BLUE CRANE ROUTE MUNICIPALITY

Blue Crane Route
Spatial Development Framework

February 2022

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Contents

Abbreviations

ABLMC	Aquatic Biodiversity Land Management Class
ABP	Area Based Plan
ADM	Amathole District Municipality
AO	Authorised Official
BLMC	Biodiversity Land Management Class
CBA	Critical Biodiversity Area
CBD	Central Business District
CRDP	Comprehensive Rural Development Programme
CSIR	Council for Scientific & Industrial Research
DM	District Municipality
EC	Eastern Cape
ECBCP	Eastern Cape Biodiversity Conservation Plan
EMF	Environmental Management Framework
FET	Further Education & Training
FLISP	Finance Linked Individual Subsidy Programme
FMR	Future Metro Regions
GDP	Gross Domestic Product
GIS	Geographic Information System
GRAP	Generally Recognized Accounting Practices
ICT	Information, Communication, Technology
IDP	Integrated Development Plan
IGR	Inter-Governmental Relations
IPMS	Individual Performance Management System
KPA	Key Performance Area
LED	Local Economic Development
LGTA	Local Government & Traditional Affairs
LM	Local Municipality
LRAD	Land Redistribution for Agricultural Development
LSDF	Local Spatial Development Framework
LUM	Land Use Management
MEC	Member of the Executive Council
MISA	Municipal Infrastructure Support Agent
BCRM	Blue Crane Route Municipality
MPT	Municipal Planning Tribunal
MSA	Municipal Systems Act
MSDF	Municipal Spatial Development Framework
NBSAP	National Biodiversity Strategy & Action Plan
NDP	National Development Plan
NEMA	National Environmental Management Act
NHRA	National Heritage Resources Act
NPC	National Planning Commission
NSDP	National Spatial Development Perspective
OHS	Occupational Health & Safety
OPMS	Organisational Performance Management System
PGDP	Provincial Growth & Development Plan
PMS	Performance Management System
PPP	Public Private Partnership
PSDF	Provincial Spatial Development Framework
RID	Rural Infrastructure Development
SA	South Africa
SAHRA	South African Heritage Resources Act
SANS	South African National Standards
SBDM	Sarah Baartman District Municipality

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Chapter 1 :

Background & Context

1.0 Background to the Blue Crane Route Spatial Development Framework (SDF & ILUS)

This document represents the review of the Spatial Development Framework (SDF & ILUS) for the Blue Crane Route Local Municipality (BCRLM) and is prepared as an integral part of the Municipality's Integrated Development Plan (IDP).

Furthermore, the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA), and specifically Section 20, provides that the Municipal Spatial Development Frameworks be prepared as part of the Municipality's Integrated Development Plan in accordance with Section 26(e) of the Local Government : Municipal Systems Act, Act 32 of 2000 (MSA).

A Spatial Development Framework (SDF & ILUS) is an important Municipal Policy instrument provided for in legislation, but it should not be seen as merely fulfilling policy requirements and legal compliance.

2.0 Objective of the SDF

A SDF & ILUS is a spatial plan which reflects the agreed spatial values, principles and proposals of the future development desires and policies of the communities residing within the municipality. The SDF & ILUS further aims to formulate spatially based policy guidelines whereby changes, needs and growth in the region can be managed to the benefit of the whole community. The SDF & ILUS should further guide and inform all decisions of the Municipality relating to use, development and planning of land, within a balanced assessment of need and to provide adequately for social and economic demands within a growing economy and population. In doing so, the SDF & ILUS will not make detailed proposals for specific land portions, but will rather provide broad spatial guidelines to assist decision making with regard to land use and spatial planning.

The spatial plan illustrates the desired form of current and future land development, in order to guide development of areas of priority spending based on the analysis and the vision as agreed upon by the IDP and SDF/ILUS processes and provides general direction to guide decision making on an ongoing basis, aiming at the creation of integrated, sustainable and habitable regions, towns and residential areas.

The broad objectives of the Blue Crane Route SDF & ILUS are outlined in the various policy mechanisms and guiding legislation, specifically SPLUMA and MSA.

The SDF should :

- *Give effect to the development principles contained in Chapter 2, Section 7 of SPLUMA*
- *Spatial representation of a five-year spatial development plan for the spatial form of the municipality*
- *Include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern*

- *Identify current and future significant structuring and restructuring elements, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated*
- *Include estimates of the demand for housing and the planned location and density of future housing developments*
- *Identify and provide requirements of engineering infrastructure and services provision*
- *Include a strategic assessment of the environmental pressures and opportunities*
- *Identify the designation of areas in which-*
  - *More detailed local plans must be developed*
  - *Shortened land use development procedures may be applicable*
- *Determine a capital expenditure framework for the municipality's development programmes*
- *Include an implementation plan comprising of-*
  - *Sectoral requirements, including budgets and resources for implementation*
  - *Necessary amendments to a land use scheme*
  - *Specification of institutional arrangements necessary for implementation*

3.0 Legal Status of the SDF

3.1 Legislation

SDF & ILUS's are statutory plans, which by their very nature reflect the agreed spatial values, principles and proposals according to the future development visions and policies of the communities residing within each municipality. This spatial reflection of the IDP represents an important social compact which should be paramount in assessing where development should be permitted, or not permitted, in any area of the municipality.

The Blue Crane Route SDF & ILUS is prepared within the context and principles of the :

- Local Government : Municipal Systems Act, 2000 (Act 32 of 2000) and Regulations (MSA)
- Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) and Regulations (SPLUMA)

Both the MSA and SPLUMA require Municipal Councils to prepare Spatial Development Frameworks for portions of their areas of jurisdiction.

- **Municipal Systems Act (MSA)**

  In terms of Section 26 (e) of the MSA, an

  "*Integrated Development Plan must reflect a Spatial Development Framework which must include the provision of basic guidelines for Land Use Management System for the Municipality*".

  Section 28(1) of the MSA requires

  "*each Municipal Council, within the prescribed period after the start of each electing term must adopt the process set out in writing to guide the planning, drafting, adoption and review of its Integrated Development Plan*".

▣ **Spatial Planning and Land Use Management Act (SPLUMA)**

Section 22(1) and (2) of SPLUMA confirms the status of Municipal Spatial Development Frameworks and procedures for decision making and requires

> "*a Municipal Planning Tribunal or any other Authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development may not make a decision which is inconsistent with the Municipal Spatial Development Framework*".

3.2 Superseded Strategic Plans

The Blue Crane Route SDF & ILUS supersedes the following strategic plans and policies applicable to the area (insofar as they affect the study area) :

- Blue Crane Route Spatial Development Framework (2012)

3.3 Land Use Rights, Conflicts & Decision Making

▣ **Land Use Rights and Conflicts**

- The Blue Crane Route SDF & ILUS has the same status as the IDP and should be implemented in the same manner.
- The SDF & ILUS is an extension of the IDP and forms part of its operational strategies.
- The Blue Crane Route SDF & ILUS will not infringe upon existing land use rights. Further to this, no guideline containing in this SDF & ILUS or any proposal regarding land use which may arise from it, creates any rights or exempts it from obligation under any other law. Specific reference is made to the procedure for change in land use, i.e. Rezoning's, Subdivision, Departure, Consent, Subdivision, etc. for land development.
- The normal procedure with respect to Land Use Management as outlined in the relevant land use management legislation still applies (including the requirements of the National Environmental Management Act, 1997 (Act 107 of 1997) and others).

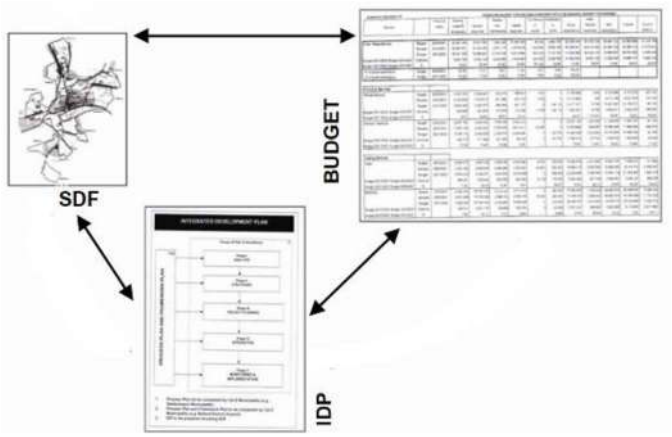
▣ **Decision Making**

- Prior to any decision on land development and/or land development rights, Council should consult the SDF & ILUS and be guided by the SDF & ILUS.
- Decisions within the SDF & ILUS study area, on matters relating to land use and land use management, should adhere to the vision, objectives, principles and strategies as outlined in the SDF & ILUS.
- Include conditions relevant to, but not be limited to, service provision and levies, additional development parameters, development phasing, landscaping aesthetics, environmental matters, impact on surrounding area, measures to improve aesthetic appearance and architectural design, measures to mitigate impact on surrounding land owners, beautification of streetscapes, landscape improvement, pedestrian movement and improving general character of the area.
- Follow the procedure as outlined in the Blue Crane Route Spatial Planning and Land Use Management By-laws (Notice 3615, dated 4 March 2016).

3.4 Relationship with the IDP & Other Plans

▣ Blue Crane Route Integrated Development Plan (IDP) Alignment

The IDP is the overall strategic development plan, prepared in terms of the MSA, that guides decision making, budgeting and development in the municipality. As the SDF & ILUS has a pivotal role in directing municipal spending and private sector investment, the SDF & ILUS is a critical and integral component of the IDP. It is not merely a sector plan appended to the IDP.

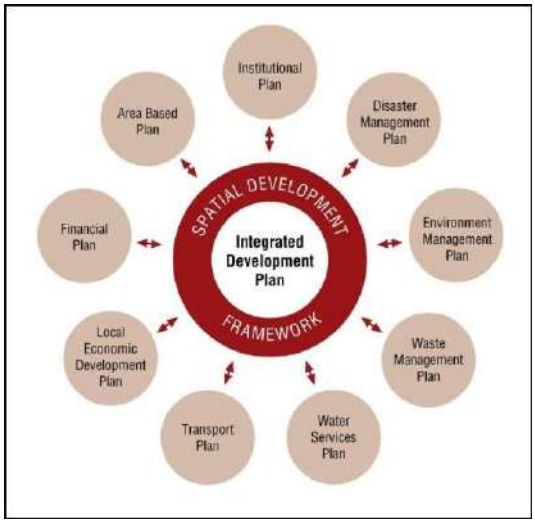


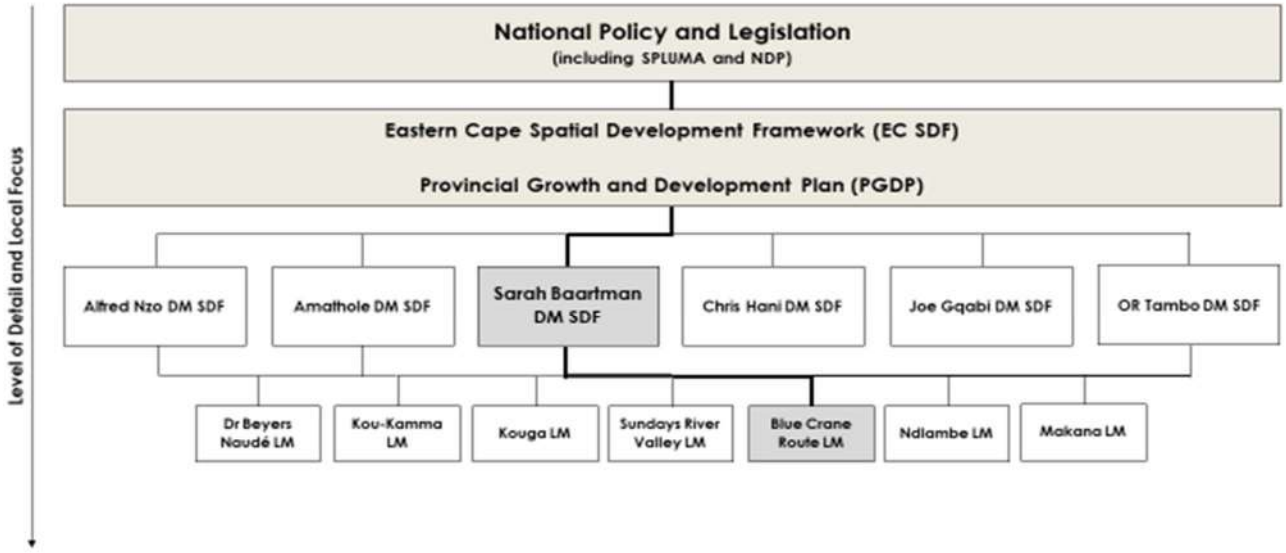
▣ Sector Plan Alignment

The IDP requires that a number of sector plans be produced. Some of these have generally been prepared by the relevant line departments, based on needs and compliance requirements.

▣ Spatial Plan Alignment

The alignment of the SDF & ILUS to the Provincial Growth and Development Plan (PGDP) and the Provincial Spatial Development Plan (PSDP) is regarded as essential to create a Province wide relationship between the PGDP, PSDP, Government Sector programmes and projects and the initiatives of parastatals, entities and agencies.





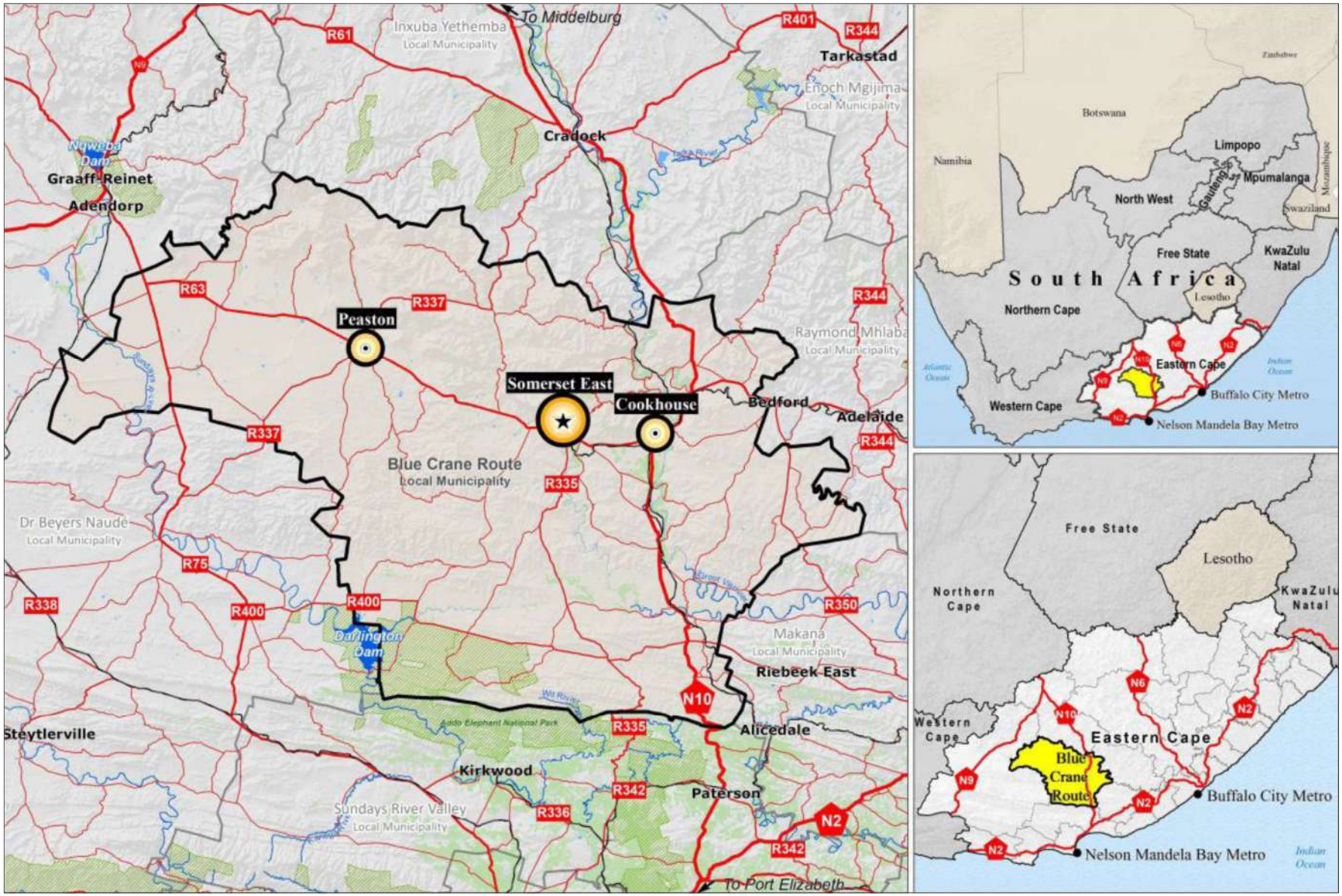
4.0 Study Area Overview

The Blue Crane Route Municipal area is located in the central region of the Sarah Baartman District Municipality. The municipal area, comprising of 11 068 km², is the second largest geographic area in the district, accounting for approximately 19 % of the district's geographical area. The municipal boundaries abut onto the Chris Hani and Amathole District Municipal boundaries.

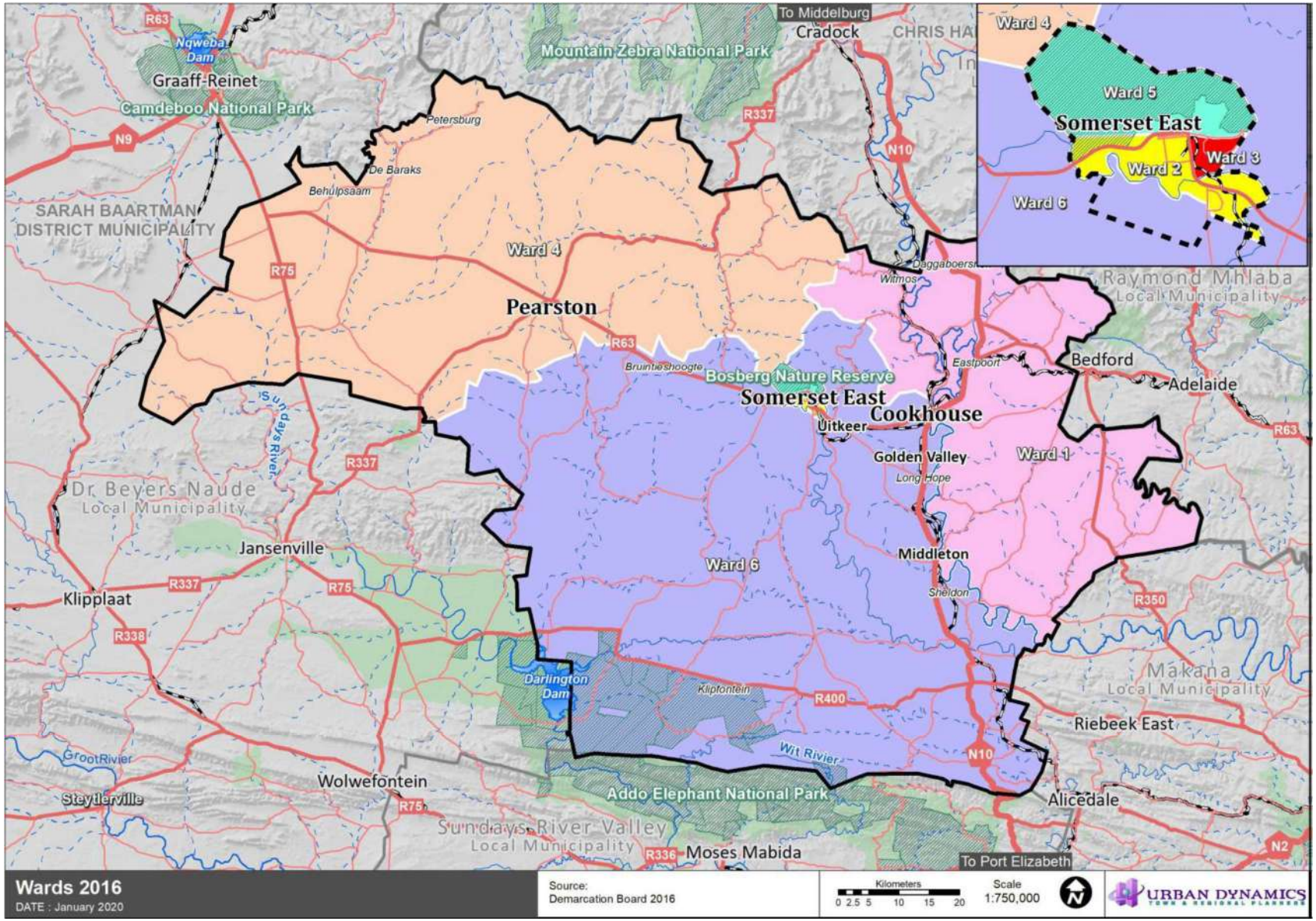
The local political administration comprises of six (6) wards dispersed over three (3) urban areas, being Somerset East, Cookhouse and Pearston. Somerset East is the main administrative centre and also the most populated town in the municipal area

4.1 Blue Crane Route Municipality Key Indicators

- *Area :* *11 068 km2*
- *Population :* *40 875 (Quantec Standardised Regional 2018)*
- *Population Density :* *3,69 person / km²*
- *Electoral Wards :* *6 Wards*
- *Primary Node :* *Somerset East*
- *Secondary Nodes :* *Cookhouse and Pearston*



