

KING SABATA DALINDYEBO MUNICIPALITY

LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR THE MTHATHA NODAL AREA

EXECUTIVE SUMMARY

MARCH 2017

Draft

tshani

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INTRODUCTION

1.1 PURPOSE OF THE SPATIAL DEVELOPMENT FRAMEWORK

King Sabata Dalindyebo Local Municipality (hereinafter referred to as “KSDLM”) appointed Tshani Consulting C.C. to assist them with the preparation of the Western Mthatha Local Spatial Development Framework, hereinafter referred to as the ‘WM LSDF’.

In terms of Section 26 (e) of the Municipal Systems Act (Act No. 32 of 2000), a Spatial Development Framework (SDF) in respect of a Municipality’s area of jurisdiction is a legally required component of a Municipality’s Integrated Development Plan (IDP).

This document serves as an Executive Summary of the WM LSDF which encapsulates the context and development proposals for the study area as determined through the LSDF formulation process.

1.2 BACKGROUND

Nodal development areas for which the LSDF’s must be developed are not necessarily formal administrative areas in terms of current planning legislation and local government demarcation arrangements. The planning must be carried out for designated development nodes which are geographically smaller areas with specific characteristics that require detailed planning due to their potential for growth.

The LSDF must be developed to provide a new desired pattern, alter existing land use disparities, protect and promote existing predominant or preferred future dominant land uses and associated or compatible land uses.

The LSDF is a planning tool that must set out a vision for the future development trajectory of an area. It establishes a planning and land use management framework to guide development and land use change and aims to achieve environmental, social and economic objectives.

The plan will inform interventions by both public and private sectors in order to facilitate economic growth and development through social, spatial and economic development. The aim is to initiate, stabilize, consolidate and promote economic development in the nodal area and to enhance business efficiencies and opportunities as a response to various government initiatives by proposing appropriate land-use interventions and/or densities within the nodal area.

The development proposals should inform the overall development of a nodal area in terms of medium to long-term strategic interventions required to promote the development of spatially and economically integrated areas that are attractive, efficient, convenient, safe and effectively managed. The interventions will also promote restructuring, sustainable communities, economic development, poverty alleviation and environmental sustainability.

The primary aim is the arrangement of land use and infrastructure associated with the needs of specific communities. It must integrate transportation, environment, education, economic development, social residential development and other developmental requirements. It is a process that must be community driven.

1.3 PROJECT OBJECTIVES

The following objectives were identified as part of the scope of works:

- Give effect to the development principles contained in the Draft Spatial Planning & Planning Land Use Management Bill including:-
 - Spatial Justice
 - Spatial Sustainability
 - Efficiency
 - Spatial Resilience; and
 - Good Administration
- Set out objectives that reflect desired spatial form of a rural municipality
- Contain policies and plans which must:-
 - Indicate desired patterns of land use within the development node
 - Address the spatial reconstruction of the location and nature of development within the development node; and
 - Provide strategic guidance in respect of the nature of development within the development node
 - Set out basic guidelines for a land use management system in the nodal development area
 - Identify programmes, projects and restructuring elements of the development of land within the nodal development area
- Provide a visual presentation of the desired spatial form
 - Must indicate where public and private land development and infrastructure investment should take place
 - Must indicate desired or undesired utilization of space in a particular area
 - May delineate land use parcels and precincts
 - May identify areas where strategic intervention is required; and
 - Must provide urban design interventions and guidelines to enhance aesthetic appeal.

The plan must demonstrate the relationship between nodal planning intent and other planning initiatives such as local economic development strategies, infrastructure planning, natural resource management plan and environmental management strategies and should encourage and support rural economic development opportunities.

In terms of the Act, the SDF, once approved by the Municipal Council, has the status of a Statutory Plan that serves to guide and inform all decisions made by the Municipality with regard to spatial development and land use management, in its area of jurisdiction.

1.4 METHODOLOGY FOLLOWED

Phase 1: Project Initiation and finalization of Terms of Reference

An introduction meeting was held with representatives of the Local Municipality and other immediate stakeholders where the proposed methodology to followed was presented. This session was also used to collect any data that the local municipality had which could assist the process. It was also imperative that we consulted with the immediate stakeholders so that collecting information was unchallenged. During this phase Tshani Consulting CC collected various documents and available digital data from KSD Local Municipality and companies responsible for various projects, as indicated in the scope of work. Graphics, graphs and plans where used to convey the LSDF preparation.

Phase 2: Data Collection and Analysis

An analysis of the exiting tourism potential, settlement areas, accessibility, land use, economic and environmental consideration, infrastructure and institutional context was completed. Community and stake holder input was critical during this phase. All opportunities, constraints, problems and, key informants relating to the study area was identified.

Phase 3: Compile Draft LSDF

In terms of a vision exercise, two separate visions was to be formulated for each LSDF. The vision for the two study areas will also have to bear in mind the objective which forms part of the terms of reference that says that the LSDF must set out a vision that provides development in a new desired pattern, altars existing land use disparities, protects and promotes existing predominant or preferred future dominant land uses and associated or compatible land uses.

Based on the spatial implications/imperatives of the vision and issues identified in the phase 2 a study area conceptual framework will be produced. This will be blob diagram indicating how the vision of the study area is envisaged spatially. In response to the conceptual framework, Mthatha Nodal Area LSDF's will explains clear and detailed objectives and elated planning tools for the management and direction of spatial development and land use management in the area according to the proposals. This will assist to manage development in future in order to guide new investment to achieve the proposed development vision. In this phase a consolidated framework plan will be prepared and the phase will be closed out with an implementation plan.

Phase 4: Review of Development Proposals

Submit Draft LSDFs, planning reports, and draft town planning scheme amendments for review by the municipality to assess alignment issues. Project Steering Committee meeting will consider the proposal.

Phase 5: Incorporation and Amendments

Amend the draft plans, planning reports and draft town planning scheme amendments to incorporate more comments.

Phase 6: Public Participation

The LSDF will be advertised in the local newspaper, in two official languages, for a period of 21 days for the public to submit their comments.

The LSDF Report will be placed in the public library and the municipal office's to allow easy access of the report to the stakeholders and the public.

On receipt of comments from the public, all submissions will be considered and the Draft LSDF will be amended accordingly.

Council Approval

Tshani Consulting CC will present the Final Draft LSDF Report to the Portfolio Committee and Council.

After the presentation the final Mthatha Nodal Area Local Spatial Development Framework will be submitted to municipality for Council approval.

All GIS files and reports in text formats will be submitted to KSD Local Municipality. The shapefiles will have clear attribute information.

Phase 7: Consideration and Submissions

Consider all submissions and amend the Draft LSDF and draft town planning scheme accordingly.

Phase 8: Final Submission and approval of LSDFs

Submit the final LSDFs to the municipality for review and approval. Submit the final Town Planning Scheme amendments to the municipality and minister for approval and incorporation into the existing Town Planning Scheme.

1.5 THE CONSULTATIVE PUBLIC PARTICIPATION PROCESS FOLLOWED

Public participation and consultation internally and externally were an important part of the preparation of this LSDF. Stakeholders involved were representing different organisations and civil society in general.

Table 1 below indicates relevant meetings and workshops held during the consultative period.

From BCMM's side, the formulation of the Local Spatial Development Framework was managed and co-ordinated by a Task Team comprising Officials and councillors from different Municipal departments.

