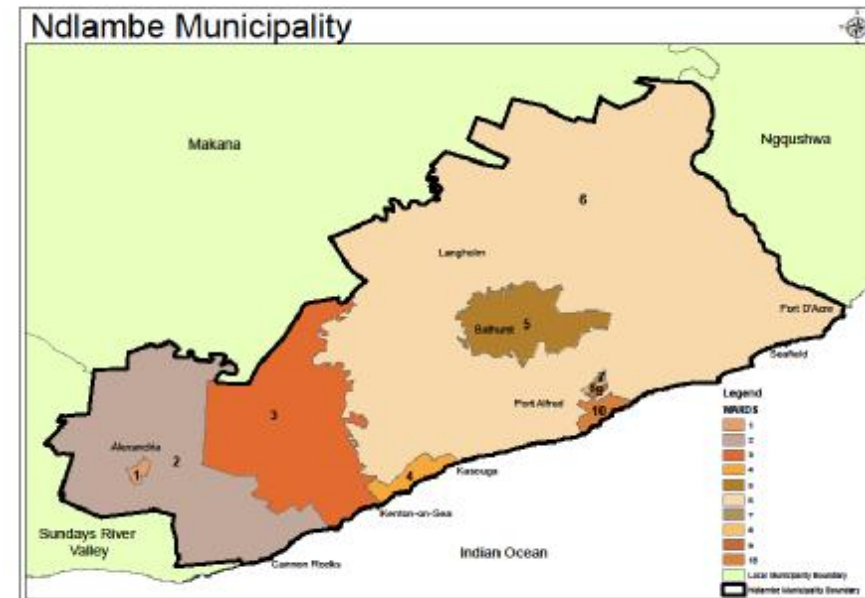


Figure 5: Ward Boundaries

8.2 Ward Boundaries

The Study area is made up of ten (10) wards as indicates in Figure 5

Wards 7, 8, 9 and 10 cover the Port Alfred town centre and surrounding suburbs and townships. Wards 3 and 4 cover Bushmansriver, Marselle, Kenton and the surrounding rural hinterland.

Ward 1 represents Alexandria town and Ward 2 mainly cover Cannon Rocks and Boknes, and areas around Alexandria, Ward 5 covers Bathurst and its hinterland. The largest Ward in terms of area is Ward 6, which includes most rural areas, farms, smaller settlements.

9 BIOPHYSICAL ANALYSIS

9.1 Climate

Ndlambe Municipality, because of its location along the coastal zone, has a sub-tropical climate where temperatures range between 10 - 22.2 degrees (DWAF 2004). Temperatures of this region are regarded as mild in both winter and summer ranging between 10-22°C, with wind reducing the heat and humidity in summer (Lubke, 1988a).

Rainfall is approximately 500 mm per annum occurring twice a year in spring (October/November) and autumn (March), creating a bimodal rainfall pattern (Heydorn and Grindley, 1982; Jury and Levy, 1993), with the highest rainfall occurring in spring (DWAF 2004). Rainfall is considered highly variable with minimum rainfall occurring in June (Lubke, 1983; Kopke, 1988). All months have at least 60 mm of rain. According to Jury and Levy (1993) drought cycles occur every 3.45 to 18.2 years.

The Mean Annual precipitation for the area is 640mm (\pm = 140) and decreases further inland. The dominant winds are the south-westerly in winter and the south-easterly in summer. Occasional berg winds are experienced in winter and higher velocity winds in summer (DWAF 2004).

9.2 Geology and Soils

The geology of the area consists mainly of sedimentary deposits of the Cape Supergroup, which are represented by the Bokkeveld Group Shales and the Witteberg Group Shales and quartzites. These deposits underlie nearly the whole of the municipality. Karoo Supergroup sediments also occur in the Fish River plain. Along the coastal area are thin layers of rocks of the Algoa Group and Quaternary. The Algoa group is a limestone that consists of near shore, marine, fluvial and Aeolian sediments and is represented by the Bathurst, Alexandria and Nanaga formations (DWAF 2004).

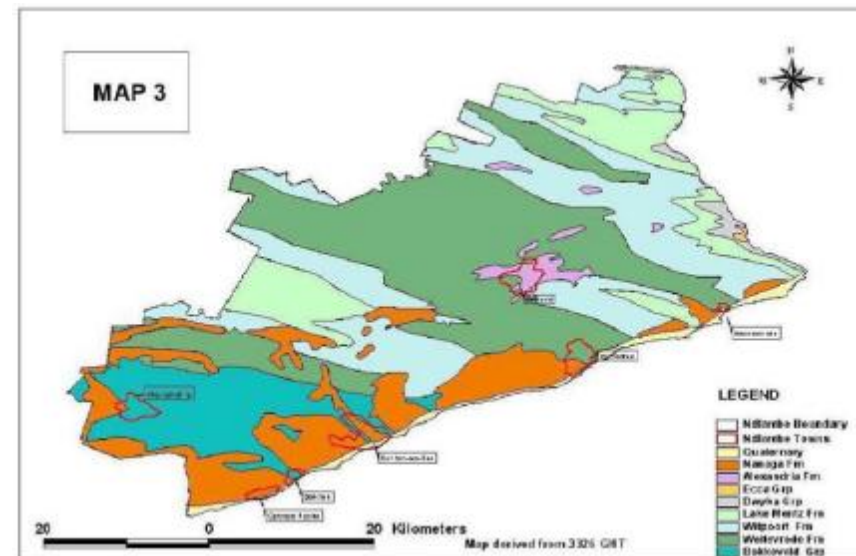


Figure 6: Geology



The Quaternary is represented by the Schelmuhoek formation and comprises of modern beach and dune sand and is found along the entire Ndlambe coastline. Most of the fossil and modern dunes along the coastline are the source of coastal aquifers, considered the primary aquifers in the municipality, and the sites for current groundwater abstractions with the potential for higher yields. The Cape Supergroup formations also have aquifer potential but these has not been explored (ibid)

9.3 Topography

Ndlambe Municipality lies on the eastern coastal region of the district. The topography of the area starts at sea level along the coastal zone and elevation increases as you move inland up to ~550m along the Grahamstown and Kap River mountain range. It has a gently undulating coastal plain through which approximately 10 rivers and estuaries flow south-easterly. The coastline is bounded by highly vegetated dunes.

9.4 Hydrology

The municipality is endowed with aquatic features and ecosystems such as rivers, natural estuaries and wetlands, aquifers and artificial water bodies. There are ten rivers and estuaries in the area namely Boknes, Bushmans, Kariega, Kasouga, Kowie, Riet, West Kleinemonde, East Kleinemonde, Kap River (a tributary of the Great Fish) and the Great Fish.

The Bushmans, Kowie and Great Fish are large river systems with sources beyond the municipal boundaries. Most of the other rivers have their sources within the municipality. The Riet and Kap rivers are some of the few remaining free flowing rivers (without dams) in the country. (CBA 2012). The protection and management of water resources and river courses is critical to the future development of the municipality.

Ndlambe municipality is part of the Albany Coast drainage region which covers the entire Cacadu District municipality (DWAF 2004) and is the catchment area for the Bushmans (P-catchment) and Fish (Q-catchment) which fall under the Fish –to-Tsitsikamma River Water Management Area. Rivers within these two catchments include the Bushmans, Kariega, Kowie and Fish rivers. Studies by DWAF (2004) indicate the presence of coastal dune and Witpoort rock aquifers in the area which are high yielding groundwater resources. These resources can be utilised to improve water supply in the area.

Therefore this means that care must be taken not to locate developments that can impact negatively on the quality of water in the aquifers.

9.5 Vegetation

According to the South African National Biodiversity Institute (SANBI 2006) there are more than eleven (11) vegetation types and five biomes found in the municipality. Refer to Table 2 below.

The Albany Coastal Belt and Kowie Thicket are the predominant vegetation types occurring throughout the municipality. The Albany Coastal belt predominates near the coastal area and the Kowie Thicket only occurs along the main rivers inland. Most of the vegetation in the Azonal Biome, such as the Cape Seashore, Cape Estuarine Salt Marshes and Albany Dune Strandveld vegetation are found along the coastal area and are part of the coastal dune vegetation.

The Southern Coastal Forest vegetation is mostly found between Alexandria and Boknes/CannonRocks whereas the Southern Mist Belt Forest vegetation occur further inland near the Kap River on the northeast section of the municipality together with the Great Fish Thicket which occurs along and around the Great Fish River. The Bhisho Thicket, the only vegetation that falls within the Savannah Biome is found on the northern section of the municipality towards the border with Makana Municipality. Vegetation that belongs to the Fynbos biome such as the Suurberg Shale and Quartzites are also found in the northern sections.

Table 2: Vegetation Type and Status

Vegetation Type	Status	Biomes
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Vegetation Type	Status	Biomes
Albany Coastal Belt	Poorly protected	Albany Thicket
Albany Dune Strandveld	Well protected	Azonal Vegetation
Bhisho Thornveld	Hardly protected	Savannah
Cape Estuarine Salt Marshes	Poorly protected	Azonal Vegetation
Cape Seashore Vegetation	Well protected	Azonal Vegetation
Great Fish Thicket	Poorly protected	Albany Thicket
Kowie Thicket	Poorly protected	Albany Thicket
Southern Coastal Forest	Well protected	Forests
Southern Mistbelt Forest	Poorly protected	Forests
Suurberg Quartzite Fynbos	Moderately protected	Fynbos
Suurberg Shale Fynbos	Well protected	Fynbos

Source: Ndlambe Biodiversity Sector Plan 2012

The region has significant biomes which need to be protected and can contribute to tourism development.

9.6 Critical Biodiversity

Biodiversity is the number, variety and variability of living organisms in the world (UNEP 2012). It includes genetic, species, biome and ecosystem diversity. Ndlambe municipality is rich in biodiversity and, according to the Biodiversity Sector Plan (BSP 2012), is situated within one of the world’s biodiversity hotspots, the Maputaland-Pondoland-Albany hotspot, but particularly falls under the Albany hotspot. Four of the country’s nine biomes occur in the area and there are numerous aquatic features, flora and fauna, protected areas and a vast coastal zone with a prominent dune system.

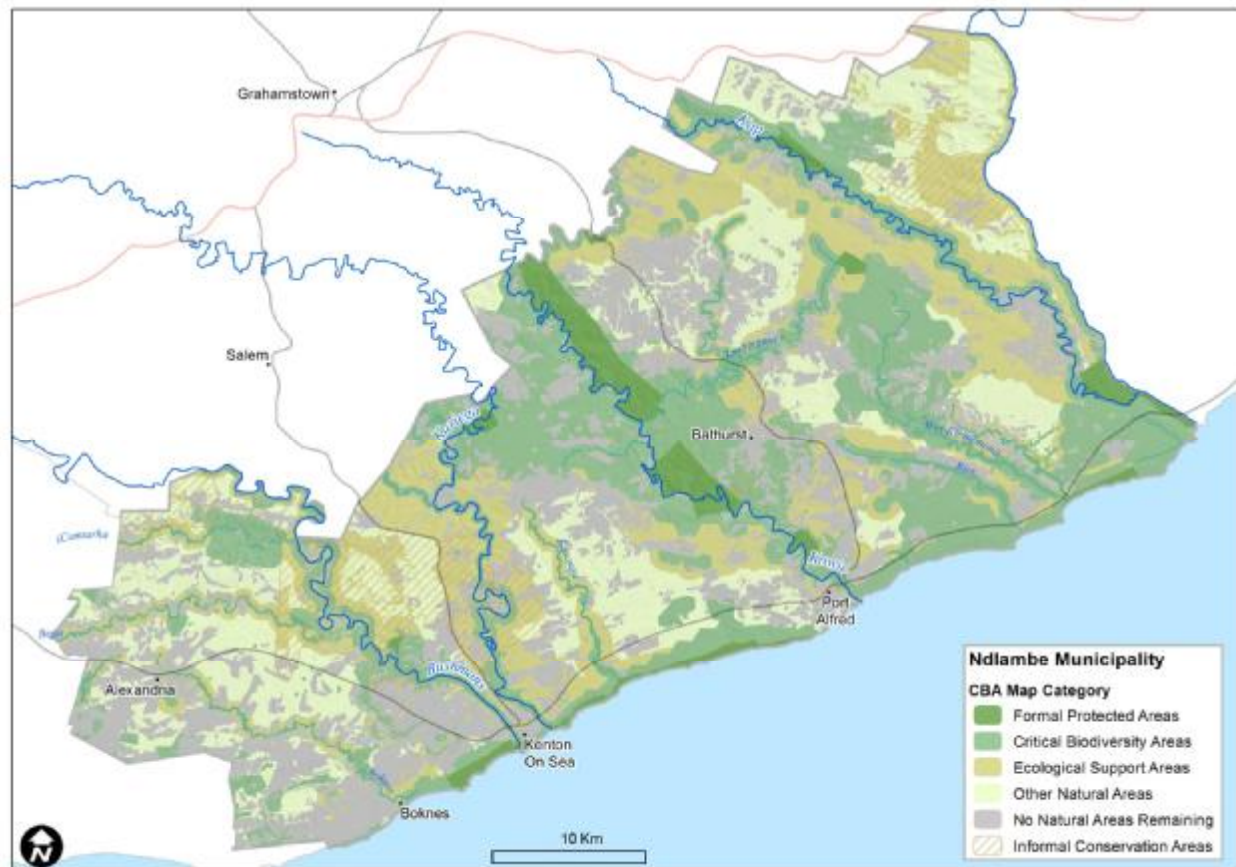
The BSP identifies the following as priority biodiversity areas:

- Protected Area: these are formally protected through national legislation and gazetted in the National Environmental Management Protected Areas e.g. National Parks and Nature Reserves.
- Critical Biodiversity Areas (CBA): these are areas that must be kept in their natural or near natural state to conserve biodiversity and maintain ecosystem functioning.
- Ecological Support Areas: these are normally areas which surround or are situated adjacent to CBAs and Protected Areas. They act as buffer zones to prevent further degradation.

There are conservation areas which are not formally protected by legislation but are informally protected by the current land owner or users and are partly managed for

biodiversity conservation. Refer to Plan Fig 7 for the Critical Biodiversity areas in the area.

The aim of the Biodiversity Plan is to protect the existing biodiversity, preventing further loss and degradation of the natural areas and supporting sustainable development in other natural areas.



Source: Ndlambe Biodiversity Sector Plan 2012
Figure 7: Critical Biodiversity Plan

9.7 Climate Change

The National Climate Change response strategy (NCCRS) (pg iii) defines climate change as “serious disruptions of the entire world’s weather and climate patterns, including impacts on rainfall, extreme weather events and sea level rise, rather than just moderate temperature increases.” These disruptions to the world’s weather patterns are to a large extent caused by high levels of greenhouse gases emitted into the atmosphere. It further states that the developing world is experiencing the impacts of climate change to a greater extent than the developed world, largely due to the capacity to respond to the impacts thus the need to plan and provide mitigation measures.

The position paper on climate change prepared by the Eastern Cape Department of Local Government (ECDLG) indicates that climate change should be regarded as the “our most pressing economic and social issue” in the province. Climate change will

not only impact the environment but it is also expected to have an impact on the performance of the economy, social behaviour, infrastructure and other aspects of human existence. The impacts include inter alia the following:

- Loss of biomes
- Increased aridity in western parts of the country
- Decreased flow of rivers in southern and western catchments
- Increased rainfall and river flow in the east of the country
- Reduction in Savannah grasslands
- Economic impacts such as reduction in harvests of agricultural produce in the west
- Loss of habitats and biodiversity which will in turn impact on tourism
- Sea level rise which would cause damage to developed coastal resorts, cities and infrastructure

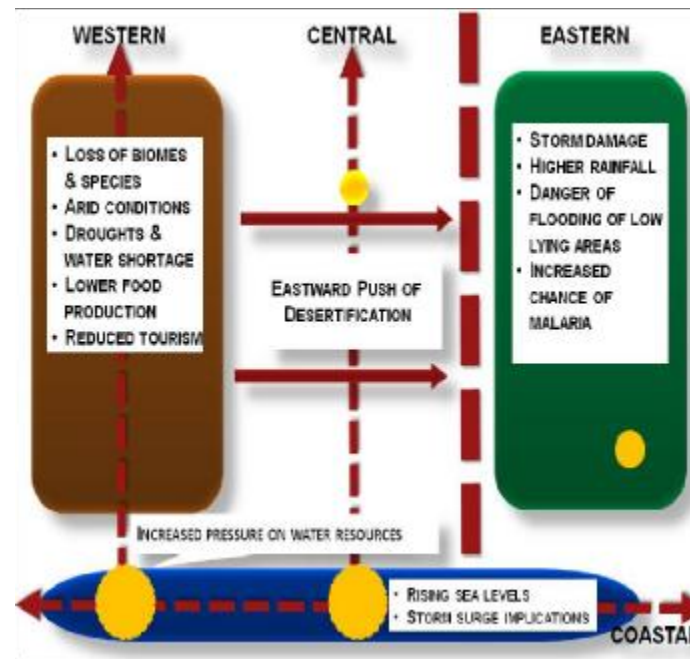


Figure 8: Impacts of Climate Change in Eastern Cape Regions taken from the ECPSDP

undertaken of the impact of climate change on the whole municipality.

One of the major impacts of climate change envisaged to affect the municipality significantly is the sea level rise. A study done by the City of Cape Town highlighted in the PSDP estimates that there will be a sea level rise of 15cm by 2020 and two-thirds (2/3) of a metre by the end of the century. It is further estimated that the 15cm rise will impact all areas below the 20m contour line along the coastal areas.

Most of the towns in the municipality are situated along or near the coastal area and it is estimated that Port Alfred, Kleinemonde, Kenton-on-Sea, Bushmans River Mouth, Cannon Rocks and Boknes will be impacted. Fig 9 below taken from the PSDP illustrates the impact of the sea level rise on Port Alfred by 2020. Although studies have not been undertaken on the impact on the other towns it is expected that it will be similar. The SDF will propose that further in-depth studies be



Figure 9: Impact of 15cm sea level rise on Port Alfred



10 DEMOGRAPHIC PROFILE

The population analysis is taken from Statistics South Africa (Stats SA) Census 2011 data.

It must be noted that not all Census 2011 data was available for some of the demographic and socioeconomic analysis. Where this is the case previous census data is used.