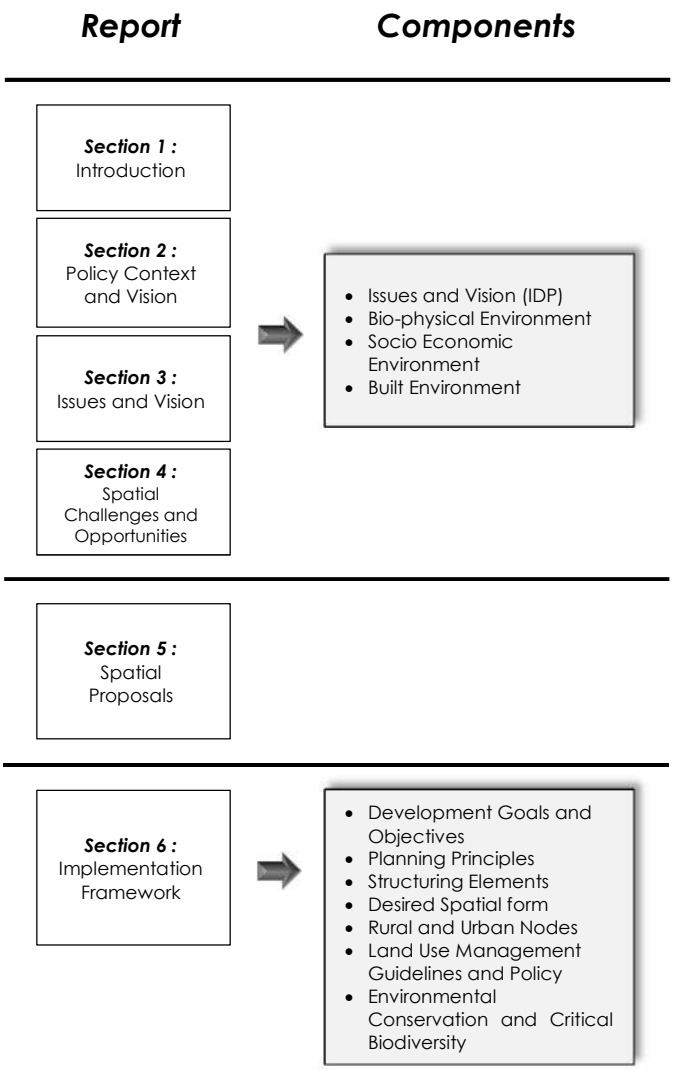
Plan 1 : Locality



Plan 2 : Study Area

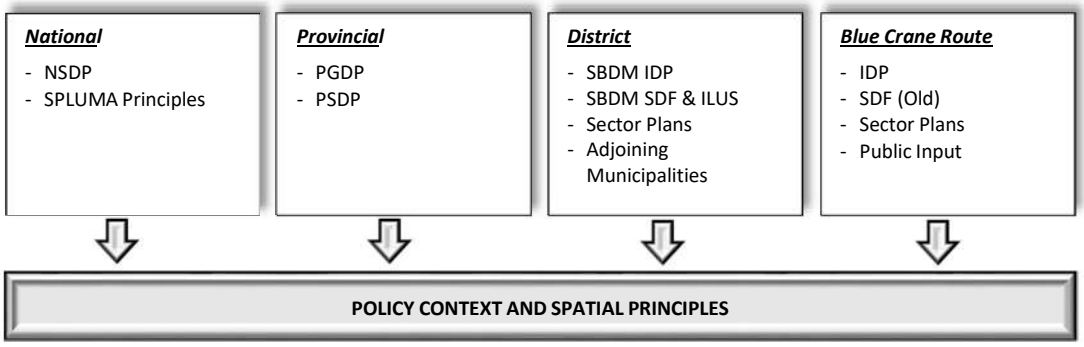
5.0 SDF Components & Report Structure

The SDF & ILUS methodology is based on an incremental approach. The report is structured and aligned with the various phases and deliverables.



2 Chapter 2 : Policy Context & Vision Directives

The spatial vision, principles and goals are guided by and should be aligned with various National, Provincial and Local informants. Specific reference is made to National Guidelines and Legislation for spatial development, the Provincial Growth and Development Plan, the Provincial Spatial Development Plan, the Blue Crane Route Integrated Development Plan and various sector plans.



The principles for strategic planning, land use management, rural development and urban restructuring are captured and well-documented in a range of National, Provincial and Local Policies and legislative directives. Although it is not the objective of the Blue Crane Route SDF & ILUS to unpack these in detail, the key issues are emphasised to provide planning and strategic decision making direction.

1.0 National Policy Directives

1.1 Spatial Planning & Land Use Management Act (SPLUMA)

The Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013) provides and important set of overarching guidelines through development principles contained in Section 2 of the Act.

Development Principles of SPLUMA :

- **Spatial justice:**
  - Past spatial and other development imbalances must be redressed through improved access to and use of land.
  - Spatial development frameworks must address the inclusion of persons and areas that were previously excluded.
  - Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons.
  - Land use management systems must include all areas of a municipality and include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements.
  - Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas.

- **Spatial sustainability:**
  - Promote land development that is within the fiscal, institutional and administrative means of the Republic.
  - Ensure that special consideration is given to the protection of prime and unique agricultural land.
  - Uphold consistency of land use measures in accordance with environmental management instruments.
  - Promote and stimulate the effective and equitable functioning of land markets.
  - Consider current and future costs for the provision of infrastructure and social services.
  - Promote land development in locations that are sustainable and limit urban sprawl.
  - Result in communities that are viable.

- **Efficiency:**
  - Land development optimises the use of existing resources and infrastructure.
  - Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts.
  - Development application procedures are efficient and streamlined and timeframes are adhered to by all parties.

- **Spatial resilience**, whereby
  - Flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

- **Good administration**, whereby :
  - All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act.
  - All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks.
  - The requirements of any law relating to land development and land use are met timeously.
  - The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them.
  - Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

The objectives of SPLUMA :

- Provide for a uniform, effective and comprehensive system of spatial planning.
- Ensure that the system of spatial planning and land use management promotes social and economic inclusion.
- Provide for development principles and norms and standards.
- Provide for the sustainable and efficient use of land.
- Provide for cooperative government and intergovernment relations.
- Redress the imbalances of the past and to ensure that there is equity in the application of spatial development planning and land use management systems.

1.2 National Development Plan (NDP)

The purpose of the National Development Plan 2030 (NDP) is to guide the long term development of South Africa in order to ensure a better future for all. The NDP was prepared by the National Planning Commission (NPC) in November 2011.

The approach of the plan is based on the following:

- 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.

Ultimately the plan aims to create a prosperous country where poverty, the effects of apartheid and colonial discrimination would be a thing of the past.

A total of nine central challenges were identified:

- Too few people work.
- The standard of education for most black learners is of a poor quality.
- Infrastructure is poorly located, under-maintained and insufficient to foster higher growth.
- Spatial patterns exclude the poor from the fruits of development.
- The economy is overly and unsustainable resource intensive.
- A widespread disease burden is compounded by a failing public health system.
- Public services are uneven and often of poor quality.
- Corruption is widespread.
- South Africa remains a divided society.

1.3 National Spatial Development Perspective (NSDP)

The National Spatial Development Perspective (NSDP) is an effort by National Government to find the best way of allocating scarce resources in the various geographic regions in the country. The basic premise of the NSDP is that if there are not enough resources to satisfy all needs wherever they may occur then they should be allocated to where the benefits will be greatest.

The NSDP takes the form of a spatial narrative, a set of maps and a strategic response. Using these tools, the NSDP objectives are to:

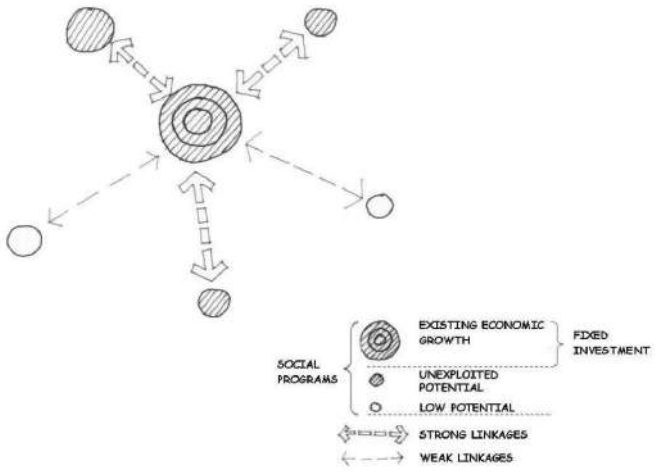
- Provide a framework within in which to discuss future development.
- Act as a common reference point for national, provincial and local government for the analysis of development potentials.
- Identify areas of tensions / priority in achieving positive spatial outcomes with government infrastructure.
- Provide governments response to the above mentioned for a given time period.

The NSDP is unique in the sense that it proposes a mechanism that will link local, provincial and national planning in one integrated system of planning for development.

The NSDP contains five major principles:

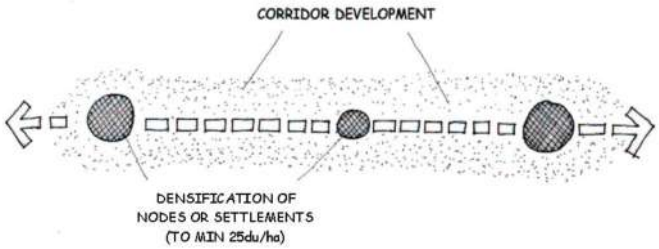
- Economic growth is most likely to continue where it has previously occurred and therefore economic potential will be highest in these localities.
- Economically active people will tend to move to localities where jobs or other livelihoods are available.
- Efforts to address past social inequalities should focus on people and not in places where it will be difficult to promote sustainable and economic growth.
- It is important that people are trained and skilled to participate effectively in the economy. Because of the tendency of people to move to areas of greatest opportunity, especially when they have skills, programs in areas with low economic development potential should focus on enhancing people skills rather than the construction of fixed infrastructure. This will avoid the risk of such investment becoming redundant if people move away or there is not sufficient demand to justify high levels of expenditure.
- Future government spending on infrastructure and development should be in localities that will not become poverty traps.

The figure illustrates the principles of the NSDP Spatial Guidelines. Centres which have existing or potential economic growth should be the priority for economic investment, i.e. fixed infrastructure such as housing, underground services and roads. Centres with low economic potential should not be prioritised for fixed infrastructure.



However, social capital programs such as health, adult basic education and training, entrepreneurship development, and business and technical training should be directed to wherever people may require them. In this way, should the recipients decide to move to other centres, they will, in effect, be able to take this investment with them.

Facilities for the delivery of these programs in centres or areas of low economic potential should use and share existing facilities. In many of these locations there are under-utilised school buildings, clinics, etc. which could be refurbished and used as multi-purpose centres.



The NSDP also recognises that development potential tends to be greatest along linear corridors or axes. This is as a result of the relationship between urban nodes of opportunity and the transport and communication routes that connect them. In some instances a river whose banks also has enhanced economic opportunities could also give rise to linear development corridors as zones of investment priority.

1.4 National Spatial Development Perspective (NSDP)

The Department of Environmental Affairs and Tourism prepared the National Biodiversity Strategy and Action Plan (NBSAP) to develop a plan of action for the conservation and sustainable use of the country's biological diversity.

During the NBSAP preparation, the National Biodiversity Implementation Plan identified objectives, outcomes and activities required for the NBSAP to achieve its goals.

These objectives and targets include :

- Strategic Objective One: A policy and legislative framework that allows the integration of biodiversity management objectives into the economy.
- Strategic Objective Two: Ensure good governance in the biodiversity sector by enhancing institutional effectiveness and efficiency.
- Strategic Objective Three: Integrated terrestrial and aquatic management to minimise the impacts of threatening processes on biodiversity, enhances ecosystem services and improve socioeconomic security.
- Strategic Objective Four: Enhance human well-being and development by enhancing the sustainable use of biological resources and equitable sharing of benefits.
- Strategic Objective Five: Maintain key ecological processes across the landscape and seascape

1.5 National Spatial Development Plan (Draft) (NSDP)

▣ The National Spatial Development Framework

The National Spatial Development Framework (NSDF & ILUS), the first of its kind, seeks to make a bold and decisive contribution to bringing about the peaceful, prosperous and truly transformed and just South Africa, as articulated in the Freedom Charter, the Reconstruction and Development Programme and the National Development Plan.

It does so in full recognition of:

- The stranglehold that the unjust national spatial development paradigms, logics and patterns of the past have placed on our many attempts at breaking the back of poverty, unemployment and inequality.
- The valuable, and often hard, lessons we have learnt over the last twenty-four years in our pursuit of national reconstruction, inclusive economic growth and spatial transformation, and;
- The necessity for decisive, collaborative and targeted state action in national space, to drive our country towards the shared, inclusive and sustainable future we desire and require.

▣ The National Spatial Development Logic

A key driver in the NSDF & ILUS's theory of change is the move from a national spatial development logic based on and in service of the colonial and Apartheid development paradigms, to one based on and in service of a Post-Apartheid Development Paradigm. In this regard, it is framed and guided by :

- The NDP targets, strategic levers and strategic policy direction, and;
- The five (5) normative principles as provided in SPLUMA.

Based on the NDP and SPLUMA as guides and drivers, five (5) integrated shifts (priorities) in the National Spatial Development Logic are proposed by the NSDF & ILUS to ensure the movement to a truly Post-Apartheid Spatial Development Pattern. These shifts must take place with regards to :

- The beneficiaries of national spatial planning and spatial development;
- Our natural resource base;
- The nature, function and performance of our settlements;
- Our rural areas, and;
- The nature, significance, form and impact of spatial development planning.

▣ **The Desired National Spatial Development Pattern & Priority Actions**

The NSDF & ILUS introduces five (5) National Spatial Development Frames that set out the desired future National Spatial Development Pattern for South Africa in 2050.

In line with the purpose and role of the NSDF & ILUS, these frames provide :

- A national spatial schema to inform, direct and guide all future infrastructure investment and development spending decisions by government and the private sector, to (1) optimise place-based potentials and spatial interdependencies, and (2) realise the 2050-Spatial Vision and our core national development goals;
- A carefully chosen distinct set of nationally-significant places, connectors and areas in and around which to align, integrate and coordinate investment by the private sector and all three spheres of government when preparing and reviewing (1) area/place-based provincial, regional and municipal SDF & ILUSs, and (2) sector-specific and macro-infrastructure national and SADC-focused investment plans, and;
- A spatially-explicit assessment and accounting tool for monitoring and evaluating all spending and investment decisions by government and the private sector in space.
- Places and interrelated spaces and time (the short, medium and long-term). The frames spatially direct the targeted and collective utilisation of the plans, budgets and actions of a wide range of public and private sector actors.
- Capitalise on key national spatial assets, locational potentials and agglomeration opportunities.
- Bring about decisive, rapid, sustainable and inclusive national development and transformation at scale.

The five (5) frames are :

1. **Frame One :** Urban Regions, Clusters and Development Corridors as the engines of national transformation and economic growth

   To focus and sustain national economic growth, drive inclusive economic development and derive maximum transformative benefit from urbanisation and urban living.

2. **Frame Two :** Productive Rural Regions and Regional Development Anchors as the foundation of national transformation

   To ensure national food security, rural transformation and rural enterprise development and quality of life in rural South Africa through a set of strong urban-rural development anchors in functional regional-rural economies.

3. **Frame Three :** National Ecological Infrastructure System as enabler of a shared and sustainable resource foundation

To protect and enable sustainable and just access to water and other national resources for quality livelihoods of current and future generations.

4. **Frame Four :** National Connectivity and Economic Infrastructure Networks as enabler of a shared, sustainable and inclusive economy

   To develop, expand and maintain a transport, trade and communication network in support of national, regional and local economic development.

5. **Frame Five :** National Social Service and Settlement Infrastructure network as enabler of national well-being

   To ensure effective access to the benefits of high-quality basic, social and economic services in a well-located system of vibrant rural service towns, acting as urban-rural anchors and rural-rural connectors.

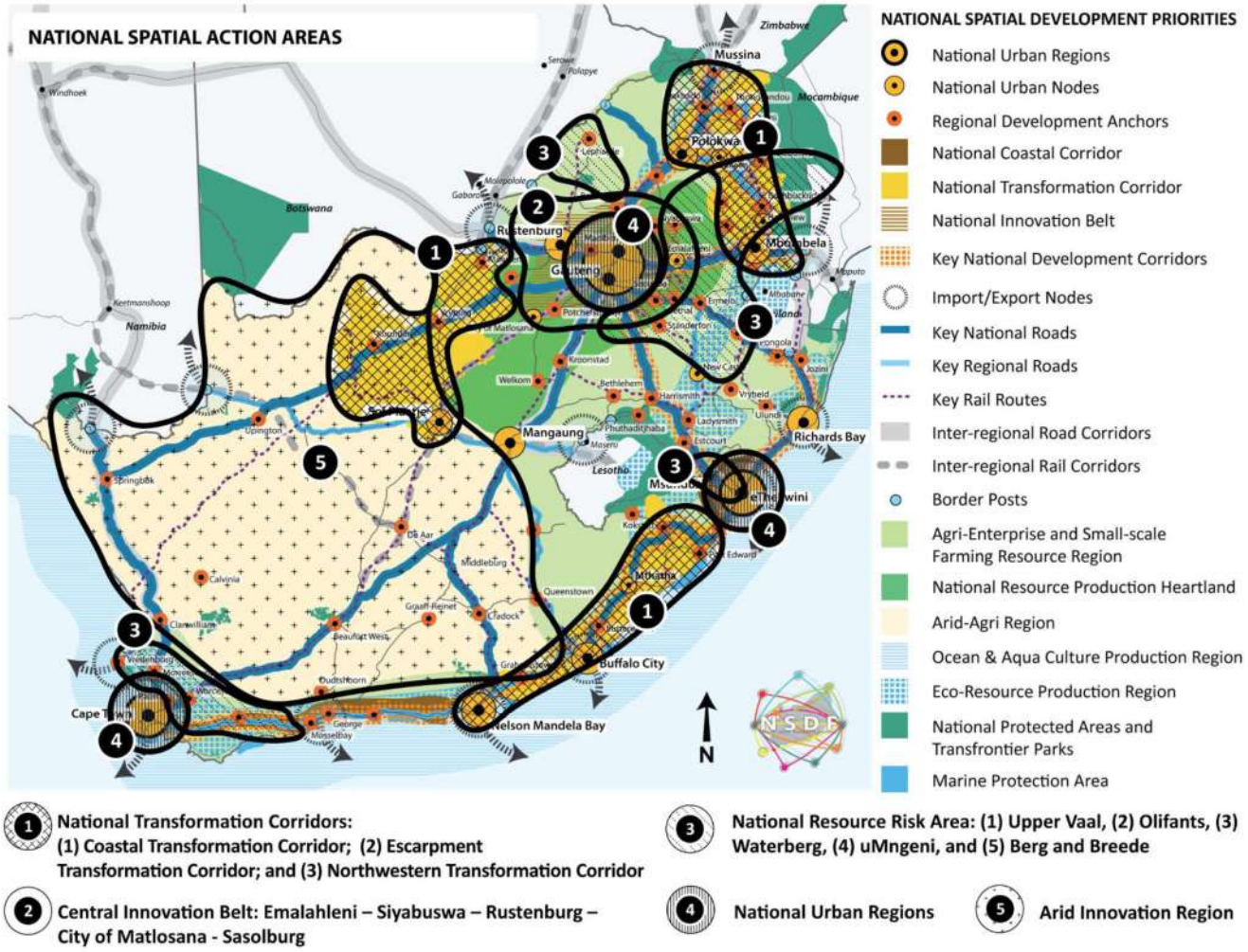
▣ **Implementation of the Framework**

In order to bring about radical spatial transformation at scale and manage and mitigate current and emerging national risks, the NSDF propose five (5) National Spatial Action Areas. Within these areas the National Spatial Development priorities are identified.

The Coastal Transformation Corridor, being on three (3) of the National Transformation Corridors, expands from eThekwini in the north to the Nelson Mandela Bay in the south. The corridor includes the Blue Crane Route LM.

Through successful implementation of the NSDF, the following will be achieved :

- National spatial targeting in pursuit of the realisation of national development objectives (inequality, poverty and unemployment);
- Greater collaboration, integration, coordination and harmonisation in the planning, budgeting and implementation actions in and between the three spheres of government; and
- The use of the NSDF, and also the PSDF and MSDF that will be aligned with the NSDF, as spatial transformation and spatial accountability tools.



The BCRM area falls primarily within the Arid Innovation Region of the NSDP. The NSDP is silent on the meaning or intention of the Arid Innovation Region.

2.0 Provincial Policy Directives

Key Provincial spatial planning informants are the Provincial Growth and Development Plan (PGDP) and the Provincial Spatial Development Plan (PSDP). These guidelines outline the development vision for the Province, including spatial development principles and objectives for implementation on Provincial, District and Local levels.

2.1 Provincial Growth Development Plan (PGDP)

The PGDP provides a strategic framework, sectoral strategies and programmes aimed at a rapid improvement in the quality of life for the poorest people in the Province in the Eastern Cape.

The PGDP sets out the vision with quantified and sequenced targets in areas of economic growth, employment creation, poverty eradication and income redistribution for a ten year period (2004-2014).

The objectives of the PGDP are :

- A ten-year vision of sustainable growth and human development in the Province.
- A strategy plan, a set of feasible programmes and a fiscal framework designed to expedite achievement of the national goal of a better life for all and the Province's then vision of an Eastern Cape devoid of the imbalances and inequities of the past, with integrated and balanced development.
- Growth and poverty reduction targets that inform a set of feasible and affordable programmes underpinned by broad-based consensus on the human development path to be followed by the Province.
- Programmes to address the short-term needs and crises of the Province, as well as community-based human and income poverty reduction initiatives.