MEETINGS AND WORKSHOPS HELD

| Meeting/Workshop | Date |
|--|-------------------|
| Inception Meeting – Munitata Building | 12 May 2014 |
| Situation Analysis Workshop | 17 June 2014 |
| Project Steering Committee Meeting – Council Chambers | 07 July 2014 |
| Stakeholder Workshop/Presentation - Town hall | 09 September 2015 |
| Stakeholder Workshop/Presentation - Town hall | 30 September 2015 |
| Project Steering Committee Meeting – Mthatha Stadium | 03 November 2015 |
| Alternative Scenarios and visioning exercise Workshop – Mthatha Stadium | 03 November 2015 |
| Presentation of Alternative Scenarios – Mthatha Airport and Country Club | 17 February 2016 |
| Presentation of Draft LSDF | 22 June 2016 |



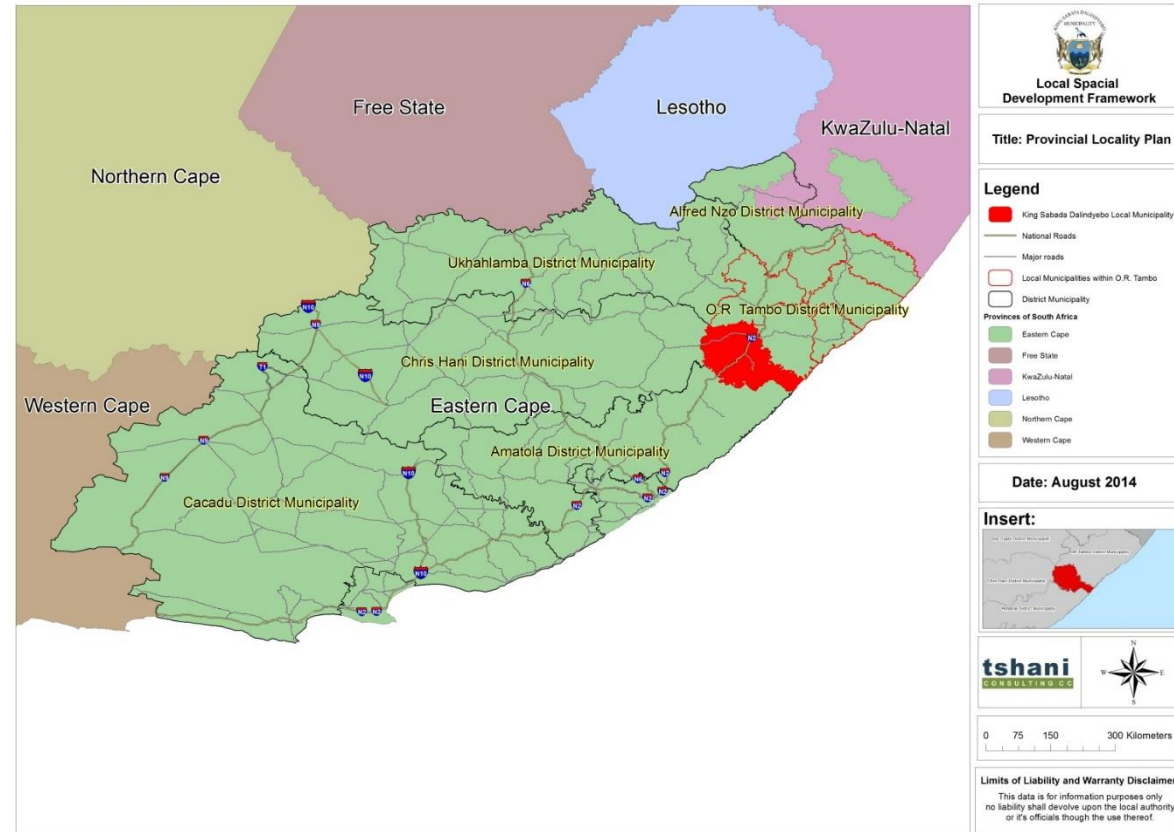
2. LOCALITY

The following section provides an overview of the study area in relation to Mthatha's position from Provincial, Regional and Municipal Perspective.

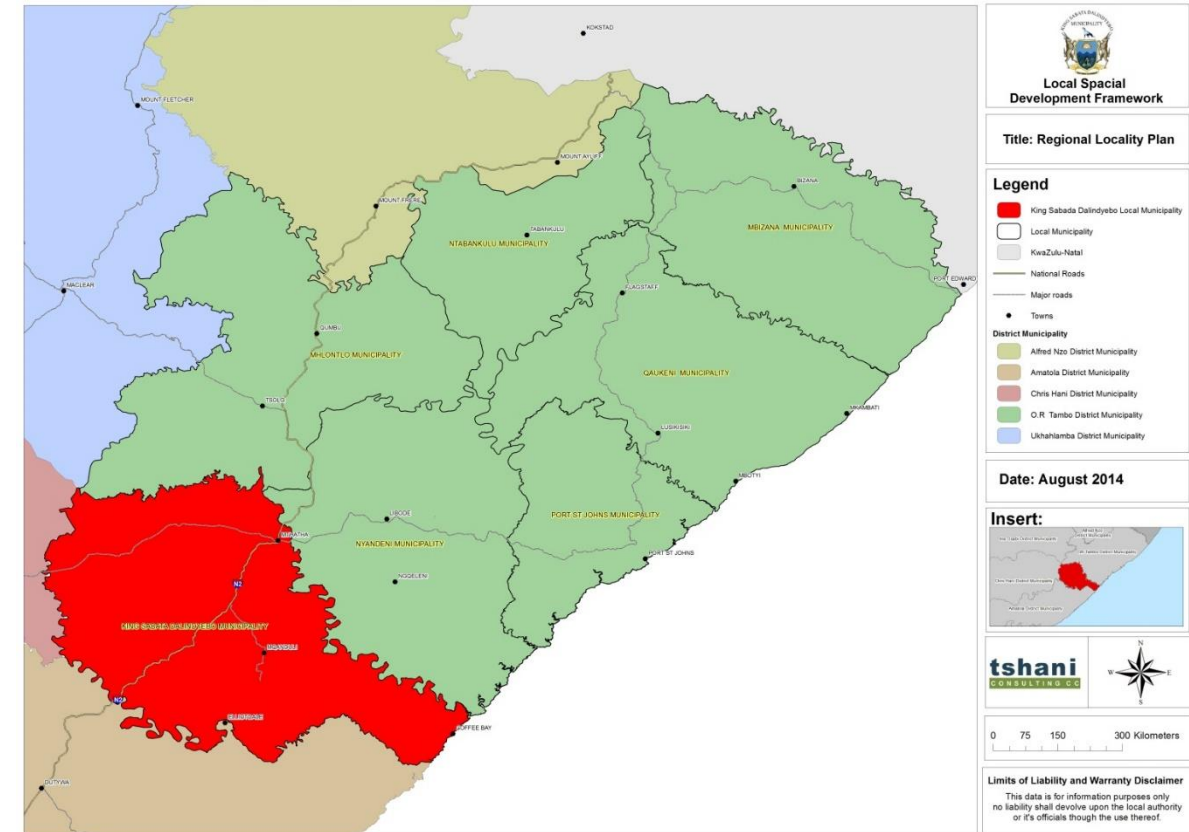
2.1 PROVINCIAL LOCALITY

King Sabata Dalindyebo Local Municipality is situated within the OR Tambo District Municipality, which in turn is situated within the Eastern Cape Province of South Africa.

The Eastern Cape Province is divided into six (6) district municipalities, Alfred Nzo, Amathole, Cacadu, Chris Hani, OR Tambo and Joe Gqabi District; and two (2) metropolitan municipalities, being Nelson Mandela and Buffalo City Metropolitan Municipality. The six (6) district municipalities are divided into thirty-seven (37) local municipalities.