10.1 Population

According to the 2011 Census , Ndlambe Municipality currently has a population of 61176 people. This represents 13.5% of the population in the Cacadu District.

	Population		Population Growth (% p.a.)	
	2001	2011	1996-2001	2001-2011
South Africa	44 819 777	51 770 560	1,99	1,44
Eastern Cape Province	6 278 651	6 562 053	0,42	0,44
Cacadu District Municipality	388 206	450 584	0,95	1,49
Ndlambe Municipality	54 717	61 176	3,25	1,12

Figure 10: Total Population

There are 19331 households and an average of 3.0 people per household. This is smaller than the District and the Provincial averages which are 3.4 and 3.7 persons per household respectively. The small household size is

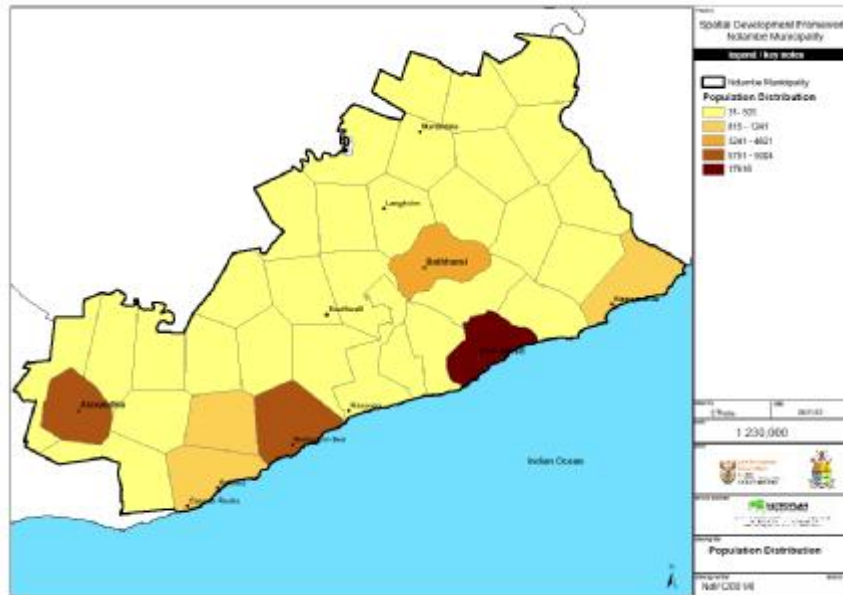
indicative of a prevalence of families with fewer dependents and/or children. A contributing factor could be the fact that the area is popular retirement destination.

	Households		Average Household Size	
	2001	2011	1996-2001	2001-2011
South Africa	11 205 706	14 450 161	3,8	3,4
Eastern Cape Province	1 481 640	1 687 385	4,1	3,7
Cacadu District Municipality	100 308	125 632	3,7	3,4
Ndlambe Municipality	15 370	19 331	3,5	3,0

Figure 11: Average Household Size

10.2 Population Density

The total area of the municipality is approximately 2001km², which gives a population density of 30 people per km². Most of the population is concentrated in the towns with the highest density being in Port Alfred the main town in the region.



Source: CSIR
Figure 12: Population Density

10.3 Population Projections

Population projections for the study area can be determined by analysing the population growth trends from previous census data. According to Census 2011 the population of the municipality grew at a rate of 1.12% per annum from 2001 and 2011. The growth is significantly higher than the Provincial which was 0.4% and is lower than the District which grew by 1.49%.

Based on the growth scenario we can estimate that the population of Ndlambe Municipality will grow to 67456 and 71319 people in five and ten years respectively.

Table 3: Population Projections

	Population 2011	Population Projection (1,12% pa)			
		2016	2021	2026	2031
Ndlambe Municipality	61 176	67456	71319	75403	79722

If the same growth rate is applied to the existing households, assuming that the household size remains the same, the number of households is expected to be 22485 and 23773 in five and ten years respectively.

The rest of the demographic analysis is based on the 2007 Community Survey data.

10.4 Age Structure

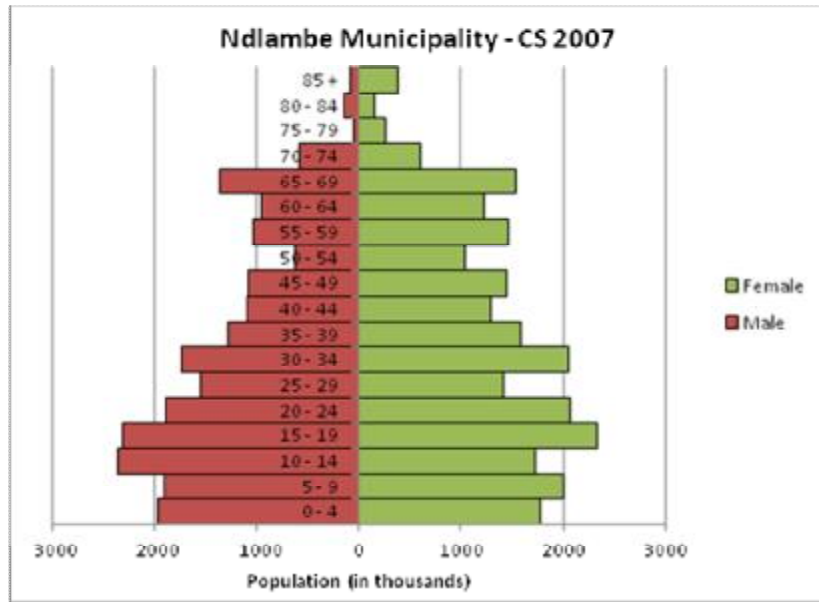


Figure 13: Population Pyramid

The majority of the population (35%) in the study area is aged between 0-19 years, most of who are in the 15-19 age groups. Just under a third (29%) is aged between 20-39 years, 20% between 40-59 years and more than 15% are 60 years and above.

The age structure shows a prevalence of young people of school going age and a majority of pre and post Matric age. A decrease in the percentage of the population between 20-59 years, who represent the economically active age group, could be indicative of an increase in out migration by this

age group in search of job opportunities and post-Matric training outside of the region.

Table 4: Age Group

Age group	%
0-19	35
20-39	29
40-59	20
60-79	14
80-85+	2

Of note is the small percentage of persons in the younger age group that is between 0-4 years. This is indicative of slow growth in the population due to a low birth rate a contributing factor to the negative growth rate experienced in the area.

The spatial implications of this age structure are that provision needs to be made for social and recreational facilities such as sports facilities; skills training institutions and primary health care facilities. Measures also need to be taken to grow the local economy so as to attract the economically active back and/or motivate them to stay in the region.

Notably the municipality also has a significant number people (17%) who are nearing or have gone past the retirement age, 60+ years. The possible reason for this trend is that most coastal towns in the region are popular retirement areas. The implications are that provision has to be made for



facilities that cater for senior citizens such as appropriate health care facilities (frail care) and housing. (Retirement facilities)

10.5 Population by Gender

The gender profile of the municipality shows that more than half (53%) of the population is female and 47% is male. Nearly two thirds (57%) of the households are headed by men and 42% by women. Only 6% of households are headed by persons under 20 years and of these only 1% are child headed.

There are more women in the economically active age group of 15-65 years reflecting the absence of a majority of economically active men. This could also mean that more males migrate in search of job opportunities than females.

Table 5: Population by gender

Gender	Total	%
Male	21,968	47%
Female	24,390	53%

The majority of households are headed by people between 45-59 years and 28% by persons above 60 years. The large number of households headed by older persons could indicate the impact of HIV and AIDS where grandparents are left with the responsibility of raising grandchildren when their children pass away or it could be due the prevalence of retirees in the area as well as the relocation of retirees to the municipality.

Table 6: Gender of Head of Household

Gender	No. of Households	%
Male	8,421	57
Female	6,312	43
Total	14,733	100

10.6 Population group

Black people make up 77% of the total population, 17% are white, 7% are Coloured and Indians or Asian make up less than 1% of the population.

Table 7: Population Group

Population group	Count	%
Black	35,501	77
Coloured	3,022	7
Indian or Asian	3	0
White	7,832	17
Total	46,358	100

11 SOCIO-ECONOMIC PROFILE

The following Socio-economic analysis is based on the 2007 Community Survey data.

11.1 Employment Status

Table 8: Employment Status

Employment status	Persons	%
Employed	10,782	36
Unemployed	7,050	24
Not economically active	11,124	38
Unspecified	398	1
Institutions	269	1
Total	29,623	100

More than 62% of the population is either unemployed (24%) or not economically active (38%). Within the economically active age group, only 36% are employed and nearly 1% did not specify their employment status meaning that they are most likely employed in the informal sector. Although the unemployment rate is lower than that of the Eastern Cape Province, the dependency ratio is still high as over 64% of the population is dependent on the income of 36% of the population.

The rapid decline in the Gross Value Added (GVA) per sector for most industries over the past 6 years, more so in the Agricultural sector, which once had the highest GVA in the region, has led to a reduction in employment opportunities in the area. The high levels of unemployment suggest the need to broaden the income base of the people through skills development and promote labour intensive industries such as the

agriculture and construction and diversification of the economy into other sectors (eg tourism, services, smme's etc)

11.2 Income

The 2007 CS indicates that more than half of the population (52%) has no source of income and nearly 26% earn between R1-R1600. This means that 78% of the people both have very little or no disposable income and are probably living below the poverty line. This is evidence of high poverty levels and low buying power to support the local economy. Only 19% earn above R1600.

Table 9: Individual Income

Monthly income category	Persons	%
No income	15,426	52
R1 - R400	685	2
R401 - R800	1,534	5
R801 - R1 600	5,636	19
R1 601 - R3 200	1,529	5
R3 201 - R6 400	1,676	6
R6 401 - R12 800	1,513	5
R12 801 - R25 600	670	2
R25 601 - R51 200	248	1
R51 201 - R102 400	0	0
R102 401 - R204 800	0	0
R204 801 or more	0	0
Response not given	437	1
Institutions	269	1
Total	29,623	100.0

11.3 Social Grants

An estimated 24% of the people in the study area are beneficiaries of Social Grants. The largest being Child Support (8.7%), followed by Old Age (8.6%) and Disability grants (4.3%). There are no persons receiving Foster Care grants and benefiting from more than one grant. Seventy-six percent (76%) do not take any social grant. The fact that the highest beneficiaries of Social Grants are people in need of child support indicates the inability of some households to support their families due to high levels of poverty.

Table 10: Social Grants

Social Grants	Persons	%
Not Applicable	35619	76.8
Old age pension	3980	8.6
Disability grant	1986	4.3
Child support grant	4042	8.7
Care dependency grant	117	0.3
Foster care grant	0	0.0
Grant in aid	71	0.2
Social relief	65	0.1
Multiple social grants	0	0.0
Institutions	479	1.0
total	46359	100.0

11.4 Type of Occupation

More than half of head of households (57%) do not have an occupation, which means they are not economically active. Out of those who have an occupation the majority are in elementary occupations and crafts and

related trade work which each constitute 9%, followed by unspecified occupations which make up 7% of the total. Only 3% are skilled agriculture and fishery workers. This means that most people are blue collar workers having elementary skills and/or have skills that only enable them to be in low wage occupations reducing their buying power.

Table 11: Occupation of Head of Household

Occupation of household head	No. of Households	%
Legislators; senior officials and managers	411	3
Professionals	617	4
Technicians and associate professionals	153	1
Clerks	138	1
Service workers; shop and market sales workers	535	4
Skilled agricultural and fishery workers	479	3
Craft and related trades workers	1,281	9
Plant and machine operators and assemblers	401	3
Elementary occupations	1,266	9
Occupations unspecified and not elsewhere classified	1,096	7
Not applicable	8,356	57
Total	14,733	100

11.5 Labour forces per Industry

Table 12: Labour Force

Industry	Labour force	%
Agriculture; hunting; forestry and fishing	1,106	3.7
Mining and quarrying	-	0.0
Manufacturing	1,346	4.5
Electricity; gas and water supply	31	0.1
Construction	1,579	5.3
Wholesale and retail trade	1,387	4.7
Transport; storage and communication	115	0.4
Financial; insurance; real estate and business services	900	3.0
Community; social and personal services	1,803	6.1
Other and not adequately defined	680	2.3
Unspecified	1,835	6.2
Not applicable	18,572	62.7
Institutions	269	0.9
Total	29,623	100

Most of the labour force in the municipality (62%) is not in any industry and a further 6% are in unspecified industries. The Community Social and Personal services have the highest labour force with over 6% each. Only 3% of the labour force is in agriculture, hunting, forestry and fishing industries. Agriculture in the area is based on extensive farming and consequently low labour absorption capacity.

11.6 Level of Education

Most people in the study area have completed some secondary education (34%) followed by those with some primary education (25%). Over 10% attended Grade 12 but were not able to complete it. Approximately 10% completed their Matric and only 1% of these had university exemption. More than 3.3% have a degree or BTech and less than 1% have a higher degree. The significantly low number of people with Matric indicates that the majority of the people do not have access to higher education that can equip them to access better job opportunities and in turn improve their livelihoods.

Table 13: Level of Education

Level of education	Persons	%
No Schooling	2,138	7.2
Grade 0	232	0.8
Grade 1 to 7	7611	25.7
Grade 8 to 11	10090	34.1
Attended Grade 12; but not completed Grade 12	2,982	10.1
Grade 12 (without university exemption)	2,853	9.6
Grade 12 (with university exemption)	396	1.3
Certificate with < Std 10/Gr 12	261	0.9
Diploma with < Std 10/Gr 12	551	1.9
Certificate with Std 10/Gr 12	319	1.1
Diploma with Std 10/Gr 12	704	2.4
Bachelors degree	641	2.2
BTech	160	0.5
Post graduate diploma		0.0

Level of education	Persons	%
Honours degree	191	0.6
Higher degree (Masters/PHD)	81	0.3
Unspecified	143	0.5
Institutions	269	0.9
Total	29,622	100

11.7 Disability

Over 95% of people in the study area have no disabilities. Five percent (5%) have indicated some form of disability, the dominant being physical disability, which requires the use of a wheelchair followed by emotional/behavioural disability. Provision needs to be made for facilities to cater for the physically disabled who are wheelchair bound especially relating to access to public buildings, provision of appropriately designed public transport, housing and access to better job opportunities.

Table 14: Type of Disability

Disability type	Persons	%
No disability	44,062	95.0
Sight (blind/severe visual limitation)	183	0.4
Hearing (deaf)	213	0.5
Communication (speech impairment)	159	0.3
Physical (needs wheelchair)	661	1.4
Intellectual (serious difficulties in learning)	132	0.3

Emotional (behavioural)	353	0.8
Multiple disabilities	116	0.3
Institutions	482	1.0
Total	46,361	100

11.8 Refuse

A large number of households have their refuse removed at least once a week either by the local authority or by a private company. A limited number of towns have their own refuse dump and only 1% have no rubbish disposal facilities.

Table 15: Refuse Disposal

Refuse Disposal	Households	%
Removed by local authority/private company at least once a week	13596	92.3
Removed by local authority/private company less often	91	0.6
Communal refuse dump	19	0.1
Own refuse dump	771	5.2
No rubbish disposal	158	1.1
Other	98	0.7
Total	14733	100.0

11.9 Sanitation

In relation to living conditions and access to services approximately 95% of the households in the municipality have some form of sanitation. The majority (37%) have flush toilets which are connected to the sewerage system and 24% are connected to septic tanks. Ten percent (16%) of households use unventilated Pit latrines and 10% use ventilated ones. The

bucket toilet eradication campaign seems to have been successfully implemented in the area as no household uses this sanitation system.

Table 16: Sanitation Facilities

Toilet Facilities	Households	%
Flush toilet (connected to sewerage system)	5507	37
Flush toilet (with septic tank)	3581	24
Dry toilet facility	1053	7
Pit toilet with ventilation (VIP)	1541	10
Pit toilet without ventilation	2357	16
Chemical toilet	0	0
Bucket toilet system	0	0
None	694	5
Total	14733	100

11.10 Access to Water

Nearly 57% of households in the municipality have piped water inside their dwelling. Thirty two percent (32%) percent have piped water inside the yard and nearly 7% have access to piped water from an access point outside the yard. Nearly 2% have rain-water tanks and less than 1% have boreholes. The number of borehole users is very low considering that the municipality is a water scarce area. The municipality has commissioned a feasibility study for the use of groundwater. It is hoped that the study can identify sources of underground water in the area.

The use of septic tanks and unlined Pit Latrines may impact on the quality of underground water.

Table 17: Main water supply

Access to Water	Households	%
Piped water inside the dwelling	8372	56.8
Piped water inside the yard	4840	32.8
Piped water from access point outside the yard	974	6.6
Borehole	56	0.4
Spring	0	0.0
Dam/pool	36	0.2
River/stream	38	0.3
Water vendor	0	0.0
Rain water tank	315	2.1
Other	103	0.7
Total	14734	100.0

11.11 Energy Source

Table 18: Sources of Energy

Energy/Fuel for Heating	Heating	Cooking	Lighting
Electricity	65.3	69	84.2
Gas	0.8	3	0.3
Paraffin	19.9	24	14.5
Wood	10.7	4	-
Coal	0.2	-	-
Animal dung	0.0	0	-
Solar	0.0	0	0.0
Candles	-	0	0.6
Other	3.1	0	0.3

Energy/Fuel for Heating	Heating	Cooking	Lighting
Total	100.0	100	100

The majority of people in the municipality use electricity as the main source of energy for household use (Heating Cooking and lighting). There is a significant number of people who use paraffin as the main source of energy.