In order to achieve these objectives, the PDGP identifies the following strategic focus areas, with strategies, for intervention :

- The systematic eradication of poverty.
- The transformation of the agrarian economy.
- Developing and diversifying our manufacturing and tourism sectors.
- Building our human resource capabilities.
- Infrastructure, including the eradication of backlogs and the development of enabling infrastructure for economic growth and development.
- Public sector and institutional transformation in support of improved service delivery.

2.2 Provincial Spatial Development Framework (PSDF)

The Provincial Spatial Development Plan (PSDP) typically identifies the key spatial development issues, main development focus areas, and areas of potential where development should be carefully and sensitively managed. It also specifies those areas where development should be discouraged.

The PSDF & ILUS intends to achieve the following :

- Provide a co-ordinated approach to promote public sector investment towards a common vision and set of objectives;
- Provide a broad policy framework to give direction to all other development agencies in the Province regarding the priorities of governance;
- Enabling public investment programmes to be more efficient and effective;
- Opportunities to create an environment within which communities and the private sector can co-operate more effectively to achieve sustainable social, environmental and economic development path in the Province;
- Protection of the natural environmental systems;
- Create a well-informed guiding PSDF & ILUS which takes guidance from key International, National, Provincial and Local policy;
- Enabling use of resources at Provincial Level;
- Prevention of duplication of effort by different departments and spheres of governance;
- Enable District and Local Municipalities to work within a broad policy framework when preparing and updating their respective Integrated Development Plans (IDPs) and Spatial development Framework Plans (SDF & ILUSs);
- Develop a credible Provincial plan which is achieved through an interactive process between stakeholders to determine a negotiated vision and Programme of action for the future.

The spatial objectives of the PSP are broadly aimed :

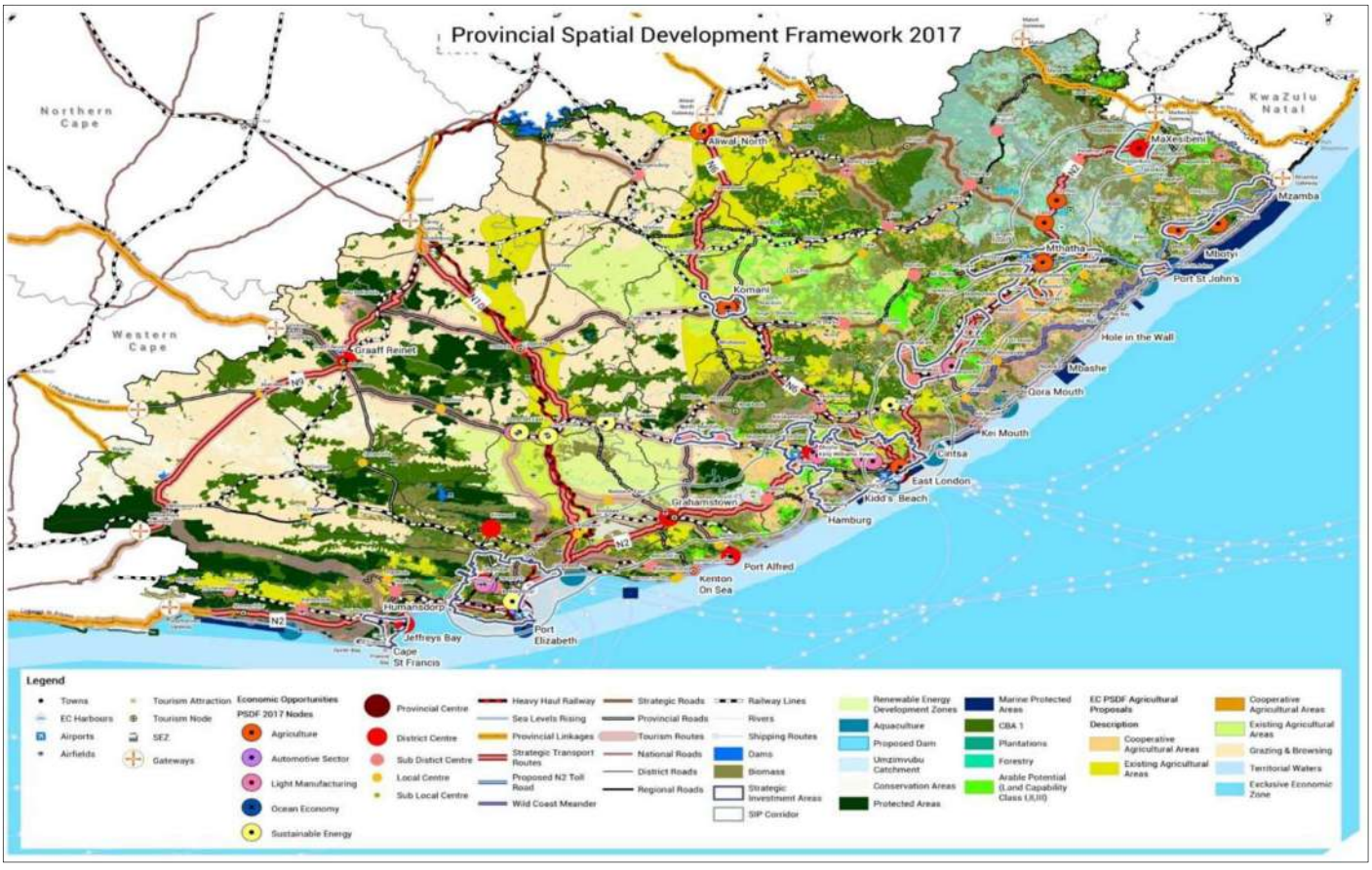
- For creation of Metros and Sub Metros
- To envisage growth of towns by 2030
- For intervention in Priority Municipalities
- To promote growth of small towns to sustain existence

The key priority areas in the SBDM are the coastal municipalities of Blue Crane Route, Ngquza Hill, Nyandeni and King Sabata Dalindyebo.

The draft PSDP has been finalised and is currently undergoing the statutory processes for approval by the Provincial Authorities.

Accordingly, the EC PSDP is connected to the six pillars of the PGDP, namely :

- Pillar 1 : Social Protection and Basic Service Delivery
- Pillar 2 : Agrarian Reform and Rural Development
- Pillar 3 : Human Resource Development and Education
- Pillar 4 : Infrastructure
- Pillar 5 : Manufacturing Diversification
- Pillar 6 : Public Sector and Institutional Transformation



Map 4: PSDP **Source : PSDP 2018**

2.3 Eastern Cape Biodiversity Conservation Plan (ECBCP) (2007)

The Eastern Cape Biodiversity Conservation Plan (ECBCP) addresses the urgent need to identify and map critical biodiversity areas and priorities for conservation in the Eastern Cape Province. It also provides land use planning guidelines, recommending biodiversity friendly activities in priority areas. Critical Biodiversity Areas (CBA's) are terrestrial and aquatic features in the land scape that are critical for conserving biodiversity and maintaining eco system functioning. In terms of the Biodiversity Act (Act 10 of 2004), the MEC for Environmental Affairs in the Province may determine a geographic region as a bio region for the purposes of the Act and publish a plan for the management of biodiversity in that region. This plan is termed a bioregional plan and must contain measures for effective management of biodiversity in the region.

Local and District Municipalities should integrate critical biodiversity areas in the relevant bioregional plan into their Integrated Development Plans and Spatial Development Frameworks and should also integrate critical biodiversity areas and other relevant guidelines and recommendations from the bioregional plan into Environmental Management Frameworks (EMF's) and Zoning Schemes.

The ECBCP land use guidelines are based on 10 principles :

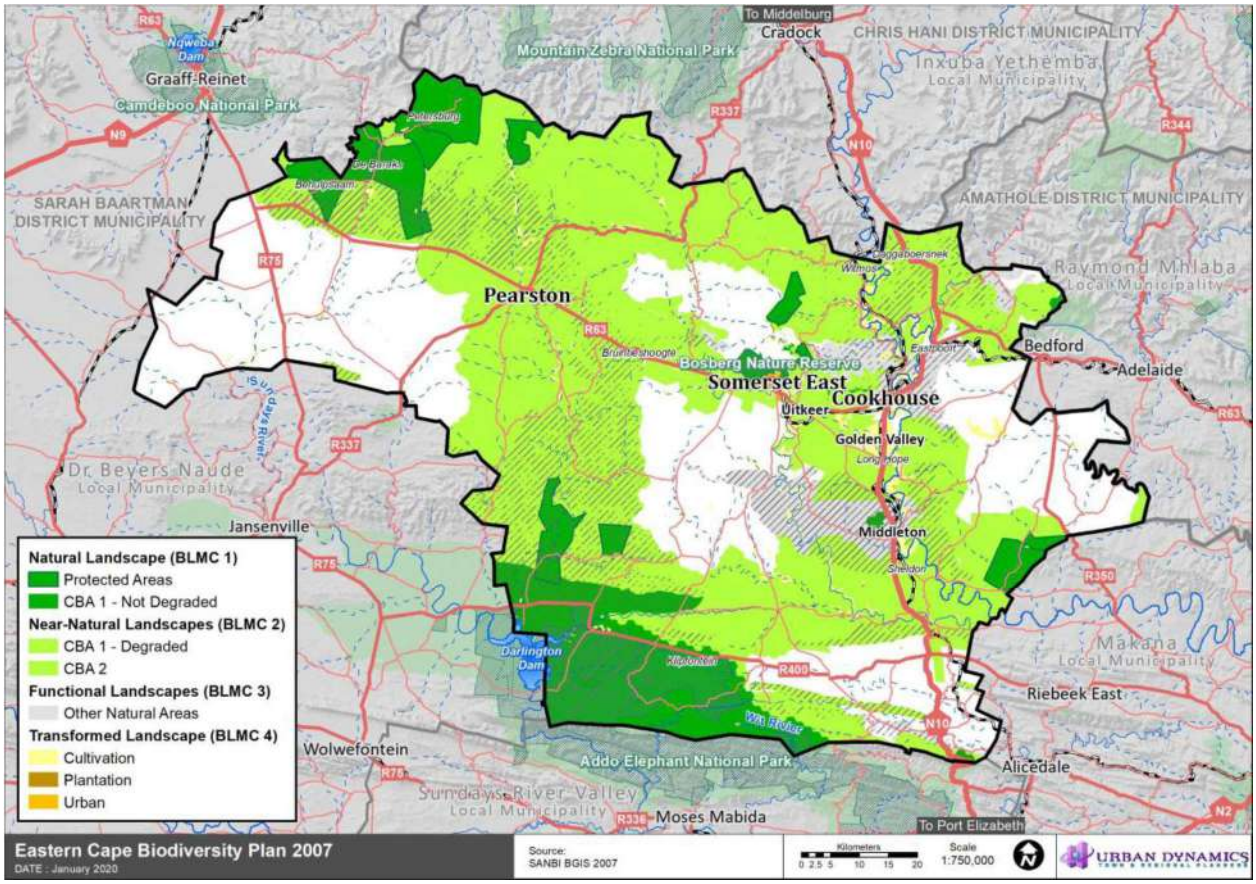
- Avoid land use that results in vegetation loss in critical biodiversity areas.
- Maintain large intact natural patches – try to minimize habitat fragmentation in critical biodiversity areas.
- Maintain landscape connections (ecological corridors) that connect critical biodiversity areas.
- Maintain ecological processes at all scales, and avoid or compensate for any effects of land uses on ecological processes.
- Plan for long-term change and unexpected events, in particular those predicted for global climate change.
- Plan for cumulative impacts and knock-on effects.
- Minimize the introduction and spread of non-native species.
- Minimize land use types that reduce ecological resilience (ability to adapt to change), particularly at the level of water catchments.
- Implement land use and land management practices that are compatible with the natural potential of the area.
- Balance opportunity for human and economic development with the requirements for biodiversity persistence.

▣ Biodiversity Land Management Classes

Terrestrial BLMCs set out the desired ecological state of a parcel of land. Only land use types that are compatible with maintaining this desired state should be allowed. Aquatic BLMCs set out suggested catchment transformation thresholds. These are a set of recommended permissible upper limits to the loss of natural vegetation cover in each sub-quaternary catchment

Biodiversity Areas	**Biodiversity Land Management Classes (BLMC's)**
Protected Areas *CBA 1 (not degraded)*	Natural Landscapes (BLMC 1)
CBA 1 (degraded) *CBA 2*	Near-natural Landscapes (BLMC 2)
Other Natural Areas	Functional Landscapes (BLMC 3)
Transformed Areas	Transformed Landscaped (BLMC 4)

Table 1 : Biodiversity Areas and Land Management Classes



Map 5 : Eastern Cape Biodiversity Conservation Plan

3.0 District Policy Directives

A number of strategic documents prepared for Blue Crane Route LM provide spatial strategies and vision on a district, local and nodal level. These strategic guidelines are important informants and should be consulted as part of the package of plans that constitute the Blue Crane Route Land Use Management System. The objective of the Blue Crane Route SDF & ILUS is not to replace these spatial directives, but to ensure alignment and co-ordination.

The following documents and strategies are spatially relevant and have been reviewed :

District	Blue Crane Route Municipality Local
• Cacadu District SDF (2013) • SBDM IDP (2019/20) • EC Provincial SDF (2017 Draft) • Blue Crane Route Municipality SDF (2019) • Camdeboo SDF (2012) • Ikwezi SDF (2007) • Sunday River Valley SDF (2012) • Inxuba Yethemba SDF (2010) • EC Biodiversity Conservation Plan (2007)	• Blue Crane Route Integrated Development Plan (IDP) (2019/2020) • Blue Crane Route Spatial Development Framework (SDF) (2012) • Blue Crane Route LED Status Quo (2008) • Cookhouse Land Audit (2017)

Table 2: District Spatial Directives

3.1 Sarah Baartman District Municipality SDF

The Erstwhile Cacadu District Municipality prepared a Spatial Development Framework. The SDF proposes the following objectives and strategies :

▣ **Spatial Planning Objectives & Strategies**

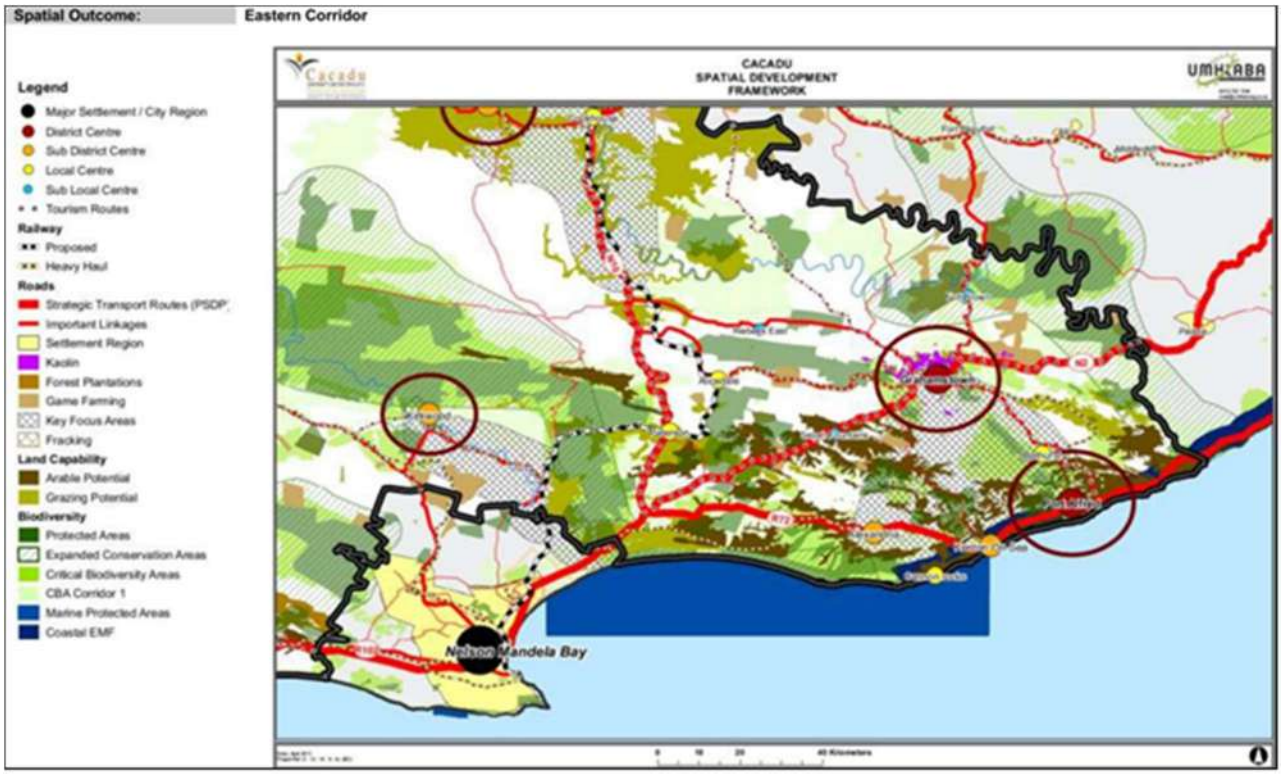
Focus Area	Objective	Strategy
Environmental	*The accommodation of the biodiversity resource area footprint and guidelines as set out in the ECPSDF, in the LM SDF's.*	• Map the ECPSDF biodiversity framework (Critical Biodiversity Areas, protected nature reserves and parks). • Make the appropriate biodiversity data available to the LM's. • Capacitate the LM's regarding the usage and interpretation of the guidelines and data. • Ensure that the Ndlambe and Sundays River Valley SDF's take cognisance of the guidelines contained in the Coastal EMF.
Infrastructure	*Efficient and integrated spatial development of infrastructure and transport systems.*	• Focus infrastructure development in areas of highest need and potential. • Establish district wide infrastructure planning, implementation and monitoring capacity. • Identify areas where strategic infrastructure projects and programs can help boost economic growth and attract private investment. • Provide appropriate basic services to all settlements within the District.
Economic	*A diverse and growing economy supported by sustainably utilised natural resources.*	• The resource base of the Province and the District needs to be clearly demarcated and accommodated in the LM SDF's. • Review and adopt the CDM's Guidelines on land use change outside the settlements. • Identify where the improved transportation infrastructure would leverage economic growth.

Focus Area	Objective	Strategy
		• Undertake CBD regeneration projects in identified sub-district and sub-local centres.
Human Settlement & Social Development	*Managed development of compact and sustainable human settlements with appropriate infrastructure, amenities and socio-economic opportunities.* ****Adapted from the EC PSDF*	• Provide appropriate basic services to all settlements within the District (Based on settlement functioning). • Identify areas (Nodes and corridors) for focussed human settlement investment. • Adopt a human settlement structure that recognises social, economic and functional potential. • Adopt guidelines for the provision of social and administrative facilities and make these available to the LM's together with the necessary training and capacity building. • Promote sustainable compact human settlements. • Make the SAHRA heritage data available to the LM's and provide the necessary capacity in this regard.
Rural Development	*Integrated and broad based agrarian transformation leading to sustainable livelihoods, increased rural economic development and improved land reform.*	• Reflect the five Strategic Area Based Plan Focus areas on the SDF and ensure alignment with other CDM initiatives e.g. infrastructure, development and tourism focus areas. • Address potential conflict between the ABP focus areas and the Biodiversity network. • Develop a district wide commonage expansion plan.
Human Resources	*A unique, relevant, competent and professional spatial development and land use planning human resource supporting informed development decision making.*	• Approach LGTA to provide capacity re land use management, administration and strategic land use planning at identified LM's. • Ensure effective participatory decision making by making spatial information available to the officials, politicians and residents (Hardcopy plans, internet etc.). • Establish a system where specific development records are kept. • Establish a geographic information system which will make spatial planning information available to officials (CDM, LM and sector departments), potential investors and residents. • Undertake a needs assessment of the spatial planning capacity required to effectively mainstream spatial development planning and land use management within the district and the LM's. In this regard combined services provision can be investigated where appropriate circumstances exist. • Appoint registered professional planning capacity at the District level, which will be tasked with the rollout of spatial planning and land use management across the District. • Undertake training and capacity building initiatives aimed at broader awareness of spatial planning policy and legislation within the LM's.
Governance	*An integrated District SDF and Land Use Management system enabling the implementation of National and Provincial spatial planning directives.* ****Adapted from the EC PSDF*	• Clearly reflect and communicate the cross border and ECPSDF issues that need to be accommodated in the LM SDF's. • Establish a minimum standard for each of the LM SDF's to facilitate alignment and uniformity. • Implement the necessary adjustments to the CDM SDF once the municipal boundary readjustments have been adopted.

▣ Settlement Functions

The Cacadu SDF categorised the settlements in Blue Crane Route as follows :

Sub-District Centre	• Somerset East
Local Centre	• Cookhouse, Pearston



Map 6: Cacadu District Municipality SDF ***Source : SBDM***

4.0 Local Policy Directives

4.1 Blue Crane Route Integrated Development Plan (IDP) (2019 – 2020)

▣ Vision

> A municipality that strives to provide a better life to all its citizens

▣ KPA's and Priorities

KPA	Priority Area
Municipal Transformation & Organisational Development	*Human Resources Services*
	Human Resources Development
	Occupation Health and Safety
Basic Service Delivery & Infrastructure	*Water Supply*
	Sanitation
	Electricity Supply
	Social facilities
	Solid Waste
	Environmental Health Services
	Roads and Stormwater
Local Economic Development	*Local Economic Development*
	SMME Development
	Business Advisory Services
	Job Creation
Municipal Financial Viability & Management	*Revenue Management*
Good Governance & Public Participation	*Public Participation*

Table 4 : BCR KPA's and Priorities

4.2 Blue Crane Route Spatial Development Framework 2021

▣ Development and Goals

Development goals and objectives for the Blue Crane Route SDF seek to provide detailed direction in achieving a vision for future development and urban restructuring. To strategically address the spatially related aspects, including opportunities and challenges, facing the precinct and surrounding area, development goals and objectives. Development implementation, decision making, implementation strategies and land release should be based on these goals and objectives are formulated.