PLAN NO. 1: Provincial Locality



PLAN NO. 2: Regional Locality

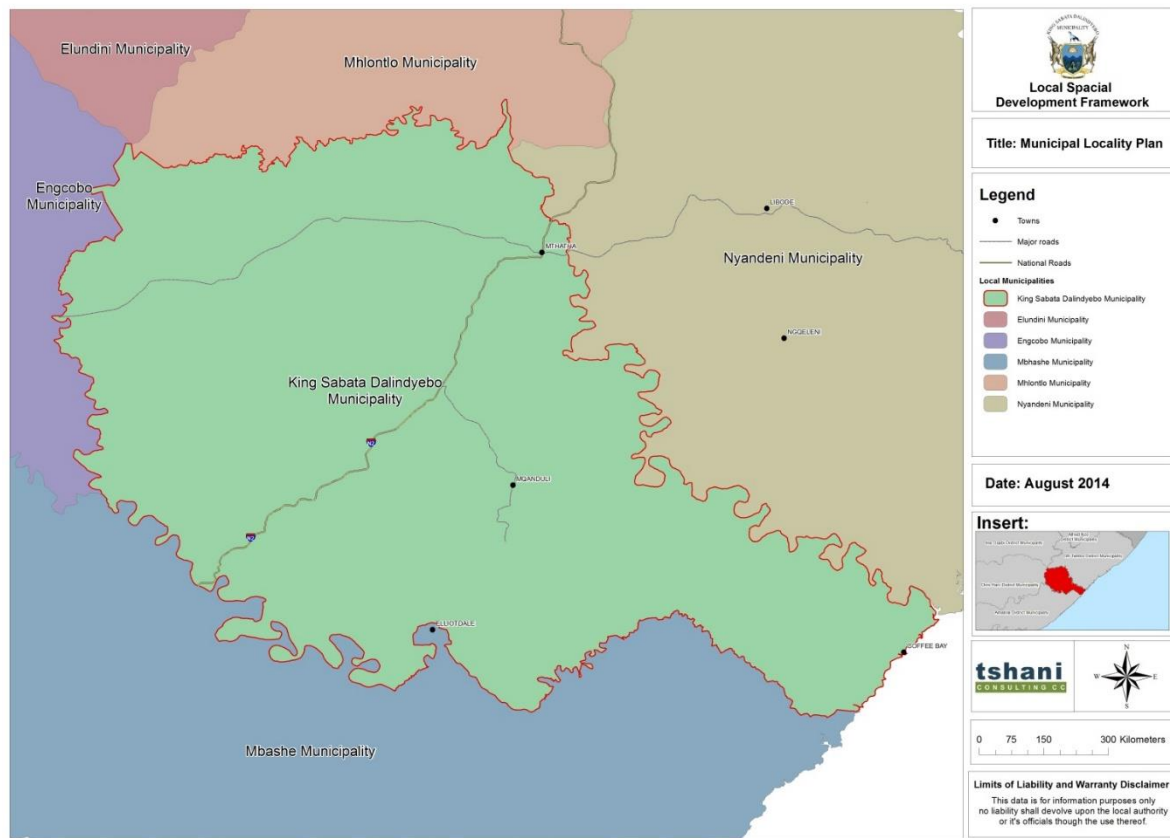
2.2 REGIONAL LOCALITY

The OR Tambo District is situated in the eastern portion of the Eastern Cape Province and is surrounded by Alfred Nzo District to the north, Joe Gqabi District to the north-west, Chris Hani District to the west and Amathole District to the south-west (see plan below King Sabata Dalindyebo Local Municipality is situated within the OR Tambo District Municipality, which in turn is situated within the Eastern Cape Province of South Africa.

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2.3 MUNICIPAL LOCALITY

The King Sabata Dalindyebo Local Municipality is one of the seven local municipalities situated within the OR Tambo District Municipality. The local municipality covers an area of 3 027km in extent and consists of 35 wards, which are characterized by a range of settlements forms and land uses that include urban, agricultural rural aspects. The N2 traverses the local municipality, linking KwaZulu-Natal with the Western Cape. The Municipality includes the towns and rural hinterlands of Mthatha, Mqanduli, Coffee Bay and Viedgiesville (see plan below).



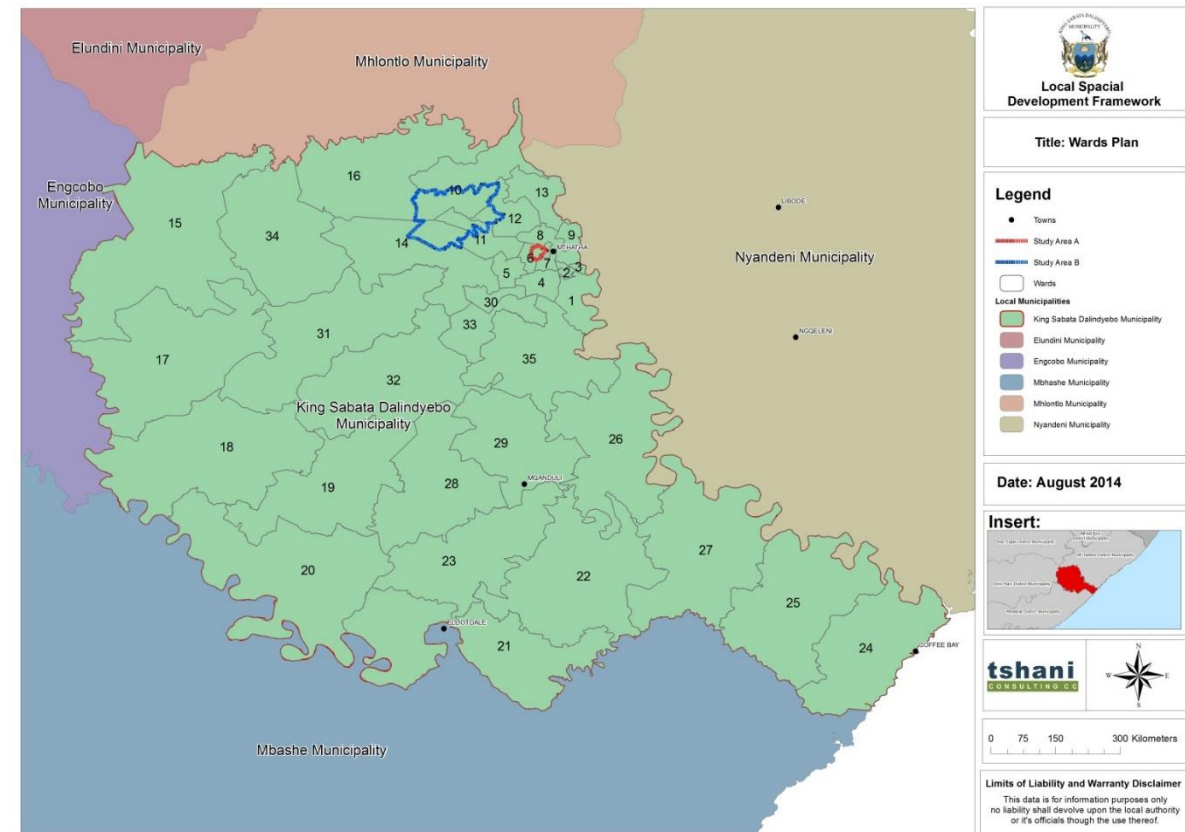
PLAN NO. 4: Municipal Locality

2.4 STUDY AREAS

The study area is made up of the following two components:

- Study Area A: comprising Ward 6
- Study Area B: comprising Wards 10, 11, 12 and 14

Study Area A (Ward 6) is urban in nature and situated in a south-west direction to Mthatha, which is known as the main centre of the KSLDM. Study Area B (Wards 10, 11, 12 and 14) is made up more of the rural settlements of the KSDLM.



PLAN NO. 5: Study Areas

Study Area A

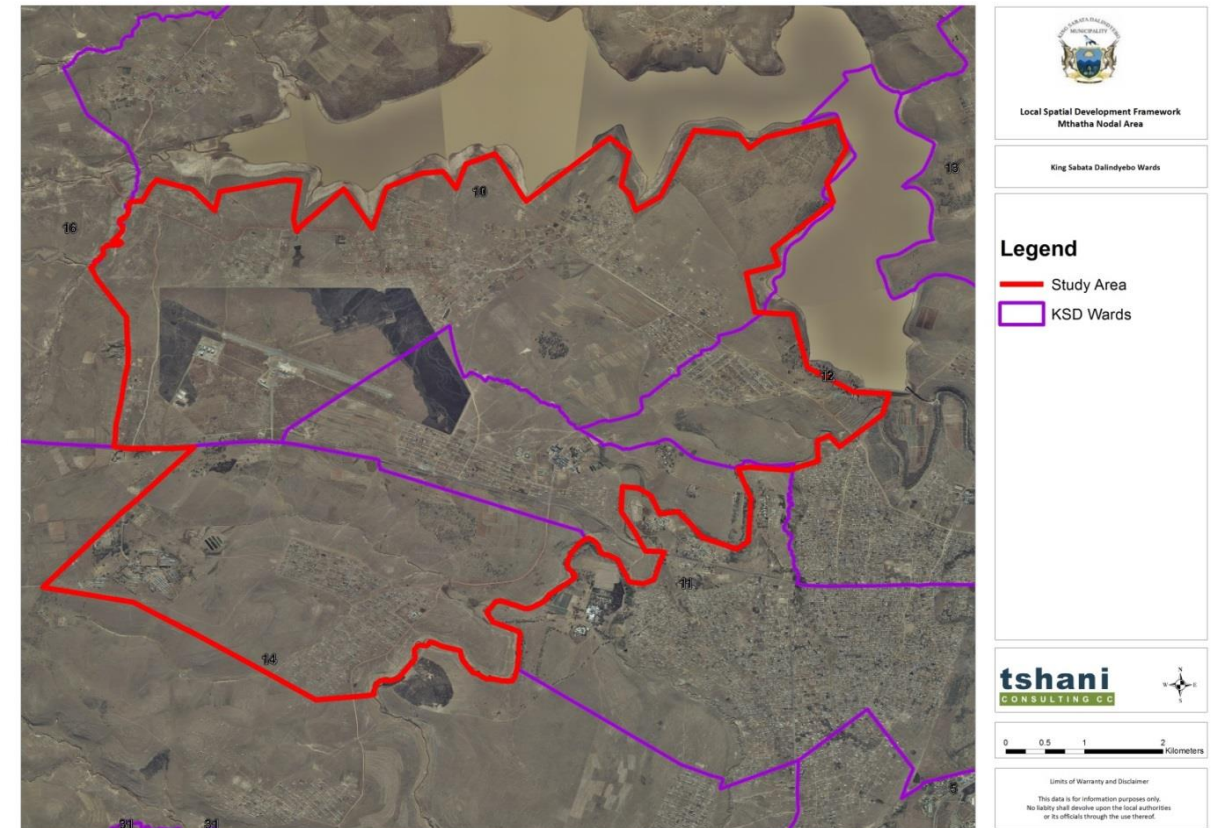
Study Area A includes the areas known as the Hill (Deville Road to the north-west, Stanford Terrace to the south-east, Park Road and Lowry Street to the east, the railway line to the south, Stanley Nelson Drive, Miller Street and the Golf Course); and measures approximately ±180 Ha.



