

MQANDULI & VIEDGESVILLE LOCAL SPATIAL DEVELOPMENT FRAMEWORK: **EXECUTIVE SUMMARY**

1. BACKGROUND AND KEY PROJECT OBJECTIVES

Concepts Urban Design (Pty) Ltd was appointed by the King Sabata Dalindyebo Municipality (KSDM), to undertake the preparation of a 'LOCAL SPATIAL DEVELOPMENT FRAMEWORK (LSDF)' for the nodal areas of Viedgesville and Mqanduli within KSD.

The LSDFs for the two areas aim to create a medium to long-term development strategy and vision for the two areas, which will realize and provide strategic guidance to the urban-rural interface, strategic use of land, use of the environmental and agricultural asset base & economic and poverty alleviation potentials. The LSDF seeks to deal innovatively and appropriately with broad development challenges as well as specific needs of the community, integrating transportation, environment, education, economic development, social and residential development.

Overarching planning objectives of the project include the following:

- To put in place a desired development pattern and guidelines for development at the two nodes.
- To identify strategic interventions, public & private sector actions necessary to facilitate economic growth, investor confidence and enhanced quality of life in Mqanduli and Viedgesville.
- To promote well-designed settlements where residents can live, work, shop and play in close proximity to services.
- To create a Spatial Development Framework as the development planning tool and land use management guide to achieve positive development and change in the area with the aims of achieving environmental, social and economic objectives.

2. LEGISLATIVE CONTEXT

The LSDF project aims to give effect to the Spatial Planning and Land Use Management Act (SPLUMA), Act No.16 of 2013. In adhering to the fundamental planning principles laid out in SPLUMA, the LSDF seeks to promote Spatial Justice, Spatial Sustainability, Spatial Resilience, Efficiency and Good Administration. It is held that through the interaction of all spheres of government in the preparation of a local area plan, development implementation processes can be coordinated and in harmony with each other across spheres of government as well as across all areas within municipalities.

3. STUDY AREA

The Viedgesville and Mqanduli nodes are located 13km apart from each other. Viedgesville is strategically located on the N2 National Road, which passes through the Municipality and is situated 21km's south-west of Mthatha. Mqanduli is located on the DR08031 coastal route, which runs south-east from Viedgesville towards Coffee Bay. Figure 1 below provides the context of the two nodes in relation to each other.

The study area for the Viedgesville Node includes an area of 4km around the Viedgesville intersection on the N2. Ward 32 forms the greater part of the study area. Portions of Wards 33,35,29 and 28 also fall within the 4km study area radius. See figure 2 below.

The study area of the Mqanduli includes the Mqanduli CBD and the surrounding commonage administered by the KSDM. The study area falls within Ward 29 and Wards 23 and 28 lie south of the study area. See Fig. 3 below.

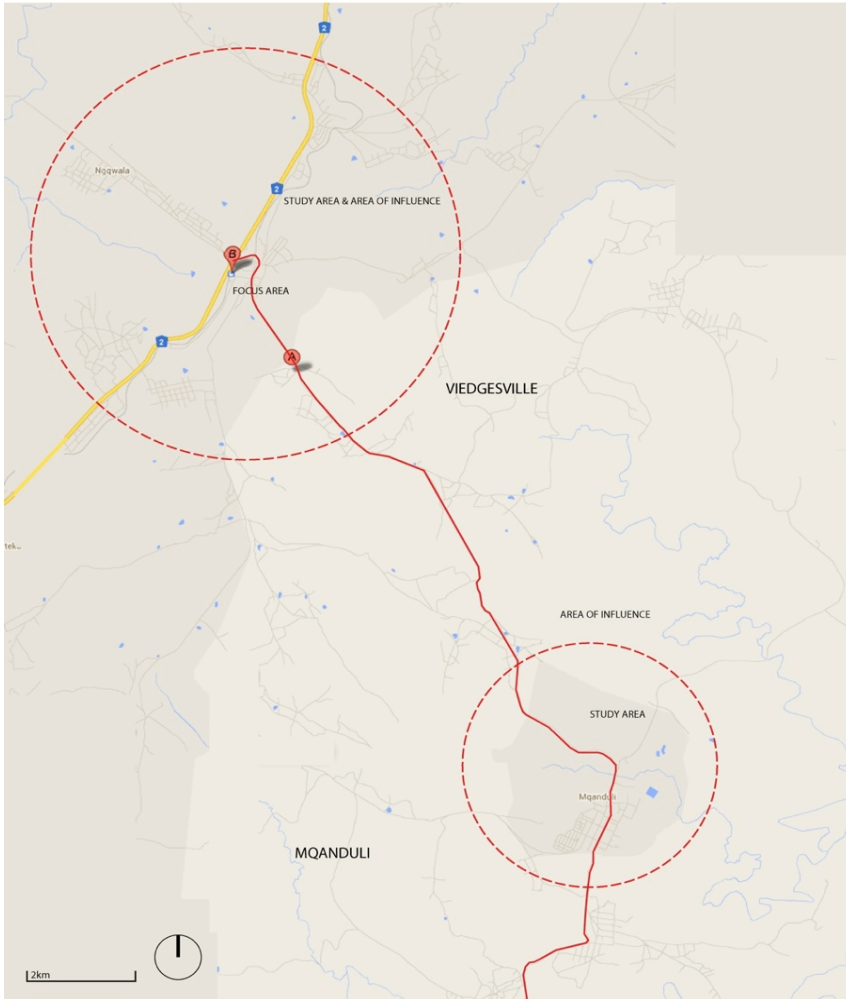


Figure 1: Viedgesville and Mqanduli in context



Figure 2: Aerial photo: Viedgesville study area



Figure 3: Study Area: Mqanduli

4. REGIONAL & SUB-REGIONAL CONTEXT



Figure 4: District and Regional Context (Source: National Demarcations Board and Concepts Urban Design (Pty) Ltd)

The Viedgesville and Mqanduli areas are strategically located both from a natural and urban point of view. Mqanduli Town is identified as a primary node in the Municipality alongside Mthatha. Viedgesville and Coffee Bay are identified as secondary nodes in the Municipality.

The study areas are also central to historic, cultural and heritage resources centred on the life of Late Icon and Father of the Nation Nelson Mandela. Qunu Village, hometown of Nelson Mandela, the Mandela Museum in Mthatha, Mvezo Village and Mqhekezweni Great Place, all have significance to the cultural heritage of the area. These areas fall within a 40 km radius of Viedgesville.

4.1 VIEDGESVILLE: SUB-REGIONAL CONTEXT

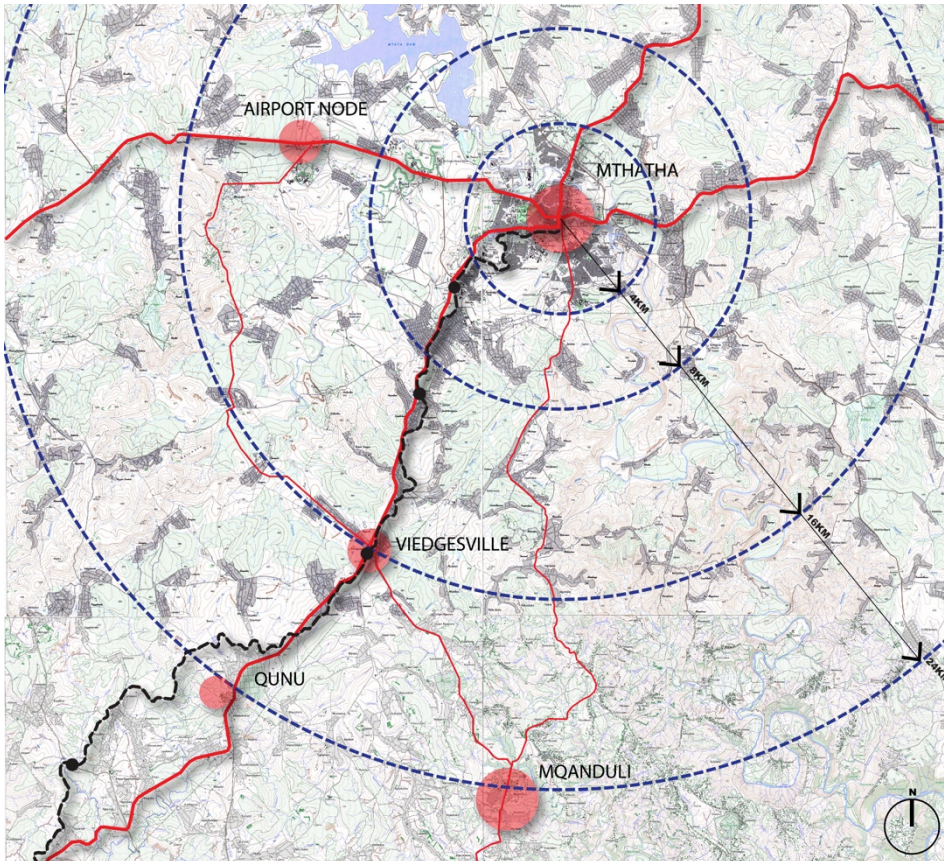


Figure 5: Viedgesville: Sub-Regional Context

At a sub-regional level, a number of projects and initiatives have significance for the role of Viedgesville.