	DEVELOPMENT GOALS	OBJECTIVES
Urban Form	To provide a Development Framework that supports the principles of sustainability and unlocks the potential of the urban precinct as a major catalyst for development in the BCRM.	- The Somerset East Urban area to serve as Primary node housing the Administrative Centre for the Municipality. - Cookhouse and Pearston to be planned and developed as Regional Urban Centres providing unique function to localised needs.
Environment	To ensure Integrated Environmental Management and Development of the Blue Crane Route.	- Implement and support National Environmental Act (NEMA) requirements.
Tourism and Recreation	To facilitate and promote sustainable growth, management and maintenance of tourism and recreation facilities.	- Support and grow the Regional and Local tourist market by identifying and planning opportunities for Eco, Heritage, Adventure and Urban Tourism.
Land Use Management	To pro-actively manage urban growth by implementing clear and specific Land Use Management Guidelines.	- Apply the appropriate Zoning Scheme Regulations consistently. - Ensure on-going integration and alignment of SDF and IDP.
Land Availability	To provide the basis for phased land release of strategic public owned precincts within Somerset East, Pearston and Cookhouse.	- Apply the Municipal Finance Management Act consistently. - Advise investors of Renewable Energy opportunities and other development initiatives. - BCRDA to market Municipal and Private land for investment.
Access and Mobility	To implement a well-defined transport network that supports the Municipal Wide Framework and Urban Spatial Development Proposals.	- Promote the development of the Addo National Park Northern Gateway. - Promote and market the urban linkages between Cookhouse, Somerset East and Pearston as Tourism Corridors - Seek continuous upgrading and maintenance of primary and secondary routes in municipal area.
Services	To ensure cost effective and sustainable service delivery in support of future land use needs.	- Upgrade all services on an on-going basis. - Upgrade and maintain Rural Roads. - Prioritise infrastructure investment to support disadvantaged. - Align SDF and Municipal Sector Plans.

Table 5 : Development Goals and Objectives

▣ Urban Structuring Elements

Urban structuring elements are spatial tools and informants required to achieve specific development goals and objectives. Management and implementation intensity of these structuring elements are tools for redevelopment and development implementation. Structuring elements should operate at a variety of levels and scales from a Metropolitan to neighbourhood level.

The following structuring elements are relevant to the study area, supporting of the Conceptual Framework :

- Nodes
- Corridors
- Infill and Densification
- Containment
- Protection
- Networks
- Special Growth Areas

- **Nodes**

STRUCTURING ELEMENT : NODES
- Areas where higher intensity of land uses and activities will be supported and promoted. - Land uses generally dominated by mixed use and concentrations of higher intensity urban development locatedon corridors or public transport routes and/or intersections.
STRATEGY
- Strengthen the urban nodes of Somerset East as the Urban Administrative Centre and Cookhouse and Pearstonas the Regional Support Centres. - Maintain the rural support nodes for agriculture sector support. - Continue dialogue with Department of Water Affairs to maintain Orange-Fish River irrigation system

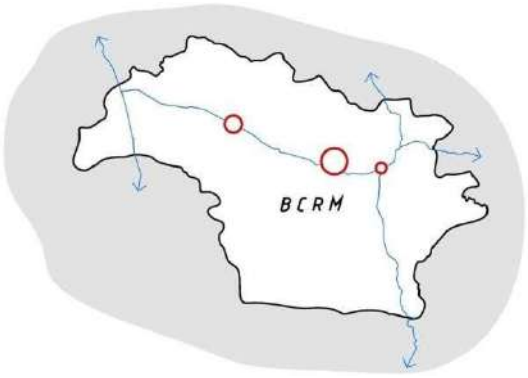


Figure 1 : Nodes

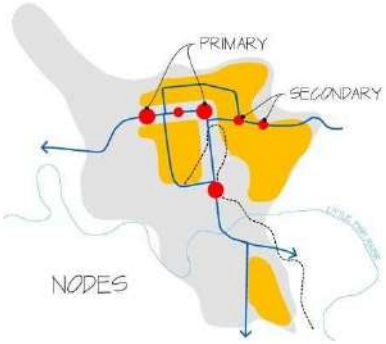


Figure 2 : Nodes : Somerset East

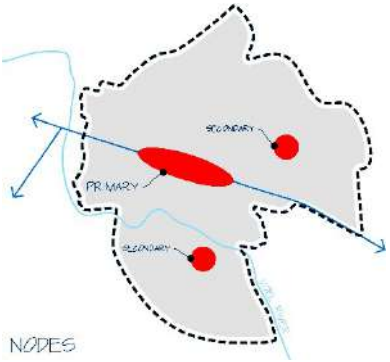


Figure 3 : Nodes : Pearston

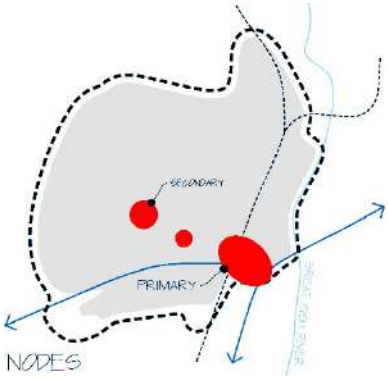


Figure 4 : Nodes : Cookhouse

- **Corridors**

STRUCTURING ELEMENT : CORRIDORS
- Corridors represent linkages between nodes and activity areas based on mobility advantages. - Improved accessibility, mobility and support of intensified and/or mixed uses. - Various types of corridors based on functionality and objectives, i.e. mobility corridors, activitycorridors.
STRATEGY
- Strengthen the mobility corridors between Cookhouse, Somerset East, Pearston and Graaff-Reinet. - Strength and promote the Tourism Gateway Corridor between Addo Northern Gate and SomersetEast. - Strengthen the mobility corridor along N2 National Road.

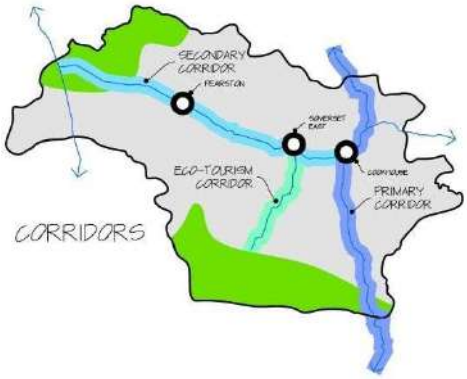


Figure 5 : Corridors

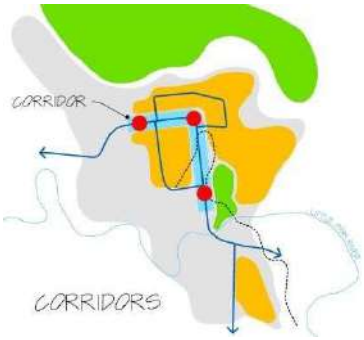


Figure 6 : Corridors : Somerset East

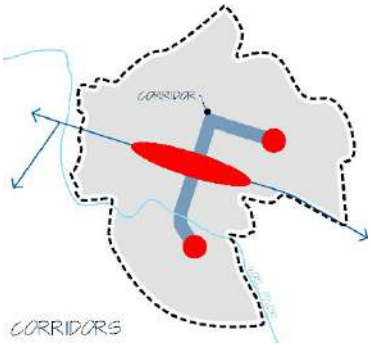


Figure 7 : Corridors : Pearston

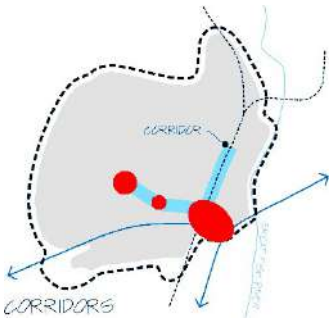


Figure 8 : Corridors : Cookhouse

- **Infill and Densification**

STRUCTURING ELEMENT : INFILL AND DENSIFICATION
- Tools to achieve spatial integration, increased population thresholds and more functional use ofunderdevelopment areas. - In support of sustainability principles and in support of nodal and corridor development concept.
STRATEGY
- Promote infill development in Somerset East, Nandi, Westview and Aeroville - Promote infill development in Cookhouse, Newton and Bhongweni. - Promote densification in Pearston and Nelsig.

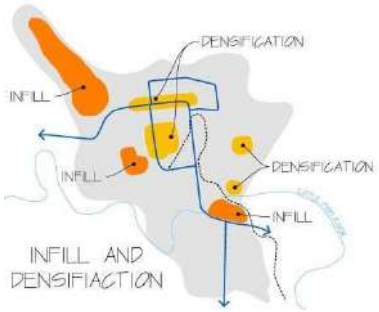


Figure 9 : Infill and Densification : Somerset East

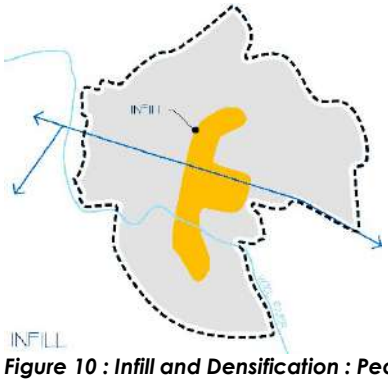


Figure 10 : Infill and Densification : Pearston

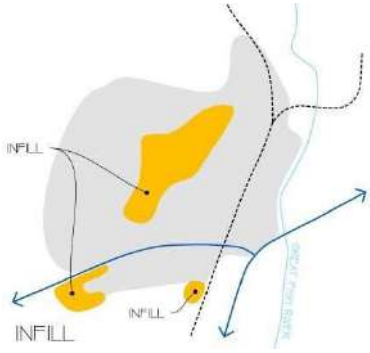


Figure 11 : Infill and Densification : Cookhouse

- **Containment**

STRUCTURING ELEMENT : CONTAINMENT
- *Limit inefficient underdeveloped land.* - *Implementation of mechanisms to direct and actively manage land use implementation, i.e. development phasing, development initiatives, performance measures and implementation of urban edge and development boundaries.*
STRATEGY
- *Contain development into natural, conservation biodiversity and protected areas.* - *Contain unobtrusive development into heritage worthy areas.*

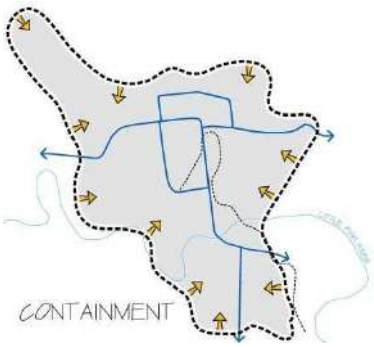


Figure 12 : Containment: Somerset East

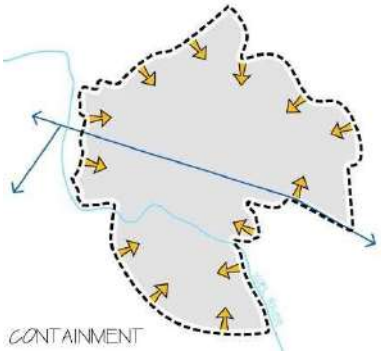


Figure 13 : Containment : Pearston

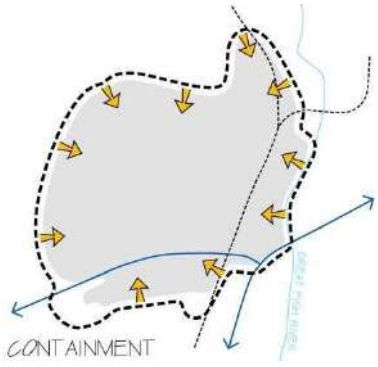


Figure 14 : Containment : Cookhouse

- **Protection**

STRUCTURING ELEMENT : PROTECTION
- Protecting valuable natural economic and heritage resources. - Includes protection of active open spaces, landscape elements and visual impact.
STRATEGY
- Work closely with SANPARKS and other private game farms and reserves to implement the growth ofboth Addo and Mountain Zebra National Parks. - Encourage integration and co-operation between large and smaller lodges, resorts and NationalParks to maximise the tourist potential and opportunity in the region. - Promote the natural and man-made assets of the study area. - Promote the expansion of the Addo Conservation and Wildlife Zone, and the private conservanciesand Game Parks. - Promote linkages with abutting municipal conservation linkages. - Promote the conservation and upgrade of the Urban Heritage Zones in Somerset East and oldlocation. - Conserve the railway heritage of Cookhouse.

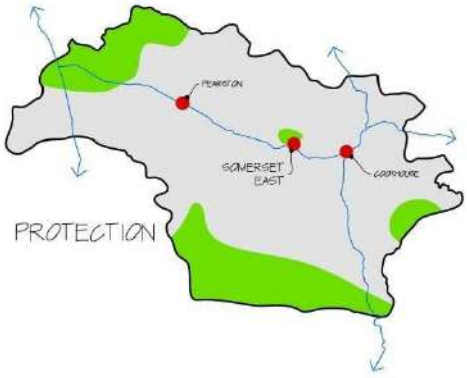


Figure 15 : Protection / Conservation (Regional)

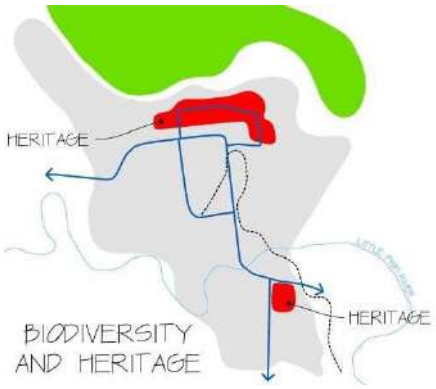


Figure 16 : Protection / Conservation : Somerset East

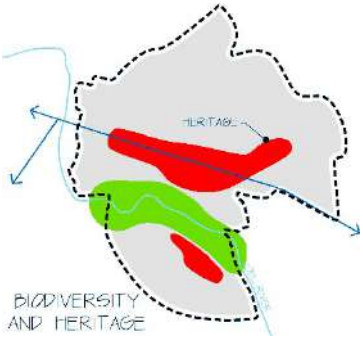


Figure 17 : Protection / Conservation : Pearston

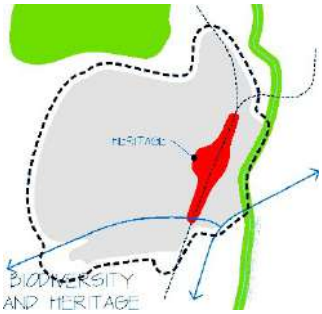


Figure 18 : Protection / Conservation : Cookhouse

- **Special Growth Areas**

STRUCTURING ELEMENT : SPECIAL GROWTH AREAS
- Identification of priority development growth nodes and/or precincts. - Indicating areas to be prioritised for future intervention for higher intensity land use, land exchangeand release.
STRATEGY
- Promote the development of the Boschberg Eco Village and Estate. - Promote the upgrade and development of the Cookhouse Tourism Development Corridor.

Figure 19 : Special Growth Areas

3 Chapter 3 : Spatial Analysis & Synthesis

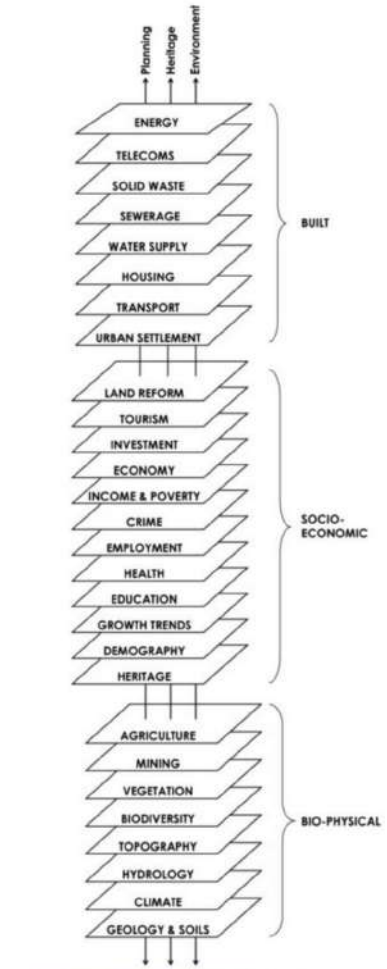
1.0 Introduction

The spatial analysis of the study area represents an overall spatial picture of the Municipality, the current situation, patterns and trends within the Municipality and quantify specific needs and capacities. The information is focussed on key developmental sectors and based on the key issues identified. The objective of the spatial analysis is to focus on areas of greatest concern and this should be read in conjunction with the various sector plans, Integrated Development Plans and district planning initiatives.

The spatial analysis follows on from the informants (National, District and Local), SBDM and Blue Crane Route IDP alignment and key issues. Spatial analysis will lay the foundation for the SDF and development proposals and policy.

The status quo information are systematically unpacked and grouped into biophysical, socio-economic and built environment.

The analysis are based on secondary sources of information.



▣ Biophysical Environment

This natural capital base is the primary or foundational layer on which the remaining two set of layers must feed in a sustainable way. Geology, soils and climate form the basic geomorphologic relationship which gives rise to hydrological, topographical and bio-diversity patterns. Agriculture and mining are included in this sub-set due to their close relationship with the natural environment.

▣ Socio-economic environment

This layer follows on the bio-physical layer as it reflects the relationship between population requirements and the natural resource base. This includes the socio economic status and profile of the residents of the Blue Crane Route Municipality, including the economic resources and trends.

▣ Built environment

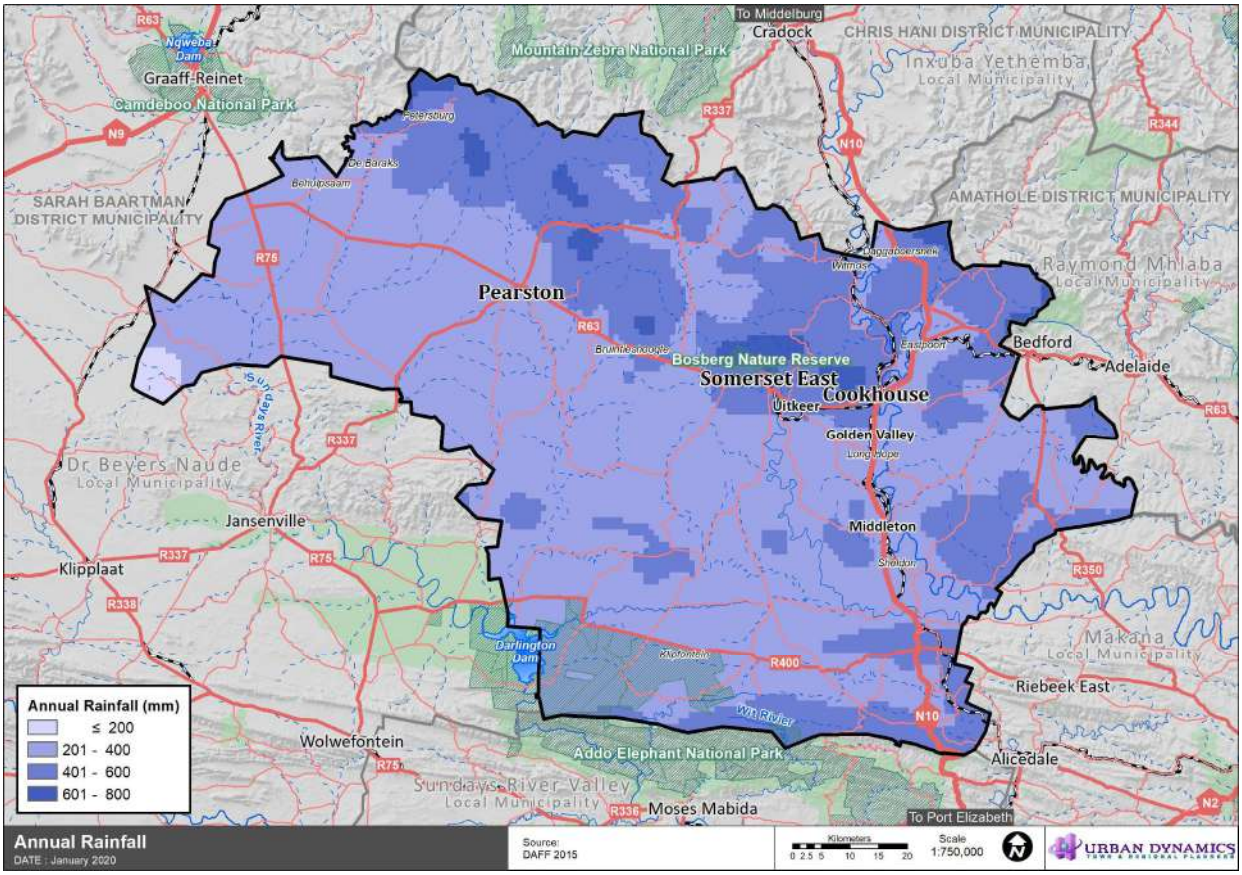
The built environment in turn reflects the socio-economic base and patterns in the study area, including settlement patterns, infrastructure and services.