PLAN NO. 6: Study Area A

Study Area B

Study Area B includes the area bounded by the Cicira River starting at Mthatha River (clockwise) until it reaches the Farm Hampson Hope, then along the southern boundaries of Hampson Hope and Argenton, then along the western boundaries of the farms Argenton and Hillside to the R61, then along R61 westwards to the western boundary of the Administrative area Ncise1, then along the western boundary of A/A Ncise1 to the western most point of the Mthatha Dam, then along the southern and western reaches of the Mthatha Dam and Mthatha River to where it meets the Cicira River. The area measures approximately +-5200 HA.



PLAN NO. 7: Study Area B

3. SITUATION ANALYSIS: SYNOPSIS

A detailed Situation Analysis was completed and documented in Phase 2. However, for the purposes of this phase a synopsis is provided to give this Executive Summary significant context. .

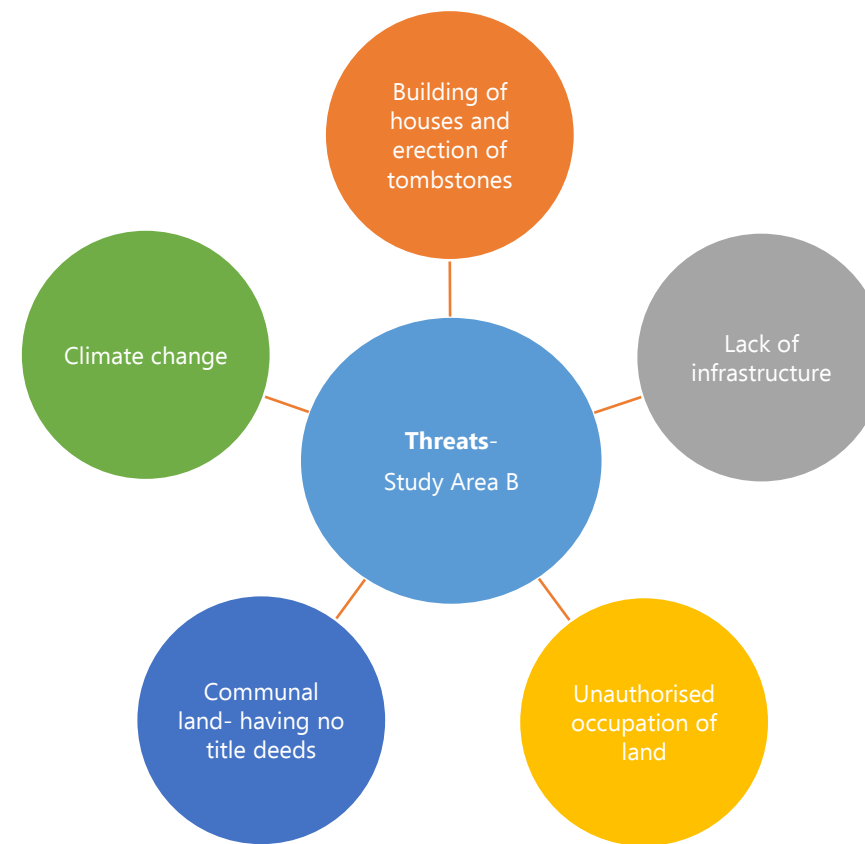
3.1 SWOT ANALYSIS

The following section will assess the Strengths, Weaknesses, Opportunities and Threats relating to the study areas. The SWOT analysis helps understand the issues pertaining to the study areas. The strengths and opportunities of the study areas are the themes that would be able to be expanded upon and promoted whereas the weaknesses and threats would require further emphasis to be able to develop them into opportunities.

3.1.1 Study Area A



3.1.2 Study Area B



3.2 SUMMARY OF KEY ISSUES

The Situation Analysis Phase comprised of an in-depth analysis as well as intensive Public Participation within the study area. As a result of that the following Key Issues were highlighted, which also form the basis for the Development Strategy.

The key issues outlined below list the issues pertaining to each study areas. These issues are identified problems which will be addressed in the proposed spatial frameworks section.

3.2.1 Study area A

- Lack of mentoring entrepreneurs on good business methods
 - No legislation
 - Lack of public participation and involvement of stakeholders
 - Insufficient accommodation
 - Lack of secure housing at the country club
 - Mushrooming of B&B's vs lack of infrastructure
 - Lack of conference centres near country club
 - Lack of commitment and cooperation from key drivers
 - Improper/unplanned development
 - Increased population growth
 - Lack of understanding of Land use management
- Lack of bulk services
 - Lack of business hub
 - Lack of mentoring farmers on good farming methods
 - No legislation
 - Negative proposals at the airport
 - Insufficient accommodation
 - Lack of conference centres and hotels near airport
 - Lack of commitment and cooperation from key drivers
 - Population growth
 - Floodplains and wetlands
 - Communal land vs development
 - Lack of shopping facilities
 - Existing land claims

4.1 STRATEGIC OBJECTIVES, VISIONING, AND CONCEPTUAL FRAMEWORK

4.1.1 STUDY AREA A Objectives and Strategies

| OBJECTIVES | STRATEGIES |
|--|---|
| Promote mixed use development | -Amend the zoning scheme to align with LSDF Proposals |
| Improve road infrastructure | -Upgrade key road links and implement measures to control traffic in developed areas |
| To ensure that all development is controlled | -Update the Zoning Scheme with proposals from the LSDF |
| Improve transport infrastructure | -Alignment and Upgrading of bulk infrastructure -Allow for wide paving and slopes rather than steps to include users with a disability. -Develop a public transport plan for the area |
| Ensure sustainable development | Promote the use of Green Technology |
| Increase the number of residential units | Incorporate densification strategies for identified areas |