1. The **Integrated Wild Coast Development Programme (IWCDP)**, driven by the Department of Economic Development, Environmental Affairs and Tourism. The programme is built around three pillars of agro-processing, green industry and tourism.
2. Aligned to this, is the proposal for the Mthatha **Special Economic Zone (SEZ)**, which will focus on Agro-processing at the Mthatha Airport Node. Also being considered is an innovation hub tied to the University (WSU), which looks at new technologies to support agricultural development and innovation
3. The 2015 State of the Nation address announced the start of **Agri-Parks**, aimed at revitalizing agro-processing and agriculture in the country. Within the Eastern Cape Province, the KSD area has been identified for the development of Agri-Parks, which aims to support small holder farmers through the creation of agricultural value chains related to various kind of farming / livestock development.
4. **Qunu: Home for Humanity Project** is a planned development for the Qunu node, south of Viedgesville. The project is in honour of the legacy of Nelson Mandela and explores the potential for the development of a world-class and unique node at the village of Qunu. The pre-feasibility study for this project proposes the development of a Global Centre for Negotiation and Reconciliation, a Centre

for Arts and Culture, a Hotel and Wellness Centre, an International Institute for Humanities, and a World Environment Forum. A Tourism Gateway is proposed at the node and will include a Welcome Home Centre which consists of residential accommodation in the form of Homestays. A Nelson Mandela Leadership College is also proposed for the Node (Development of Qunu City: Pre-feasibility Study, Department of Human Settlements, Eastern Cape, 2013).

5. **Kei Rail Corridor Project** launched in 2003 was intended to facilitate the development of a cost effective alternative mode of transport in regard to freight and passenger services between East London and Mthatha. Although this project is not functional at the present time, its resuscitation will play a significant role in the development of agriculture and agro-processing in the broader area.

4.2 MQANDULI: SUB-REGIONAL CONTEXT

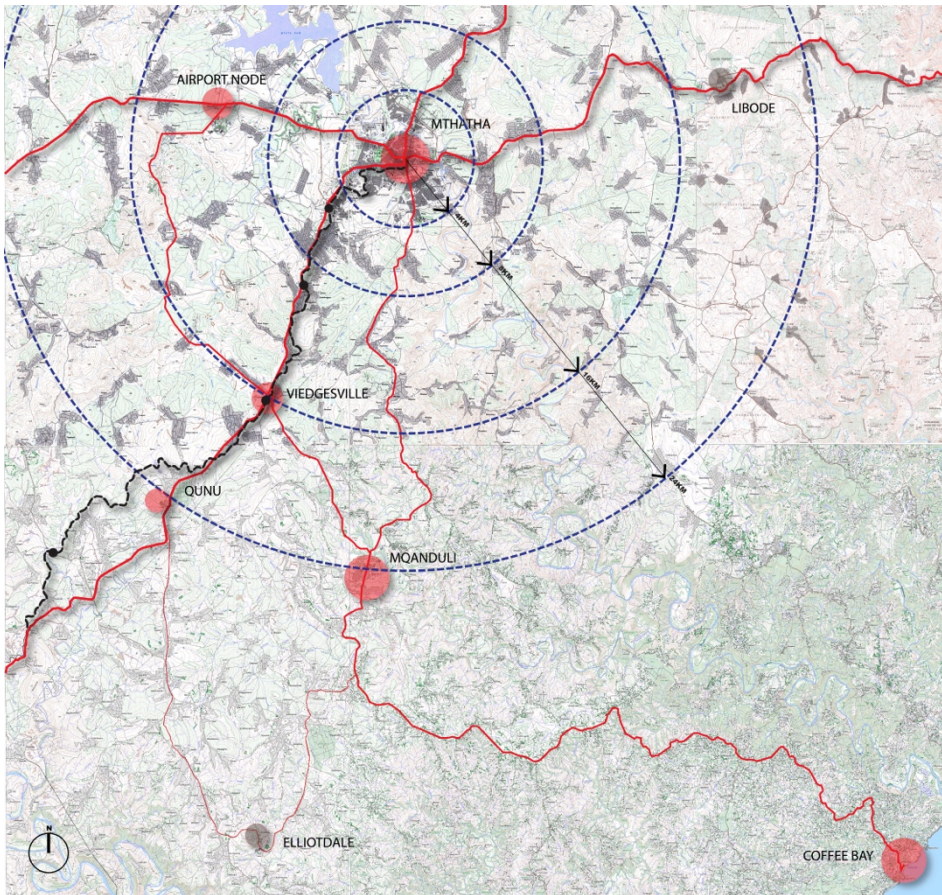


Figure 6: Mqanduli: Sub-Regional Context

At a sub-regional level, in addition to the projects and initiatives that are of significance to Viedgesville the proximity of Mqanduli to the Coffee Bay implies that appropriate economic linkages need to be made between the two nodes where synergies exist. Route DR08031, which connects Mqanduli to Coffee Bay needs to be strengthened and reinforced as a Tourism route. Also of significance in a sub-regional context is the direct route, which links Mqanduli Town to Mthatha via Qokolweni. With the improved road connectivity on this route, it forms an alternative to travelling on the N2. Both routes are similar in travel distance to Mthatha.

5. KEY ISSUES EMERGING FROM THE STATUS QUO ANALYSIS:

KEY ISSUES: ENVIRONMENT

- Need to ensure a 32m buffer where no development takes place within a watercourse and 500 m from a wetland, without environmental authorisation.
- CBA 2 areas form part of the province's bioregional plan (ECBCP). No development is allowed by DEDEA to take place within any of these areas.
- The construction/expansion of cemeteries close to rivers is problematic.
- Environmental management of commonage is required.
- Loss of vegetation cover results in erosion..
- High sediment load in rivers due to erosion.
- Poor sanitation services that may cause water pollution.
- Poor sanitation as the majority of households still uses VIP's and no sewage treatment facility, which is hazardous to health.
- Land erosion as a result of vegetation clearance, overgrazing and uncontrolled stormwater runoff.
- Poor stormwater management
- Poor maintenance of roads
- Poor management may increase the potential of ground and ground water contamination

KEY ISSUES: PLANNING

- Need for regularization of formal processes in terms of land release and development as per the Spatial Planning and Land Use Management Act (2013)
- Need for proactive planning for future development in both Viedgesville and Mqanduli;
- No land reservation for future development
- Need for regularization of existing land uses and tenure arrangements especially in Viedgesville
- Inappropriate usage of prime land at Viedgesville
- Release of large land parcels without controls in terms of development guidelines resulting in ad-hoc and piece-meal development on prime land parcels.
- No implementable zoning scheme for Viedgesville and existing Scheme for Mqanduli outdated;
- Need for enforcement of illegal land uses;
- Lack of demarcated areas for Informal traders;
- Poor maintenance of existing buildings;
- Inadequate tertiary and social facilities especially at Viedgesville;