2.0 Bio-physical Environment

The bio physical status quo for the BCRM is outlined in the following sections :

- Climate and Climate Change
- Topography and Drainage
- Geology and Soils
- Environment and Biodiversity
- Rural Land Use

2.1 Climate & Climate Change

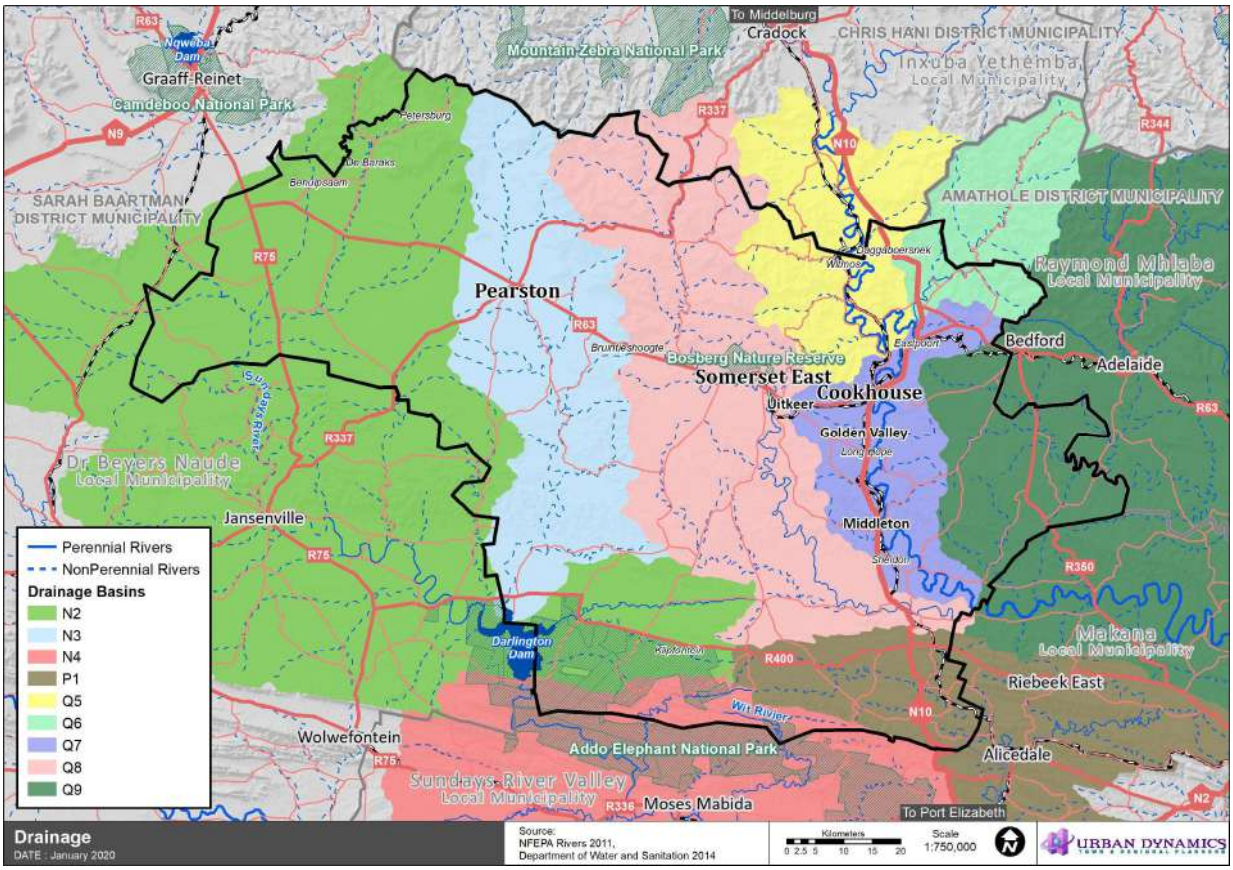


Map 7 : Annual Rainfall

- Blue Crane Route lies in a subtropical climatic zone, meaning that the area is characterized by warm summers and cool winters and fairly evenly distributed rainfall throughout the year.
- The Blue Crane Route Region experiences moderate weather conditions with an annual rainfall ranging between 145mm and 430mm.
- Rain falls mainly in spring and summer averaging at 320m mmm per year. The highest rainfall off 148 mm was recorded in December 1988.
- The yearly average daily temperatures vary between 2°C and 15°C with sub-zero temperatures occurring between May and September.

2.2 Topography & Drainage

- The region is characterised by the great escarpment being the Boschberg Mountain Range traversing the northern boundary of the BCRM.
- The central area is characterised by the undulating terrain whilst the southern folded belt includes deep riverine area with steep slopes.
- The urban areas of Somerset East, Cookhouse and Pearston are located approximately between 600m to 700m above sea level.
- The region is mainly covered by three catchment areas, namely the Sundays River, the Fish River and Bushman's River catchments.



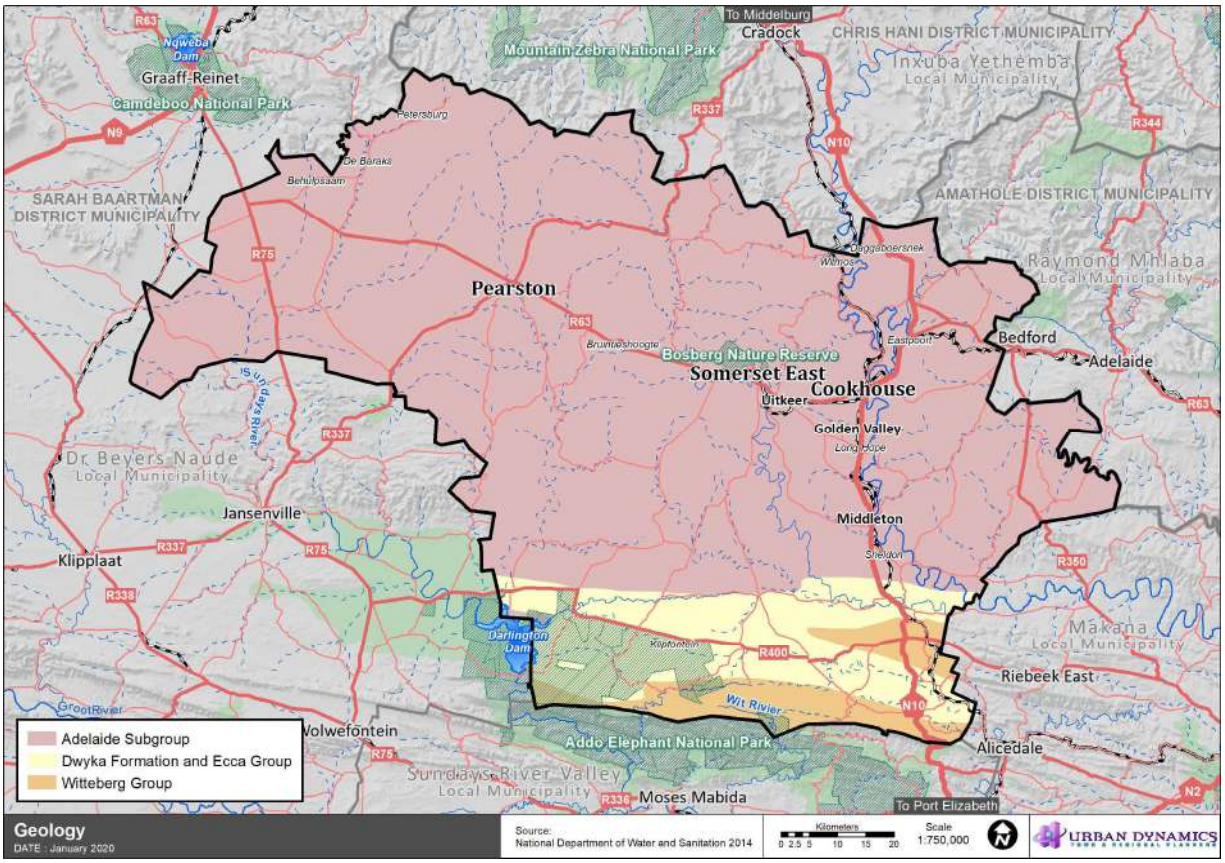
Map 8 : Drainage

- The major water related driver in the municipal area is the Orange-Fish-Sundays Water Supply system.
- The whole municipality is classified as a primary catchment area, with a mean quaternary runoff of between 12m³ and 40m³.
- Surface water is largely provided by dams and reservoirs that are linked to perennial and non-perennial rivers.
- Main rivers in the study area include :
- Little Fish
- Great Fish

- Main dams in the study area include :

- Darlington Dam
- Miskraal Dam
- Elanddrift Dam
- Droogerivier Dam
- Noodhulp Dam

2.3 Geology & Soils



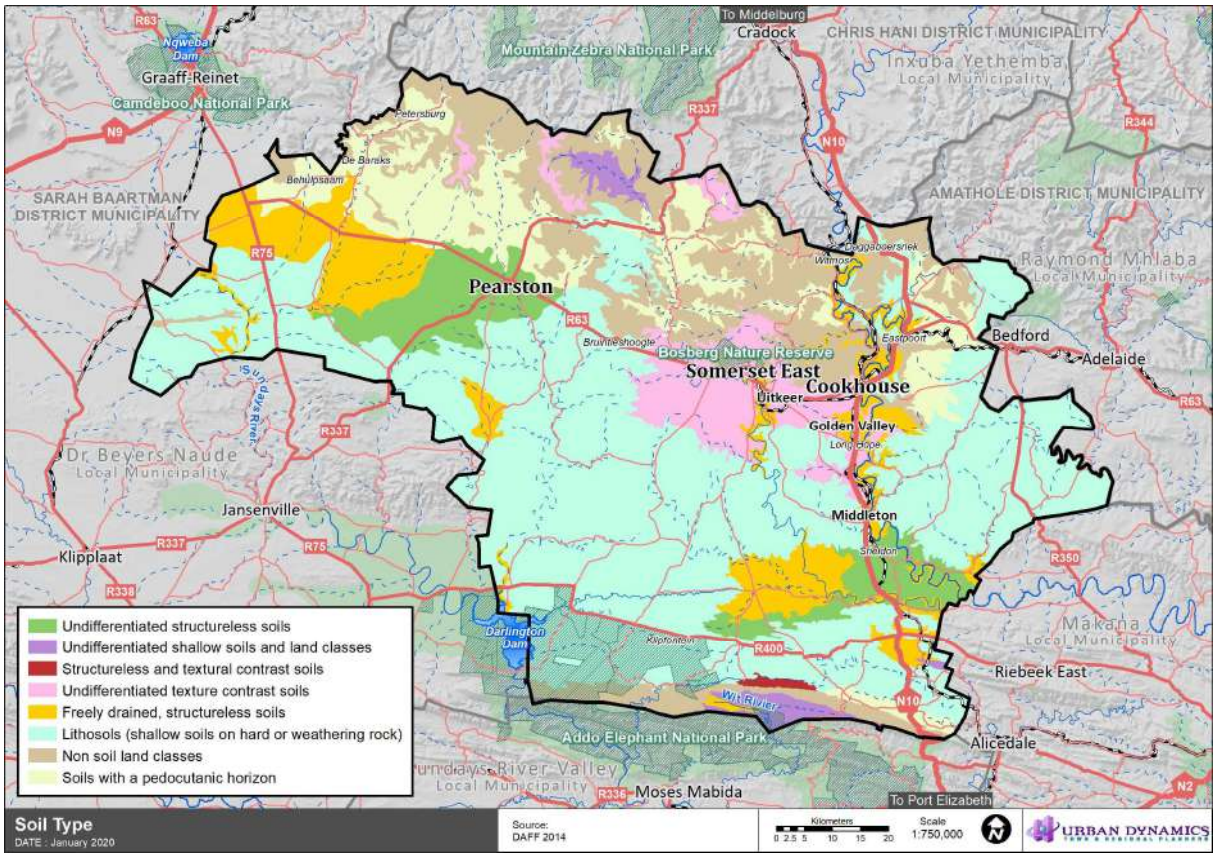
Map 9 : Geology

Group	Rock Type	Ground Water Yield
Adelaide Subgroup	*Mainly compact tillite, shale and sandstone. (Dwyka Formation and Ecca Group)*	Very low to low yielding formations except where fractured
Dwyka Formation and Ecca Group	*Compact, dominantly arenaceous strata*	Low yielding formations except where fractured
Witteberg Group	*Compact arenaceous and argillaceous strata*	Low yielding formations except where fractured

Table 1 : Geology

- Geology in the study area is dominated by the :
- Adelaide Subgroup
- Dwyka Formation and Ecca Group
- Witteberg Group

- Although geology does not pose specific restrictions, development should be assessed on an individual scale.



Map 10 : Soil Type

The table indicates the dominant soil types in the study area with favourable properties and limitations associated with each soil type.

Soil Class		%	Favourable Properties	Limitations
2	***Freely drained, structureless soils***	10.64	*Favourable physical properties*	May have restricted soil depth, excessive drainage, high erodibility, low natural fertility
7	***Soils with a pedocutanic horizon***	11.44	*Somewhat high natural fertility*	Restricted effective depth; may have slow water infiltration
13	***Lithosols (shallow soils on hard or weathering rock)***	48.48	*May receive water runoff from associated rock*	Restricted soil depth; associated with rockiness
16	***Non soil land classes***	15.36	*May be water-intake areas*	Restricted land use options
17	***Association of Classes 1 to 4: Undifferentiated structureless soils***	6.17	*Favourable physical properties*	One or more of: low base status, restricted soil depth, excessive or imperfect drainage, high erodibility
19	***Association of Classes 7 and14: Undifferentiated texture contrast soils***	6.16	*Somewhat high natural fertility or relative wetness favourable in dry areas*	One or more of: restricted effective depth; slow water infiltration; seasonal wetness; high erodibility
21	***Association of Classes 13 and 16: Undifferentiated shallow soils and land classes***	1.53	*Soil may receive water runoff from associated rock; water-intake areas*	Restricted land use options
23	***Association of Classes 17 and 19: Structureless and textural contrast soils***	0.19	*May have favourable physical properties, somewhat high natural fertility; relative wetness favourable in dry areas*	Restricted depth, imperfect drainage, high erodibility; slow water infiltration; seasonal wetness

Table 1 : Dominant Soil Types

2.4 Environment & Biodiversity

As part of the Spatial Development Framework Planning process, environment and biodiversity should be prioritised. A key informant towards the environmental analysis are the Eastern Cape Biodiversity Conservation Plan (ECBCP).

National policy and legislation are underpinned by the principle of sustainable development which aims to ensure that all development serves both present and future generations. Key to achieving this is the safeguarding of critical natural services such as clean and adequate water supplies, nutritious veld for grazing livestock, and stable healthy soils which are resilient to flood damage and erosion (i.e. ecosystem services). It follows then, that the prerequisite for sustainability is the safeguarding of biodiversity (i.e. the variety of local plants and animals and the natural processes that sustain them).

Spatial planning and land-use management decisions must, by law, take into account the biodiversity of an area and ensure sustainable development.

2.3.1 Eastern Cape Biodiversity Conservation Plan

The Eastern Cape Biodiversity Conservation Plan (ECBCP) addresses the urgent need to identify and map critical biodiversity areas and priorities for conservation in the Eastern Cape Province. It also provides land use planning guidelines, recommending biodiversity friendly activities in priority areas. Critical Biodiversity Areas (CBA's) are terrestrial and aquatic features in the land scape that are critical for conserving biodiversity and maintaining eco system functioning.

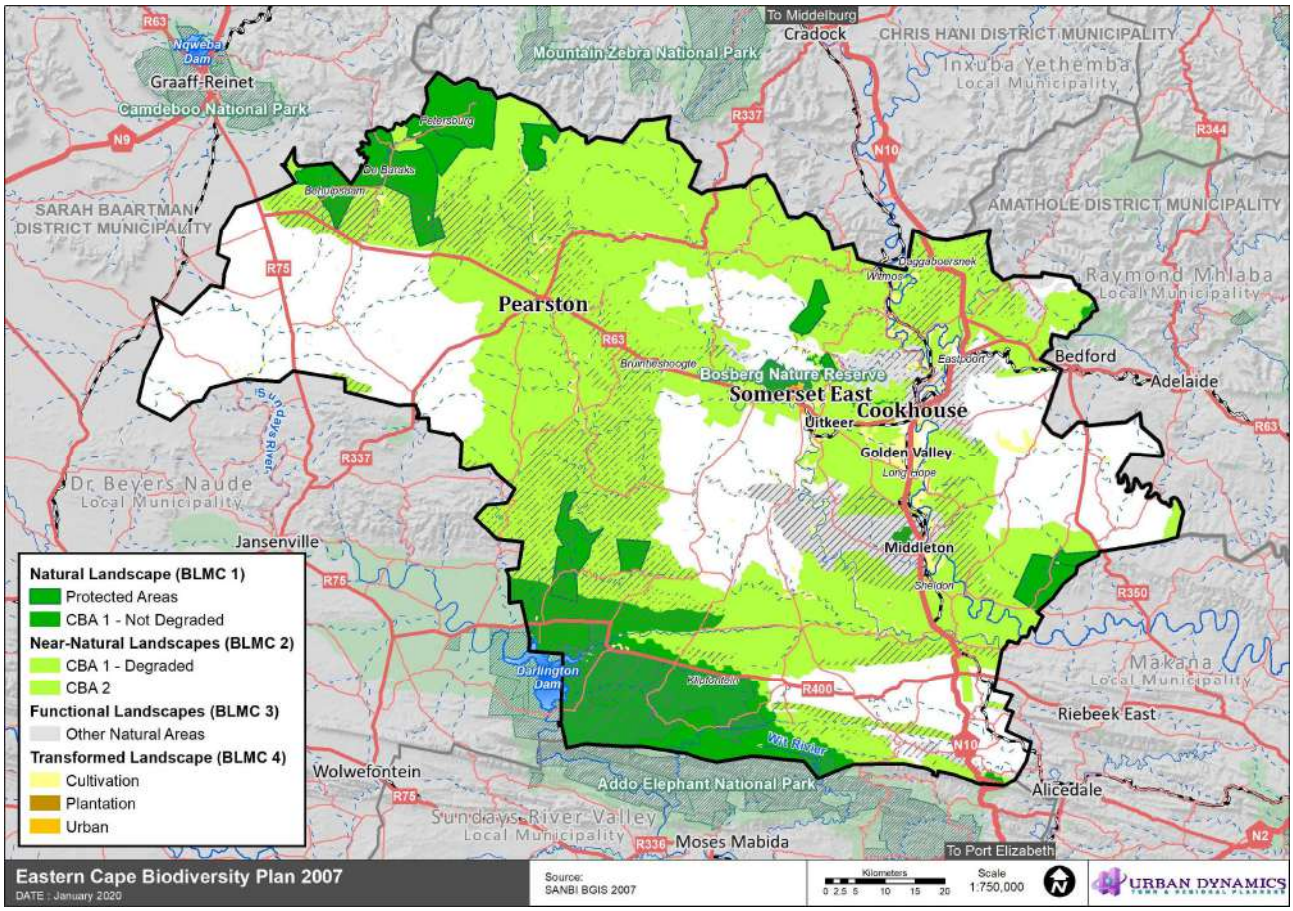
The ECBCP has developed four terrestrial Biodiversity Land Management Classes (BLMCs), which result from grouping the various terrestrial CBAs, and two aquatic BLMCs (ABLMCs), which result from grouping the various aquatic CBAs. This grouping is set out in the table.

- **Terrestrial BLMC's**

Terrestrial BLMCs set out the desired ecological state of a parcel of land. Only land use types that are compatible with maintaining this desired state should be allowed. Aquatic BLMCs set out suggested catchment transformation thresholds. These are a set of recommended permissible upper limits to the loss of natural vegetation cover in each sub-quaternary catchment.