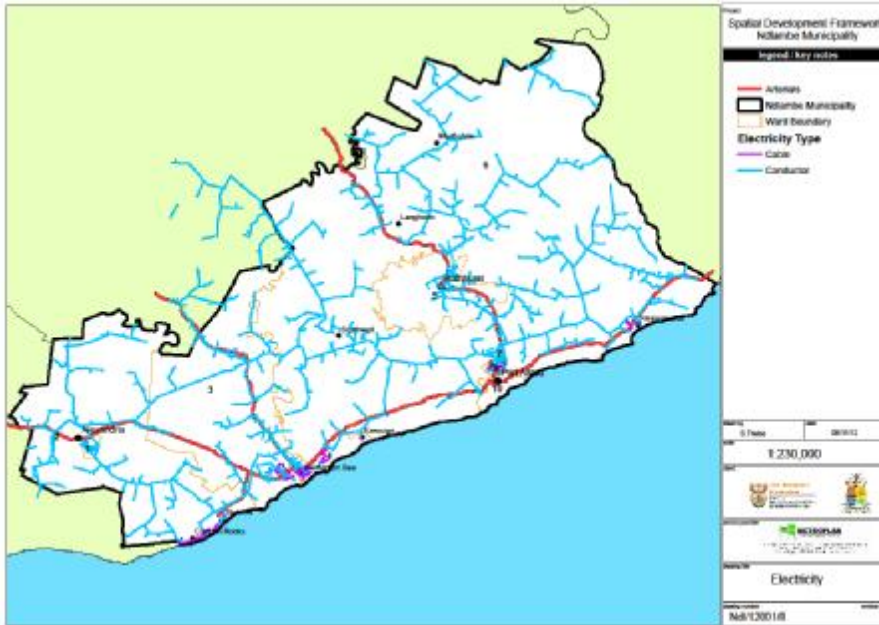


Figure 14: Electricity Supply

11.12 Access to Telecommunication

More people in the study area use cell phones, 53% as a means of communication than land lines at 23%. A significant number of people do

not have access to any form of communication services, 77% have no access to a telephone and 47% have no cell phones.

Table 19: Telecommunication Access

Household Response	Telephone %	Cell phone %
Yes	23	53
No	77	47
Unspecified	0	0
Total	100	100

12 LAND USE

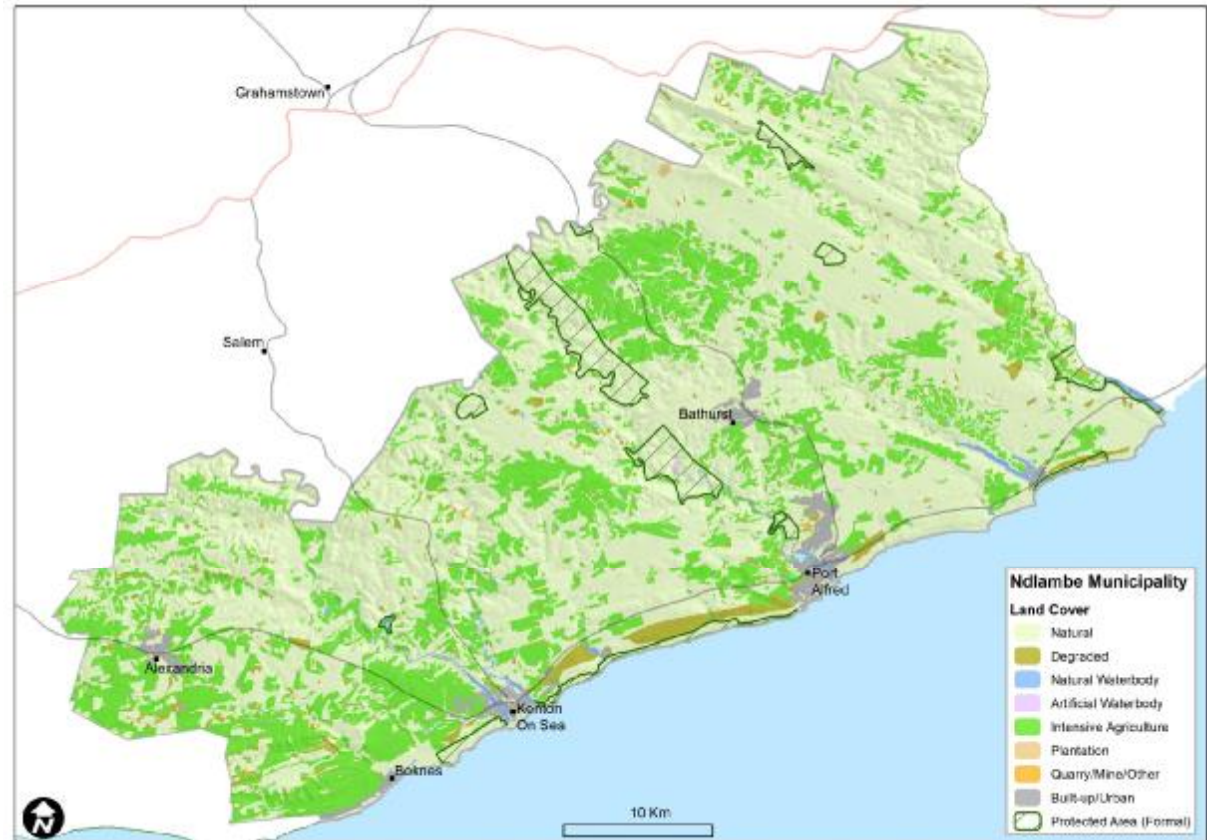
12.1 Municipal Context

The main structuring elements of the municipality are the R72 road, the coastline and natural features such as rivers and estuaries. These have shaped the development of settlements and towns.

The land use pattern of the municipality indicates significant natural areas mostly in the north east and North West portions. The southern areas along the coast have been transformed by urban development and intensive agriculture, and significant portions of land adjacent to the coastal area, more so between Kenton-on-Sea and Port Alfred, have also been degraded mostly by agriculture.

Agriculture is the second dominant land use in the area and takes place throughout the municipality but more intensely in and around Alexandria, Boknes, Cannon Rocks, Bathurst and parts of the

interior.



12.2 Alexandria

12.2.1 Business/Retail

Retail and business uses in Alexandria are mainly situated along the R72, which functions as a local activity corridor in the town that has created a linear CBD. The CBD consists mainly of retail shops, banks, a hotel and limited mixed use development.



Business uses outside of the CBD are mainly convenient centre, corner and/or spaza shops situated within the residential developments. The retail node in waNonqubela, situated opposite the community hall consists of corner shops and offices. Some of these buildings are disused and derelict while some are non functional.

Potential exists to enhance the CBD and the KwaNonqubela Nodes due to the strategic location of the area as a service centre for surrounding communities through:

- Expanding and upgrading the CBD
- Upgrading surrounding infrastructure (roads etc)
- Creating opportunities for mixed used development in the nodes

Business uses are encroaching onto the residential area south of the CBD. These uses are mainly offices with a few shops. This is likely due to the increase in demand for business uses

12.2.2 Industrial/Commercial

The main industrial area of Alexandria is situated north of the CBD on the road to Salem. Industrial development consists mainly of light/medium industries the major being Chicory SA. The railway line from Port Elizabeth terminates in this industrial area. Potential exists to utilise the railway to

rejuvenate the currently ailing agricultural sector through the transportation and delivery of raw materials and products to and from the Nelson Mandela Bay Metropolitan Municipality (NMBM) and adjacent farms around Alexandria for agro-processing and other industrial activity to supply larger industries in NMBM and the Industrial Development Zone (IDZ).

The future of Chicory production is closely tied with the fortunes of agricultural activities that has been in decline over the years

There is a need to:

- Upgrade the quality of the industrial area to attract more industries
- Development of SMME type of industries
- Develop the Tourism Sector

12.2.3 Open Space and Agriculture

Alexandria is known as a farming town. It has large pockets of open space within the urban edge and is surrounded by commercial farms with intensive agricultural activity. Informal urban agriculture is taking place in vacant land near Kwanonqubela. An opportunity exists for the expansion of urban agricultural activity due to the availability of arable land east of Kwanonqubela and animal husbandry, which currently operates on limited space on the outskirts of town.

Agriculture potential and needs in the area include :



- Land north east of Kwanonqubela best used for agriculture
- Water availability
- Commonage for cattle grazing
- Cooperatives for chicory and milk production
- Reposition Alexandria as a major agricultural node

12.2.4 Residential

Residential development is the dominant land use in Alexandria. It consists mainly of low-medium density detached housing in the central part of the town near the CBD and in the Northwest sections. There is a significant number of low cost housing developments in the southeast (Kwanonqubela) and North West (Wentzel Park) of the town most of which are RDP Housing. Informal housing is present at the main entrance to the township.

There is notably no high density multi-storey residential development or social housing in the area such as apartments which are more than two storeys including GAP, FLISP and Higher income housing. It is important that future housing development be at higher densities to curb urban sprawl which is infringing on surrounding arable agricultural land.

12.2.5 Community and Health facilities

Refer to Figure 13 below for location of community facilities in the municipality.

Alexandria has a number of secondary and primary schools which also serve the surrounding settlements such as CannonRocks and Boknes, which do not have schools. The town functions as an administrative centre for surrounding farms and villages and has a magistrates court, police station and clinics in both Wentzel Park and Kwanonqubela, which also service the surrounding hinterland. Residents highlighted the need for a large satellite clinic in KwaNonqubela due to the increase in demand for health services in the area. There is one community hall situated in Kwanonqubela.

The community needs can be addressed through the following interventions:

need for sports facilities (formal and informal, competition and training venues).

- Need facilities centrally located to serve communities in Alexandria north and south
- Strengthen nodes to offer a mixture of facilities that can be accessed on a single trip
- Density settlements around the existing facilities as it is becoming



12.3 Port Alfred

12.3.1 Business/ Retail

Most major business uses in Port Alfred are concentrated in the CBD. The CBD is the commercial and retail node of the town consisting national chain stores, local shops, offices, hotels, Bed and Breakfast, banks and owner operated businesses. Demand for business uses is evident through the conversion of residential buildings east of the CBD to offices. This is the only feasible area for the expansion of the CBD as the river, steep terrain and R72 road form barriers to expansion north, west and southwards respectively. Mixed use development such as home businesses, offices and residential development is slowly emerging at the entrance to the town (from Port Elizabeth) along the R72 from the Caltex fuel station toward the CBD. An opportunity exists to expand the Caltex business centre into a gateway node and formalise the development along the R72 in to a transition mixed use zone from the CBD.

It must be noted that the CBD is subject to flooding and is below the 20m contour, the area mostly likely to be affected by sea level rise resulting from climate change. Therefore further investigation of the impacts must be done and mitigation measures drawn up to address this issue. .

There are pockets of business and retail uses within surrounding residential areas, suburbs and townships. These include the business and retail nodes at the Marina, East Bank (along the R72 to East London), West Bank (near the coast) and Rosehill Mall. Business uses within the

townships are mostly corner/spaza shops and neighbourhood convenient stores. There are no clearly defined nodes in these areas and where these are present the infrastructure is not well maintained.

The following is envisaged:

- Reinforce the CBD to allow for expansion
- Reinforce nodes eg Rosehill mall by developing high residential opportunities within walking distance with nodes

12.3.2 Residential

Residential uses are the dominant land use in Port Alfred. There are a variety of residential developments. South of the CBD and Kowie River consists mainly of low density single story detached houses in large even. There is evidence of medium density group housing and /or townhouse developments and retirement villages emerging in established residential areas through infill and in new developments near and around Rosehill mall. Nemato and Station Hill are higher density residential areas with predominantly single storey detached stand alone low cost housing. Thornhill is a new high density housing development that caters for low cost and social housing with a variety of typologies including single story detached and semidetached, and double storey semidetached units. A large portion of Thornhill, mostly the southern sections are still vacant and are yet to be developed. Multi-storey residential development was



proposed in the previous SDF in this area which is situated near the industrial area. This area is seen as strategic due to its proximity to areas of employment in the industrial area and it is envisaged to develop much higher residential development in the future. Potential also exists to promote higher density development in areas with larger residential even through infill, subdivision and approval of second/third dwellings to create a sustainable compact town. Priority must be given to the creation of a mixed residential area with different housing typologies.

The aim of human settlements is to develop housing close to public transport routes and areas of employment and within walkable distance (400-800m) of major nodes.

12.3.3 Industrial/Commercial

The main industrial area in Port Alfred is situated along the R72 east of the CBD in East Bank. It consists of light and medium industries. The area is not fully developed and there is potential to expand the area further along the R72 and northwards into adjacent vacant land. It is ideally located in proximity to the residential areas of Thornhill, Nemato and Station Hill. Limited warehousing and airport related industrial activity is also taking place near the Air school. An opportunity exists to expand this industrial area and integrate it with the activities of the air school mostly through the utilisation of the airstrip for transporting freight.

12.3.4 Community and Health facilities

Refer to Figure 13 for location of community facilities in the municipality.

Port Alfred is the administrative centre of the regions and therefore houses most government facilities. It has secondary and primary schools located in and around the town including police stations, post office which also services the surrounding regions.

During the public participation process residents highlighted the need for additional schools in Thornhill as children travel long distances to attend schools in surrounding areas. There two community hall situated in the CBD and Nemato township. There is also a need to provide land for institutions such as universities and technikons to address the growing need in the area.

12.4 Kenton on Sea/Bushmansriver

12.4.1 Business/Retail

Business and retail uses in Kenton are situated in Kenton along River Road. It is comprised of double and single storey specialist retail shops, restaurants, coffee shops, bed and breakfast professional offices. Some double storey buildings have mixed uses with shops on the ground floor



and flats above. The shop fronts are well maintained and have compatible uses. Most business activities are concentrated on the upper end of River Road; however there is evidence of increasing office uses and home business further down the road towards the beach area. It is expected that with time the entire River Road will become an activity corridor.

There are smaller business uses situated at the entrance to Kenton along the main road to the CBD (Robby's Liquor Store), on the coastal node along Eastbourne road.

A few business uses are present in Bushmansriver and Marselle. Bushmansriver has corner shops situated along the R72 and Hertzog roads, and a small business centre at the corner of Hertzog and Park Roads consisting of offices, a furniture store and a service station. In Marselle there is a small under-utilised business node with a few owner operated retail SMME shops housed in containers. The node has potential for further expansion as it is situated along the main road to the town from the R72 and adjacent to a disused taxi rank. There are several corner/spaza shops within Marselle which serve as neighbourhood convenient shops.

12.4.2 Residential

Residential development in Kenton and Bushmansriver is mainly single storey free standing units on single erven. There are no multi-storey residential developments above two storeys even in the higher density residential areas such as Ekuphumleni and Marselle. This indicates a limited range of housing typologies which has led to very low density developments and promotion of urban sprawl. Residential development is not integrated; low income housing is situated in the periphery far from economic opportunities in the CBD. There is a need to redress this situation by providing social housing on under-utilised vacant land near the CBD and creating economic nodes in the townships.

There is a prevalence of informal housing around Ekuphumleni and within Marselle. The presence of informal housing shows a need for housing provision especially in the low income category. These areas need in-situ upgrading

12.4.3 Industrial

The industrial area is situated in Bushmansriver Mouth extension adjacent to Marselle. It consists of light/medium industries such as manufacturing, warehousing and storage, and workshops. The area is not fully utilised and



there is potential for promoting industrial activity through SMME development the expansion of the area.

12.4.4 Community Facilities

Community facilities in Kenton, Bushmans and Marselle include community halls, clinics and recreational facilities. The community in Marselle indicated a need for a skills training centre and multipurpose sports facility for youth and local economic development.

Existing school sites which are not being utilised have been proposed for residential development and community facilities.

12.5 Bathurst

12.5.1 Business

Bathurst is a small tourist town situated along the R67 from Port Alfred to Grahamstown. Business and retail uses are situated in the town centre located along the R67 and include mainly tourist related businesses (Bed and Breakfast, gift shops), restaurants, hotel, specialist and owner operated shops. The business nodes are spread out by way of ribbon development along the R67. They tend to be stand alone facilities with limited threshold population within walkable distances and reliant on passing traffic

An underused business centre is situated at the entrance to Nolukhanyo Township; it has a combination of formal and informal retail which consists

of convenient and spaza shops. This area is not well defined and needs to be enhanced as a major node in township.

12.5.2 Residential

Residential development in Bathurst is mostly large low density residential development close to the CBD and low cost RDP housing in the periphery of the town. The residential development close to the CBD consists of large plots with detached housing. There is no high rise multi-storey residential which has led to the sprawling of the town northwards along the R67.

Other issues include:

- The physical separation of Nolukhanyo to the rest of Bathurst
- Continual plans to extend Nolukhanyo away from rather than toward Bathurst
- Complete lack of other housing typologies, lower density etc.

12.5.3 Industrial/Commercial

Industrial development is very limited with only a few warehouses and light industries situated at the entrance to the town mostly associated with agricultural products. There were SMME industries brick making which were situated in Nolukhanyo next to the town hall, but these are no



longer operational and the facilities are rundown. Resuscitation of the industries through LED strategies, more so for SMME development and light industries, is critical for the economic growth of the town which is currently dependent on agricultural sector

12.5.4 Community Facilities

The Community facilities in Nolutkhanyo are not well keep, these include:

- Derelict sports facilities adjacent to primary school in the township
- Underutilised nodal area
- Sports facilities along R67 opposite the township are a potential accident zone

The prevalence of young people in the area requires the provision of adequate sports and recreational facilities in proximity to the residential area and safe areas.

12.6 Kleinemonde (Seafield)

The land use pattern in Kleinemonde is predominantly residential with limited retail. The only retail uses in the area a few corner shops, a Bed and Breakfast with a restaurant and a service station all situated at the entrance to the settlement. Opportunities exist to expand the uses into a node by utilising surrounding vacant land but demand for this would appear to be low at present. Residential development is mostly holiday and retirement homes. There is no social or low cost housing in the area

but vacant land exists for the development of this housing. Community facilities include the community hall, a police station and beach facilities

12.7 Cannon Rocks

12.7.1 Residential

The settlement of Cannon Rocks lies spatially adjacent to Boknesstrand and borders the Addo National Park. The continuous movement of the sand dunes poses an existing and future threat towards seafront properties in certain areas. The settlement is predominantly residential with very limited retail. The only existing retail is a shop at the Cannon Rocks Holiday Resort as well as a number of Bed and Breakfast facilities. Community facilities include the community hall, tennis courts and beaches. The Cannon Rocks Holiday Resort also provides the only petrol distribution point. Opportunity to expand is therefore restricted to the area north of Cannon Rocks only.

12.7.2 Industrial/Commercial

There is no requirement for industrial development due to the very close proximity of the Bushmans River Industrial Area.

The existence of the boreholes, in terms of national legislation, does not permit a cemetery within a prescribed distance of the bore-holes. A survey has also indicated that there is no requirement for a cemetery.

12.8 Boknes

Boknes lie spatially adjacent to Cannon Rocks and they share services and facilities. The settlement is predominantly a residential area with limited business at the entrance to the town and at the beach node in the form of corner and/or tourist related shops and businesses.