KEY ISSUES: URBAN DESIGN

- Ad hoc development and development that does not enhance character and sense of place especially in Viedgesville.
- Lack of quality public spaces, parks and facilities.
- Lack of a good quality public realm- continuous sidewalks, shelter, shade and facilities for pedestrians
- Lack of formal tree planting within the urban area.
- Poor design of sidewalks and parking areas exacerbating pedestrian and vehicular conflict
- Lack of spatial definition of key urban spaces, entrances / gateways in both areas.
- Abundance of underutilized land within the Mqanduli CBD both publicly owned and private properties.
- Poorly integrated public facilities
- Older built interfaces and facades are dull, unattractive and offer limited pedestrian interest or shelter.
- New residential development is focused on provision of housing only as opposed to creation of integrated human settlements

KEY ISSUES: TRANSPORTATION VIEDGESVILLE

- Speeding traffic on main road (DR08031) through the town.
- Pedestrians crossing the N2 at grade.
- No adequate motorised or non-motorised access to rail station platform.
- Limited surface roads in town and the unsurfaced / informal roads that are in a fair the very poor state.
- Vandilisation/removal of the rail station buildings.
- Building of informal structure within the N2 southbound on-ramp road reserve.
- Redundant taxi shelters due to the realignment of the DR08031.
- Lack of formalised taxi bays in the town and in close proximity to the N2/DR08031 interchange.
- Restricted access to properties along the N2 and the rail line.
- Spare road capacity exists as the Average Daily Traffic (ADT) on the DR08031 is approximately 3,000 vehicles per day.

KEY ISSUES: TRANSPORTATION MQANDULI

- Lack of a formal stormwater system has led to major scouring along the majority of the unsurfaced sidewalks and roads.
- Limited surfaced sidewalks.
- Pedestrians generally walking in the roads and not on the sidewalks due to the state of the sidewalks.
- Hardware stores trading from the sidewalks.
- Informal traders on the sidewalks thus obstructing the free flow of pedestrians.
- Speed humps on the main road (DR08031) none standard and unpainted.
- Small informal traders in close proximity to the public transport facility and major pedestrian activity areas.
- Well utilised public transport facility, with spare capacity.
- Washing of taxis on the public roadway.
- Informal taxi rank at the BP garage to the southern end of the town.
- Taxis stopping within intersection along the DR08031 south of the town due to the very deep open lined culverts that do not allow for a vehicle to pull off the roadway.
- No pedestrian crossing at school along the main road.
- Access road to sports stadium in poor state with no signage.
- Spare road capacity exists on the DR08031 as the ADT is approximately 3,700 vehicles per day.

KEY ISSUES INFRASTRUCTURE: VIEDGESVILLE

ROADS AND STREETS

- Street network must be expanded and formalized to provide proper access to all residential and other properties.
- Stormwater control systems must be provided
- All streets must be reshaped and regravelled with an all-weather riding surface.

WATER SERVICES

- Very limited water provision exists and only a few households benefit from it.
- Very likely that the borehole water does not comply with SANS standards for potable water – to be verified
- Water provision from rainwater harvesting is insufficient in dry seasons and storage capacity needs to be tested for sufficiency to cater for year round supplies, even in years of normal rainfall.
- Water to be tested to verify compliance with health standards

<p>SANITATION SERVICES</p> <ul style="list-style-type: none"> • VIPs have generally been provided but it must be verified if all households were supplied • Health awareness and proper sanitation usage should be verified and if lacking it should be promoted and provided • DWA sanitation protocol should be verified to ensure borehole[s] won't be contaminated by the usage of pit toilets
<p>KEY ISSUES INFRASTRUCTURE: MQANDULI</p>
<p>ROADS AND STREETS</p> <ul style="list-style-type: none"> • Most streets must be reshaped and regavelled with an all-weather riding surface. • Stormwater control systems must be provided <p>WATER SERVICES</p> <ul style="list-style-type: none"> • The current bulk water supplies, extracting water from a weir on a stream and treat in a WTW plant, is insufficient and water shortages are being experienced, especially in times of drought. <p>SANITATION SERVICES</p> <ul style="list-style-type: none"> • The town has different sanitation systems but is currently in the process of being upgraded.

6. SUMMARY OF SWOT ANALYSIS FROM PUBLIC WORKSHOP

<p>VIEDGESVILLE</p>	
<p>STRENGTHS</p> <ul style="list-style-type: none"> • Excellent access-road and rail • Springboard / gateway to Wild Coast Tourism & Gateway to Mthatha • Natural Small Business Node • Multi-nodal transport interchange – rail, N2 & regional road • Existing public facilities • Proximity to Mthatha • N2 as potential Transit route • Access to land • Existing Businesses 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Land grabbing • Grazing areas along N2 • Lack of shelters for people when waiting for taxi –people getting wet in the rain • Water shortage • Uncoordinated land uses • Lack of clarity on land ownership • Complex land tenure system • Poor land management (no surveyed land) • Uncontrolled land use • No approved plan • No settlement plan • No police station • Un-integrated infrastructure • No trees, dry land
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Tourism / Ultra-City Stop or similar service station—one stop shop accommodating SMME's • Growth in Logistics / One stop shop • Tourism – proximity to Mvezo, Qunu and Bumbane Cultural Village 	<p>THREATS</p> <ul style="list-style-type: none"> • Households too close to N2 • Crime / No visible policing • Taverns open 24 hours • Accidents • Existing land uses appear fairly entrenched – change may prove difficult

<ul style="list-style-type: none"> • Gateway to the coast – Coffee Bay • Fairly high level buying power • Revival of railway line • Bus/ Taxi Rank & Railway Station • Garage / Service station • SMME Development • Milling facility • Warehousing potential • Regional Shopping Centre • Possible Regional Cemetery • A place for Truck Stops / Parking • Integrated Wild Coast Development Programme • Mthatha Special Economic Zone 	<ul style="list-style-type: none"> • Un-integrated infrastructure • Failure to manage land ownership / tenure systems • Mushrooming of criminal activity • Encroachment of unplanned land • Illegal ribbon development • Social problems: misuse of grants prompting school drop-outs • Land claims
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MQANDULI	
<p>STRENGTHS</p> <ul style="list-style-type: none"> • Strategic Location within the region • Highly Accessible due to N2 • Abundance of unencumbered commonage land in the CBD • Existing business interest and developments • Functional rural service centre and existing administrative facilities 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Infrastructure – lack of adequate water services, poor maintenance of toilet systems (water and sanitation) • No paved surfaces for pedestrians to walk • No public hospital • Uncontrolled land use • Uncontrolled informal landuses • Outdated Zoning Scheme • Lack of capacity of water supply (Pipeline from Mthatha under construction) • Poor planning in the past resulting in prime land being used for solid waste disposal • Lack of agricultural infrastructure-farming equipment/ shearing sheds • Inadequate access across rivers • Lack of taxi-washing facilities
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Province already putting resources into developing agro-processing and a green agenda in the region • Strategically placed in relation to the Wild Coast • Linkage of agriculture and tourism • Agricultural training facilities • Employment / job opportunities related to the above • Abundance of land / good agricultural lan 	<p>THREATS</p> <ul style="list-style-type: none"> • No police visibility • Land grabbing • Lack of veld management and veld fires • Possible resistance to change – (private land ownership) • Unregulated informal trading disrupting the public environment. • Implications of climate change • Land claims

<ul style="list-style-type: none"> • Can be a 'dormitory town' for Mthatha • Potential for Residential development • Potential for Agricultural related facilities (because of abundance of land) • Business opportunities • Trading activities • Upgrade of existing facilities – sports and recreational 	
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7. VIEDGESVILLE: ROLE & VISION

In light of projects and initiatives in the broader area, it is possible to determine the role that the Viedgesville Node needs to play so that there is synergy between what is proposed at the node and its surrounding context as well as broader initiatives and policy intentions for the area. The table below summarizes the role of the Viedgesville Node from an Environmental, Socio-economic and Built Environment point of view.