Biodiversity Areas	BLMC's	Recommended Land Use Objective
Protected Areas **CBA 1 (not degraded)**	**BLMC 1 :** Natural Landscapes	*Maintain biodiversity in as natural state as possible. Manage for no biodiversity loss.*
CBA 1 (not degraded) **CBA 2**	**BLMC 2 :** Near-natural Landscapes	*Maintain biodiversity in near natural state with minimal loss of ecosystem integrity. No transformation of natural habitat should be permitted.*
Other Natural Areas	**BLMC 3 :** Functional Landscapes	*Manage for sustainable development, keeping natural habitat intact in wetlands (including wetland buffers) and riparian zones. Environmental authorisations should support ecosystem integrity.*
Transformed Areas	**BLMC 4 :** Transformed Landscapes	*Manage for sustainable development.*

Table 2 : Terrestrial BLMC's and Land Use Objectives



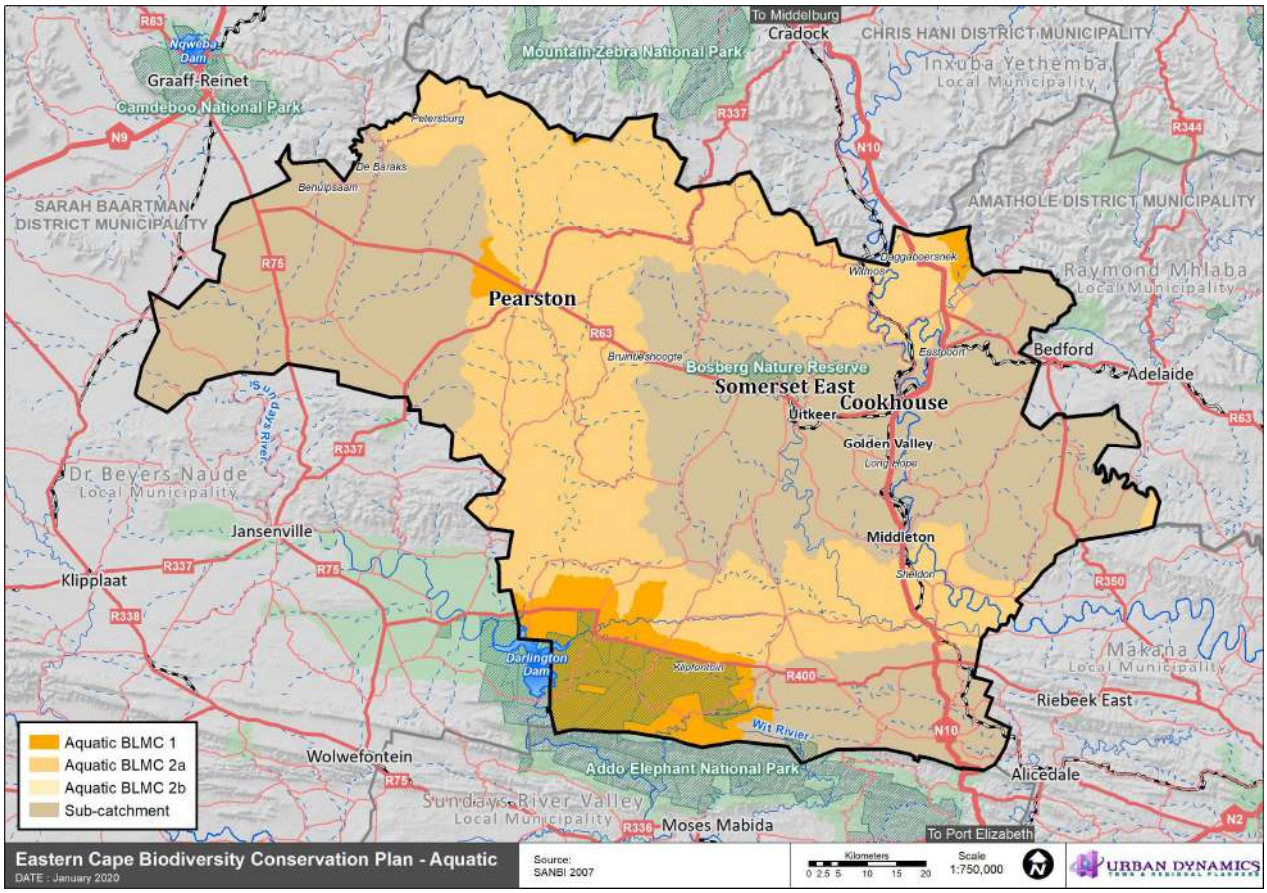
Map 11 : Terrestrial BLMC's

▣ Aquatic BLMC's

The ECBCP recommends limits (thresholds) to the total amount of land transformation that should be allowed in an ABLMC 1 and 2, if biodiversity is to be conserved. The goal is to maintain sufficiently large intact and well-connected habitat patches in each sub-quaternary catchment, to prevent the consequences outlined above.

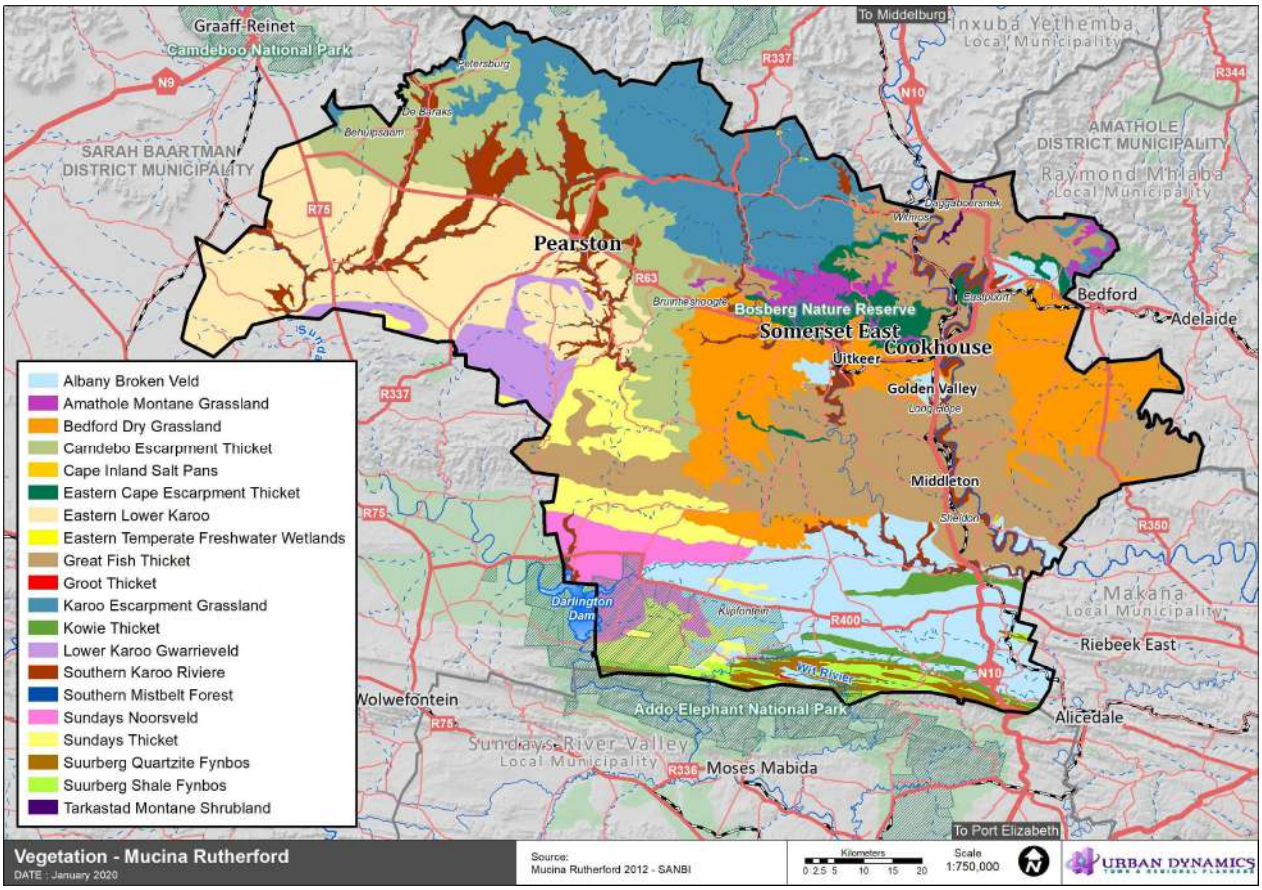
Aquatic BLMC	Description of CBAs	ABLMC Transformation Threshold
ABLMC 1	Critically important river sub-catchments; Priority primary catchments for E1 estuaries	*Less than 10 % of total area of Sub-quaternary catchment*
ABLMC 2a	Important sub-catchments, Primary catchment management areas for E2 estuaries	*Less than 40 % of total area of Sub-quaternary catchment*

Table 4 : Suggested Transformation Thresholds



Map 12 : Eastern Cape Aquatic BLMC's

2.3.2 Vegetation Types & Protection Status



Map 13 : Vegetation : Mucina Rutherford

▣ Vegetation Types

Name	Conservation Status	Cnsrv_Trgt	Area (Ha)	% Of Municipality
Albany Broken Veld	Least threatened	16	117622.2339	10.63
Amathole Montane Grassland	Least threatened	27	14592.47033	1.32
Bedford Dry Grassland	Least threatened	23	123400.3957	11.15
Camdeboo Escarpment Thicket	Least threatened	19	110868.0284	10.02
Cape Inland Salt Pans	Vulnerable	24	75.38596022	0.01
Eastern Cape Escarpment Thicket	Least threatened	19	20137.47908	1.82
Eastern Lower Karoo	Least threatened	16	146423.2241	13.23
Eastern Temperate Freshwater Wetlands	Least threatened	24	125.6128486	0.01
Great Fish Thicket	Least threatened	19	224658.5994	20.30
Groot Thicket	Least threatened	19	298.2771944	0.03
Karoo Escarpment Grassland	Least threatened	24	116856.0357	10.56
Kowie Thicket	Least threatened	19	13901.19144	1.26
Lower Karoo Gwarrieveld	Least threatened	16	27106.54709	2.45
Southern Karoo Riviere	Least threatened	24	70293.436	6.35
Southern Mistbelt Forest	Least threatened	20	1177.969104	0.11
Sundays Noorsveld	Least threatened	19	32870.11688	2.97
Sundays Thicket	Least threatened	19	59014.99119	5.33
Suurberg Quartzite Fynbos	Least threatened	23	13866.78073	1.25

Suurberg Shale Fynbos	Least threatened	23	12409.65497	1.12
Tarkastad Montane Shrubland	Least threatened	28	1231.501687	0.11
Total			**1106930.012**	**100.00**

Table 3 : Vegetation Types

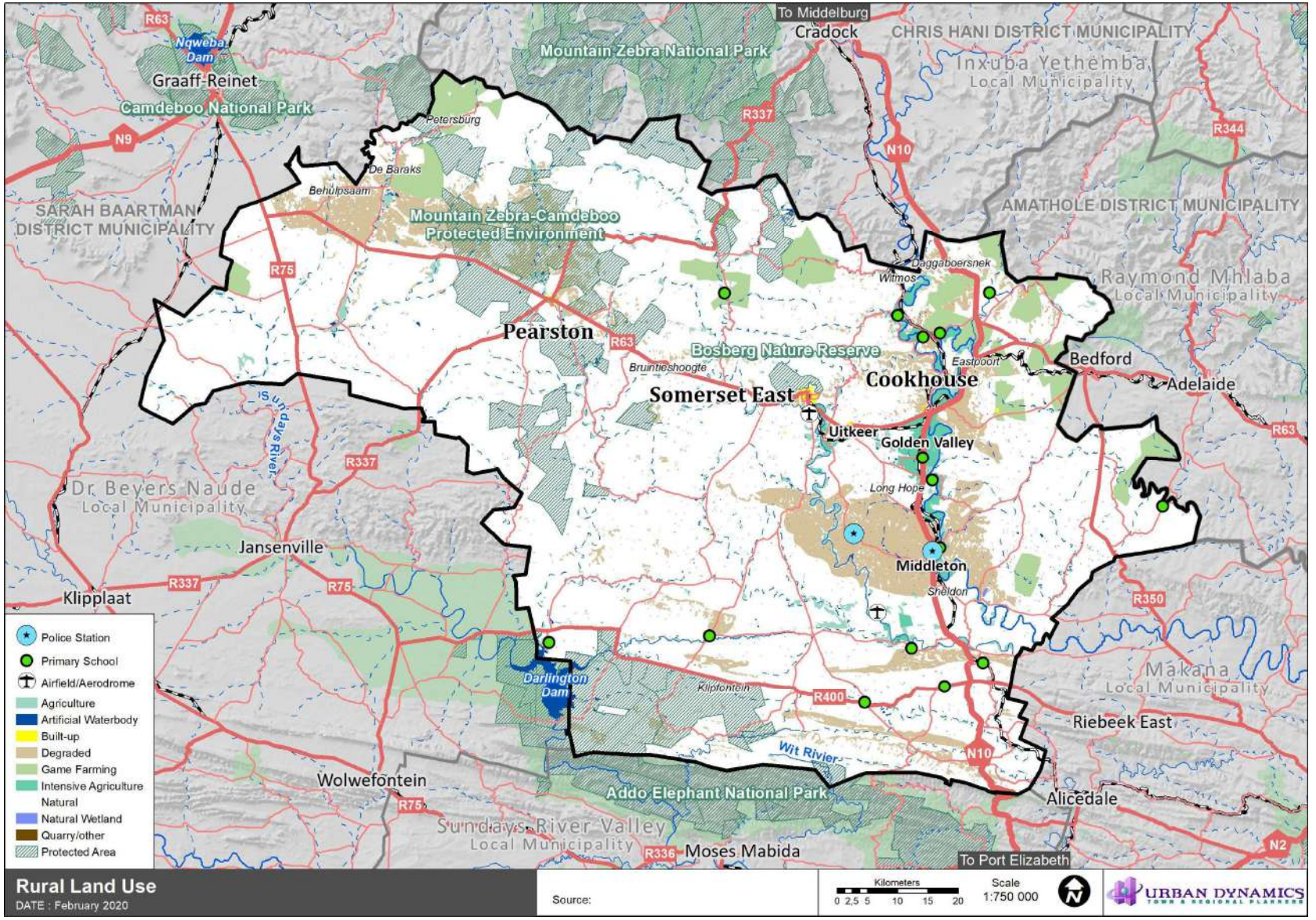
2.4 Rural Land Use

The broad rural land use for the Blue Crane Route Municipality includes urban areas, cultivated degraded game farms and natural areas.

Land Use	Area (ha)	% of Municipality
Artificial Waterbody	3 754.62	0.3392
Built-up	1 634.66	0.1477
Conservation Area	2 698.09	0.2437
Cultivated	34 555.94	3.1218
Degraded	122 266.61	11.0456
Game Farming	49 537.11	4.4752
National Park	23 099.43	2.0868
Natural Area	869 114.86	78.5158
Natural Wetland	253.35	0.0229
Quarry/Other	15.52	0.0014
Total	**110 6930**	**100.00**

Table 6 : Rural Land Use

- It is clear that the rural land use and rural space utilisation is dominated by natural areas used primarily as sheep, goat and cattle farming. However, it is concerning to note that approximately 11% of the district is classified as degraded.
- Intensive agriculture or crop farming is established along the banks and riverine of the Great Fish River and the Gariep to Fish River channel system. There are a number of private game farms and conservancy's in the district.
- Renewal energy generation in the form of windfarms have developed to the east of the N10 on the escarpment in the vicinity of Cookhouse.
- A number of rural schools are located along the N10 and the Cookhouse to Wtimos district road. These schools were established adjacent to the once highly active railroad sidings to support the inhabitants employed by the former South African Railways. The withdrawal and downscaling of rail transport has left the former sidings dilapidated and derelict. Six (6) other farm schools are dispersed in the less populated western region of the Municipality.
- The northern area of the Addo Elephant National Park, encroaches into the BCRM
- The proposed Greater Camdeboo/Mountain Zebra Protected Areas intending to form a corridor linking the Addo National Park with the Camdeboo-Mount Zebra National Park is emerging in the western region of the municipal area.



Map 14 : Rural Land Use

▣ Nature Reserves Game Farms and Conservancies

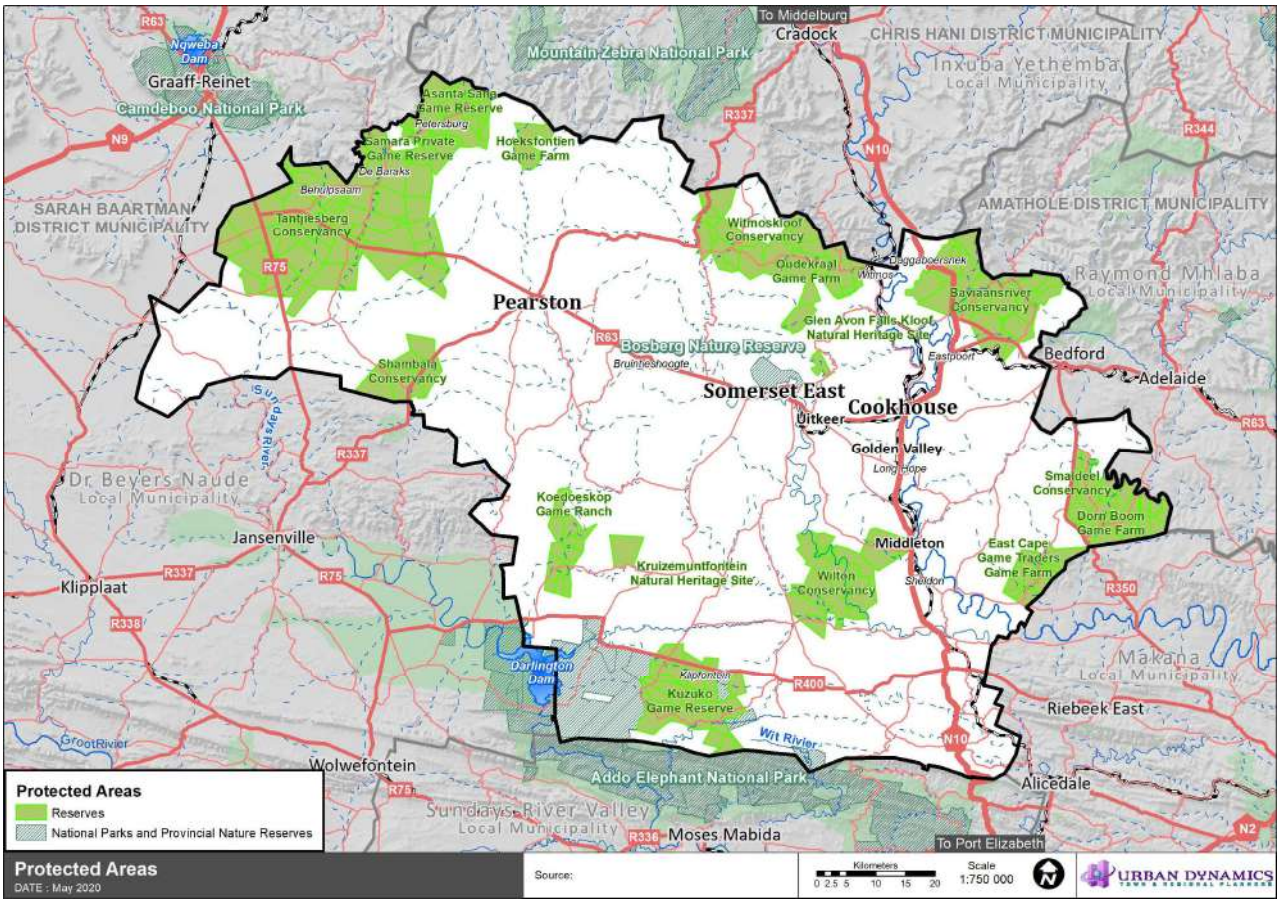
Reserves	
Addo Elephant National Park	SA National Parks
Boschberg Nature Reserve.	Municipal Reserve
Game Farms and Conservancies	
Samara Game Reserve	Private Game Reserve
Asanta Sana Game Reserve	Private
Hoeksfontein Game Farm	Private
Oudekraal Game Park	Private
Dorn Boom Game Farm	Private
East Cape Game Traders Game Farm	Private
Kazuko Game Reserve	Private
Koedoeskop Game Ranch	Private
Conservancies	
Tantjiesberg Conservancy	Private
Witmos Conservancy	Private
Baviaansrivier Conservancy	Private
Smaldeel Conservancy	Private
Wilton Conservancy	Private
Shambala Conservancy	Private
National Heritage Sites	
Glen Avon Falls Kloof Natural Heritage Site	Private
Kruizemuntfontein Natural Heritage Site	Private

Table 7 : Summary

The Blue Crane Route is blessed with a number of private nature reserves and game farms. These range from exclusive reserves focussing on the international tourist to game farms utilised for eco-tourism and hunting. A number of land owners have joint forces by registering Conservancies their over farms.

There are six (6) Conservancy areas established in the BCRM, which are :

- Tantjiesberg Conservancy
- Witmos Conservancy
- Baviaansrivier Conservancy
- Smaldeel Conservancy
- Wilton Conservancy
- Shambala Conservancy



Map 15 : Conservancies and Private Farms

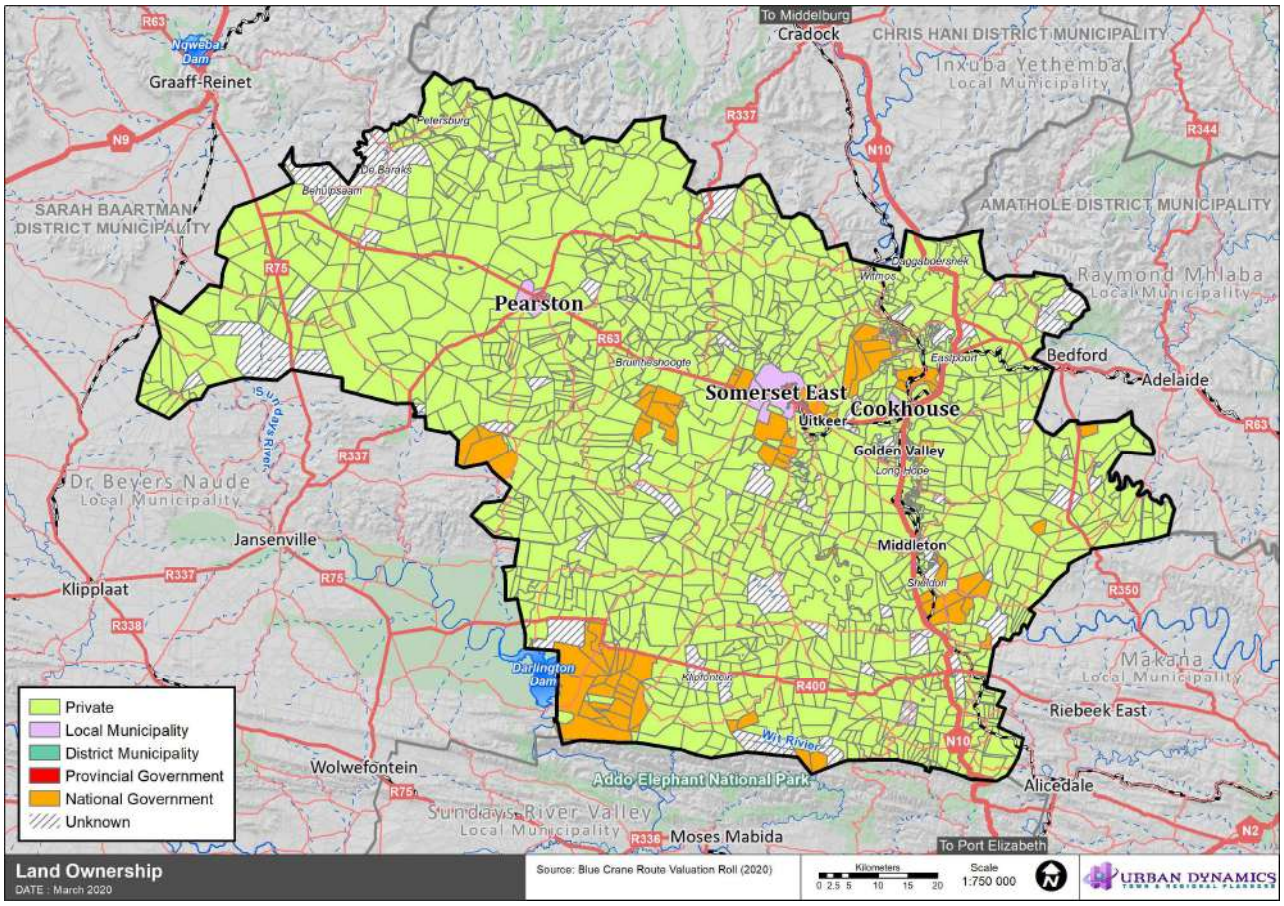
2.5 Rural Land Ownership & Land Reform

The diagram indicates the broad land ownership categories within the Blue Crane Route Municipality, i.e. private ownership, municipal and government / state.