The main open spaces are the coastal area, Boknes River and its estuary. The settlement is surrounded by farms with intensive agricultural activity. The community facilities include a Community hall and beach areas.



Figure 15: Health Facilities

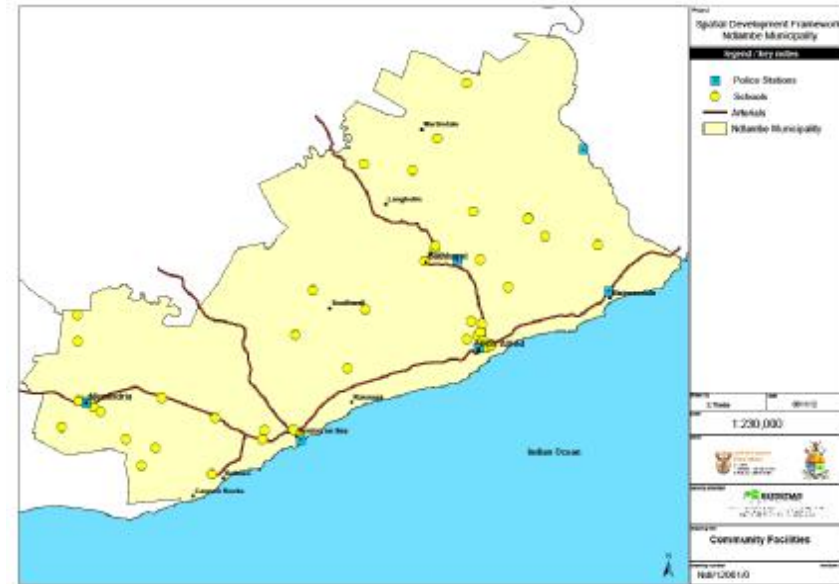


Figure 16: Community Facilities

13 LAND OWNERSHIP

The bulk of the land, over 92%, in both the urban and non-urban (rural) areas of the municipality is privately owned. The remaining 8% of the land not in private hands is predominantly owned by the Department of Roads and Public Works (DRPW) the majority of its properties mainly being in Bushmans River, Port Alfred and surrounding farms, followed by the Municipality which has properties in most of the towns and farms but predominantly in Port Alfred and Alexandria. Parastatals such as Transnet



and Eskom own a significant number of properties in Port Alfred and a few in Bathurst. The Cacadu District Municipality owns a few properties in Alexandria and Port Alfred. The State owns less than 1% of land in the municipality.

The municipality therefore does not own a significant amount of land in the area. However the Housing Sector Plan for Ndlambe (HSP) indicates that the bulk of the land required for development set out in the previous SDF is already owned by the Ndlambe Municipality. Where land is not in municipal ownership, the municipality has funding to acquire the land. The main challenge however is that land identified for development does not have bulk infrastructure and there are outstanding environmental and statutory approvals that need to be addressed especially for housing development.

The DRPW owns a number of undeveloped school sites in Marselle which have been targeted to housing development and ideal for infill development. There is an opportunity for these properties to be made available for local economic development (through the GIAMA legislation) and contribute toward the regeneration of the towns.

13.1 Vacant Land

13.1.1 Port Alfred

- Significant municipal owned vacant land
- Mostly situated in Thornhill and already targeted for future residential
- Vacant municipal land along R72 targeted for future industrial use
- Vacant subdivided sites around Rosehill Mall, suitable for infill

13.1.2 Alexandria

- Significant municipal and privately owned vacant land
- Municipal vacant land mostly situated north on CBD and south of township
- Privately owned land on western sections of town
- Need to acquire land for south western expansion to KwaNonqubela

13.1.3 Kenton/Bushmansriver/Marselle

- Significant state owned vacant land in Marselle (erstwhile buffer zones)
- State land around Ekuphumleni (erstwhile buffer zone)
- Vacant school sites have potential for future development
- Strategic municipal land in Kenton along the R72 and in proximity to CBD
- State land around Ekuphumleni (erstwhile biffer zone)
-

13.1.4 Bathurst

- Significant municipal owned vacant land in proximity to the CBD and around the township.
- Privately owned vacant land targeted tourist node and infill development

13.1.5 Kleinemonde

- Majority of vacant land in private ownership
- Strategically located vacant state owned land situated in local node
- Infill development on vacant private land

13.1.6 Cannon Rocks

- Existing vacant land privately owned
- Significant number of subdivided sites which are vacant and opportunity for infill development
- Any development of subsidy housing would require acquisition of land
- Indications are that demand for housing is low as most workers live outside of the area
- Need for worker accommodation in the area to be investigated.

13.1.7 Boknes

- Most vacant land in private ownership
- Vacant state owned school site has potential for infill development

14 LAND TENURE

The land tenure system of the municipality has been shaped by its past history where there was a predominance of freehold tenure and large commercial farm land. The 2007 Community Survey data indicates that over half of the properties in the municipality are held under freehold tenure meaning that they are privately owned. A significant number of properties 25% are rented and 11% are owned but not yet paid off. A further 11% of houses are occupied rent-free.

Table 20: Land Tenure

Tenure	Households	%
Owned and fully paid off	7564	51
Owned but not yet paid off	1656	11
Rented	3650	25
Occupied rent-free	1675	11
Other	186	1
Unspecified	0	0
Total	14731	100

15 HOUSING

15.1 Dwelling Type

The study area has a prevalence (87%) of houses or brick structures on a separate stand or yard and only 8% traditional dwellings. Informal dwellings in informal or squatter settlements constitute just over 4% of the dwellings in the area. The predominance of formal brick housing structures is an indication that the municipality has an urban bias where more people stay in the urban areas than the rural, evidence by the very few rural settlements in the region.

There are very few high density residential developments such as flats, cluster or semi-detached houses which is contrary to the principles of densification and integrated settlement entrenched in existing policy. Densification is essential to the creation of sustainable settlements

Table 21: Type of Dwelling

Dwelling Type	No.	%
House or brick structure on a separate stand or yard	12744	86.5
Traditional dwelling/hut/structure made of traditional materials	1157	7.9
Flat in block of flats	0	0
Town/cluster/semi-detached house (simplex: duplex: triplex)	0	0
House/flat/room in back yard	0	0
Informal dwelling/shack in back yard	90	0.6
Informal dwelling/shack NOT in back yard e.g. in an informal/squatter settlement	624	4.2
Room/flatlet not in back yard but on a shared property	0	0
Caravan or tent	0	0
Private ship/boat	0	0
Workers' hostel (bed/room)	0	0
Other	117	0.8
Total	14732	100

15.2 Housing Provision

The strategy for Housing provision in the country including Ndlambe municipality is to create sustainable and integrated human settlements with good quality homes which are in proximity to areas of employment and public transport.

The Housing Sector Plan (HSP) for Ndlambe indicates that the major constraint to housing delivery in the Municipality is the lack of adequate

bulk services and infrastructure to new housing developments coupled with EIA requirements for developments. Although the sites for the development of future Subsidised or State assisted housing are owned by the municipality the majority of land for potential development in the urban areas is privately owned.

Other constraints to housing provision highlighted include :

- Local Municipality personnel, contractors and other stakeholders are under capacitated.
- Poor Project Management.
- Lack of compliance with contractual agreements.
- Lack of municipal representation/consistent monitoring on construction site(s).
- Lack of civil and social infrastructure (Roads, Water and Sewerage reticulation) to address housing demand both in urban and rural areas.
- Lack of potable water which has been the main hindrance for the past 3 years.
- Inefficient project data capture.
- Lack of funding for re-survey work in Kenton on Sea to address encroachment problems
- Insufficient bulk infrastructure affecting implementation of Thornhill BNG Project for 5000 sites (Ndlambe HSP 2011)

Table 22: Housing Provision Problems

PROBLEMS AREA	HA.	NO.
---------------	-----	-----

		UNITS/SITES
Municipal land Set aside for housing with no access to bulk infrastructure	445.5	10026
Municipal land Set aside for housing with no Environmental Authorization	60	500
Municipal land Set aside for housing with no Township establishment approval	60	500

Source: Ndlambe Housing Sector Plan 2011

15.3 Housing Need

The HSP estimates that there are 12760 people in the municipality in need of housing according to the municipalities housing waiting list. The waiting list per town/settlement is indicated on Table 24 below

Table 23: Housing Beneficiaries

AREA	NO. BENEFICIARIES
Alexandria	2 531
Bathurst	1 543
Kenton-on-Sea	207
Klipfontein	71
Thornhill(Port Alfred)	8 408
TOTAL	12 760

Source: Ndlambe Housing Sector Plan 2011

The HSP does not indicate any housing waiting lists for towns such as Kleinemonde, CannonRocks and Boknes. Research needs to be undertaken to determine if there is a housing need in this area more so in the low cost and social housing income groups

The housing backlog is estimated to be 10026 units and the breakdown in terms of income categories requiring housing is indicated in Table 25 below

Table 24: Housing backlog 2011

INCOME CATEGORY	NO. OF H/H PER CATEGORY CURRENTLY RESIDING IN...			
	INFORMAL SETTLEMENT	BACKYARD SHACKS	RENTING	OTHER
Household Income < R3 500	2500	2000	500	-
Household Income < R3 500 to R7 500	500	750	1000	-
Household Income < R7 500 to R12 500	10	0	1000	-
Household Income > R12 500	0	0	200	-
TOTAL	3010	2750	2700	10026

Source: Ndlambe Housing Sector Plan 2011

The greatest demand for housing is in the lower income categories of R3500 and below which is mostly low cost housing followed by Social Housing (R3500 – R7500) and the Gape Market between R7500 to R12500.

15.4 Housing Projects delivered

The HSP indicates that the municipality has managed to deliver 8579 units to date(2011) as indicated in Table 26 below

Table 25: Housing projects completed 2011

Project Name	Project Units	Project Type	Project Status
ALEX - PHASE 1	383	Project Linked	Completed
ALEX - PHASE 2	402	Project Linked	Completed
ALEX - WENTZELPARK (php)	400	Project Linked PHP	Completed
Alexandria Phase 3 - R/L 2	714	Project Linked PHP	Completed
Alexandria - Phokoza Valley	87	Project Linked PHP	Completed
BATHURST : Freestone - R/L 1	212	Project Linked PHP	Completed
Bathurst Freestone Ext 3 - R/L 2	249	Project Linked PHP	Completed
Bathurst Nolukhanyo Ext. - R/L 2	93	Project Linked PHP	Completed
BATHURST PHASE 1	450	Project Linked	Completed
BATHURST PHASE 2	540	Project Linked	Completed
Bathurst 157 sites - Youth	155	Project Linked	Completed
BUSHMANS RIVER	231	Project Linked	Completed
BUSHMANS RIVER - 269 SITES	262	Project Linked PHP	Completed
KENTON-ON-SEA	595	Project Linked PHP	Completed
Kenton-on-sea - 221 units	217	Project Linked	Completed



Project Name	Project Units	Project Type	Project Status
		PHP	
KLIPFONTEIN (php)	220	Project Linked PHP	Completed
PORT ALFRED	1,113	Project Linked	Completed
PORT ALFRED - PH 2	1,095	Project Linked	Completed
PORT ALFRED - PH 3	1,048	Project Linked PHP	Completed
Port Alfred Station Hill - R/L 2	113	Project Linked PHP	Completed
Total	8,579		

Source: Ndlambe Housing Sector Plan 2011

PORT ALFRED NEMATO	120	URBAN	Planning
THORNHILL	4491	URBAN	Planning
Port Alfred - Completion of T/Structures - 1057 subs		IRDP Phased Approach Top Structure	Planning
ALEX - WENTZELPARK (php) Rectification	400	Rectification	Planning
Port Alfred - New Rest (upgrading of shacks)		Project Linked	Planning
Marselle - Forster Care Home	6	Special Project	Planning
Total	7616		

Source: Ndlambe Housing Sector Plan 2011

Table 26: Planned Projects

Project Name	Project Units	Project Type	Project Status
ALEXANDRIA	700	URBAN	Planning
MARSELLE	670	URBAN	Planning
HARMONEY PARK	50	URBAN	Planning
KENTON-ON-SEA	550	URBAN	Planning
PORT ALFRED	79	URBAN	Planning
BATHURST	500	URBAN	Planning
TRAPPERS VALLEY	50	RURAL	Planning

The total extent of land required for future housing is estimated to be a 386 ha which is approximately 11035 units

Table 27: Land required for future housing

Settlement	Ward	Future Housing Requirements-2020(2.4% growth)	Hectares Required
Port Alfred	7/8/9	8000	270Ha
Nemato Infill	8/9		
Alexandria			
KwaNonkqubela	1	784	30Ha
Wentzel Park/Phokoza	2	401	
Kenton-On-Sea/Marselle/Bushmans			
Ekuphumleni	4		

Bushmans Marselle Klipfontein	3	1606	60Ha
Boknes/Cannon Rocks	2	50	60Ha
Bathurst	5	629	25Ha
SeafielD/Trappers Valley	6	50	0.5Ha
Kasouga	4	No Municipal services rendered to the community apart from sewer tank	
Total		11035 units	386Ha

Source: Ndlambe Housing Sector Plan 2011

15.5 Land Reform and Restitution

The Reform and Restitution programme seeks to address the legacy of apartheid dispossession by returning the land to the original owners who were dispossessed of their land rights after 1913 in terms of racially-based law or practice.

The current status of land redistribution in the municipality outlined in the IDP (2012) shows that approximately 151702ha of privately owned land is available for redistribution. Thirty percent (30%) of this land, 45510ha has been targeted for redistribution. During the period 1994- 2008 approximately 4083ha had been redistributed which amounts to 9.8% of the of the target. Approxiamtely 41427ha of land still needs to be redistributed in the municipality (refer to Table 29)

Table 28: Land Redistribution Status and Targets

Local Municipality	Land Area	Total Exclusions	Remaining Land Available (White Owned)	30% Target	Land Redistribution 1994-2008	Remaining Target	%Achieved
Ndlambe	184064	32362	151702	45510	4083	41427	9.86%
District Managed Area	1328029	117324	1210704	363211	0	363211	0.00%
Totals	5824329.81	1099341.92	4724987.89	1417496.37	84105.56	1333390.81	6.31%

Source: Ndlambe IDP 2012

The following targets have been set for the municipality:

- 6000 ha to be distributed before 2014
- Average of approximately 1000 ha per annum between 2008 and 2014 to be redistributed
- Approximately 3220 ha per annum between 2015 and 2025 to be redistributed

The IDP further states that an estimated 693 beneficiaries have been supported through the land reform programmen on an area of approximately 4083 ha between 1995 and 2008. This represents 4.85% of land reform done in the Cacadu District. One of the major restitution settlements in the area was Harmony Park in Klipfontein.

The restitution process is governed by the Restitution of Land Rights Act, 994 (Act No. 22 of 1994) and Restitution takes the following forms:



- Restoration of the land from which claimants were dispossessed;
- Provision of alternative land; or
- Payment of compensation; or
- Alternative relief including a combination of above mentioned; or
- Budgetary assistance such as services and infrastructure

Priority must be given for access to state resources with regard to housing and land development programmers.

16 BULK INFRASTRUCTURE SERVICES

16.1 Water

Ndlambe Municipalities like most municipalities in the Cacadu District is a water scarce area. The Albany Coast Assessment (ACA 2008) a study commissioned by the Department of Water Affairs to assess the water situation of the municipality and identify possible mitigation measures for the water problem, indicated that the main cause of periodic water supply problems to the region is mainly - inadequate resources, poor water quality and insufficient capacity of their bulk supply infrastructure.



The future development of the municipality is largely reliant on the provision of adequate water. Measures have been taken by the municipality to mitigate the water problem through:

- Provision of boreholes
- Rain water harvesting
- Water abstraction from the Fish River and surrounding catch
- Current EIA for a Regional Bulk Water Scheme Project from the Fish River to augment water supply

A number of underground bore-holes in Cannon Rocks supply water for both Cannon Rocks and Boknesstrand. These bore-holes will supplement the existing water supply to Alexandria from December 2013.



Figure 17: Rainwater Harvesting

16.2 Waste Disposal

There are nine waste disposal sites in the municipality, however only one site, in Port Alfred has a permit. The status of the site in Kasouga is not determined this is most likely due to the fact that it is a private residential area which managed its own services. There is an urgent need for the sites to have proper permits to prevent negative environmental impacts. There was a general feeling during the public participation process that the current waste disposal sites are either poorly located, or too close to residential areas, or inadequate to cater for existing and future demand or inadequately maintained. Research needs to be done on the capacity of existing sites to determine possible relocation or expansion of the facilities

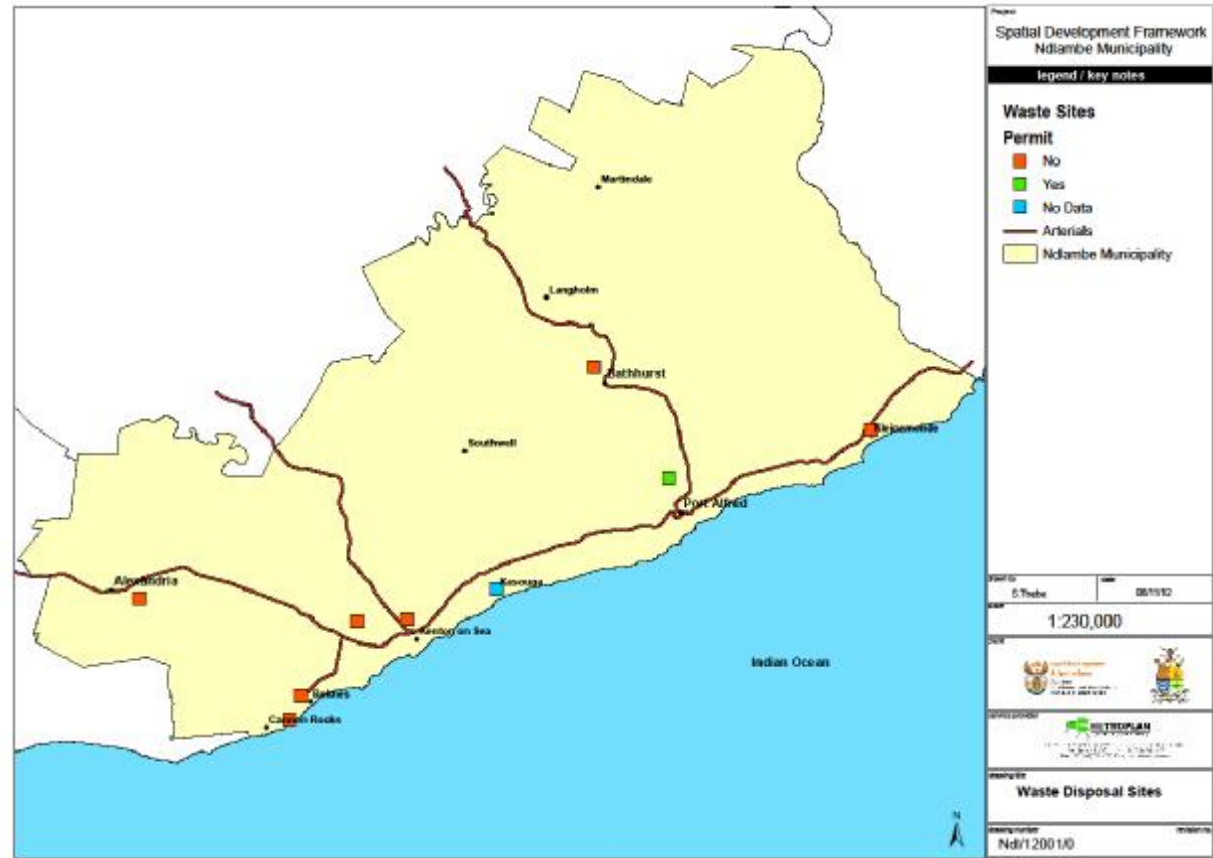


Figure 18: Waste Disposal Sites

16.3 Roads

The R72 is the main transportation, economic and access route in the municipality. It is a coastal route and an alternative to the N2 which is inland from PE to EL. It provides access to tourist, agriculture, transport and freight traffic, and supports the movement of services, goods and people



between cities. The R72 is also identified in the PSDP as an important passenger corridor with an average of 3300 vehicles per day in the Alexandria area. The upgrading and regular maintenance of the road is an important part of the economic sustainability of the region.