REGIONAL ROLE		
BIOPHYSICAL ENVIRONMENT	SOCIO-ECONOMIC	BUILT-ENVIRONMENT
<ul style="list-style-type: none"> • <u>Building climate change resilience</u> through sound ecological governance • <u>Reduced carbon footprint</u> through renewable energy and energy efficiency (RE&EE) 	<ul style="list-style-type: none"> • <u>Potential to develop agricultural activities</u> to link into the regional agricultural supply chain and value chain. • <u>Potential agri-processing hub</u> and livestock related farming area • Resuscitation of Kei Rail and strengthened role of rail based logistics • <u>Gateway from the N2 to the Wild Coast Tourism Zone</u> - convenience facilities for travellers and tourists as a stop over • <u>Energy security</u> and revenue generation through renewable energy projects: solar, wind, biomass 	<ul style="list-style-type: none"> • <u>Potential future multi-modal interchange</u> - Viedgesville should be developed along principles of transit oriented development i.e densification and mixed use development within an 800m walking distance of the settlement node. • <u>A sustainable, compact, high density, mixed use settlement node</u> developed in line with principles of transit oriented development. • <u>A secondary service centre</u>, which should provide access to a range of facilities & amenities • <u>Potential Regional Cemetery</u>
LOCAL ROLE		
<ul style="list-style-type: none"> • <u>Provision of ecological services</u> including water supply, food production, raw materials etc. • <u>Provision of parks and recreational amenities</u> 	<ul style="list-style-type: none"> • <u>Reinforcing of Wholesale and Retail:</u> <ul style="list-style-type: none"> - Builders merchandise - Fresh produce market • The existing <u>Thusong Centre</u> & facilities offer community and business development /support to the local farmers. A plant 	<ul style="list-style-type: none"> • Role as a <u>transport hub</u> should include: <ul style="list-style-type: none"> - facilities for multi-modal interchange, i.e. taxi to bus to rail. - Facilities for SMME'S in proximity to the multi-modal interchange. • <u>Densification and Mixed Land Use in support of transit oriented development:</u>

<ul style="list-style-type: none"> • Development of Irrigated cooperative farms in the arable hinterland. 	<p>nursery function is also a part of the facilities.</p> <ul style="list-style-type: none"> • <u>Development of Sport, Education & other amenities</u> in the form of new facilities to support development of the node: <ul style="list-style-type: none"> - ICT facilities - Education facilities, Primary and High schools - Skills training facilities - Police station - Post office - Sports facilities - Community Parks - Municipal facilities - Churches • Existing health care services • <u>Convenience facilities</u> for travellers and tourists as a stop over / gateway to the Wild Coast. 	<ul style="list-style-type: none"> - sustainable infrastructure - affordable higher density housing - office space - social amenities
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The vision for the Viedgesville Node is drawn from its role within a broader context as discussed above. The vision also aligns with broader District and Municipal Frameworks, which guide the proposed nature of the node.

VISION STATEMENT

BIOPHYSICAL ENVIRONMENT: *...an agrarian hinterland where the existing natural resources and cultivated lands surrounding the core urban node are preserved and improved through the promotion of sustainable farming activity around the node as well as through new development which occurs in a compact, managed and ecologically sound manner.*

SOCIO-ECONOMIC: *...a place where the advantages of strategic location are harnessed so that the core urban area of Viedgesville becomes a centre for retail, trade, rail-based logistics, agri-processing, and a gateway into the Wild Coast Tourism zone. The peripheral area also offers opportunities for the harvesting of renewal energy such as wind and solar energy.*

BUILT ENVIRONMENT: *...a sustainable higher density transit oriented village node where higher density affordable housing, a range of social, educational, skills training, health facilities and services are clustered within an 800m radius around the transport interchange so that core urban area of Viedgesville becomes developed along principles of transit oriented development and smart growth.*

8. VIEDGESVILLE DEVELOPMENT CONCEPT

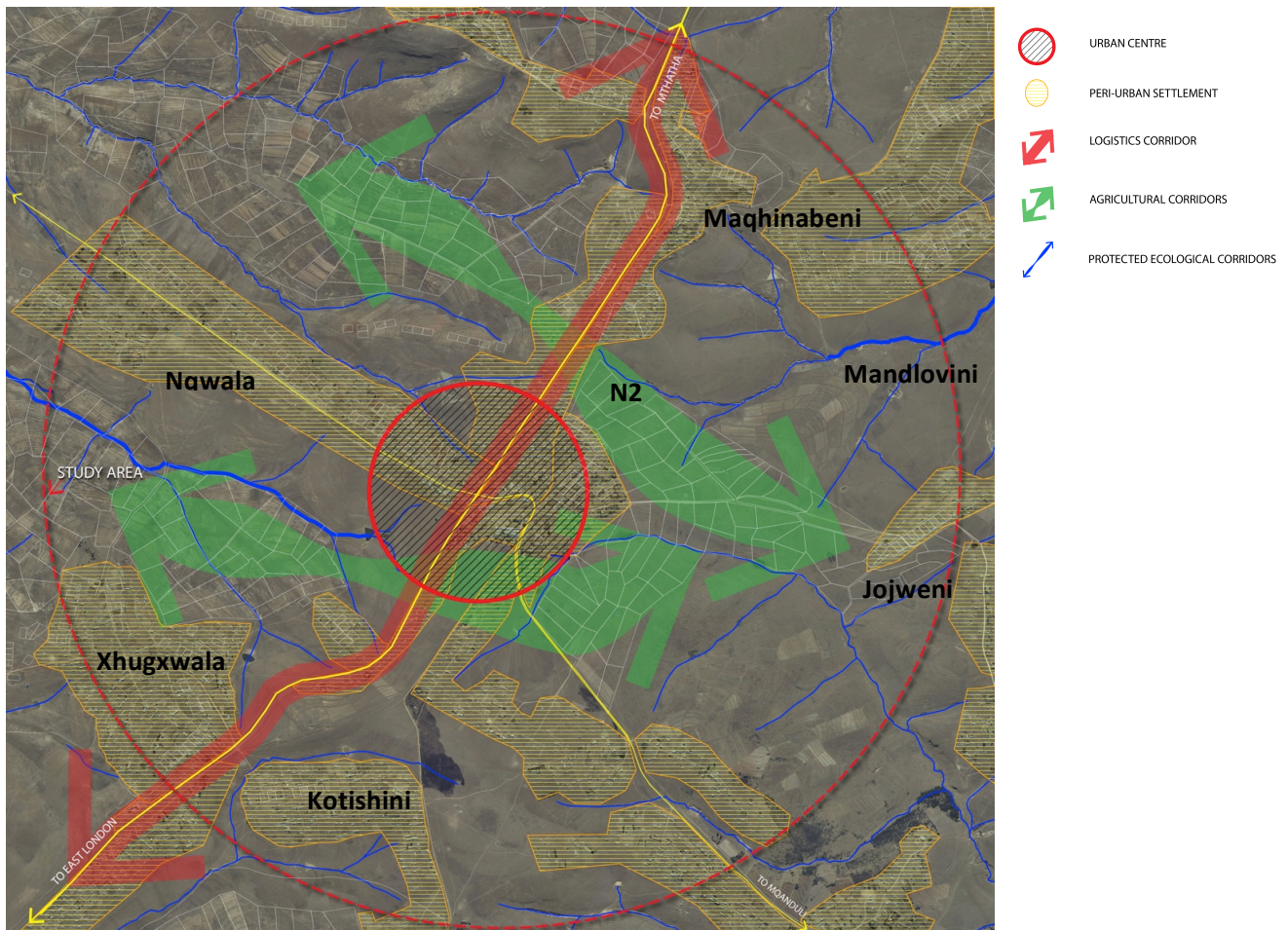


Figure 7: Viedgesville Vision Diagram

The development concept for the Viedgesville node is based on a few key concepts, which originate from the Vision developed for the area.

N2 Logistics Corridor and Public Transport Route

The N2 together with the railway line running parallel to the N2, forms both an important logistics corridor as well as public transport route which links Mthatha to the surrounding region. It is envisaged that development along this route should take the form of **'beads on a string'** where concentrated urban nodes are developed at strategic points such as at where road access and railway access in the form of stations come together at one node.

Urban Core: Development Node

In line with principles of transit oriented development, a formal higher density mixed use urban node is envisaged following an 800m radius of the Viedgesville intersection. This area is seen as appropriate for targeted infill development and densification and should be provided with higher levels of infrastructure provision and services than its surrounding peri-urban settlement.

Protected Biological Corridors

Riverine systems and wetlands form ecological corridors through the study area and remain protected by law in terms of development rights within riverine buffers.