Land Use	Area	%
Private	957 739 ha	92,71%
Municipal	9 055 ha	0,88%
State	66 211ha	6,41%

Table 8 : Ownership

- Approximately 93 % of the rural land s privately owned
- Municipal owned land is located within and on the periphery of the three urban settlements.
- The State owns approximately 6,4% of the land beyond the urban boundary's

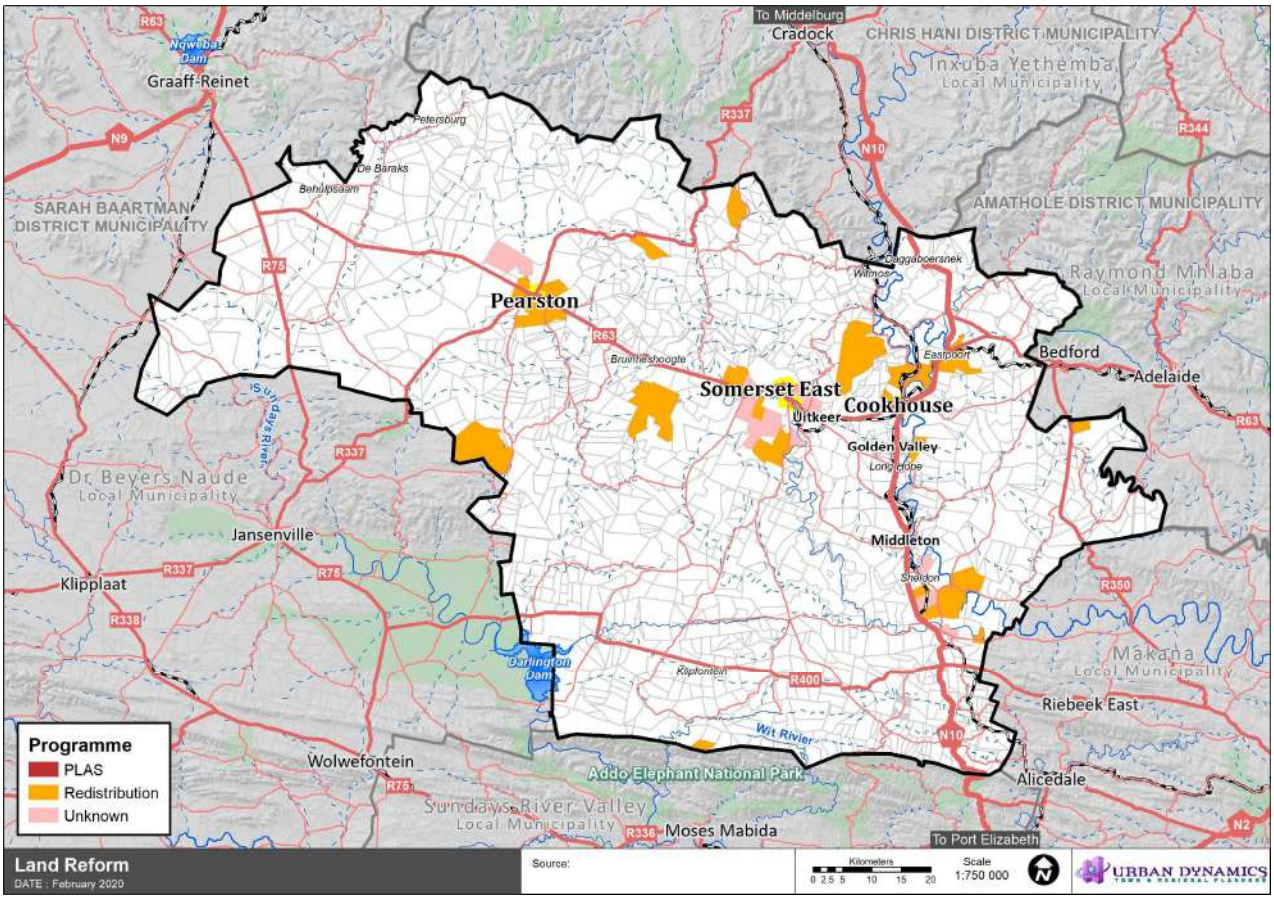


Map 16 : Land Ownership : Blue Crane Route

- Approximately 93% of land is in private ownership, 6.41% in government ownership and 0,9% in municipal ownership.
- The ownership detail is derived from the Municipal Valuation Roll.

Land Restitution and the Department of Rural Development & Land Reform's Land Reform Programme is anchored on three (3) key programmes, i.e. restitution, redistribution and tenure reform, through the RID, LRAD, commonage expansion and land acquisition programmes.

The Department of Rural Development & Land Reform has compiled an Area Based Plan (ABP) for the Sarah Baartman District. The ABP essentially functions as a Sector Plan that seeks to address land related issues at a municipal level and is intended to form part of the Municipal IDP and SDF.

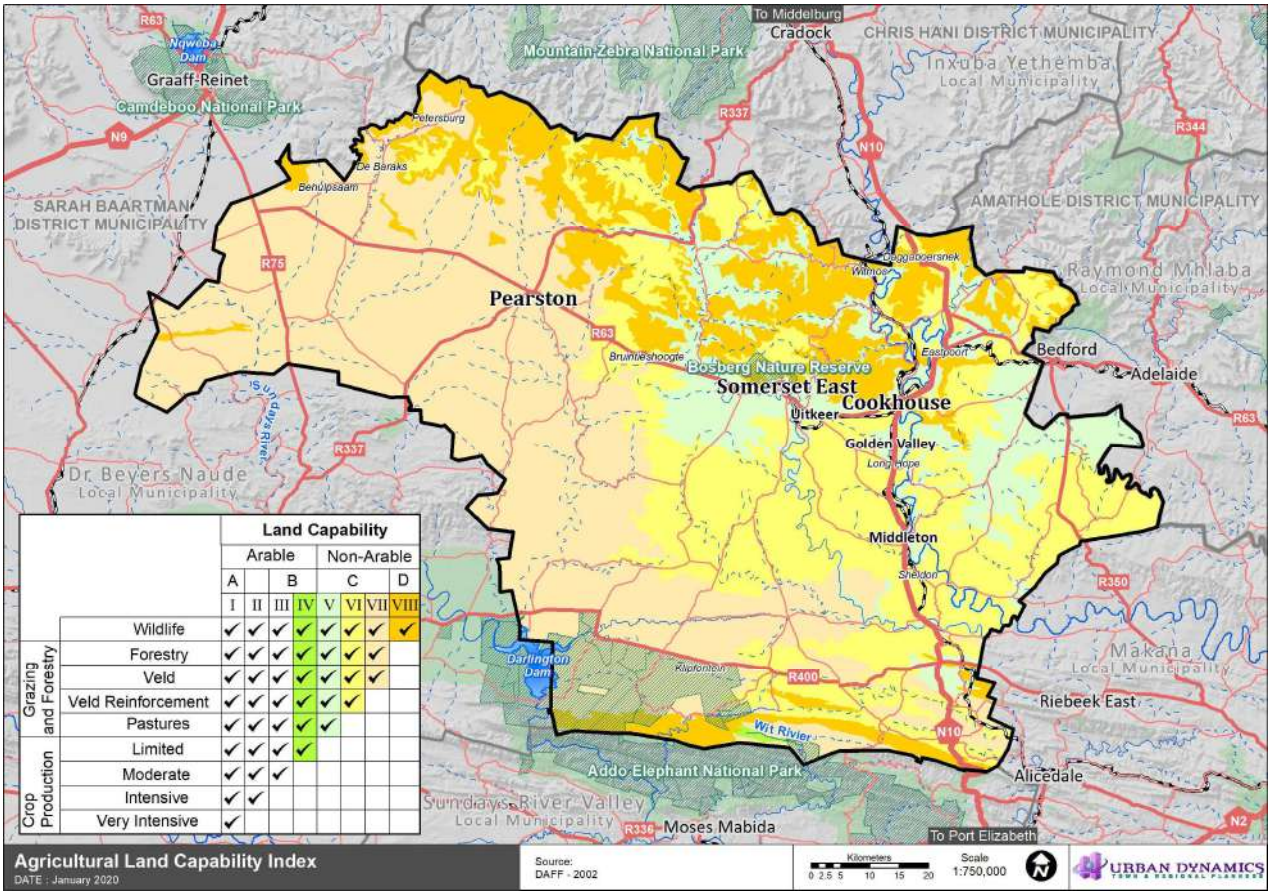


Map 17 : Land Reform

2.6 Land Capability & Grazing Capacity

▣ Agriculture Potential

Agriculture potential is broadly based on the Land Capability Index as prepared by the Department of Agriculture's Land Resource Management Division (2002). The land capability index is a tool that should enable the user to pre-determine the best long term utilisation of land from an agricultural development point of view. Land capability is divided into eight (8) capability classes and three (3) capability groups.

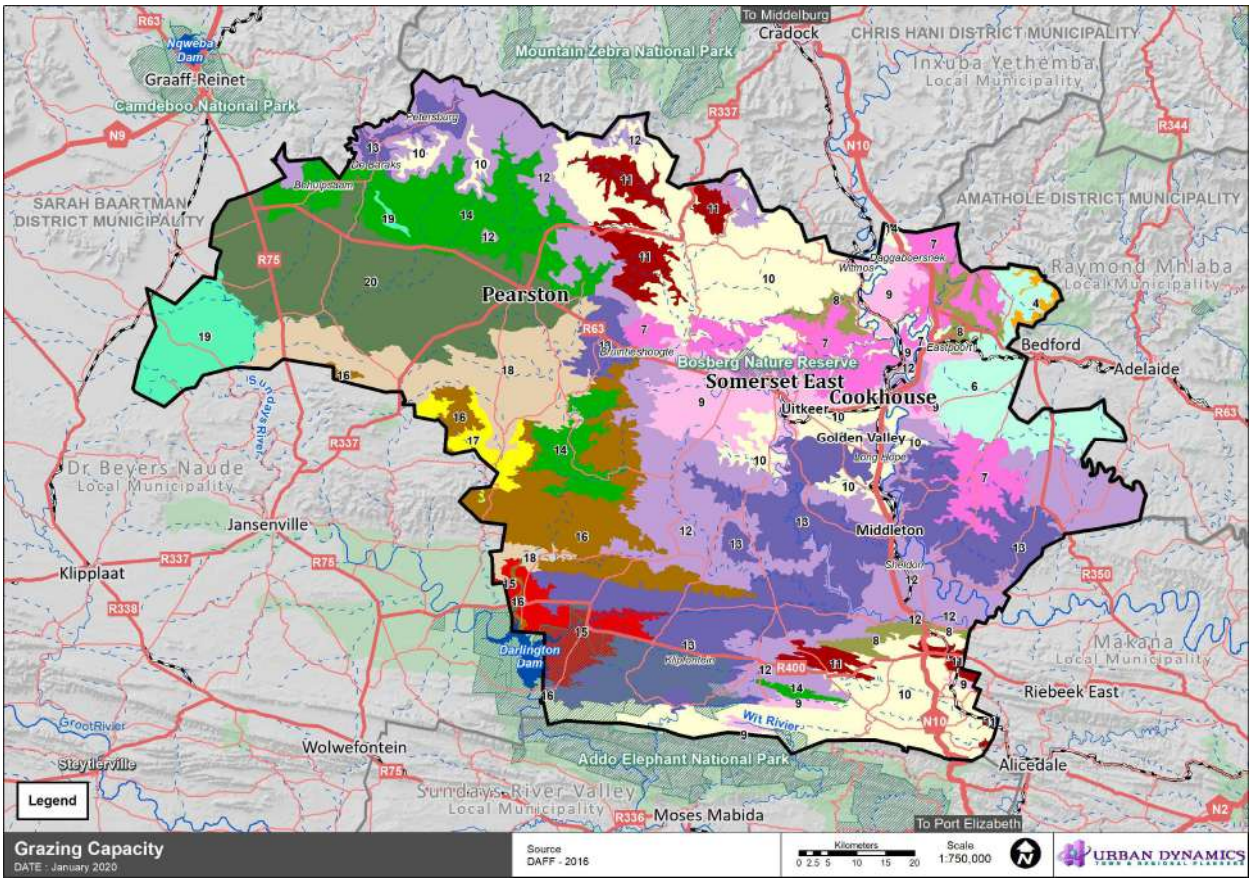


Map 18 : Agricultural Land Capability Index

Capability Class	Description
Class 4 : • ***Wildlife*** • ***Forestry*** • ***Light Grazing*** • ***Moderate Grazing*** • ***Intensive Grazing*** • ***Poorly Adapted Cultivation***	• Land in Class IV has very severe limitations that restrict the choice of plants require very careful management, or both. • It may be used for cultivated crops, but more careful management is required than for Class III and conservation practices are more difficult to apply and maintain. • Restrictions to land use are greater than those in Class III and the choice of plants is more limited. • It may be well suited to only two or three of the common crops or the harvest produced may be low in relation to inputs over long period of time. • In sub-humid and semiarid areas, land in Class IV may produce good yields of adapted cultivated crops during years of above average rainfall and failures during years of below average rainfall. • Use for cultivated crops is limited as a result of the effects of one or more permanent features such as : - Steep slopes - Severe susceptibility to water or wind erosion or severe effects of past erosion - Shallow soils - Low water-holding capacity - Frequent flooding accompanied by severe crop damage - Excessive wetness with continuing hazard of waterlogging after drainage - Severe salinity or sodicity - Moderately adverse climate
Area : ***1175.03ha***	

Capability Class	Description
Class 5 : • ***Wildlife*** • ***Forestry*** • ***Light Grazing*** • ***Moderate Grazing*** ***Area :*** ***315 100.76ha ha***	• Land in Class V has little or no erosion hazard but have other limitations impractical to remove that limit its use largely to pasture, range, woodland or wildlife food and cover. These limitations restrict the kind of plants that can be grown and prevent normal tillage of cultivated crops. Pastures can be improved and benefits from proper management can be expected. • It is nearly level. Some occurrences are wet or frequently flooded. Other are stony, have climatic limitations, or have some combination of these limitations. • Examples of Class V are : - Bottomlands subject to frequent flooding that prevents the normal production of cultivated crops - Nearly level land with a growing season that prevents the normal production of cultivated crops - Level or nearly level stony or rocky land - Ponded areas where drainage for cultivated crops is not feasible but which are suitable for grasses or trees
Class 6 : • ***Wildlife*** • ***Forestry*** • ***Light Grazing*** • ***Moderate Grazing*** ***Area :*** ***315 100.76ha***	• Land in Class VI has severe limitations that make it generally unsuited to cultivation and limit its use largely to pasture and range, woodland or wildlife food and cover. • Land in Class VI has continuing limitations that cannot be corrected, such as : - Steep slope - Severe erosion hazard - Effects of past erosion - Stoniness - Shallow rooting zone - Excessive wetness or flooding - Low water-holding capacity - Salinity or sodicity - Severe climate • Physical conditions are such that it is practical to apply range or pasture improvements, if needed, such as seeding, liming and fertilizing. • Some occurrences can be safely used for the common crops, provided unusually intensive management is used. Some occurrences are adapted to special crops. Depending on soil features and climate, land in Class VI may be well to poorly suited to woodlands.
Class 7 : • ***Wildlife*** • ***Forestry*** • ***Light Grazing*** ***468 735.29ha***	• Land in Class VII has very severe limitations that makes it unsuited to cultivation and that restrict its use largely to grazing, woodland or wildlife. • Restrictions are more severe than those for Class VI because of one or more continuing limitations that cannot be corrected, such as : - Very steep slopes - Erosion - Shallow soil - Stones - Wet soil - Salts or sodicity - Unfavourable climate • Physical conditions are such that it is impractical to apply such pasture or range improvements as seeding, liming and fertilizing. • Depending on soil characteristics and climate, land in Class VII may be well or poorly suited to woodland. • In unusual instances some occurrences may be used for special crops under unusual management practices.
Class 8 : • ***Wildlife*** ***Area :*** ***176 643.60haha***	• Land in Class VIII have limitations that preclude its use for commercial plant production and restrict its use to recreation, wildlife, water supply or aesthetic purposes. • Limitations that cannot be corrected may result from the effects of one or more of : - Erosion or erosion hazard - Severe climate - Wet soil - Stones - Low water-holding capacity - Salinity or sodicity • Land in Class VIII cannot be expected to return significant on-site benefits from management for crops, grasses or trees, although benefits from wildlife use, watershed protection or recreation may be possible. • Bad lands, rock outcrop, sandy beaches, river wash, mine tailings and other nearly barren lands are included in Class VIII.

▣ **Grazing Capacity**



Map 19 : Grazing Capacity

- Grazing capacity for large stock units differ substantially throughout the municipal area with higher capacities located in the areas having highest rainfall. The district is highly suited for stock (sheep and goats) cattle game with well-developed irrigation and high intensity agriculture developed and established along the fertile Fish River basins and

3.0 Socio Economic Profile

Socio economic profile provides a clear indication of human needs and demands on service delivery, housing, land and development.

Data is sourced from various sources such as the Community Survey of 2016, STATSA (Census 2011), the Blue Crane Route IDP, Stats SA, the ECSECC Socio Economic Review and Outlook Report Dated 2017, and the Quantec Calculations (2018) sourced from the SBDM Rural Development Plan Status Quo Report.

The socio economic profile of the Municipality comprises of information relating to :

- Demographics
- Growth Rates
- Education Profile
- Income and Poverty
- Employment
- Gross Domestic Product
- Key Economic Contributors

3.1 Demographics & Population Distribution

"Demographics", or "population characteristics", includes analysis of the population of a region. Distributions of values within a demographic variable, and across households, as well as trends over time are of interest

The demographics of an area allows an understanding of the size, and structure of the population. Understanding the demographics of an area gives insight into the consumption of goods and services, human capital development, provision of education, employment, income distribution and the health of the population. Understanding the demographics of an area will lead to understanding how a population might utilise the infrastructure of the area and what infrastructure a population may need to support itself

▣ Total Population

With 37 300 people, the Blue Crane Route Local Municipality housed 7,6% of the SBDM total population in 2016. Between 2006 and 2016 the population growth averaged 0.36% per annum which is significantly lower than the growth rate of South Africa as a whole (1.54%). Compared to Sarah Baartman's average annual growth rate (1.65%), the growth rate in Blue Crane Route's population at 0.36% was significantly lower than that of the district municipality.