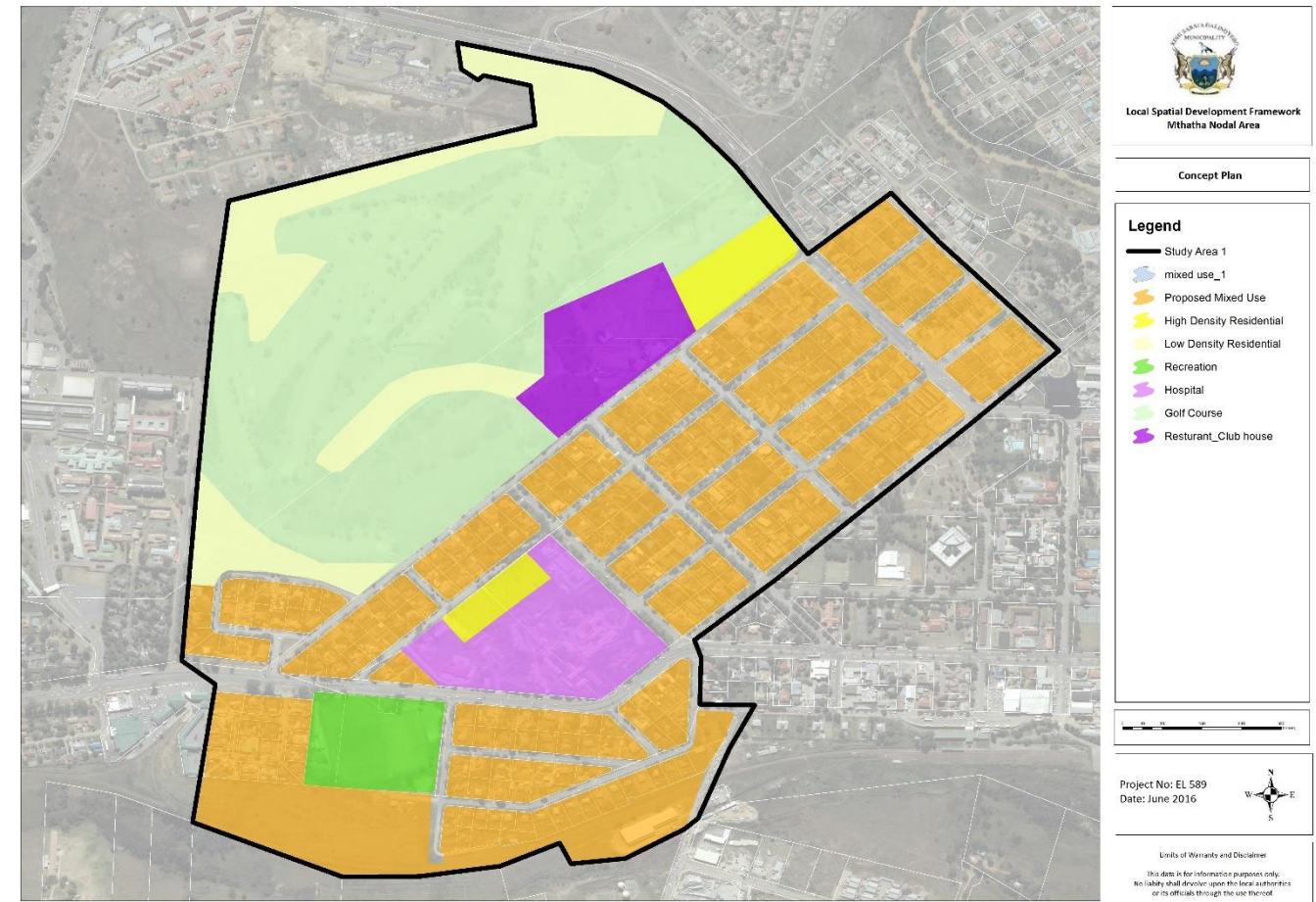
4.1.2 STUDY AREA A Vision

“To create a neighbourhood which has a mix of land uses and densities, supporting the CBD and integrated with surrounding uses.”

4.1.3 Conceptual Framework Plan

The idea of the concept below is to focus on a range of land uses namely: Golf course, estate development, hospital, mixed use development, offices and tourism. Been focused within a CBD that experiences a high degree of activity and congestion. The proposals aim to approach the LSDF in a manner that will give rise to high quality urban spaces and amenities for people to experience. The mixed use developments aim to introduce densification n to the CBD and maximize land usage. The aim is to foster the views and vistas of the golf course by creating a lifestyle environment for occupants of the proposed developments. Mixed use proposals were also considered in the core of the study area as there is a high demand for this office space, retail activity and commercial land usage within

Mthatha. The golf course is envisioned to maintain its function within Mthatha as it is well supported, however improvements need to be made in the forms of Estate developments alternate uses to be considered.



PLAN NO. 8: Conceptual Framework Plan

4.1.4 STUDY AREA B Objectives and Strategies

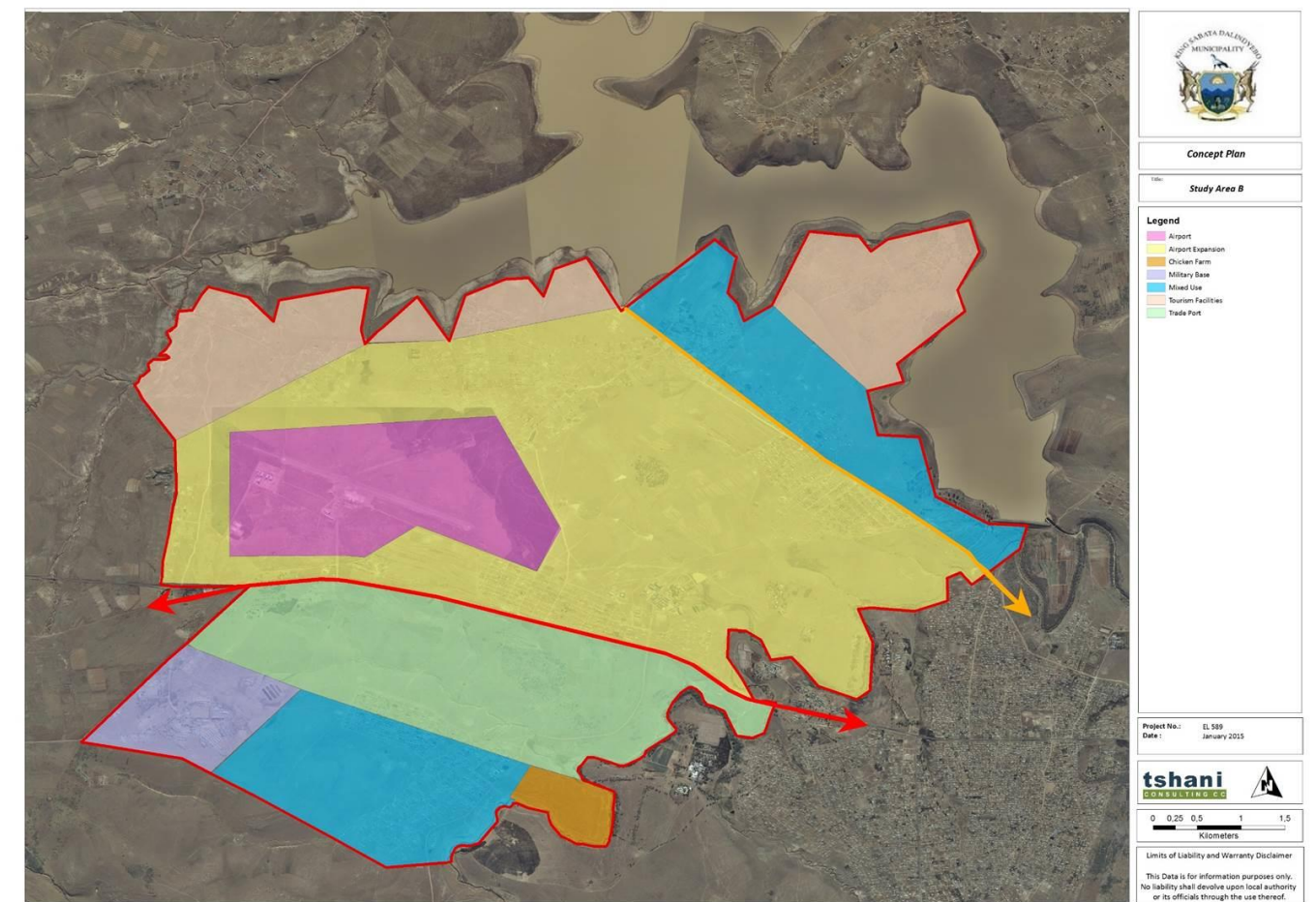
| OBJECTIVES | STRATEGIES |
|---|---|
| Develop the airport precinct into a destination | -Promote mixed use activities within the Precinct |
| Monitor land development in and around the airport | -Apply the noise contours to assessing all developments |
| Improve infrastructure to service the area. | -Service the R61 and other main roads within the area to increase access into the area. -Implement bulk infrastructure to align to development proposals |
| To create a linkage of study area with the city centre. | -Develop the R61 as proposed by SANRAL Promote mixed use activities along the corridor |
| To ensure the SEZ is successful and sustainable | Implement the principles of the Feasibility Study |