Peripheral Area: Peri-Urban Settlement

A number of existing peri-urban settlements form part of the peripheral area of the study area. These are seen as defined areas with defined edges, which need to continue to be managed so as not to illicit continued settlement sprawl.

Peripheral Area: Agricultural Corridors

In line with broader policies and strategies for the area, surrounding rural areas need to continue to be actively targeted for the development of agricultural activities. Along these principles a system of agricultural corridors need to be developed surrounding the Viedgesville node.

9. LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR THE VIEDGESVILLE NODE

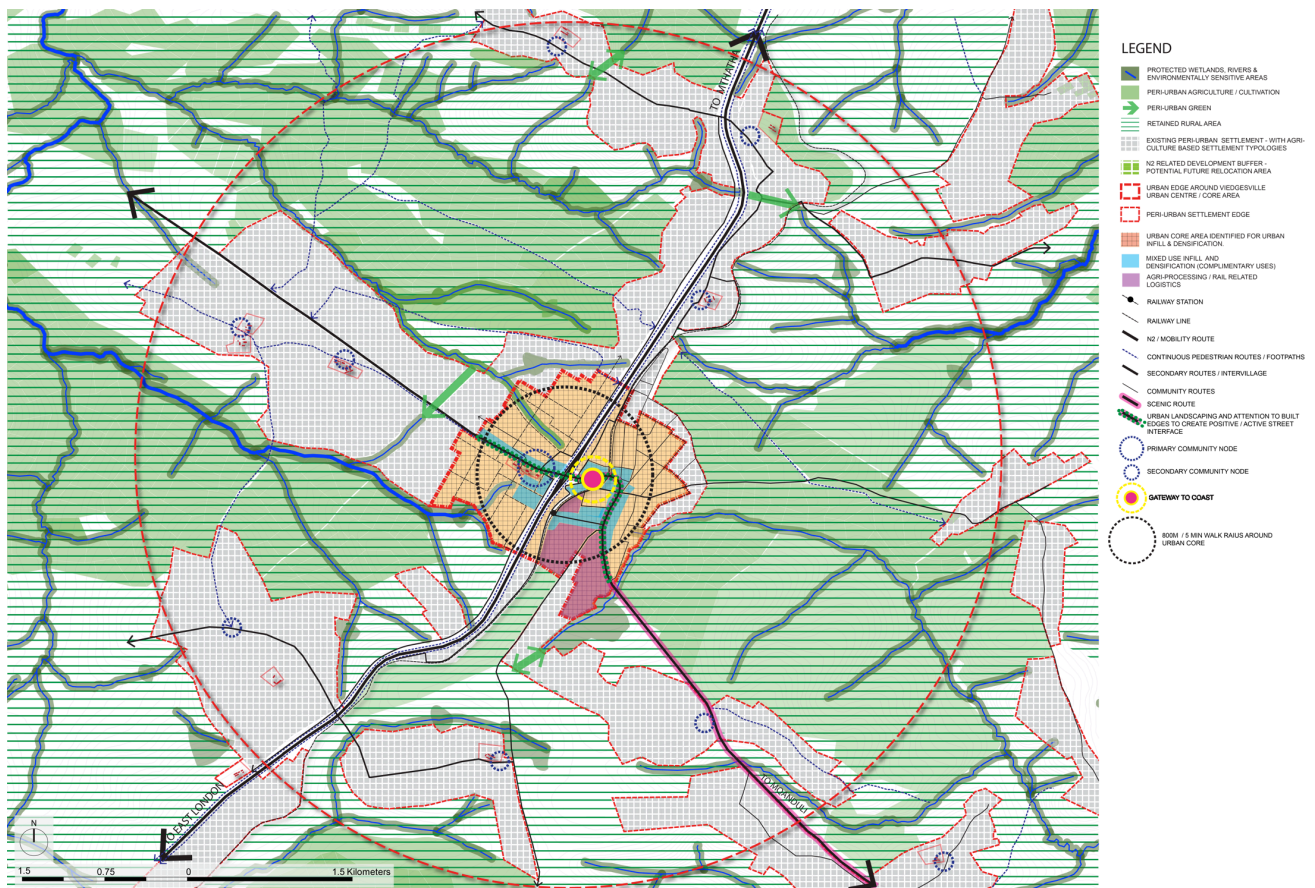


Figure 8: Viedgesville Node Local Spatial Development Framework

A number of structuring elements are seen as key to managing development within the node. These are further elaborated below.

Retained Rural Areas:

Retained rural areas include large undeveloped rural areas, and encompass:

- Environmentally sensitive areas that are protected by law.
- Peri-urban farming / agricultural areas which should be promoted for agricultural use.
- Other rural undeveloped / wilderness areas that must be retained, and improved (alien clearing etc.) to ensure sensitive and sustainable development of land in line with smart growth principles.

- Retained rural areas are critical to ensure that agriculture as the future basis of the local regional economy remains viable.

Peri-urban farming areas:

Peri-urban farming areas include areas, which fall within the umbrella of 'retained rural areas'. These farming areas are specially demarcated for cultivation / agriculture (including livestock farming), and could be suitable for small scale / co-operative farming and /or other large scale commercial agricultural projects

Urban Settlement Edge:

The Urban Edge is a proposed development edge to formal urban settlement and is seen as the boundary within which highest levels of municipal infrastructure services will endeavor to be provided. Higher density developments and urban densification should take place within the Urban Edge. The Urban Settlement Edge for Viedgesville has been proposed following the guidance of an 800m radius or 10min walk which is an ideal size for the development of a high density transit oriented nodal development.

Peri-urban settlement Edge:

This development edge is proposed around the existing peri-urban settlement surrounding the Viedgesville urban node. These boundaries to peri-urban settlement define an edge to peri-urban settlement so that residential intensification occurs within the existing development footprint where planned bulk infrastructure services can meet existing need. These areas are envisaged as lower in density to the urban core area and also serve as a transition to the proposed retained rural areas.

Mixed use densification areas:

These occur within the urban core area and are identified to accommodate a mix of compatible activities and uses including commercial, office, business and residential. A mix of uses within a single building should also be promoted within this zone e.g. retail on the ground floor with commercial and / or residential above.

Primary community nodes and routes:

Primary community nodes are strategic points on continuous public transport routes, which connect villages or settlements. Public facilities, which serve a larger population are planned and clustered at these nodes. The Viedgesville Core Urban Area is seen as such a node.

Secondary community nodes and routes

Secondary community nodes are points on continuous routes within a settlement area. Public facilities, which serve this settlement are planned and clustered at these nodes. A number of these nodes are identified in the LSDF for Viedgesville. See Figure 8 above.

Gateways:

These are entrance points to urban settlements and / or scenic routes, which require urban design intervention in the form of tree-planting, signage and landscaping to enhance the quality and character of the area. The Viedgesville Intersection due to its nature as an entry point to the coast is seen as a Gateway.

Scenic routes:

Scenic routes refer to routes that provide views over scenic landscapes and which provide a sense of place that is unique to the area or region. The route from Viedgesville to Coffee Bay becomes increasingly more scenic as one moves closer to the coast. In order to promote this route and node further, it is proposed that the route from Viedgesville to Coffee Bay be promoted as a scenic route.

The above structuring elements form the basis of the LSDF for Viedgesville. Further details on the proposals are found in the final compiled Mqanduli and Viedgesville LSDF report.