There is a network of link roads which come off the R72 connecting the various towns these include the R67 to Bathurst which proceeds to link with the N2 and provides access to Grahamstown, the R343 to the N2 via Salem and the T1 to Boknes and Cannon Rocks. The municipality also has gravel roads that give access to surrounding farming communities and villages.

The road network of the municipality is approximately 620 km , which consists of 453.6km gravel and 167km surfaced roads. Most of the roads in the area are in a poor condition and need upgrading especially those within the urban centres and those leading to surrounding farms. The roads to and from farms are in a poor state of repair and tis impacts the transportation of goods and services between the farming area and urban area/ it affects the quality of agricultural produce.

16.4 Public Transport

16.4.1 Mobility

The 2007 Community Survey does not have data on mobility. The analysis will therefore be based on data from Census 2001 and will be updated with the Census 2011 information when it is available.

In 2001 half of the population (50%) in the municipality did not indicate their mode of travel. This could mean that they use unconventional methods of mobility which cannot be classified or they have no reason to travel because they are unemployed. A large number of people (37%) travelled on foot. This suggests a prevalence of pedestrians which calls for the provision of pedestrian friendly environments, facilities and walkways for easy access. Over 5% travelled as passengers in a car and only 3.8 % use cars.

Table 29: Mode of Travel

Mode of travel	Persons	%
Not applicable	27,924	50.3
On foot	20,705	37.3
By bicycle	129	0.2
By motorcycle	141	0.3
By car as a driver	2,098	3.8
By car as a passenger	2,840	5.1
By minibus/taxi	1,138	2.1

There was



limited public transport usage only 3% of the population used public transport. The dominant form of public transport was minibus taxis which was used by 2.1% of the population. The lack of public transport use in an area with low vehicle ownership indicates that the system is either inefficient or too costly and people prefer to walk.

Most public transport available operates within the major towns with limited inter-town routes. A few major towns have public transport

Town	Public Transport Facility	Operational	Condition
Port Alfred	Yes	Yes	Active, with limited Space for expansion
Alexandria	Yes	No	Partly used, not visible and lacks facilities (shelter, ablution facilities, lighting, not accessible from R72
Kenton-on-Sea	No	N/A	n/a
Bushmans river mouth	No	N/A	n/a
Cannon Rocks/Boknes	No	N/A	n/a
Bathurst	Yes	No	Derelict facilities and shelters, not utilised but accessible and situated near a potential node

facilities and most are not being used and /or are not well maintained most areas have inadequate or no bus shelters and commuters are exposed to during harsh weather conditions. The poor road conditions and access roads to surrounding areas has also impacted negatively on the provision of public transport.

Table 30: Public Transport Facilities

16.4.2 Rail

The municipality has two railway networks, the Alexandria rail from Port Elizabeth and the Port Alfred rail from Port Alfred to Grahamstown. The use of rail in the municipality has reduced significantly and this is attributed to the decrease in the use of rail freight and the subsequent increase in the use of road freight.

Opportunities however exist to utilize the existing rail systems in Alexandria and Port Alfred for:

- Tourism opportunities such as the Apple Express in NMBM
- Industrial and Freight purposes, in light of the IDZ in NMBM and existing agricultural sector
- Passenger trains between Port Alfred and Grahamstown and beyond.

- Lack of agricultural and extension services

17 AGRICULTURE

Agriculture has been the main economic driver in the municipality but the sector is currently experiencing a decline evidenced by the declining Gross Value Added (GVA) for the sector in the past few years. This has been attributed to competition with cheap imports from the east and high cost of production. The main agricultural products produced in the area are Pineapples, Chicory, Dairy, Crop and Beef production. South Africa is the second largest producer of Chicory in the world after France (PSDP) and Ndlambe is the only producer of Chicory in the country. The Chicory SA plant is situated in Alexandria.

The PSDP indicates that the major challenge to the expansion of agricultural developments in the municipality is the availability of land. The majority of agricultural land is in private ownership. Other facts impacting on agriculture include:

- Lack of water for irrigation
- Poor access roads for marketing and transportation of produce
- Intensive labour/production versus profitability
- Importation of cheap goods and services eg Chicory, Pineapple

18 TOURISM AND HERITAGE CONSERVATION

Ndlambe municipality is part of the Sunshine Coast tourism route that stretches from Port Elizabeth to East London. Tourism in the area is mostly domestic tourism with limited international tourists. The proliferation of game farms and safaris is however causing a rise in international tourists. Tourism in the municipality is characterised by resorts, leisure, cultural and Heritage, game farms/reserves, hiking, water sports and farm based agriculture. The main tourist attractions are the coastal resorts along the Sunshine coast, Addo Elephant Park, Nature Reserves, Game Farms and attractive beaches and estuaries.

Most towns have tourist related facilities such as Bed and Breakfasts, restaurants, hotels, camping grounds/sites, caravan parks, hiking trails, horse riding trails and resort facilities. There is also growing increase in game farming which is attracting international tourists, there is potential to tap into this market through the inclusion of local site seeing tours to townships and heritage sites.

Sports activities such as Kate surfing are becoming a tourist driver in areas such as Cannon Rocks and Boknes

Ndlambe has significant heritage assets most of which are unknown and/or have not been enhanced.

Heritage sites found in the area include:

- Oribi Custodian – a South African natural heritage site for the conservation of the Oribi Antelope.
- Diaz Cross Heritage Site
- Woody Cape Nature Reserve
- Addo Elephant Park

Heritage conservation can be used to enhance tourism development in the municipality. Heritage assets include

- Places, buildings, and structures of historical or architectural significance.
- Historical settlements
- Landscapes and natural features
- Graves, burial grounds and battle sites
- Heritage sites: Natural areas, Monuments etc
- Shipwreck sites along the coastal areas eg Cannon Rocks



Figure 19: Architectural Heritage



Bathurst Toposcope



Source: *Kenton-on-sea Rotary Club website*
Figure 20: Heritage Sites (Diaz Cross)



Source: *Kenton-on-sea Rotary Club website*
Figure 21: Natural Heritage

19 VISION

The broad vision for Ndlambe municipality is to create a sustainable “green” municipality which functions as an economic hub servicing East London and Port Elizabeth, and a major eco-tourism and agricultural region.

20 PLANNING PRINCIPLES

The SDF for Ndlambe is guided by the following principles.

20.1 Accessibility

Accessibility relates to the construction and upgrading of roads and the provision of efficient public transport to enable movement of people between settlements and improving connectedness to surrounding towns in the region. The roads in the municipality are in a poor condition and need resurfacing and upgrading more so those within the towns and settlements, and those leading to and from the surrounding farms.

Accessibility also entails creating an enabling movement for non motorized traffic and pedestrians since a large number of people in the municipality do not own private vehicles. The location of facilities must be within a “walkable distance”. The acceptable walking distance to

access facilities and services is not more than 2km, preferably 400 – 800metres.

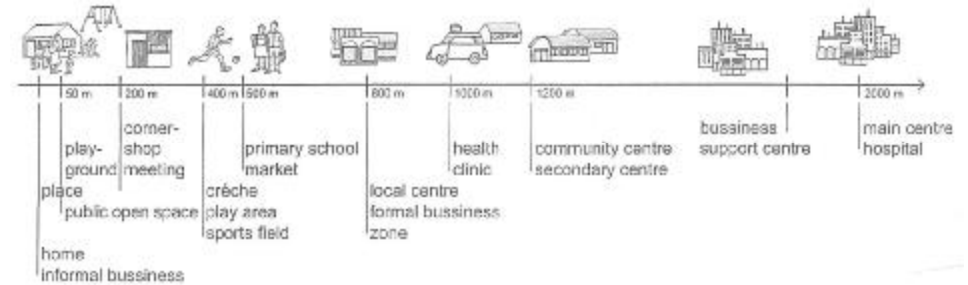


Figure 22: Hierarchy of Services

- Accessibility in the municipality will be improved through:
- Providing new roads to improve connectedness where feasible and necessary.
- Upgrade of existing roads in various towns and settlements as well as linking roads between towns and surrounding farms and settlements.
- Provision of pedestrian walkways and linkages along public transport routes
- Provide effective public transport facilities
- Facilitation of public transport to surrounding towns and rural areas
- Provision of adequate signage and gateways to improve legibility.
- Provide nodes and special places within ‘walkable’ distances of existing services to do away with the need to travel



Figure 23: Provide for pedestrian movement

Promote mixed use development

Mixed use development enables different land uses to be situated in proximity to each other, improve social and functional integration, and to create efficient settlements. Mixed uses are best located along activity corridors and strategic nodes to take advantage of available resources, infrastructure and adjacent threshold population.



Figure 24: Example of Mixed use development

The spatial development of most towns in Ndlambe municipality still resembles that of the apartheid era and lacks integration. Low income residential areas are situated on the peripheries of the towns far from economic opportunities and services in the CBD and or are physically separated by distance from each other.

Mixed use developments must be promoted in the identified nodes, corridors and gateway precincts. The type of development envisaged in these areas will include a combination of residential, commercial and retail development and in some cases community facilities and social spaces and public squares.

Mixed Use Development will be focused along activity Corridors (e.g. R72) and Strategic Nodes (eg CBD, Neighbourhoods/Townships and Suburban Centres etc).

20.2 Promote densification and infill

Densification aims to create a more compact and efficient settlement, and improve accessibility to work, services and job opportunities for its residents as people will be located closer to the urban centre.

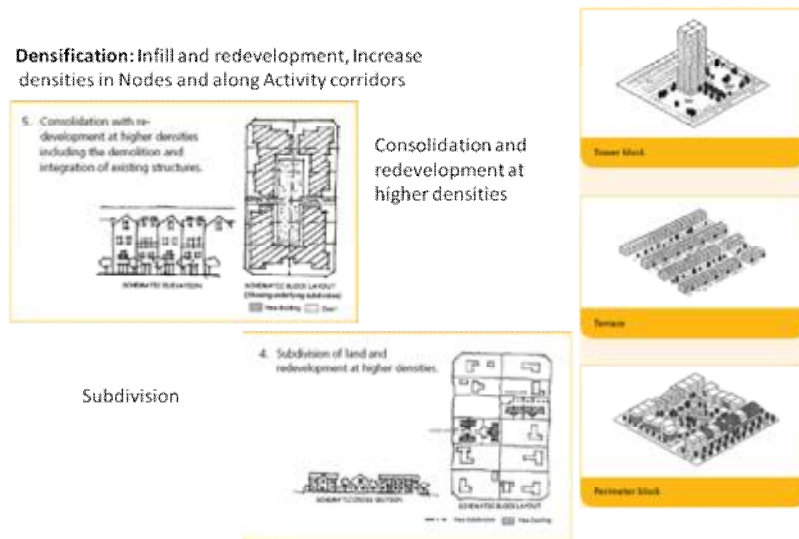


Figure 25: Examples of Infill and Densification

Densification can be achieved through

- Mixed use development (residential, business, commercial on one site/building)
- Reduced erf sizes
- Alternative housing types and designs (double storey etc) and design
- Infill development (developing on vacant land within the settlement edge).
- in-situ upgrading of informal areas



Figure 26: Informal Settlements In-situ upgrading



Figure 27: Example of Densification

Table 31: Impact of Densification

Impact of Densification	
Compact	Walkable distances between house & centre
Mix of Clustered Use	Access services during one trip, 24hour activity, etc
Interconnectedness	Pedestrian connectivity is generally high
Mix of Housing Types	Choice, range and variety of typology
Higher Density Close to Centres	Most desirable places accommodate most people
Improve Safety	Street surveillance

20.3 Environmental Systems Management

Ndlambe municipality has vast natural resources which include rivers, estuaries, nature reserves/protected area and a coastline with blue flag beaches. It is also situated in one of the World’s Biodiversity Hotspot. These natural resources form a major part of the tourism industry in the area and it is important that they are managed and supported to ensure sustainability. This can be achieved through the following:

- Promote integration and interconnectedness between the green corridor and passive and active open spaces
- Identify areas for conservation (“no-go” areas)
- Promote the protection of river courses, “blue ways” , and flood plains.
- Create buffer zones along the rivers to protect the river banks and riparian zones
- Establish coastal setback line guidelines

20.4 Promote Local Economic Development

Local Economic Development (LED) is crucial in assisting to improve the livelihoods of people and to promote the growth of local industries. Local Economic Development in the area can be promoted through a variety of ways such as:

- Urban Agriculture or home-based farming on vacant arable land in the towns/settlements.

- Commercial Agriculture
- Promote informal business opportunities in the CBD areas of the towns and in various nodes and public transport facilities.
- Small scale business support through the provision of SMME Hives and institutional support
- Employment creation through strategic partnerships (public, private)
- Enterprise Development and Skills Training
- Maximise use of local resources and opportunities with comparative advantage for each town/settlement.

20.5 Node and Corridor Development

National legislation and policy states that all spatial planning must include corridors and nodes of mixed use development. Corridor development is a concentration of development (residential, business, commercial, social etc) along an activity route. These activity corridors are characterized by higher residential densities and mixed uses and are viable public transport routes. Nodal developments constitute intensification of uses or development at strategic points or locations along the corridors. They are in effect focus areas for urban growth promote local economic development. It is important that nodes are situated in areas with the potential of increased uses to ensure their

viability.

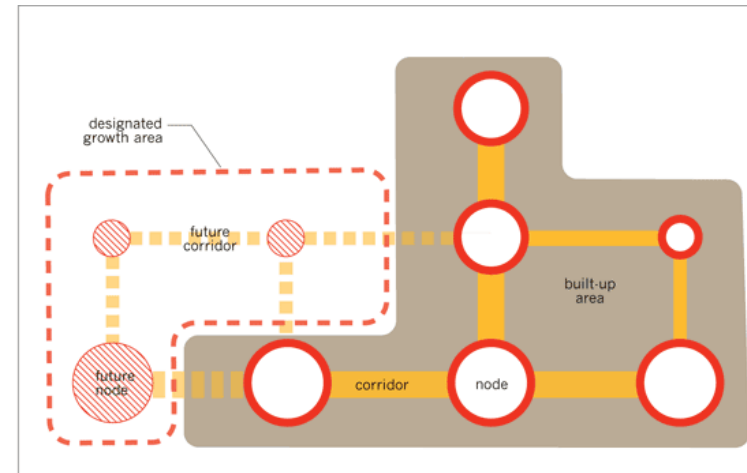


Figure 28: Illustration of Nodes and Corridors

The SDF identifies nodes and activity corridors in the area to be developed as part of CBD Upgrade and/or Township Regeneration, and promotes economic linkages with surrounding towns and the region as illustrated in Fig 19 above.

20.6 Create Sense of Place and Special Places

Sense of place and special places create identify and legibility for an area or settlement. Sense of place is broadly defined as



“ a ‘complex of intangible characteristics of place that make it attractive to actual and potential residents and influences their behaviour in observable ways” (Bolton:1992:193 cited in Worthington:2000:349).

The natural and built characteristics of towns and settlements can be enhanced and promoted to improve legibility. This can be achieved through:

- Gateways and entry points should be defined and also contain nodes.
- Major public places and amenities should be located along and at the intersection of the main routes.

21 OBJECTIVES

The SDF for Ndlambe is intended to function as a strategic, indicative and flexible forward planning tool, to guide decisions on the use of land and land development in the municipality taking into account the rural area

The main objectives are therefore to

- align the SDF with the IDP review process
- provide a strategic document that gives clear direction for the future growth of the area
- promote integrated and sustainable development
- set out a basic framework for the development of a land use management system in the municipality;
- identify programs, interventions and projects for the development of land within the municipality;
- set out a capital investment framework for the municipality's development programs within a prioritisation matrix (Prioritised list of development interventions and spatial locations);
- provide an analysis and clarification of how sector departments will implement the SDF;
- contain a strategic assessment of the environmental impact of the SDF

22 THE OUTCOMES APPROACH

In 2010 the government approved 12 Outcomes as the key focus area of its work until 2014. These outcomes have a set of outputs which assist in measuring performance. Each output is linked to a set of activities that will help achieve the targets and contribute to the outcome (DRDLR 2013) The Ndlambe Municipality SDF will implement the following outcomes as part of the targets for the Eastern Cape Province

22.1 Outcomes 7

Outcomes 7 aims to achieve “vibrant, equitable and sustainable rural communities”, this can be achieved through the outputs outlined in Table1 below

Table 32: Outcomes 7 Policy Focus Areas

Outcomes 7: Outputs
<ul style="list-style-type: none">• Output 1: Sustainable agrarian reform with a thriving farming sector• Output 2: Improved access to affordable and diverse food• Output 3: Improved rural services to support livelihoods• Output 4: Improved employment and skills development opportunities• Output 5: Enabling institutional environment for sustainable and inclusive growth

22.2 Outcomes 8

Outcomes 8 relate to the provision of Sustainable Human Settlements through the outputs highlighted in Table 2 below.