4.1.5 Study Area B Vision

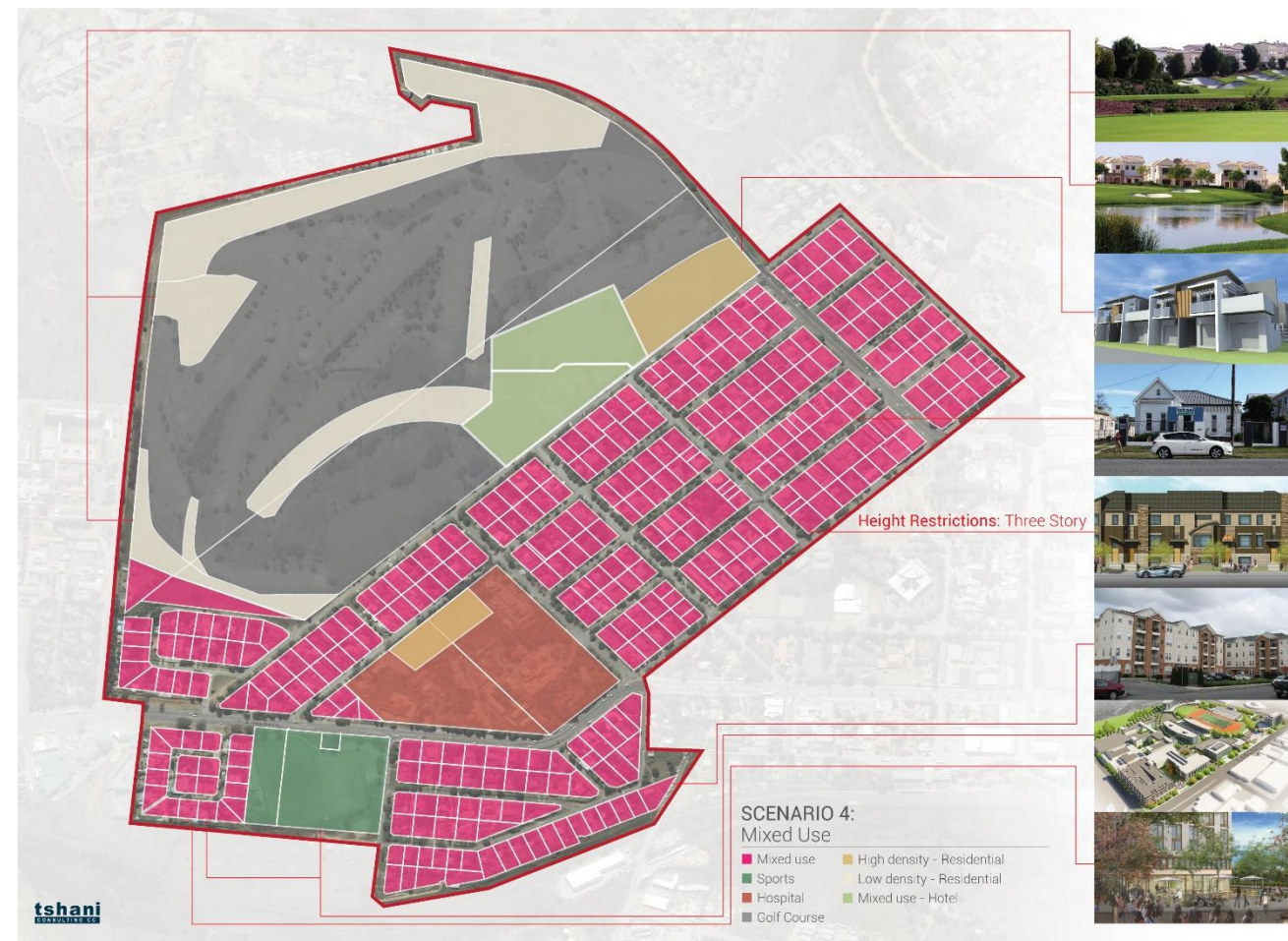
“To have a well-developed Airport Precinct and Special Economic Zone (SEZ), catering for the needs of the surrounding communities and creating employment respectively”

4.1.6 Conceptual Framework Plan

The airport precinct concept took consideration of the following land uses; airport expansion, chicken farm, military base, mixed use, tourism and a trade port. The need for the above mentioned land uses was intended to support the growth of the airport and give rise to an aerotropolis kind of setting. This sparked the need for work and accommodation facilities in close proximity which justifies the inclusion of densified mixed use development. Existing use were also considered and maintained such as the military base and chicken farm. A trade port was



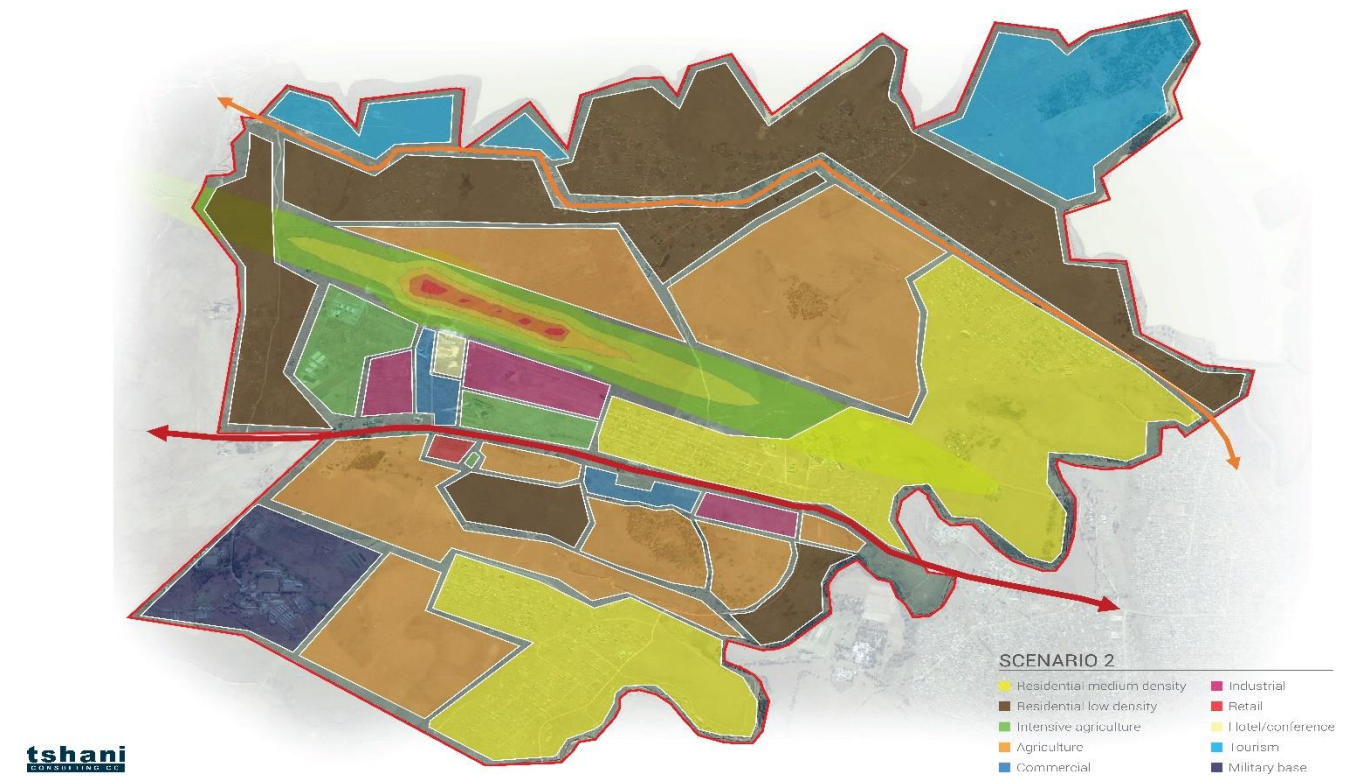
5.1 STUDY AREA A: PREFERRED SCENARIO - DOMINANT MIXED USE DEVELOPMENT



PLAN NO. 9: Scenario 4: Mixed Use Focus

Managed development would generally cluster land uses in a planned format to ensure that there is a positive relationship between land uses and to ensure that there are no conflicting land uses located within close proximity to each other. Managed development would also ensure that there is an increase in building density to cater for the growing population in Mthatha. Managed development in the case of Mthatha is believed to be achieved through