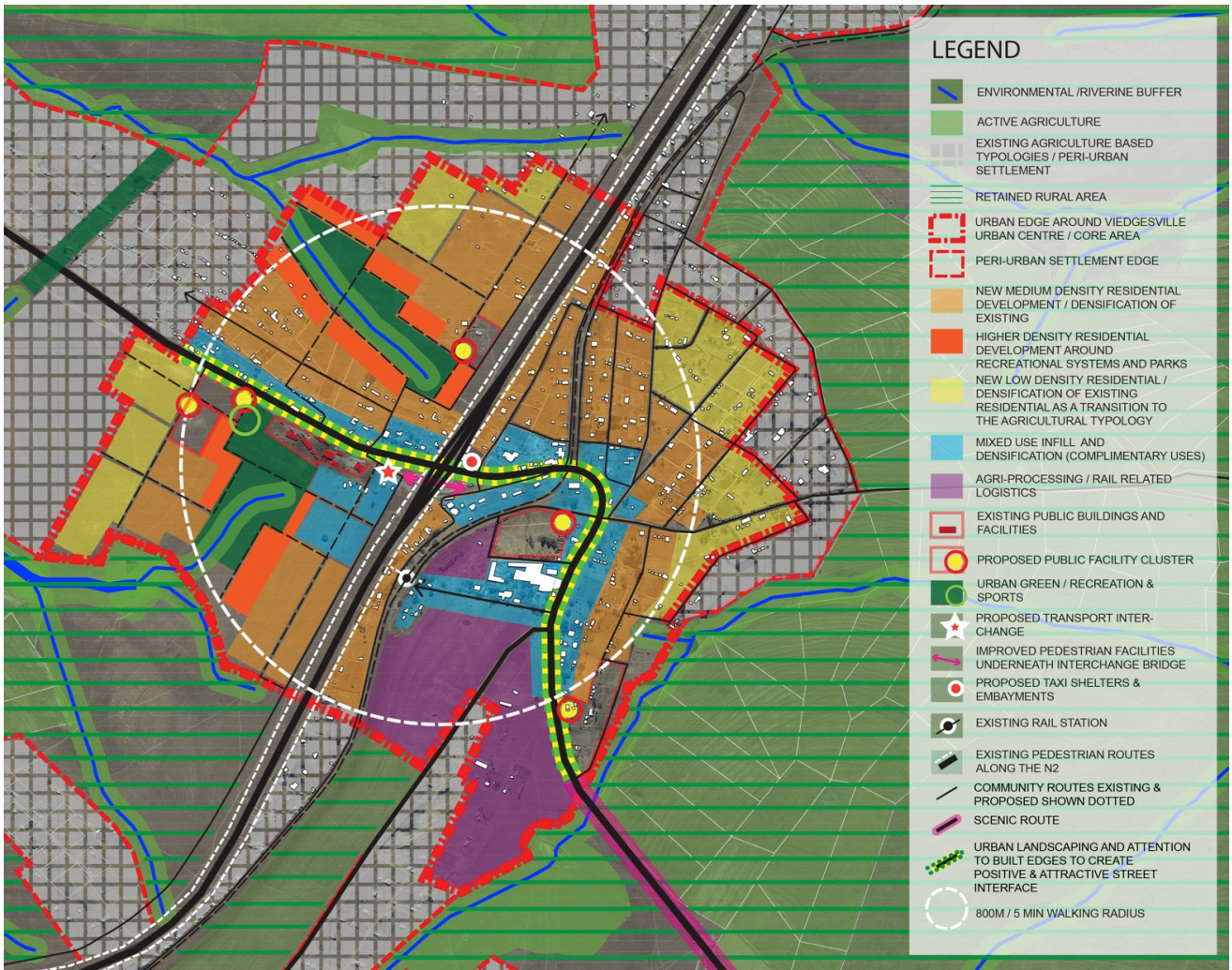


Figure 9: Viedgesville Urban Core Area: Land Use and Activity Framework

10. MQANDULI ROLE & VISION:

REGIONAL ROLE		
BIOPHYSICAL ENVIRONMENT	SOCIO-ECONOMIC	BUILT ENVIRONMENT
<ul style="list-style-type: none"> • Building climate change resilience through sound ecological governance • Reduced carbon footprint through renewable energy and energy efficiency (RE&EE) 	<ul style="list-style-type: none"> • Primary service node in the municipality providing access to a range of facilities and amenities to the surrounding sub-region. • Agricultural training and skills development centre for the sub-region. • Expansion of pilot agricultural development zone to link into the regional agricultural supply chain. Potential crops: <ul style="list-style-type: none"> - Maize and soya - Fisheries 	<ul style="list-style-type: none"> • Enhanced Cultural and Tourism roles. Through the urban upgrade of the Mqanduli CBD, and the development of B&B's the town should play a support role to the "Wild Coast" brand and be marketed in this way. • Provision of quality lifestyle housing options for those who prefer to live and work from Mqanduli • Estate-type residential / B&B development: Proximity to Mthatha and en-route location to Coffee Bay makes this a desirable location for the development of estate type / lifestyle

	<ul style="list-style-type: none"> - Bees (honey production) - Productive livestock farming and animal husbandry. • <u>Potential larger scale co-operative and commercial farming: maize, soya, chicken</u> • <u>Central Agri-processing hub</u> linked to the above activities. Milling, fisheries storage, light manufacturing facilities. • <u>Energy security</u> and revenue generation through renewable energy projects: solar, wind, biomass 	<p>low density housing and B&B's within the scenic areas of the town.</p> <ul style="list-style-type: none"> • <u>Affordable social housing</u>: Provision of social housing through the unlocking of infrastructure should be prioritised for people living and working in the Mqanduli areas
LOCAL ROLE		
<ul style="list-style-type: none"> • <u>Provision of ecological services</u> including water supply, food production, raw materials etc. • <u>Provision of parks and enhanced recreational amenities.</u> • <u>Development of irrigated cooperative farms in the arable hinterland</u> 	<ul style="list-style-type: none"> • <u>Primary social services hub</u> providing access to <ul style="list-style-type: none"> - High Schools - Community Health - Centre & Clinics - Welfare Services - Magistrates Court - Police station - Municipal facilities - Churches • Enhanced quality of facilities to improve the overall quality of the node. 	<ul style="list-style-type: none"> • <u>Town regeneration and upgrade of the public environment.</u> • <u>Densification and Mixed Land Use</u>: <ul style="list-style-type: none"> - Infrastructure - Affordable higher density housing - Office space - Social amenities

The vision for Mqanduli Town and surrounding commonage is drawn from its role within a broader context as discussed above. The vision also aligns with broader District and Municipal Frameworks, which guide the proposed nature of the node.

VISION STATEMENT

BIOPHYSICAL ENVIRONMENT: *...a place where the scenic landscape and existing natural resources surrounding the Town are enhanced and harnessed through the promotion of sustainable farming activity around the town as well as through the promotion of compatible new development which occurs in a managed and ecologically sound manner.*

SOCIO-ECONOMIC: *...a place where strategic location is harnessed so that Mqanduli Town becomes a well established primary urban centre with further expansion of retail and economic activities, linked to expanded residential use, agriculture training and larger scale co-operative and commercial farming, agri-processing and enhanced tourism facilities. The commonage area also offers opportunities for the harvesting of renewal energy such as wind and solar energy.*

BUILT ENVIRONMENT: *...a place where new, quality lifestyle housing opportunities, a range of social, educational, recreational, administrative and health facilities and services are available within a well connected, well functioning and attractive CBD environment.*