Table 33: Outcomes 8 Policy Focus Areas

Outcomes 8: Outputs
<ul style="list-style-type: none">• Output 1: Upgrading 400 000 units of accommodation within informal settlements• Output 2: Improving access to basic services• Output 3: Facilitate the provision of 600 000 accommodation units within the gap market for people earning between R3 500 and R12 800 <p>Output 4: Mobilisation of well located public land for low income and affordable housing with increased densities on this land and in general</p>

22.3 Outcome 10

The focus of Outcomes 10 is the “protection and continual enhancement of Environmental Assets and Natural Resources” as outlined in Table _

Table 34: Outcomes 10 Policy Focus Areas

Outcomes 10: Outputs
<ul style="list-style-type: none">• Output 1: Enhanced quality and quantity of water resources• Output 2: Reduced greenhouse gas emissions, climate change impacts and improved air/atmospheric quality• Output 3: Sustainable environmental management• Output 4: Protected biodiversity

23 CHALLENGES FACING NDLAMBE MUNICIPALITY

The challenges facing the municipality are summarised per town below

23.1 Alexandria

- CBD upgrade and revitalisation
- Land for housing, Agriculture (commonages, commercial farming), industries, social and recreation facilities
- Housing provision: Social and Gap Housing
- Infrastructure upgrade
- Disaster management: Flooding in Kwanonqubela
- Inadequate services mostly water supply
- Promote sustainable 'green' development
- Job creation
- Impact of Game Farms, potential for job creation and tourism
- In and out migration: managing rural-urban migration

23.2 Kenton/Bushmans/Marselle

- Access to financial information of Municipality: to determine available funds for development
- Manage fast growth of area: inadequate infrastructure; inability to maintain area, deal with additional housing development and rural-urban migration e.g Ekuphumleni- burst sewerage pipes, rubbish piled up, graveyards not cleaned, etc.

- Education facilities: Inadequate education and skills training facilities; in migration and new development putting pressure on existing facilities.
- The Municipal dump site is in a very poor condition, incapable of managing towns waste. Develop sustainable waste management strategy, upgrade facilities, licence facility etc.
- Stormwater management: Marselle and Klipfontein often get flooded
- Infrastructure Upgrade: Roads (more so to farming areas) are in a poor condition and this is affecting production & delivery of produce, sewerage. Upgrade R72 badly degraded not adequately maintained.
- Decline in agriculture: Due partly to cheap imports (Chicory, Pineapple), Alien vegetation expansion (impacts water control and usage). Resulted in Rural –Urban migration (farm worker houses left vacant)
- Tourism potential: revive rail system (steam engines) e.g. as a novel tourist facility and to provide alternative public transport.
- Improve ambulance services
- Public Transport: Lack of reliable, affordable public transport to Grahamstown. No direct route from Peddie or East London.
- Housing Situation: lack of state/municipal land for housing, long waiting list for low cost housing, urgent need for upgrade of informal areas and provision of amenities



- Land for Housing:
 - Erstwhile Buffer zone in Marseille- currently occupied by informal housing, needs to be made available for housing (public participation required to release land)
 - Undeveloped Schools and other vacant sites suitable for housing development need to be investigated
- Need fire protection services: current services are in Port Alfred (30km away). Upgrade fire station in Bushmans River (central)
- Proposed Projects:
 - Bulk Water System
 - Upgrading of R72(Fish River to Alexandria)
 - Agricultural projects (where land has been secured)
 - Provision of renewable energy (solar heaters etc)
 - Revitalisation of Steam Engines (freight/ cultural/ public transport)
- Environment: protect river systems, reduce sewerage flows into the river system by upgrading infrastructure
- Tourism: a source of job creation (township tours, guesthouses). Develop a significant tourism destinations. Marketing and branding campaign (annual sports events, air-shows). Develop areas along R72 to attract passing traffic
- Agricultural Development: Major job creator, no grants to sector for disadvantaged communities.
- Urban Agriculture issues:
 - Stray animals in residential areas- health and safety hazard
 - High cost of land - too expensive to acquire for livestock
 - By-laws for keeping livestock in urban areas not being implemented (sensitive issue), Establish co-operatives to run livestock farming
 - Grow own grazing via hydroponics to increase carrying capacity of land
- Land required for Cemeteries
- Undertake a municipal Land Audit: Unclear on what land is owned by municipality that can be used for development
- Lack of bulk water: has impacted negatively on property investment, tourism and local investment

23.3 Port Alfred

- Provision of Institutional and Community Facilities: No additional schools, no sports fields in Thornhill, undeveloped school sites have been sold for alternative development and led to the shortage of schools (has led to overcrowding and children having to travel far to attend schools outside of area)
- Densification of CBD:
 - address impact of lack of parking and potential congestion
 - proposals to note: low-lying CBD area which is consequently subject to flooding



- must take into account current character of area and visual impact
- Protection of heritage assets
- Concern was raised about the location of Student accommodation in low density residential area. It is not sustainable because:
 - Lack of infrastructure, facilities (pedestrian routes, lighting, leisure & entertainment)
 - Relocate tertiary institution to periphery of town (e.g. close to air school, land adjacent to Rosehill Mall) – pros and cons of this suggestion were debated further
 - Provide a University Zone in Scheme
- Update Town Planning Scheme to reflect changing needs of area
- DFA Principles: High density development may impact on crime, safety and security
- Locational advantage:
 - Halfway between Port Elizabeth and East London
 - Utilise airfield and air school to bring tourists
 - Develop tourist travel packages for area
 - Upgrade rail link to Grahamstown for freight and public/tourist transport
 - Upgrade airfield

- Infrastructure backlog: Inadequate water, sewerage, electricity etc. is impacting on development. Poor maintenance, lack of funding

23.4 Bathurst

- Agricultural Development:
 - Upgrade agricultural show grounds for tourism
 - Promote farming museum (lack of funding)
- Provision of recreational facilities: Sports facilities (soccer, cricket, rugby fields)
- Housing: In-situ upgrade of informal settlements
- Urban Agriculture issues:
 - Stray animals in residential areas- health and safety hazard
 - Implementation of By-laws for keeping live-stock in residential areas
- Tourism:
 - Revitalisation and upgrade of Toposcope area
 - Marketing and branding of town as a tourist destination
 - Proximity to Grahamstown and Port Alfred
- Infrastructure Upgrade:
 - R67 from Port Alfred to Grahamstown degraded (more so in CBD)



23.5 Kleinemonde/Fort 'd' acre/Fish River

- Infrastructure Upgrade: services are old and inadequate, no water-born sewerage
- Re-evaluate expansion of area: new development putting pressure on existing services
- Evaluate previous SDF: What is the status of the proposals in the plan? What has/has not been implemented by each municipal department? Need to address short/medium term issues.
- No public cemetery in the area
- Job Creation: through infrastructure upgrade, develop light and support industries for Port Alfred
- R72 road upgrade: Liase with SANRAL
- Railway Station upgrade
- Inadequate water resources: affecting tourism growth and demand
- Housing: no need for worker accommodation due to unsustainable jobs
- Upgrade of public beaches: parking, road access, ablution facilities etc
- Review current place presentation of area
- Fish River Needs:
 - Sustainable use of indigenous medicinal plants by traditional groups i.e. sustainable use of medicinal plants etc
 - Provide camping facilities
 - Fish River Campsite: peak season demand impact on water and sanitary resources, resultant impact on environment

23.5.1 CannonRocks

- Predominantly a retirement town
- Need local SDF to address local issues
- No cemetery due to prevalence of boreholes. Commission studies for a suitable location.
- Infrastructure Upgrade: Road from Alexandria to Boknes is a priority link
- Need to conduct a population survey to establish population figures and growth dynamics

23.6 Kasouga

- Upgrade of area to a growth point is viewed as not being sustainable at this point in time
- Area has its own services and is privately owned and run.



24 PROPOSALS

24.1 Policy Intent

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth areas
PURPOSE	<p>Policy Intent</p> <ul style="list-style-type: none"> Mixed Use Centre for day to day use Attract passing traffic Reduce need to travel out of residential area, promote local buying & LED Improve legibility <p>Policy for Nodal development should:</p> <ul style="list-style-type: none"> Maximise locational advantage Recycle derelict land and buildings Promote land use intensification through infill Improve public realm and security and image Develop facilities for LED to attract potential customers that would ordinarily pass through the nodes Develop outward facing and multilevel structures to introduce attractive and varied urban form in an otherwise low level and sterile environment. 	<p>Policy Intent</p> <p>Corridors :</p> <ul style="list-style-type: none"> Are best location for transit related uses, mixed use nodes and activity streets and higher density residential development Address decentralised and distant townships Low density development in well located land and inner city areas Promote orderly development along areas with best public transport facilities Create linkages between nodes 	<p>Policy Intent :</p> <ul style="list-style-type: none"> develop vacant land and allow large sites to be subdivided Increase number of people living in current low density areas Improve access to well located land Improve City efficiency Increase local population threshold opportunity for integration and restructuring of settlement patterns Better use of land and services and locational advantages introduce varied typologies and tenure develop "walkable" Settlements 	<p>Policy intent:</p> <ul style="list-style-type: none"> determine settlement/urban edge to manage growth of settlement through higher density development reduce urban sprawl and encroachment of development into potential agricultural, biodiversity and conservation areas. restructure built up area and promote land use and social integration. create transition areas along urban edge to manage change in development intensity 	<p>Policy Intent:</p> <ul style="list-style-type: none"> protection of natural resources natural assets and biodiversity from degradation, contamination and extinction. Protect heritage assets 	<p>Policy Intent:</p> <ul style="list-style-type: none"> designate future growth areas strategic areas for public and private investment promote infill , redevelopment and intensification



24.2 Port Alfred

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth areas
PORT ALFRED	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • CBD is the dominant Node with Rose Hill Mall the main suburban decentralised mall • Poor use of waterfront and buildings most of which turn away from Kowie River. • Lack of well developed public concourse and passageways along Kowie River prevents use of waterfront to attract urban amenities and entertainment along water edge • Beaver Node on R72 is a gateway to Port Alfred and main stop on R72 • Lack of Nodes in Nemato and Station Hill. No developed Nodes in Thornhill. Potential nodes in townships are weak, have poor urban design, buildings are disjointed and there is lot of derelict land and buildings <p>Policy Proposals:</p> <ul style="list-style-type: none"> • Northern Extension to the CBD to strengthen area, promote urban renewal and improve link to and from water edge • Upgrade Jauka Hall Node as a Gateway Node into Nemato 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • Limited corridors as areas are fairly close to each other • use of public transport limited due to short walking distances and lack of threshold population • Lack of non-motorised facilities to serve the large number of pedestrians • take advantage of passing traffic along R72 Nodes along the roads between the various town and settlements in Ndlambe are ideal for densification to maximise on location and visibility and mobility <p>Policy Proposals:</p> <ul style="list-style-type: none"> • Infill and densification on nodes along R72 • densification and development of nodes on vacant and under-utilised land along R67 to Bathurst 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • West Bank has large erf sizes and vacant land that is ideal for orderly densification • Vacant land pockets either side of R72 around Rosehill Mall best utilised for residential infill to support Mall, restructure the settlement and promote integrated development • Vacant land along R34 to Bathurst in Station Hill and Nemato that is ideal for densification and infill for Social/Rental Housing <p>Policy Proposals</p> <ul style="list-style-type: none"> • Adopt 30 units/ha as minimal density for all residential development (preferable 50 60 units/ha to increase overall settlement density) • In-situ upgrading of informal settlements at high density • Promote development of CRU & Social Housing 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> • increased demand to amend urban edge to include developments outside of the edge • significant vacant and under-utilised land within the urban edge with potential for development • predominance of low density development <p>Policy Proposals:</p> <ul style="list-style-type: none"> • infill development on vacant land within the urban edge. • intensification of uses in nodes and along corridors (CBD, Gateways) • residential densification on through subdivisions and multistorey development to promote a compact town 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> • The Kowie river is a major structuring element of town • Kowie river estuary is a significant natural resource • Kowie Nature Reserve is a protected area and is situated within the urban edge • Ndlambe falls within the Albany biodiversity hotspot <p>Policy Proposals:</p> <ul style="list-style-type: none"> • protect Kowie river edges from development • limit development on critical biodiversity areas. • promote low key tourism related development 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> • under-utilised strategic vacant land within the urban edge, nodes, industrial area, and Thornhill • limited mixed use and intensification <p>Policy Proposals:</p> <ul style="list-style-type: none"> • Future industrial area around the air school • Provision for the expansion of industrial area on eastern gateway along R72 • Future mixed use and gateway nodes, activity strip the R72 and R67 • amendment of urban edge north of Thornhill



	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth areas
PORT ALFRED	<p>Policy Proposals:</p> <ul style="list-style-type: none"> • Improve water front edges through beautification, planting, paving, recycling of buildings for entertainment and commercial development, relocate use that don't compliment water front, etc • Strengthen eastern gateway node at intersection of R72/R34 and promote development of mixed use(higher density residential development, commercial and clean industry) , good signage, improve public realm improvements public realm • Upgrade Station Hill Node adjacent to Education Facilities, upgrade street leading to and from the node and link facilities through design intervention and sharing of land , space and parking, etc • Upgrade and Extend Beaver Node along R72 as part of the extension of Port Alfred CBD Mixed Use/Activity Strip. Densification and land use intensification between CBD and Beaver Node both sides of the R72 (400- 800m on both sides of the R72). 	<p>Policy Proposals:</p> <ul style="list-style-type: none"> • Upgrade Main Roads through Nemato 	<p>Projects to create integrated settlements contribute to restructuring the urban settlement</p>			

24.2.1 Port Alfred Focus Areas

PORT ALFRED CBD UPGRADING AND EXPANSION



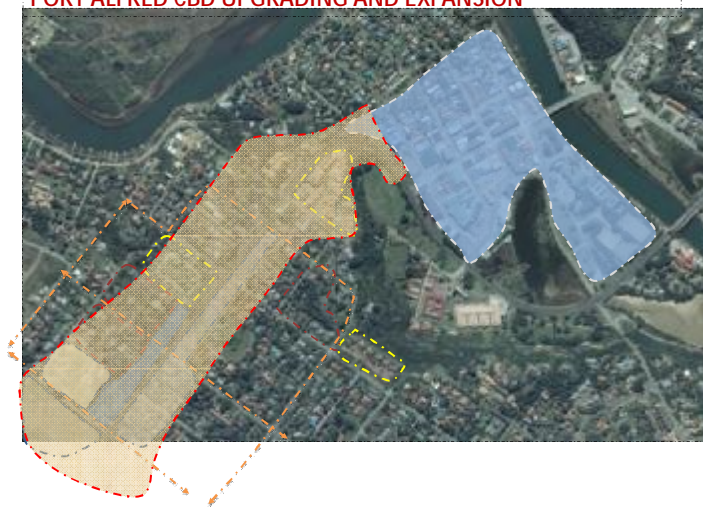
PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD UPGRADING AND EXPANSION





PORT ALFRED CBD EXPANSION & WATERFONT ENHANCEMENT



PORT ALFRED EASTERN GATEWAY NODE



24.2.2 Alexandria

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth Areas
ALEXANDRIA	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> Alexandria CBD node lacks vibrancy, has incoherent uses and under-utilised buildings expansion limited by topographical constraints characterised by low density development and vacant land KwaNonqubela has a poor, underdeveloped node. The node is characterised by vacant land, derelict buildings and poor public transport facilities (lack of parking and signage) and public realm requires upgrading. The nodes in Alexandria are under developed, disconnected to each other <p>Proposals:</p> <ul style="list-style-type: none"> Expansion and revitalisation of Alexandria CBD node and promote compatible mixed uses Redevelop and strengthen kwaNonqubela Node 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> R72 the main transport route through Alexandria CBD fast vehicular movement along R72 limits potential of corridor Pedestrian and vehicular conflict along the main road into kwaNonqubela poor pedestrian environment and public realm. low density development in CBD and kwaNonqubela nodes poor quality internal and link roads take advantage of passing traffic along R72 Nodes along the roads between the various town and settlements in Ndlambe are ideal for densification to maximise on location and visibility and mobility 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> there are large pockets of vacant and undeveloped land within the urban informal settlements in kwaNonqubela need upgrading urban sprawl and lack of integrated residential areas <p>Proposals:</p> <ul style="list-style-type: none"> Adopt 30 units as minimal density for all residential development(preferable 50 60 units to increase overall settlement density In-situ upgrading of informal settlements at high density Promote development of CRU & Social Housing on vacant land 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> low density development within urban edge vacant and undeveloped land within urban edge <p>Proposals:</p> <ul style="list-style-type: none"> promote Infill development and densification within urban edge promote intensification of uses in nodes and transit zones discourage informal settlement expansion into valuable agricultural land near east of kwaNonqubela 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> Ndlambe falls within the Albany biodiversity hotspot Potential agriculture land in and around the settlement edges Environmentally Sensitive area south of KwaNonqubela <p>Proposals:</p> <ul style="list-style-type: none"> amend urban edge to protect agricultural land create 500m buffer zone around water treatment works 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> limited public land for future development potential land for development situated outside the urban edge <p>Proposals</p> <ul style="list-style-type: none"> amend urban edge north of Wentzel park and south of kwaNonqubela (along Boknes road)to enable future residential development amend urban edge south of kwaNonqubela to enable future industrial development expansion of industrial zone north of the CBD along R343



	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth Areas
ALEXANDRIA	<p>Proposals:</p> <ul style="list-style-type: none"> • create gateway nodes on entrance and exit points along the R72, to create a sense of place, increase visibility and promote intensification • create local nodes in kwaNonqubela and Wentzel park to provide services and resources at walkable distances 	<p>Proposals</p> <ul style="list-style-type: none"> • Upgrade R72 and main road into kwaNonqubela into activity corridors • introduce traffic calming measures along R72 corridor to make it more effective • create pedestrian friendly environment along roads, street lighting, furniture 	<p>Proposals:</p> <ul style="list-style-type: none"> • Infill development north of CBD for integrated housing • FLISP/GAP/CRU Housing projects in Alexandria 		<p>Proposals:</p> <ul style="list-style-type: none"> • Control South-Western expansion of KwaNonqubela into the environmentally sensitive area • Commission detailed environmental studies to actually determine “no go” areas for development 	<p>Proposals:</p> <ul style="list-style-type: none"> • Promote infill • Extension of CBD • Improve gateway node