5.2 STUDY AREA B: PREFERRED SCENARIO - MIXED DEVELOPMENT GUIDED BY SEZ PROPOSALS

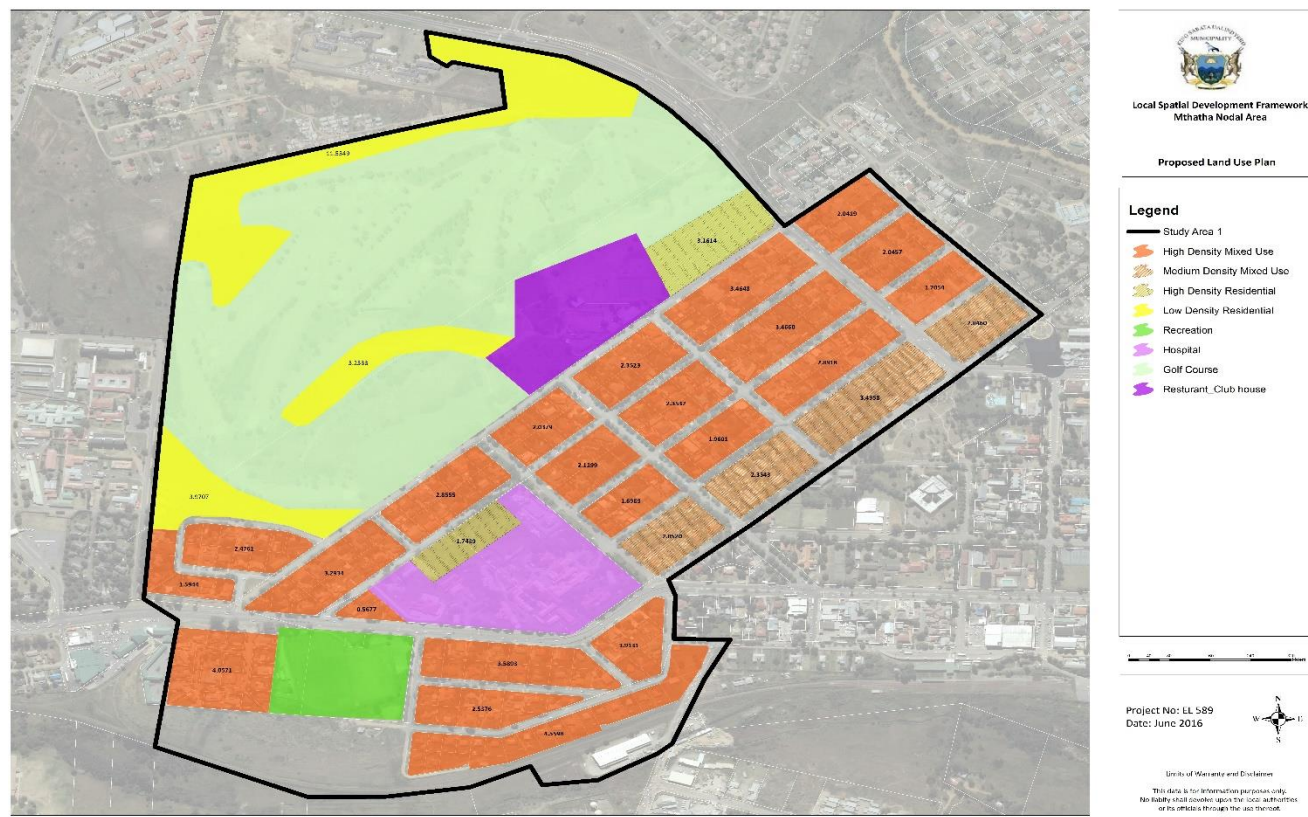


PLAN NO. 10: Scenario 4: Mixed Development, Preferred Scenario

The scenario was deemed most viable as it introduced a range of uses around the airport. This gives rise to the aerotropolis concept as all sectors of production from Extraction to distribution is found in the same vicinity. The aim of the preferred scenario is to develop the area as an economic hub for agro-processing whilst also creating sustainable human settlements which provides accommodation, work opportunities and leisure.

6.5.1. Proposed Land Use

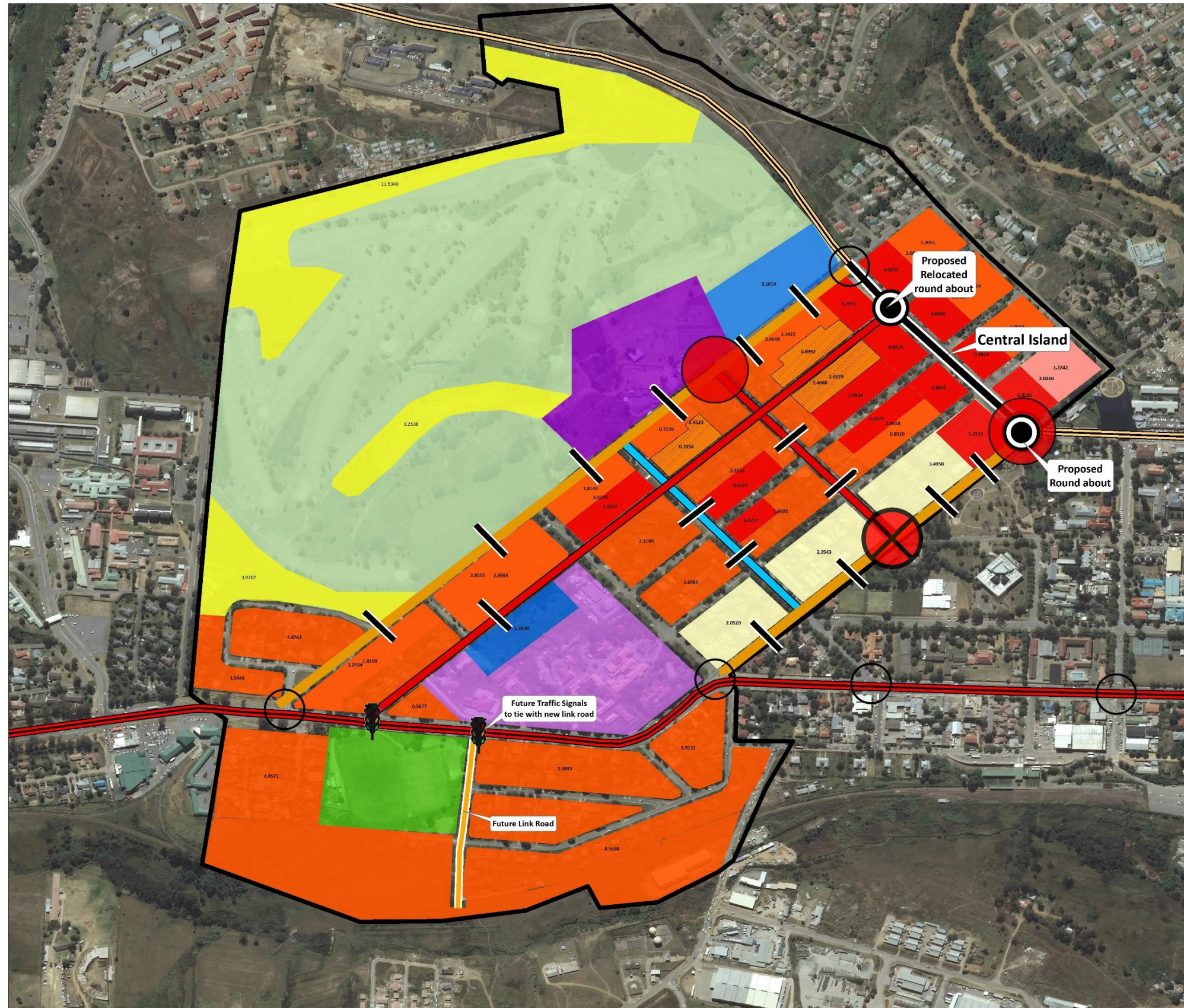
The plan below makes recommendation on land uses to be accommodated within the study area based on the trends presenting themselves within the CBD of Mthatha. It is clear that various national companies are establishing regional offices within the western suburbs of Mthatha Central. Old houses are purchased by these companies and refurbished for office use. From observation it is found that traffic congestion within the CBD is a major challenge and mixed use developments with unique parking standards can curb this issue.