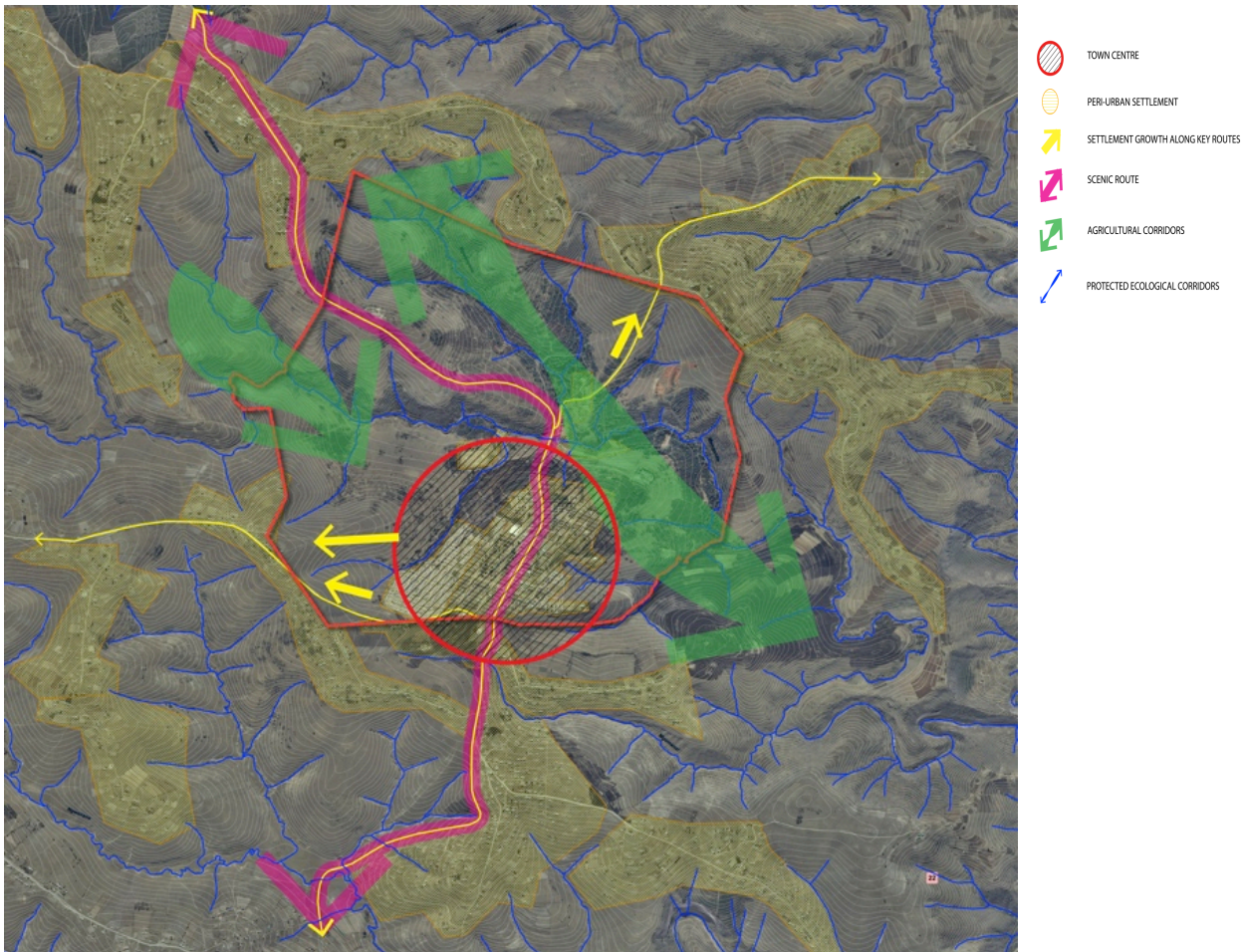


Figure 10: Mqanduli Vision Diagram

The development concept for the Mqanduli node is based on a few key concepts, which originate from the Vision developed for the area.

Upgraded Town Centre

This includes improving the quality of the public and built environment in the CBD. Residential and mixed-use densification forms an important component of the upgraded Town Centre.

Settlement Growth Areas

These are formal future settlement expansion areas to the north and to the west of the CBD linked to strategic routes. This is seen to accommodate a large number of civil servants requiring middle-income accommodation.

Provision of quality lifestyle housing options including estate type development is envisaged around the entrance to the town, which is the most scenic part of the study area along the river edge.

Scenic Route

The route from Viedgesville through Mqanduli towards Coffee Bay is seen as a scenic route and development along this route needs to follow design guidelines.

Protected Biological Corridors

Riverine systems and wetlands form ecological corridors through the study area and remain protected by law in terms of development rights within riverine buffers.

Peripheral Area: Agricultural Corridors

In line with broader policies and strategies for the area, surrounding rural areas need to continue to be actively targeted for the development of agricultural activities. Along these principles a system of agricultural corridors need to be developed surrounding the town. Formalized agricultural training facilities are envisaged close to the existing milling plant and surrounding agricultural area thereby assisting to revitalize the town centre. It is also envisaged that commonage land be prioritized for agricultural purposes.

Peripheral Area: Peri-Urban Settlement

A number of existing peri-urban settlements form part of the peripheral area of the study area. These are seen as defined areas with defined edges, which need to continue to be managed so as not to illicit continued settlement sprawl.

12 LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR MQANDULI

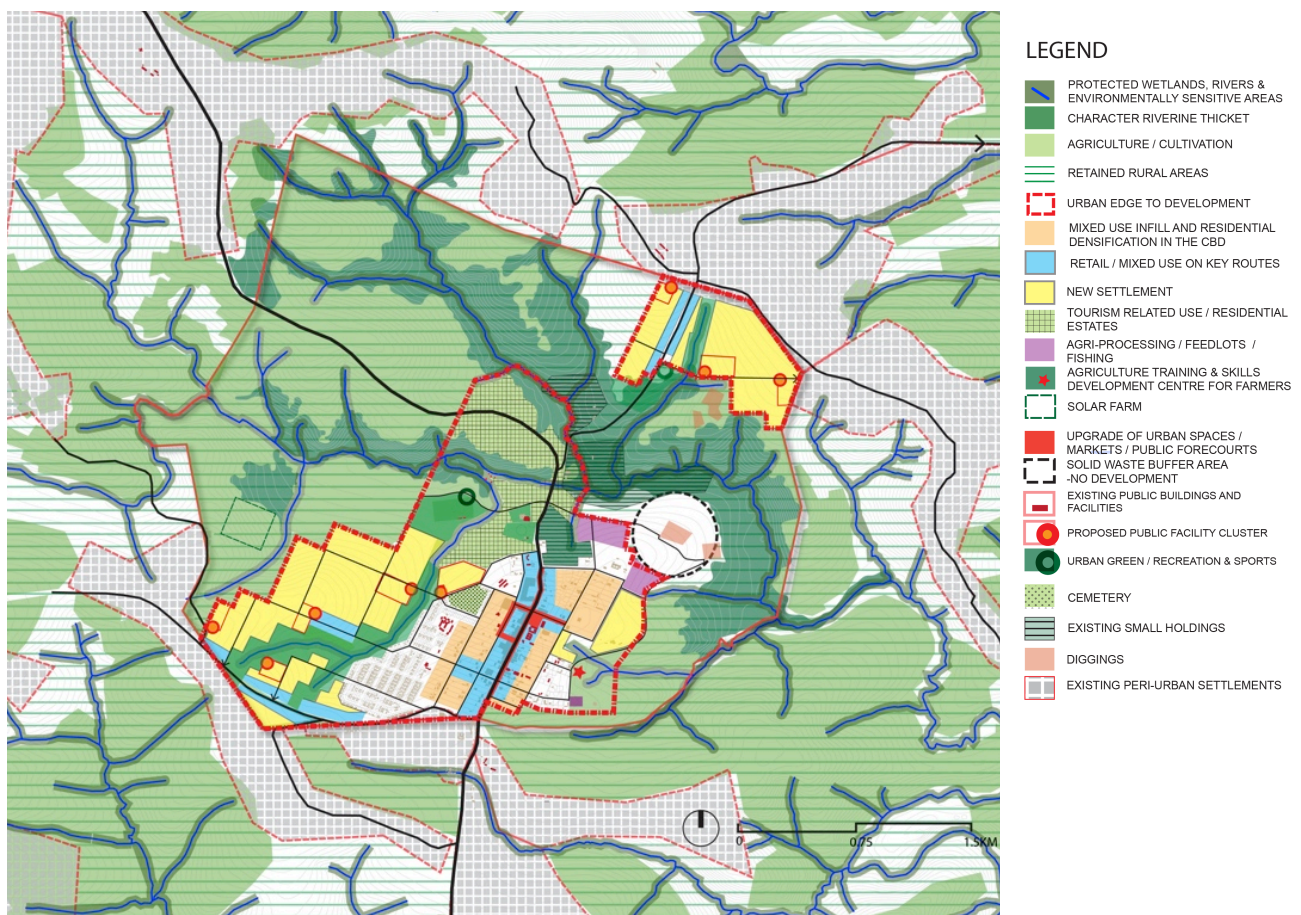


Figure 11. Mqanduli Node Local Spatial Development Framework

As with Viedgesville, key structuring elements are seen as critical in managing development within the Mqanduli Commonage. These follow the same principles as described similarly for Viedgesville above. In addition to the above, specific aspects which relate to Mqanduli are described below. The section therefore needs to be read together with descriptions of the same structuring elements described in Section 9 above.