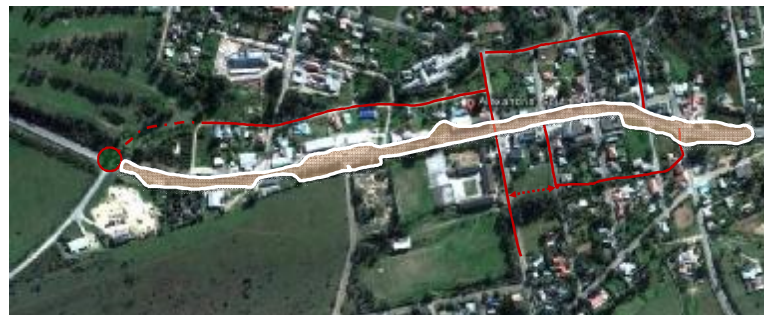
24.3 Alexandria Focus Areas

UPGRADE & STRENGTHEN ALEXANDRIA CBD –R 72 GATEWAY

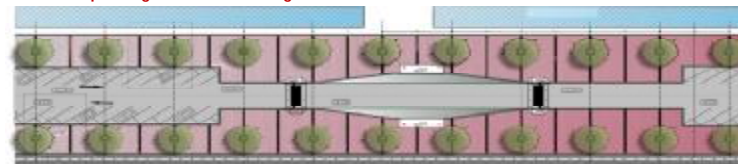


Harsh Environment: Car Dominated, Unattractive Gateway, Pedestrian-Vehicular Conflict, CBD Sprawl, poor lighting, unattractive outdoor places that fail to attract passing traffic, low bulk/building density, vacant underutilised land, low residential use, limited space for CBD expansion, etc

UPGRADE & STRENGTHEN ALEXANDRIA CBD –R 72 GATEWAY



CBD Revitalisation: Traffic Calming, Create safe pedestrian crossing areas, develop parallel road system, extend CDB either side of R72, formalise lay bye areas for public use, rationalise parking, lane widths, alignments, etc





ALEXANDRIA URBAN AGRICULTURE



24.4 Kenton/Bushmans

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth areas
KENTON/BUSHMANS/MARSELLE	<p>Status Quo Summary;</p> <ul style="list-style-type: none"> • Kenton on Sea CBD located a distance away from R72 and is unable to maximise on passing traffic. Huge potential for redevelopment within CBD on under-utilised land and buildings, improvement of facilities and streets upgrading which may increase threshold population and activity • R72 intersection has great potential to develop and node for passing traffic and integrate Kenton & CBD with adjacent Ekuphumleni Township. Develop gateway node into Kenton CBD • Bushmans/Marseille Node too low key to attract passing trade, meet local retail and commercial and amenity needs • Service land still undeveloped creates opportunity for infill development 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • Limited corridors as areas are fairly close to each other • use of public transport limited due to short walking distances and lack of threshold population • Require non-motorised facilities to serve the large number of pedestrians • poor roads and linkages in townships • Attract passing traffic along R72 • Nodes along the roads between the various town and settlements in Ndlambe are ideal for densification to maximise on location and visibility and mobility <p>Proposals:</p> <ul style="list-style-type: none"> • Infill and densification on nodes along R72 • densification and development of nodes on vacant and under-utilised land in Marseille 	<p>Summary:</p> <ul style="list-style-type: none"> • Low density development in Marselle, Bushmans and Klipfontein • large tracks of vacant undeveloped land in Marselle and Klipfontein suitable for infill • informal housing around Ekuphumleni and at entrance to Marselle. • undeveloped school sites have potential for infill residential development • Land Assembly challenges <p>Proposals:</p> <ul style="list-style-type: none"> • Adopt 30 units as minimal density for all residential development (preferable 50 60 units to increase overall settlement density) • In-situ upgrading of informal settlements at high density • Devolve State land to Municipality 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> • low density development within urban edge • vacant undeveloped public land within urban edge <p>Proposals:</p> <ul style="list-style-type: none"> • promote Infill development and densification within urban edge • develop coastal edge and/or setback lines to protect coastal areas and promote natural processes 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> • Ndlambe falls within the Albany biodiversity hotspot • Bushmans and Kariega rivers and Estuaries major structural elements of towns <p>Proposals</p> <ul style="list-style-type: none"> • create open space buffer areas to protect natural areas (coastline, beaches, river edges) • identify, assess and develop management plan to protect heritage assets • development in potential critical biodiversity areas subject to EIA process 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • under-utilised strategic public land within urban edge, nodes, industrial area and in Marselle • limited mixed use and intensification • sections of urban edge limiting potential growth areas <p>Proposals</p> <ul style="list-style-type: none"> • Amend urban edge east of Kenton along R72, west of Marselle and north of Ekuphumleni for future high density residential development • expansion of industrial area at Bushmans



	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth areas
KENTON/BUSHMANS/MARSELLE	<p>Proposals:</p> <ul style="list-style-type: none"> Develop land at R72 intersection as Gateway Node and integration Node for mixed use (transit related retail, social housing, tourist amenities, retirement village, densify existing undeveloped but service land, beautification and traffic calming, etc) Expansion of Kenton on Sea CBD to the south through allowing more business and office development and urban renewal through higher density development Mixed Use Improvement towards the lagoon and sea to include offices, tourist, facilities, public realm improvements Redevelopment of R72 Bushmans/Marseille Node for higher density residential, social/rental housing, tourism facilities, transit related retail and commercial (offices) and public amenities. 	<p>Proposals</p> <ul style="list-style-type: none"> Nodal development along R72 at Kenton and Bushmans/Marselle (Eastern and Western Gateway) Upgrade Kenton CBD and east to coastal area Infill development along R72 at Klipfontein and Marselle (CRU, Social Housing and Mixed Use) 	<p>Proposals:</p> <ul style="list-style-type: none"> Promote development of CRU & Social Housing Township Regeneration at Marselle and Ekhumumleni Upgrade Main Roads through Marselle Identify State land to be donated to Ndlambe Municipality, including undeveloped school sites, to be utilised for infill development Develop rental (CRU) and social housing as appropriate 			<p>Proposals:</p> <ul style="list-style-type: none"> designation of an urban transition zone to cater for less intense uses outside the urban edge promote public private partnerships for development of strategic private land allow for in-situ upgrading of informal settlements in erstwhile buffer zone expansion of Ekhumumleni Westwards Amend urban edge west of Ekhumumleni

24.4.1 Kenton/Bushmans Focus Areas

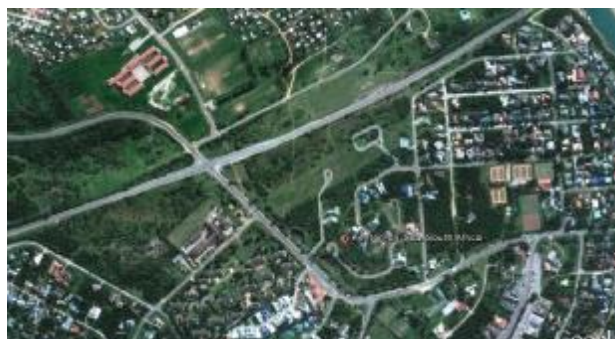
UPGRADE & STRENGTHEN MARSEILLE –R 72 GATEWAY NODE



UPGRADE & STRENGTHEN MARSEILLE –R 72 GATEWAY NODE



EXTEND & STRENGTHEN KENTON-R72 EASTERN GATEWAY NODE

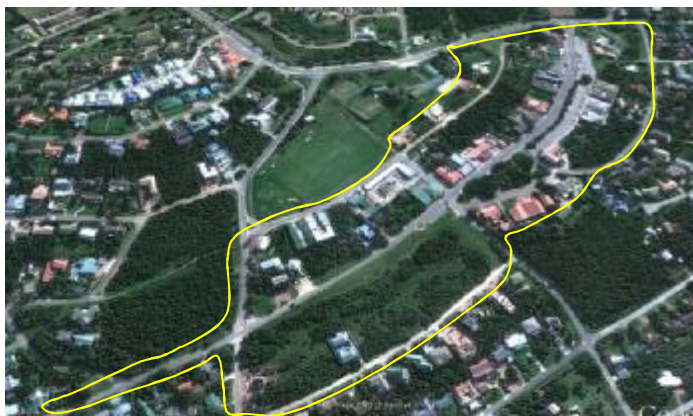


Kenton Gateway Node: Take advantage of passing traffic, maximise visibility, promote land use intensification in line with good location and access, recycle underutilised land & services, promote compaction and reverse sprawl

EXTEND & STRENGTHEN KENTON-R72 EASTERN GATEWAY NODE



KENTON CBD UPGRADING AND URBAN RENEWAL



KENTON CBD UPGRADING AND URBAN RENEWAL



EKUPHUMLENI TOWNSHIP EXTENSION AND AGRICULTURE

EKUPHUMLENI TOWNSHIP EXTENSION AND AGRICULTURE





24.5 Bathurst

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment policy	Protection	Growth Areas
BATHURST/NOLUKHANYO	<p>Status Quo Summary</p> <ul style="list-style-type: none"> Nolukhanyo Township lacks vibrant nodes. Existing nodes are under developed, disconnected to each other and main transport routes and approaches are characterised by vacant land, derelict buildings and poor public transport facilities and public realm requires upgrading. Bathurst CBD is characterised by ribbon nodes with limited population thresholds within walking distance of the node and poorly related to passing traffic. Nolukhanyo and Bathurst CBD are functionally disconnected and there is a need to integrate the town through a node where the residents from both areas can meet conveniently Northward expansion of Nolukhanyo away from Bathurst contributes to disfunctionality <p>Proposals</p> <ul style="list-style-type: none"> Upgrade Museum Node as major tourist destination and integration node with facilities for retail, tourist related facilities and amenities and facilities that can attract a wide range of users and age groups and income profile. 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> R67 is the main transport route through Bathurst CBD the poor connection between nodes has led to limited corridor development lack of well defined transport routes to and in Nolukhanyo Pedestrian and vehicular conflict along the main road into Nolukhanyo poor pedestrian environment and public realm. <p>Proposals</p> <ul style="list-style-type: none"> Upgrading and intensification of uses along R67 to create activity strip to link and support CBD and Tourist node Infill and densification on Bathurst and Nolukhanyo local nodes densification and development of nodes on vacant and under-utilised land Upgrade Main Roads through Nolukhanyo Identify State land to be donated to Ndlambe Municipality, including undeveloped school sites, to be utilised for infill development 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> Low density development in Bathurst CBD and Nolukhanyo large tracks of vacant land west of Nolukhanyo along the R67 informal housing around. vacant residential sites and incomplete low cost housing in Nolukhanyo. Physical Separation of Nolukhanyo from Bathurst contributes to poor growth prospects <p>Proposals:</p> <ul style="list-style-type: none"> Adopt 30 units as minimal density for all residential development(preferable 50 60 units to increase overall settlement density 	<p>Status Quo Summary:</p> <p>low density development within urban edge vacant strategic land along R67 west of Nolukhanyo</p> <p>Proposals:</p> <ul style="list-style-type: none"> promote Infill development and densification within urban edge to create a compact settlement promote intensification of uses in nodes and along activity strips 	<p>Status Quo Summary:</p> <p>Ndlambe falls within the Albany biodiversity hotspot open space and potential critical biodiversity areas</p> <p>Proposals:</p> <ul style="list-style-type: none"> create open space buffer areas to protect natural areas (coastline, beaches, river edges) identify, assess and protect heritage assets development in potential critical biodiversity areas subject to EIA process 	<p>Status Quo Summary:</p> <ul style="list-style-type: none"> under-utilised strategic public and private land within urban edge limited mixed use and intensification of uses sections of urban edge limiting potential growth areas <p>Proposals:</p> <ul style="list-style-type: none"> include portion of municipal owned land west and north of Nolukhanyo and east of CBD into urban edge for future residential development expansion and upgrading of Museum and Summerhill Inn Tourist nodes



	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment policy	Protection	Growth Areas
BATHURST/NOLUKHANYO	<p>Proposals</p> <ul style="list-style-type: none"> • Develop road linkages between Nolukhanyo and Bathurst to make for easier movement and functional integration • Develop and upgrade Nolukhanyo Node through beautification of public areas, infill on vacant land, recycling of derelict buildings and land. Integrate with adjacent public transport facility, develop SMME Hives for local skills development and employment 	<p>Proposals</p> <ul style="list-style-type: none"> • Develop rental (CRU) and social housing as appropriate. 	<p>Proposals:</p> <ul style="list-style-type: none"> • In-situ upgrading of informal settlements at high density • Promote development of CRU & Social Housing • Stop northeards expansion of Nolukhanyo informal settlement towards Bathurst 	<p>Proposals:</p>	<p>Proposals:</p> <ul style="list-style-type: none"> • development in potential critical biodiversity areas subject to EIA process 	<p>Proposals:</p> <ul style="list-style-type: none"> • develop sports facilities north of Nolukhanyo

24.5.1 Bathurst Focus Areas



GATEWAY NODE: NOLUKHANYO BATHURST

GATEWAY NODE: NOLUKHANYO BATHURST



Road upgrade, street lighting, pedestrian walkway, traffic calming



INTEGRATION NODE: NOLUKHANYO TOWNSHIP- BATHURST



Integration Node: Linking Township With Museum, Show Grounds, Railway Station, Trunk Road,



Further proposals include:

- Improving area between Nolutkhanyo and Bathurst CBD
- Promote intensification of use and densification of Bathurst CBD areas to increase threshold population
- Land Assembly
- Promote residential development close to places of employment



24.6 Kleinemonde

	Nodal Policy	Corridors and Activity Zones	Infill and Densification	Containment Policy	Protection	Growth Areas
KLEINEMONDE (SEAFIELD)	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • CBD is the main node and gateway to Kleinemonde East, however it is not fully developed and has limited uses • potential nodes in Kleinemonde Extension has limitations in terms of access and landscape <p>Policy Proposals:</p> <ul style="list-style-type: none"> • Extension to the CBD to strengthen area and as part of • gateway node along R72 • upgrade beach nodes in Kleinemonde East and West 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • Limited corridors as area is small • no public transport within the settlement except inter city transport for workers who stay out of town • take advantage of passing traffic along R72 • degraded provincial main road in town <p>Proposals</p> <ul style="list-style-type: none"> • infill and densification of CBD node • upgrade of main road in liaison with province 	<p>Status Quo</p> <ul style="list-style-type: none"> • prevalence of low density residential development in the area • no social or low cost housing <p>Proposal</p> <ul style="list-style-type: none"> • infill and densification of CBD node • grade of main road in liaison with province • create urban transition zone north of town for infill development 	<p>Status Quo Summary</p> <ul style="list-style-type: none"> • low density development within urban edge • vacant and undeveloped land <p>Proposals:</p> <ul style="list-style-type: none"> • promote Infill development and densification within urban edge • promote intensification of uses in nodes 	<p>Status Quo:</p> <ul style="list-style-type: none"> • Ndlambe falls within the Albany biodiversity hotspot • Kleinemonde river a major natural resource <p>Proposal</p> <ul style="list-style-type: none"> • protect river edges by restricting development in these areas • protect coastal areas by creating coastal edges and/ setback lines 	<p>Status Quo:</p> <ul style="list-style-type: none"> • Expansion of town north of Kleinemonde east restricted by landscape and infrastructure • limited access to strategic private and Transnet land suitable for development • limited demand for growth • large number of vacant land undeveloped erven • infrastructure capacity constraining growth prospects <p>Proposals:</p> <p>develop strategy to access private land for future development (public private partnerships etc)</p> <p>expansion of urban edge to cater for future development</p>