PLAN NO. 11: Economic activities: study area A

| LAND USES | | |
|---------------------------------|-----------|---|
| TYPE | MAP CODES | LOCATION AND REASONING |
| High Density Residential | | -High density residential are proposed to be approximately 4 storey residential blocks and are located within the CBD next to the existing hospital. The other site is located on the golf course and intended to abut Delville Road. |
| Low Density Residential | | -Low density residential will take the form of estate type residential developments. These are proposed to be located at the edges, within the golf course. |
| Medium density Mixed use | | -Medium density is proposed to consist of 3 storeys mixed use blocks are being proposed where retail activity would be accommodated on the ground floor, possible business activity on the 2 nd storey and possible residential activity in the 3 rd storey. |
| High density Mixed use | | -High density mixed use is proposed to be approximately 4 storeys and where retail activity would be accommodated at the ground floor, and business or residential activity would be accommodated on the storeys above. |
| Recreation | | A large open space in the form of the existing stadium is intended to be preserved as it is currently utilised on a regular basis and is under ownership of a school in Mthatha. |
| Hospital | | The hospital existing within CBD is an important Social facility servicing the town. This is regarded as an important land uses which should maintain its location and function. |
| Golf Course | | The golf course acts the lung of the town. It is a means of recreation for people of Mthatha and attracts visitors from surrounding towns. It is envisaged that the golf course be maintained as a strategic asset to Mthatha and consider ways of expanding its offering to people through introducing residential facilities. |
| Restaurant | | The restaurant upgrade is targeted at establishment on the Golf Course. It is aimed at becoming a strategic location which is accessible to people for meetings and social gatherings. |

6.1 STUDY AREA A - LOCAL SPATIAL DEVELOPMENT FRAMEWORK





**Local Spatial Development Framework
Mthatha Nodal Area**

LSDF

Legend

- Traffic Node
- Mixed Mobility Node
- ⊕ High Intensity Mixed Node
- ▬ Speed Humps
- ▬ Central island
- ▬ Linkage
- ▬ Main Corridor
- ▬ Proposed Future Link Road
- ▬ Secondary Activity Corridor
- ▬ Mobility Route
- ▬ Mobility_R61
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Medium Density Mixed Use
- High Density Mixed Use
- Medium Density Office
- High Density Office
- Restaurant_Club house
- Golf Course
- Recreation
- Hospital



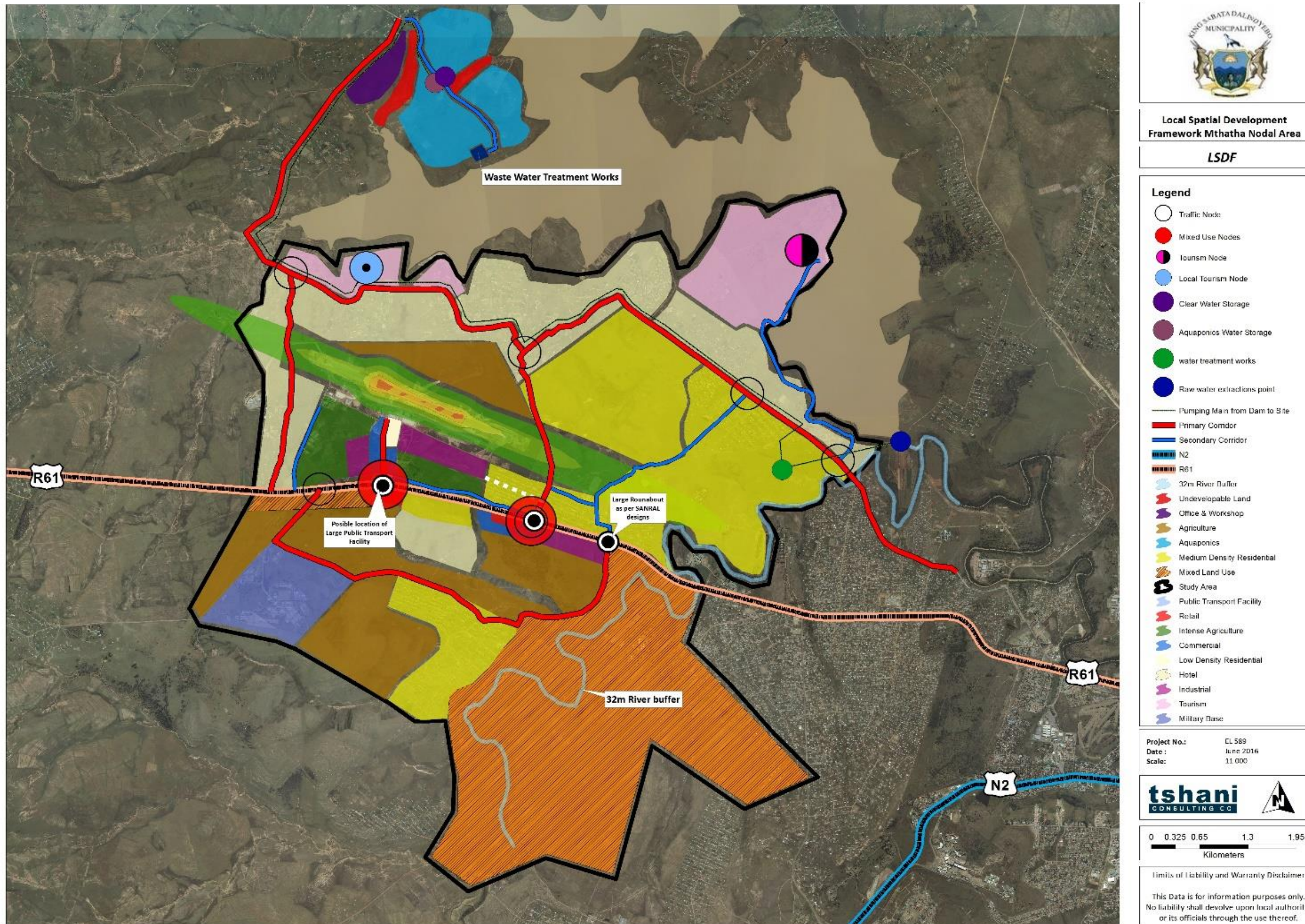
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Project No: EL 589
Date: June 2016



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6.2 LOCAL SPATIAL DEVELOPMENT FRAMEWOK



7 IMPLEMENTATION PLAN

| ENVIRONMENTAL | | | | | | |
|--|---------------------------|---------------------------|-------------------------|---------------|---------------|-----------|
| PROJECT | LOCATION | FUNDING | BUDGET | 2017/18 | 2019/20 | 2020/2021 |
| Investigate feasibility for installation of solar geysers to residential areas | Study area A & B | DBSA may fund feasibility | R 750 000 000 | R 425 000 000 | R 325 000 000 | |
| Greening programme and wetland revitalisation | Study Area B | KSD | R 600 000 | R 400 000 | R 200 000 | |
| Renewable Energy Master Plan (Focus on 21 st century technology for Agro processes) | Study Area B | KSD, DEDEA | R 450 000 | | | |
| Solar Street Lighting | Study Area A | KSD | R 3 500 000 | | | |
| TOWN PLANNING AND LAND SURVEYING | | | | | | |
| Public Environment Upgrade to Delville & Blakeway Road | | KSD | R 20 000 000 | R 10 000 000 | R 10 000 000 | |
| Establishment of Medium Density Housing @ R700 per site | Study Area B (4011 Sites) | KSD | R 2 807 700 | R 2 000 000 | R 807 700 | |
| Establishment of Low Density Housing @ R700 per site | Study Area B (1391) | KSD | R 973 700 | R 500 000 | R 473 000 | |
| Tourism sector Plan | KSD LM | DEDEA | R 500 000 | R 250 000 | R 250 000 | |
| Urban Design Plan | Study Area A | KSD | R 350 000 | R 250 000 | R 100 000 | |
| | Study Area B | KSD | R350 000 | R 250 000 | R 100 000 | |
| Golf Course Establishment | Study Area A | Private Sector | N/A | N/A | | |
| TRAFFIC | | | | | | |
| Pedestrian facilities along Main Road | Study Area A | KSD | R750 per m ² | | | |

| | | | | | | |
|--|--------------|-------------|-----------|-----------|-----------|--|
| Blakeway Road/N2 intersection upgrade | Study Area A | KSD | R 600 000 | R 300 000 | R 300 000 | |
| Road east of Blakeway Road/N2 intersection upgrades (Road to Vulindlela) | Study Area A | KSD/DOT/DPW | R 600 000 | R 300 000 | R 300 000 | |
| Traffic Calming (15 Speed Humps @ R20 000 each) | Study Area A | KSD/DOT/DPW | R 300 000 | R 150 000 | R 150 000 | |