Retained Rural Areas: As above

Peri-urban farming areas:

For the Mqanduli Node, the areas outside the proposed urban settlement edges are seen as suitable for cultivation and agricultural development. The proposed Agricultural Training Centre is located to the south east of the study area close to surrounding agricultural activity as well as the existing Mill. Location within the CBD area is also seen to boost related residential and hostel development close to the Training Centre. This also becomes a catalyst to densification within the existing urban area.

Urban Settlement Edge:

As per the development concept for Mqanduli, these areas are aligned to existing key development routes and aim to create development linkage to surrounding peri-urban settlement.

Peri-urban settlement Edge: As above

Mixed use densification areas: As above

Residential densification areas:

The CBD residential footprint is identified for residential densification, as these sites are currently underutilized.

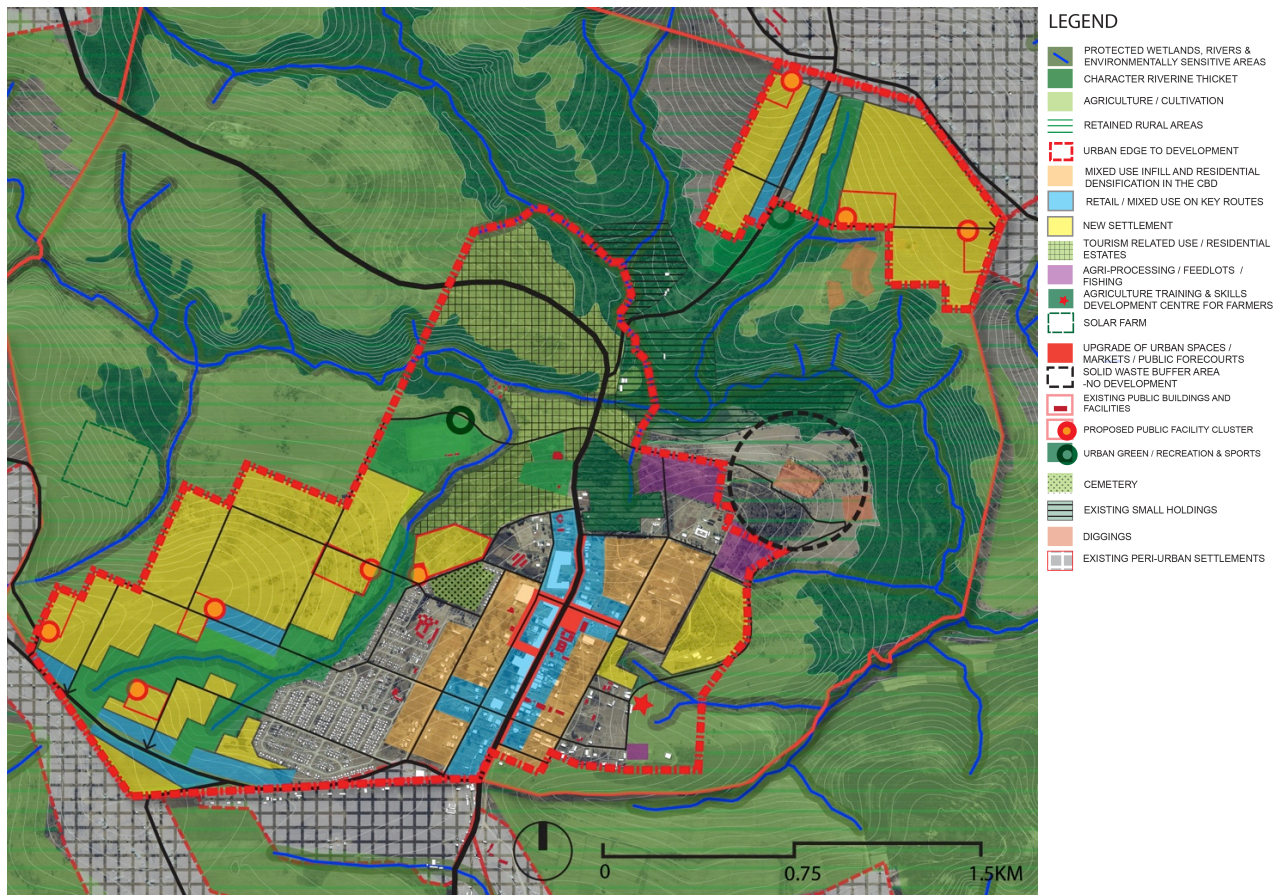


Figure 12. Mqanduli CBD and proposed expansion areas

9. IMPLEMENTATION FRAMEWORK

In order for the vision and proposed development frameworks for Viedgesville and Mqanduli to be realized, a number of concurrent processes need to unfold.

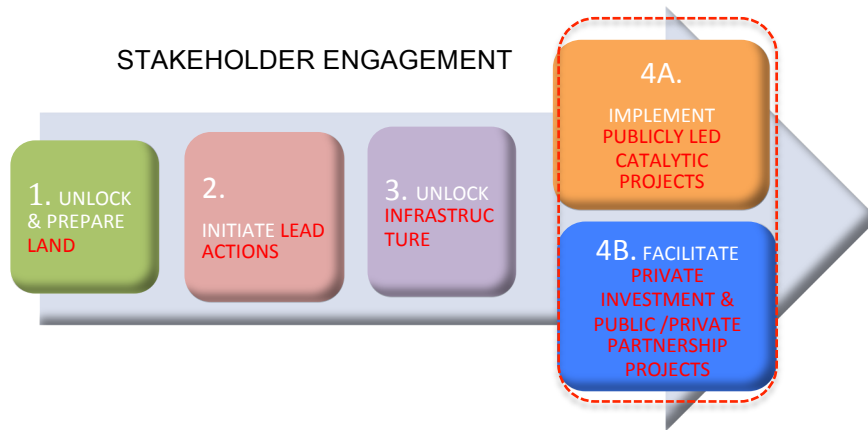


Figure.13 Implementation Processes

1. LAND PREPARATION PROCESSES

This is perhaps the most critical aspect for the unlocking of land for development, especially with respect to the Viedgesville Node. A number processes need to take place in this regard.

- A land audit of existing uses and tenure needs to be compiled.
- A methodology or model for the release of land for development, which is aligned to the Spatial Planning and Land Use Management Act, needs to be developed.
- An updated Land Use Management Scheme needs to be put in place for both the Viedgesville and Mqanduli Nodes.

In addition to the above, Municipal by-laws need to be put in place to manage illegal land uses which are taking place at the two nodes.

2. LEAD ACTIONS NECESSARY TO FACILITATE INTEGRATED DEVELOPMENT

Stakeholder Management

The alignment of Municipal stakeholders is necessary in order to coordinate and pool funding for projects, integrate design as well as to ensure smooth project implementation. Other key public stakeholders who play a role in the development of the hub include Provincial and National Government Departments.

Ongoing stakeholder engagement with private landowners, community stakeholders and local organisations and committees are key in ensuring that developments are integrated and in the best interests of all stakeholders.

Sound Project Preparation and Urban Design Guidance

The sound pre-planning of implementation projects including feasibility studies, preparation of detailed design and urban design frameworks and guidelines are necessary to bring about a visible change in the built environment quality from the status quo and business as usual planning and implementation processes.

2. UNLOCKING OF INFRASTRUCTURE

A significant precursor to implementation of projects includes planning for and ensuring that bulk infrastructure can support the development Vision and Concept for the two nodes.

It is also necessary to ensure that planned infrastructure upgrades occur simultaneously with identified priority projects in order to avoid future disturbance of projects to accommodate infrastructure upgrade

3. IMPLEMENTATION OF INTEGRATED PROJECTS

Implementation of integrated projects are of two types, firstly, publicly led catalytic type of projects which have the potential to kick start further development as well as create investor confidence in the area. Projects in this category include public realm upgrade projects such as the creation of high quality public spaces, streets and places, which have the potential to create a high impact in an area. The second type of project is the privately led development or public / private partnership project. These projects if implemented well, also have the potential to transform the face of an area. These special projects should over an above retail development include alternative models of housing provision which look at creating higher densities, varying tenure options as well as varying models of housing, which meet the needs of different income brackets.

A series of actions and strategic projects related to the two nodes as well as high-level costs of identified projects, key role players and roles in the project delivery process are provided in the Final Compiled LSDF Report.