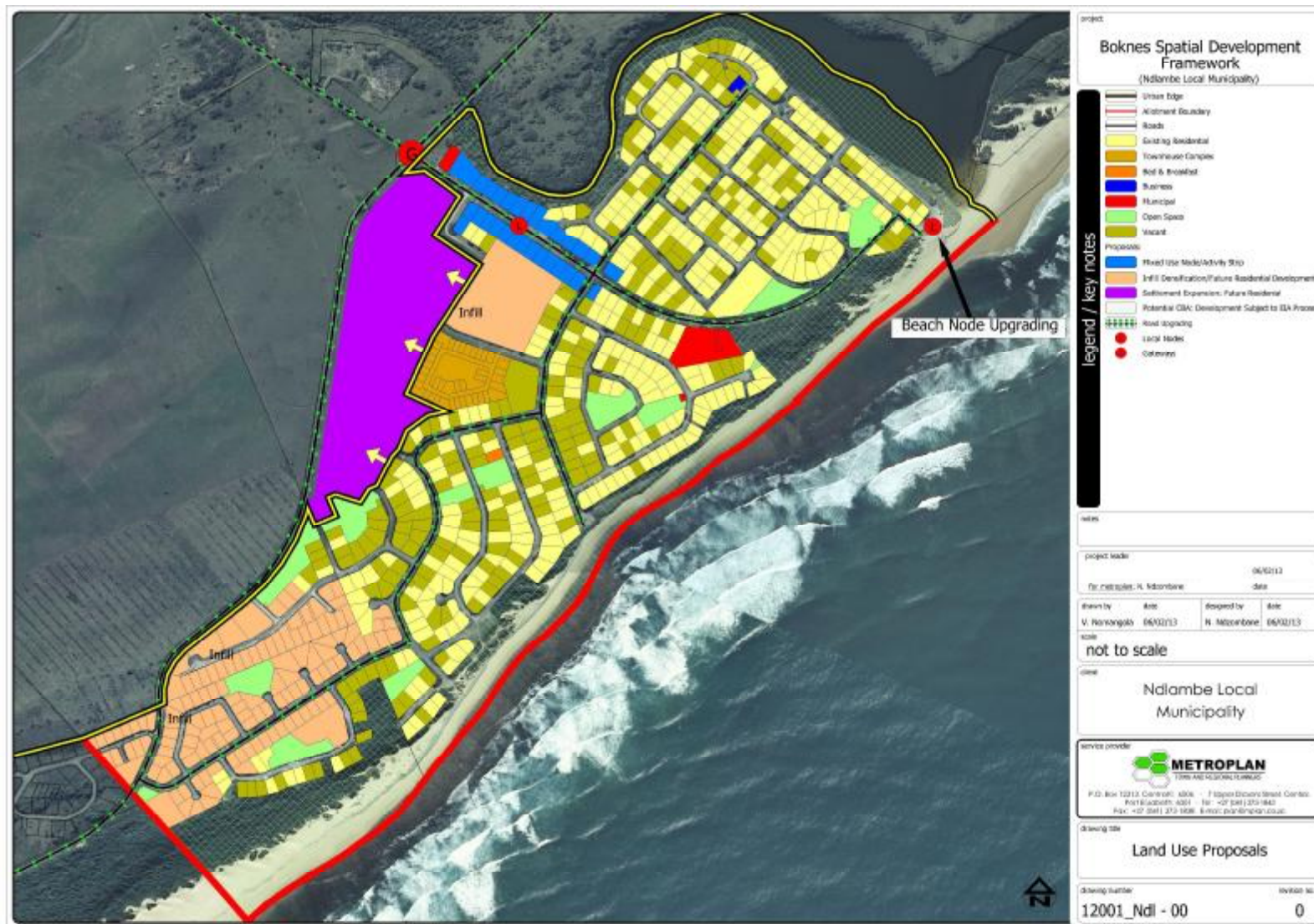


24.6.1 Kleinemonde SDF Plan



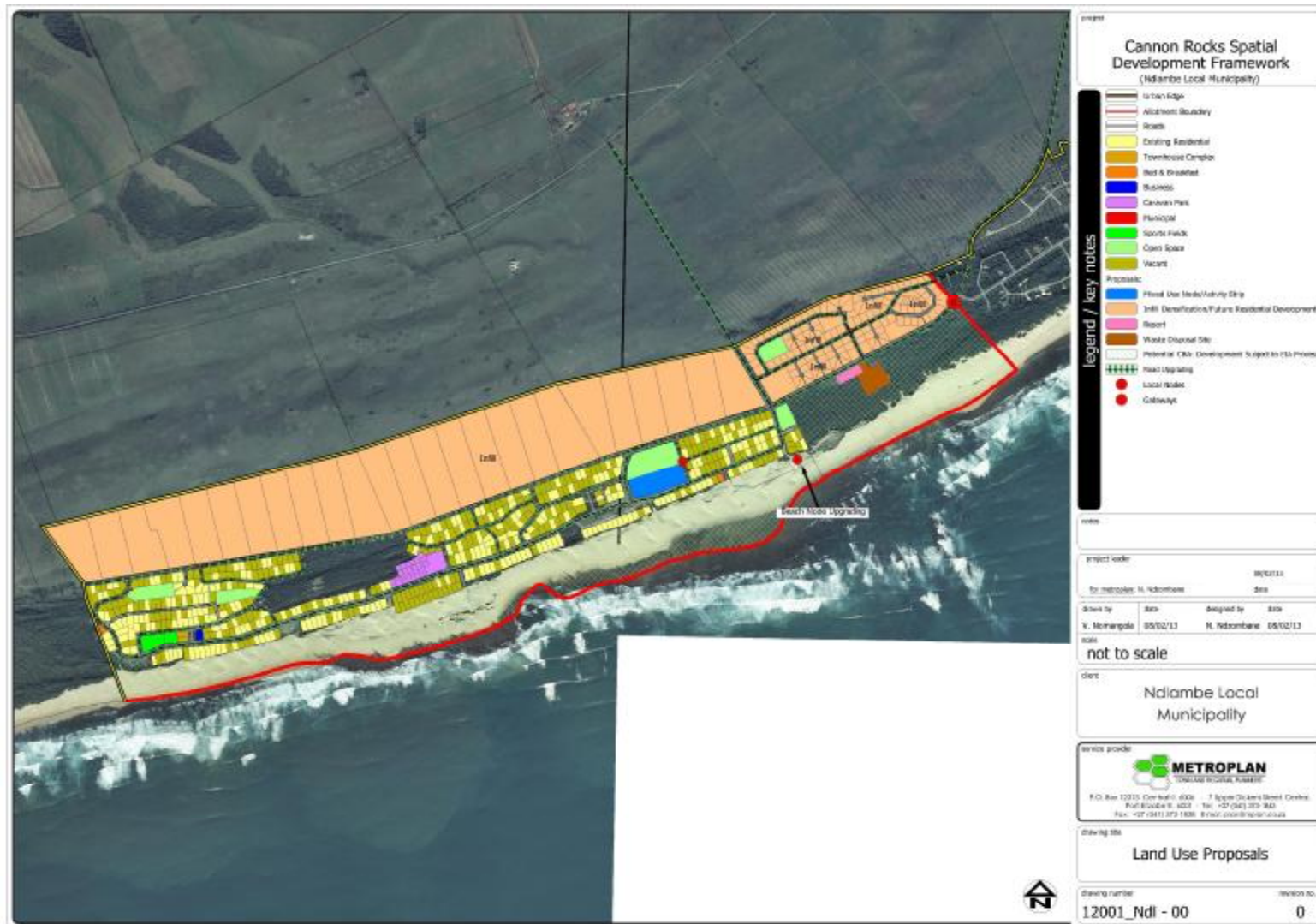


24.7 Boknes



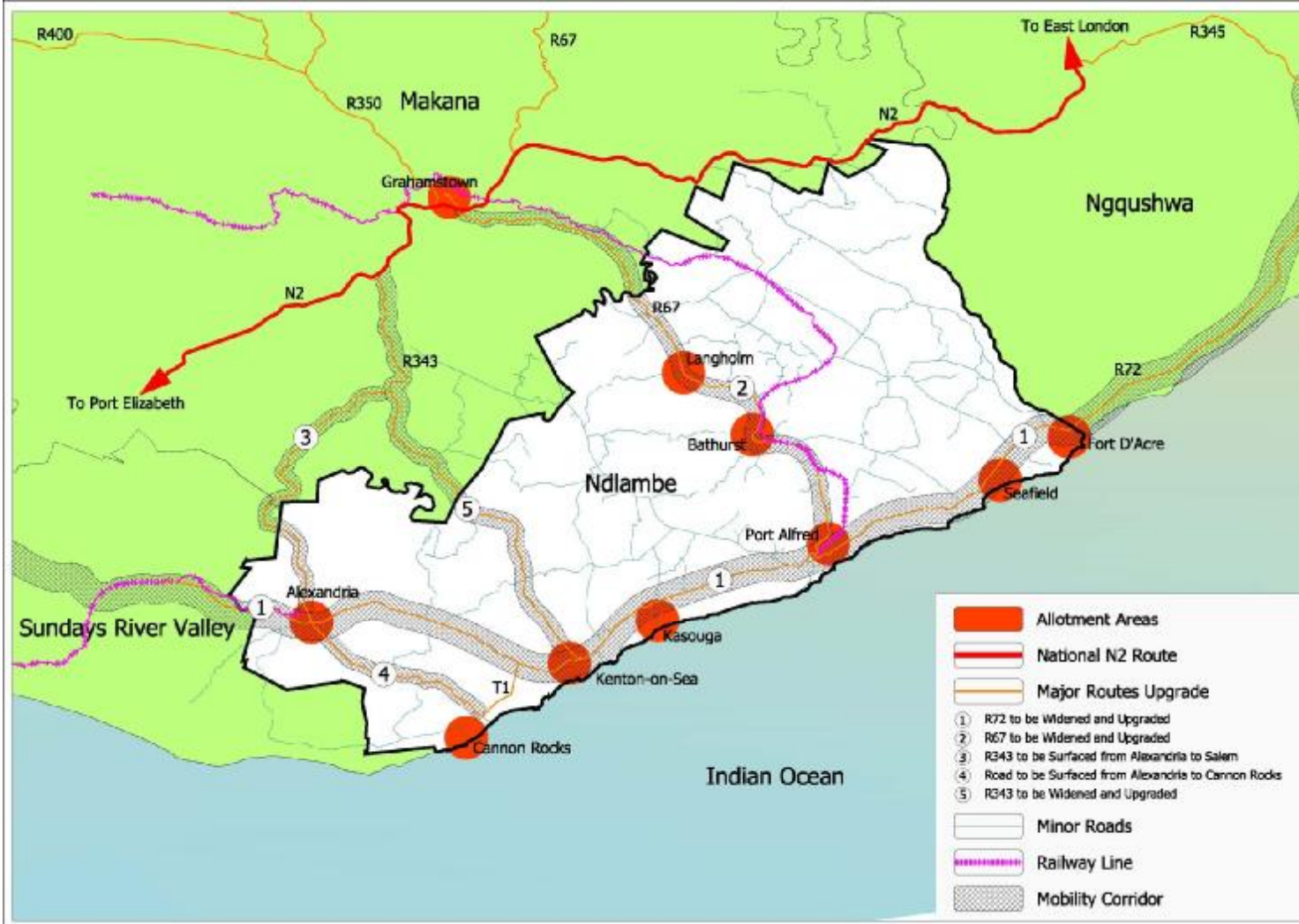


24.8 Cannon Rocks





25 TRANSPORTATION AND MOVEMENT PROPOSALS





26 IMPLEMENTATION FRAMEWORK

	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
Bulk Infrastructure Upgrades	<p>Electricity:</p> <ul style="list-style-type: none"> Promote renewable energy (solar and wind) projects Commission studies to identify potential sites for wind turbines Upgrade main distribution lines and revamp substations 	<ul style="list-style-type: none"> Identify potential wind energy and solar sites on farms adjacent the main settlements Invest in alternative technology development to make Ndlambe Municipality a "Green Energy Compliant"
	<p>Bulk Water</p> <ul style="list-style-type: none"> Fast Track implementation of Albany Water Scheme Project Upgrade water storage capacity to deal with peak holiday demand and target residential development and focus on water needs for agricultural activity and beneficiation activities 	<ul style="list-style-type: none"> All urban settlements to receive investment in bulk water upgrades Target labour absorbing industries that also rely on beneficiaries of agricultural products Facilitate tourism investment in hospitality and residential development
	<p>Stormwater</p> <ul style="list-style-type: none"> Develop a stormwater management plan areas Implement phased road upgrades 	
	<p>Roads</p> <ul style="list-style-type: none"> Upgrade the R72 in consultation with local businesses and communities to maximise employment benefits use of local materials and CBD urban renewal along 	<ul style="list-style-type: none"> All towns along R72 (Alexandria, Bushmans River Mouth, Kenton-on-Sea, Port Alfred) All settlements between Alexandria and



	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
	<p>the road</p> <ul style="list-style-type: none"> • Upgrade R67 from Port Alfred to Grahamstown to attract tourist traffic, improve accessibility and trade and investment • Upgrade Road between Bokness and Alexandria • Upgrade R67 Port Alfred – Bathurst • Upgrade main roads in townships and suburban 	<p>Grahamstown</p> <ul style="list-style-type: none"> • Bokness and Alexandria • Bathurst – Port Alfred • Roads in township areas, public transport routes, CBD, main link to the beach areas/ parking areas, etc.
	<p>Waste Disposal</p> <ul style="list-style-type: none"> • Determine Regional Waste Disposal Sites • Upgrade existing Waste Disposal Sites to meet stringent licensing requirements • Promote recycling of waste to minimize demand for Waste Disposal 	<ul style="list-style-type: none"> • All Waste Disposal that are not fully licensed need to be upgraded to meet licensing requirements • Sub-Regional Waste
Job Creation		Key Performance Measure
	<ul style="list-style-type: none"> • Land reform to broaden access to land for agricultural land for previously disadvantaged individuals and communities 	<ul style="list-style-type: none"> • Area of land to be acquired
	<ul style="list-style-type: none"> • Urban Agricultural projects within and adjacent urban settlements in the form of hydroponics, aquaponics, agricultural foodlots, vegetable gardens, stock control, fencing and development of kraals 	<ul style="list-style-type: none"> • No. of projects • No. of co-operatives served/ established • Extent of fencing provided
	<ul style="list-style-type: none"> • Township Regeneration Projects and Programmes focused around Township Nodes, Transport Corridors, Mixed Use Zones in all the Townships. Projects to 	<ul style="list-style-type: none"> • No. of projects • Location of projects (spatial spread) • Length public transport routes upgrades • No of trees planted



	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
	include infill development for Rental (CRU) or Social Housing, environmental improvements through tree planting, pedestrianization, development hawking facilities, township marketing and branding, etc.	
	<ul style="list-style-type: none"> Urban Renewal and Inner City Revitalisation Projects for the main urban centres including Alexandria CBD, Port Alfred Waterfront/ Riverfront Development, Bathurst CBD Renewal, Kenton-on-Sea and Bushmands Nodal Development. Project to include development of Social and Rental. 	<ul style="list-style-type: none"> No. of Projects Range of Projects and Spatial Spread
	<ul style="list-style-type: none"> Labour intensive programme for Township Infrastructure Upgrades 	<ul style="list-style-type: none"> No. of projects Length of Roads (km) to be upgraded No. of jobs created
	<ul style="list-style-type: none"> Upgrade public transport routes and facilities including the development of hawker facilities 	<ul style="list-style-type: none"> No. of public transport at facilities upgraded Distance of roads improved No of traders accommodated
	<ul style="list-style-type: none"> Designated land for light/ service industry and SMME's in main centres (Port Alfred, Alexandria, Bathurst) and support industries based on beneficiation of local products in smaller centres 	<ul style="list-style-type: none"> Amount of land set aside for industry No of SMME initiatives No of beneficiaries, profile of beneficiaries Buildings to be recycled for SMME type development
	<ul style="list-style-type: none"> Upgrade public beaches to attract tourism, improve safety and aesthetic appeal and beach access, reduce and/ or prevent environmental damage 	<ul style="list-style-type: none"> Amount of additional facilities provided No of people employed, especially locals No. of tourists to be targeted



	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
Tourism Development & Support	<ul style="list-style-type: none"> Revitalisation of Town Centres including aesthetic upgrades, branding and beautification, traffic calming and management, expansion of CBD, Waterfront Upgrades, Security Improvements 	<ul style="list-style-type: none"> No. of towns to be upgraded Compilation of Town Centre Upgrade Plans and submission of Business Plans Funding Allocated
	<ul style="list-style-type: none"> Upgrading of Public Beaches Development of Environmental Management Framework to protect national assets and provide bio-diversity conservation Development of Tourist Facilities including hotels, B&B's, Hiking Trails, Waterfront upgrades Upgrade bulk infrastructure to open up demand for retirement investments and recreational facilities 	<ul style="list-style-type: none"> No. of Beaches to be upgraded Approval of Environmental Management Framework Additional tourist facilities to be promoted and what type, where Bulk infrastructure upgrades target
	<ul style="list-style-type: none"> Develop Heritage Resources Management Plan for the Municipality Upgrade railway line Upgrade airfield and air school to bring tourists and visitors to Port Alfred Upgrade routes linking coastal tourism Ndlambe with inland sources and tourists 	
Housing Development	<ul style="list-style-type: none"> In-situ upgrading informal settlements Develop enabling policy to facilitate densification and infill, support Gap/affordable, CRU/ Rental and Social Housing Identify public land to be targeted for devolution to Ndlambe Municipality for Housing Establish Partnerships to facilities delivery 	<ul style="list-style-type: none"> No. of settlements/ beneficiaries to be assisted Policy amendments to promote densification and infill Area of land allocated for affordable housing in each settlement State land (ha) to be targeted for devolution to the Ndlambe Municipality



	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
	<p>of housing at scale with Private Sector, NGO's and Community Organisations</p> <ul style="list-style-type: none"> • Upgrade bulk infrastructure to enable Environmental rapid approval of housing 	<p>including erstwhile buffer zone</p> <ul style="list-style-type: none"> • No. of partnerships/ forums established • No. and size of projects
Municipal Capacity Constraints	<ul style="list-style-type: none"> • Recruitment and staff development to ensure that the Municipal staff have capacity to undertake tasks • Opportunities for partnerships with communities and residents for rendering services to municipality on an Agency basis • Declare area as special rating areas (e.g. Kleinemonde, Kasouga, etc.) to facilitate local participation in service delivery 	<ul style="list-style-type: none"> • No. of staff to be trained • Areas of training to be undertaken • No of contracts allocated to communities/ residents to deliver services on an agency basis • No. of special rating areas created and approved • Percentage of budget allocated to communities to assist municipality in service delivery
Sports and Recreation	<ul style="list-style-type: none"> • Develop major sports infrastructure to make Ndlambe a destination for sports (including water and nature based sporting) • Upgrade local sports facilities to serve as training and competition venues for local clubs and groups • Offer support to local sporting codes to develop facilities closer to where people live for all age groups, males and female sports and for all codes • Work with local schools 	<ul style="list-style-type: none"> • Choose central location for sub-regional sports centre for Ndlambe • No. of business plans submitted for consideration • No. of beneficiaries/ clubs assisted • Amount of funds allocated for sporting development • No. of schools that are included in plan
Communication Plan	<p>Develop a strategy for community participation and involvement in SDF/ LSDF</p> <p>Review to include:</p> <ul style="list-style-type: none"> • Advertisement of proposals, meeting 	<ul style="list-style-type: none"> • Level of Participation amongst target groups • Placing adverts in local newspapers • Notices in public buildings • No comments received and organisations that respond or attend report back



	MAIN FOCUS AREA	POTENTIAL BENEFITS AND LEVERAGE AREAS
	<p>dates and deadline for submission of comments in local newspapers and publication.</p> <ul style="list-style-type: none">• Place notices, reports and proposal plan in Municipal and other public buildings for public review and comment• Hold workshops to formulate proposals, set out priority interventions, identify projects to be fast tracked and general keep participants interested in the plan and proposals• Undertaken detailed prognosis of community structures to ensure that all groups and interests are engaged with and well represented• Circulate regular information pamphlets and reports on pertinent issues from time to time including successes and facilities (delays) with project implementation.	<p>meetings</p> <ul style="list-style-type: none">• Presentations of plan to Council/ Committee/ Communities• Programme for continued engagement with stakeholders• No. of pamphlets/ publications set or printed



LIST OF PLANS

- 01 LAND USE PLANS
- 02 VACANT LAND
- 02 CRITICAL BIODIVERSITY PLANS
- 03 SPATIAL DEVELOPMENT PLANS: LAND USE PROPOSALS