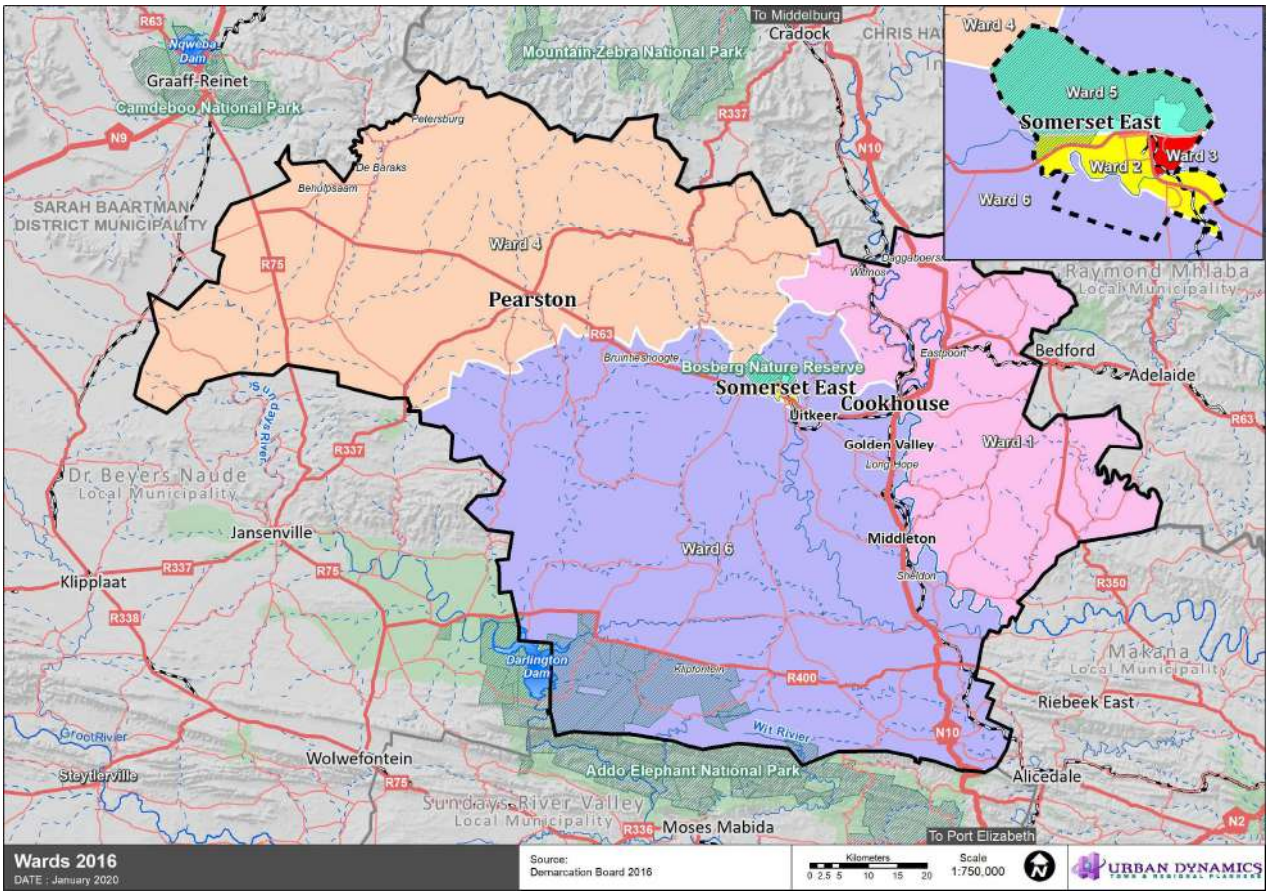
The Quantec Standardised Regional (2018) dataset estimated that the **BCRM population grew to 40 876 in 2018** (*SBDM Rural Development Plan*) and if adopting the current growth rate of 0,36% ,the anticipated population **size in 2025 will reach 42 677, a growth of 1801 persons..**

▣ Population per Ward

The 2016 Community Survey results reflect data on Local Municipal level only and other scientific data is needed for the more refined analysis of communities on local level. Use is made of the 2011 Census results to determine the population characteristics on Ward level. The following table data reflects the 2011 Census results indicating the population per ward

Ward	Area	Population	Households	Household Size
1	Cookhouse & Rural East	4 749	1 173	4.0
2	Somerset East (West) & Aeroville	6 747	1 845	3.7
3	KwaNojoli	6 978	2 019	3.5
4	Pearston & Surrounding Rural	5 934	1 584	3.7
5	Somerset East (North)	5 448	1 488	3.7
6	Rural South	6 147	1 647	3.7
Total		**36 003**	**9 756**	**3.7**

Table 4 : Population per Ward (Source : Census 2011)



Map 20 : Population per Ward (Source : Census 2011)

- The Somerset East/KwaNojoli Aeroville urban area, comprising of Wards 2, 3 and 5, accommodates 53,25% of the population of the Municipal.
- Ward 6, having the largest geographic area, has 1 647 residents equating to 17,07% of the municipal population.
- The Cookhouse urban area and rural district is occupied by 13,19% of the Municipal population.
- 16.50% of the municipality's population reside in the 2nd largest geographic ward, which includes the urban area of Pearston, Khanyiso and rural farms.

▣ Households by Population group

A household is either a group of people who live together and provide themselves jointly with food and/or other essentials for living, or it is a single person living on his/her own. To categorise a household according to population group, the population group to which the head of the household belongs, is used

The average household size in 2006 increased from approximately 3.6 individuals per household to 3.7 persons per household in 2016. In 2016, the Blue Crane Route Local Municipality comprised of 10 100 households.

▣ Urban / Rural Population Densities

The Sarah Baartman District has a population composition which is very different to that of the Eastern Cape. The Sarah Baartman District is over 91% urban with very low levels of rural population. The Community Survey of 2016 indicated that 33 223 of the 37 300 people residing the local Municipality are urbanised.

This equates to 89,07% of the population residing in the urban areas of Somerset East/KwaNojoli/Aeroville, Cookhouse /Bhongweni and Pearston /Khanyiso.

The table below indicates the rural and urban population of the Municipality published by the 2011 Census :

Urban Nodes	2011 Population	%	Area (km²)	Population Density / km²
Eastern Cape	6 562 053		168 966.00	38.8
Sarah Baartman District Municipality	450 584		58 245.00	7.7
Pearston (including Khanyiso)	4 518	12.5%	32.78	137.8
Somerset East (including KwaNojoli)	18 825	52.3%	72.77	258.7
Cookhouse (including Bhongweni)	5 706	15.8%	50.99	111.9
Urban Population	29 049	80.7%	156.54	185.6
Rural Population	6 954	19.3%	10 912.83	0.6
Total	**36 003**	**100%**	**11 069.37**	**3.3**

Table 11: Urban/Rural Population Distribution (Source: Census 2011)

While it is important to note that the urban areas in Blue Crane Route are broadly rural in nature and are founded on rural economies, inhabitants of these towns rely on the rural nature of the towns to derive income from agriculture.

▣ Population Growth Rates

Growth rates indicate which municipalities are growing and which areas are in decline. Growth rates have implications for planning for future infrastructure needs and determine which areas need to be focused on. If growth rate is ignored in planning infrastructure there is a risk of wasting financial and labour resources.

The Blue Crane Route's population is projected to **grow at an average annual rate of 0.81%**.

		Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
Census 2001	***Population***	35 665	397 866	6 416 707
	Households			
	Household Size			
Census 2011	***Population***	36 002	454,000	6,650,000
	Households			
	Household Size			
Community Survey 2016	***Population***	37 350	494,000	7,010,000
	Households			
	Household Size			
Projected Population 2021	***Population***	38 874		

Table 12 : Population Growth Trends (Source : Census 2001, 2016 Comm Survey Quantec 2018,ECSECC)

- It is anticipated that the population will grow to 38 674 by 2021, this being a total number of 3 000 persons over a 20 year period.

3.2 Age & Education Profile

Age structure is important to examine as it is closely linked to various social infrastructure that needs to be provided to a region. An area with large numbers of youth may need more schools and early childhood healthcare while an area with an older population may need more elderly care centres

The following table reflects the growth and change over a period of 5 years :

▣ Age Analysis

	Blue Crane Route LM			
	People 2011	**% 2011**	**People 2016**	**% 2016**
0 - 14	10518	29.2	10 890	29.2
15 - 24	6030	16.7	6164	16,5
25 - 64	16 932	47.0	17 653	47,26
65+	2523	7.0	2643	7,1
Total	**36003**	**100.0**	**37 350**	**100.0**

Table 5 : Age Analysis (Source : Census 2011 and ECSECC 2017)

▣ Education Profile

Education is a useful socio-economic indicator to examine as it directly impacts on the poverty levels of a community. A community that has high levels of education generally has higher levels of income than areas with low levels of education. Education impacts infrastructure directly and indirectly. The more educated a population is the more they can contribute to infrastructure provision and maintenance. A more educated population can provide higher tariffs and taxes in order to maintain key infrastructure.

	Blue Crane Route LM 2018	Sarah Baartman DM	Eastern Cape
	%	%	%
No Schooling	11.30%	9.40%	11.60%
Some Primary	27.90%	24.50%	26.70%
Completed Primary	7.00%	6.90%	5.80%
Some Secondary	26.60%	28.70%	26.90%
Completed Secondary	12.30%	13.20%	11.50%
Higher	4.00%	5.30%	5.20%

Table 14 : Education Profile (Source : Quantec 2018)

- Blue Crane Route has the highest proportion of people over the age of 20 without an education (11.3%) in the SBDM.
- 45,7% of the population in the BCRM is younger than 24 years old, which indicates a relatively young population profile.
- 12,3% of the population completed secondary school and 4 % post-secondary or higher education. This tendency is similar to that of the SBDM and slightly higher than that of the Eastern Cape Province.
- The education levels of Blue Crane Route (completed secondary and higher education) is significantly higher than the District and the Province.

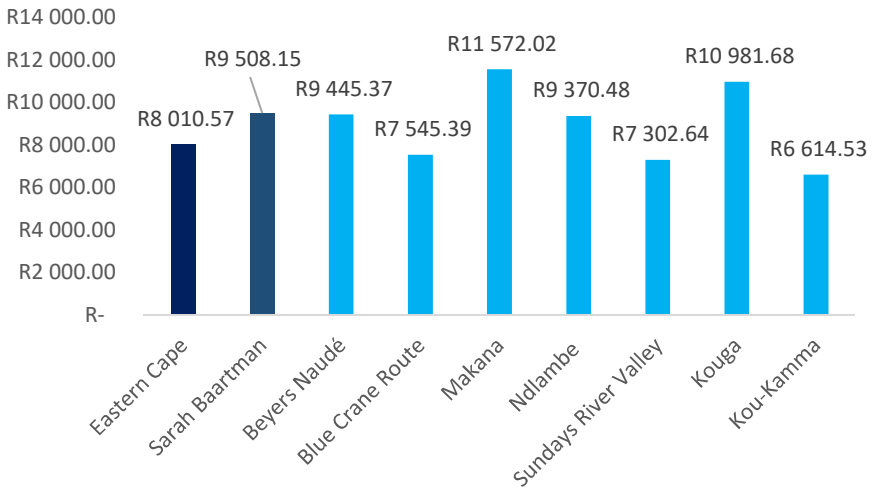
3.3 Income & Poverty

Income and poverty levels in a municipality indicate directly how much each household is earning and how many people live below the poverty line. This impacts on socio-economic and economic policy and planning and has a large impact on what infrastructure may be needed to develop the area. Poorer areas may need very different infrastructure than infrastructure needs of a more affluent area. Relative income will also impact on how much people can consume and thus how people use different infrastructure. Poverty and income levels serves as indicators of a success and deprivation of a certain area.

▣ Average Household Income

Relative wealth of households can be determined by examining the weighted average household income in a certain area which were calculated using bands of income from the 2011 National Census data.

Sarah Baartman has an average household income of R 9 508. This is higher than that of the Eastern Cape (R 8011) and the highest amongst other district municipalities. The municipalities in Sarah Baartman with the highest income include Blue Crane Route Municipality (R 11 572) and Kouga (R 10 982) as a result of the educational institutions located in Grahamstown and business services and tourism located in Jeffreys Bay. The Blue Crane Route Municipality has a monthly average income of R 7545,39.



▣ Poverty Levels

Understanding poverty in the Municipality can lead to an understanding of how the Municipality is performing. Table 15 indicates the poverty headcount and poverty intensity in the District and is an indication of "multi-dimensional" poverty. Multi-dimensional poverty is made up of several factors that amount to a poor person's experience of deprivation – these can include poor health, lack of education, inadequate living standards, lack of income, disempowerment, lack of decent work and threat from violence. The poverty headcount indicates that the proportion of multi-dimensional poor are lower in Sarah Baartman (4.5% of households) than the rest of the Eastern Cape (12.7% of households).

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	%	%	%
Poverty Headcount	5,7	4,5	12,70
Intensity of Poverty	41,90	42,20	43,30

Table 6 : Poverty Levels (Source : Community Survey 2016)

The 5,7% of the BCRM isl significantly lower than the rest of the Eastern Cape.

▣ Employment

Employment data is a key element in the estimation of unemployment. In addition, trends in employment within different sectors and industries normally indicate significant structural changes in the economy. Employment data is also used in the calculation of productivity, earnings per worker, and other economic indicators.

The economically active population (EAP) is a good indicator of how many of the total working age population are in reality participating in the labour market of a region. The EAP is defined as the number of people (between the age of 15 and 65) who are able and willing to work, and who are actively looking for work. It includes both employed and unemployed people.

	Blue Crane Route LM	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	Number	%	%	%
EAP 2006	13 500	37.6%	7,9%	0,74%
EAP 2011	11 000	30,6 %	6,5 %	0,64%
EAP 2016	13 000	35.04%	6,32%	0,63%

Table 16 : Employment Comparison (Source : Census 2011, ECSECC 2017)

Blue Crane Route Local Municipality's EAP was 13 000 in 2016, which is 36,04 % of its total population of 37 350, and roughly 6.32% of the total EAP of the Sarah Baartman District Municipality. From 2006 to 2016, the average annual decrease in the EAP in the Blue Crane Route Local Municipality was -0.38%, which is 2.21 percentage points lower than the growth in the EAP of Sarah Baartman' s for the same period.

In 2006, the total population in Blue Crane Route Local Municipality were classified as economically active which decreased to 35% in 2016.

3.4 Economic Profile

The following subsection explores the general economic conditions in the Sarah Baartman District Municipality and its local municipalities. The intention of this assessment is to provide a high-level economic overview of the district and local municipal economy

▣ GDP Growth

GDP_R can be defined as the Gross Domestic Product for a particular region which is an aggregate measure of production for a region.

	GDP (R, Million)	Percent Share (%)	GDP (%)
	2017	2017	2007-2017
Eastern Cape	213 473	7.5	1.5
Sarah Baartman	19 072	8.9	2.1
Kouga	5 117	26.8	2.2
Blue Crane Route	3 689	19.3	1.7
Dr Beyers Naude	3 028	15.9	2.1
Ndlambe	2 548	13.4	1.2
Kou-Kamma	1 744	9.1	1.7
Sundays River Valley	1 631	8.6	3.6
Blue Crane Route	1 315	6.9	2.5

Table 17 : Economic Sector Growth (Source : Quantec 2018)

- The Blue Crane Route Municipality and Dr Beyers Naude Municipality has the highest GDP levels in the District at 19.3% and 15.9 %, respectively.
- Despite difficult economic climate, the GDP for the Blue Crane Route Municipality grew at 2,5 % between 2007 and 2017 slightly higher than the District which had a growth rate of 2.1 % in the same period.

▣ Sector Contribution to GDP

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	%	%	%
General Government	14,8	18.2	23.4
Trade	24,4	21.6	20.3
Finance & Business Services	16,1	18.6	19.7
Manufacturing	11,6	11.9	12.1
Community Services	6,0	6.6	7.2
Transport, Storage & Communication	12,6	7.8	8.9
Construction	4,7	5.0	4.1
Agriculture, Forestry & Fishing	7,9	7.5	1.9
Electricity, Gas & Water	2,0	2.7	2.2
Mining & Quarrying	0,0	0.1	0.2

Table 18 : Sector Contribution to GDP (Source : Quantec 2018)

- Blue Crane Route is similar to Dr Beyers Naudè in that the trade sector (24.4%) is the largest contributor to the GDP_R. Finance and business services contributes approximately 16% of the GDP_R.
- General government, finance & business, trade and manufacturing are the biggest sector contributors to the Municipality's GDP.
- It is noted that tourism does not fall under a specific sector as it does not produce a tangible product and falls into many different sub-sectors.

▣ Sector Contribution to Employment

It is evident from the table below that the contribution to employment from agriculture and Trade are the largest in the BCRM.

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	%	%	%
Trade	24.1	21,3	23.5
Community Services	16,3	16,9	20.9
General Government	8,2.5	10,6	17.0
Finance & Business Services	9,56	9,2	12.2
Agriculture, Forestry & Fishing	25,4	26,5	8.3
Manufacturing	7.0	6,6	8.3
Construction	5,3.	5,7	5.7
Transport, Storage & Communication	3.9	2,9	3.6
Electricity, Gas & Water	0.2	0,3	0.3
Mining & Quarrying	0.0	0,0	0.2

Table 19 : Sector Contribution to Employment (Source: Quantec 2018)

- Highest employment sectors in the Municipality are trade, community services and general government.
- Lowest contributors to employment is transport & communication, construction and manufacturing.

3.5 Key Economic Sectors

▣ Agriculture Sector

Agriculture is seen by the Municipality as one of the most important sectors and the sector that can eliminate poverty and ensure food security. This, despite recent national trends of decline in the growth of the commercial agriculture and reduction in the contribution to labour. Agriculture remains one of the most important sectors in the Blue Crane Route either contributing to the economy, employment or both. Agriculture in the District consists of a variety of products namely, beef, sheep, wool, goats, dairy and game.

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	R (mil)l	**R(mil)**	**R(mil)**
Agriculture (R, millions)	*161*	*2 205*	*6 040*
Share of GDP	*7.9%*	*7.5%*	*1.9%*

Table 7 : Economic Sector to Agriculture (Source : Quantec 2018)

Beef and red meat are produced throughout the region with main centres of production in Dr Beyers Naudè, Blue Crane Route, Kouga and Blue Crane Route Muncipality. Drought and environmental challenges led to a decline in the beef sector in 2016 - 2018 (South African Weather Service, 2018). It is believed that the industry is stagnant despite the growing middle class in the country and major export markets (DAFF, 2017; RPO, 2017). Cattle production, for the purpose of beef only, accounts for 6% of all cattle in the province with the majority in Sarah Baartman (DAFF, 2017).

Mutton and Chevon (goat) is also common in the District. Goat production is particularly focused in Dr Beyers Naudè around Aberdeen and Graaff-Reinet and the Blue Crane Route. Sheep production is predominantly in Dr Beyers Naudè and Blue Crane Route. These sub-sectors are set to expand as the government invests in more co-operatives involving sheep and goats (DAFF, 2017).

The wool and mohair industries are extremely important exports for the region. The global mohair industry is dominated by South Africa which contributes 50% - 60% of the total global production (DAFF, 2016). Sarah Baartman is the largest producer in the country with 52% of the market share.

The mohair industry is centred around Jansenville in Dr Beyers Naudè, but areas of highest production include Somerset East in Blue Crane Route, Aberdeen, Graaff-Reinet, Willowmore and Steytlerville in Dr Beyers Naudè (DAFF, 2016).

Game is a growing industry in the municipality. No longer seen purely as a means of conservation, game farming has emerged as a sector that provides meat, leather and live animal products for sale and export. Game is also useful in attracting tourism revenue largely in the form of hunting and eco-tourism.

Much of the production occurs around Somerset East in Blue Crane Route and much of the land in the Municipality is suitable and capable of housing the game industry. It can also be seen as a potential area of investment in the future.

▣ Industrial Sector

The industrial sector is made up of the manufacturing, construction and electricity sectors. While both of the latter sectors are important in Sarah Baartman these sectors contribute a very small percent to the GDP_R of the entire region. Manufacturing contributes more than these sectors combined and largely revolves around the agro-processing sub-sector

Blue Crane Route only generated R 237 million in 2017 through manufacturing which was largely composed of the food and beverage sub-sector (R 71 million) and transport equipment (R 49 million).

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	R (mil)I	R(mil)	R(mil)
Manufacturing (R, millions)	**237.12**	**635.39**	**39095.8**
Share of GDP	**11.6%**	**13.7%**	**12.1 %**
Sub-Sectors			
Food, beverages and tobacco	71.17	*1485.60*	*10622.7*
Textiles, clothing and leather goods	4.72	*76.78*	*1422*
Wood and paper; publishing and printing	11.25	*419.69*	*3381.7*
Petroleum products, chemicals, rubber and plastic	34.91	*406.96*	*6918.4*
Other non-metal mineral products	7.04	*115.74*	*1373*
Metals, metal products, machinery and equipment	35.23	*278.50*	*4079.2*
Electrical machinery and apparatus	0.83	20.32	659
Radio, TV, instruments, watches and clocks	0.61	5.95	339.7
Transport equipment	49.81	492.98	7588.1
Furniture; other manufacturing	21.56	227.22	2711.6

Table 8 : GDP_R Contribution of the Manufacturing Sector to each Municipality

The growing renewable energy sector has risen to prominence. The Renewable Energy Independent Power Producer Procurement Programme (REI4P) has led to the development of numerous wind farms being developed in the province due to the favourable wind conditions (DEA, 2018).

Wind farms that have been completed, or are near completion, include, but are not limited to, the Cookhouse Wind Farm, among others planned for the future (DEA, 2018). This industry is set to grow with the potential more wind farms being introduced to the area (DEA, 2018).

▣ Trade & Business Services Sector

The business sector is comprised of three (3) other sub-sectors, including wholesale and retail trade, transport, storage, communication, finance, insurance, real estate and business services. It covers all non-public and non-tourism services in the Tertiary Sector.

The business sector generally operates in urban centres, and relies on centralised services and infrastructure such as roads and transport, communication networks, electricity, water and sanitation that should be readily available. The largest business centre in the district is Somerset East.

	Blue Crane Route LM	Sarah Baartman DM	Eastern Cape
	R (mil)l	R(mil)	R(mil)
Business (R, millions)	***1 067***	***13 711***	***154 939***
Share of GDP	***52%***	***46%***	***48%***
Sub-Sectors			
Wholesale and retail trade	*478*	*5 912*	*62 112*
Transport and storage	*237*	*2 059*	*24 527*
Communication	*22*	*239*	*4 360*
Finance and insurance	*86*	*1 164*	*18 145*
Business services	*244*	*4 338*	*45 795*

Table 9 : GDP_R contribution of the Business Sector to the Municipality

▣ Mining

The Sarah Baartman District and BCRM has very few mineral deposits that can significantly contribute to the GDP. Sand and stone mining happens on an occasional basis supplying primarily industrial minerals to road building projects.

▣ Tourism & Ecotourism

The Sarah Baartman's Tourism Development Strategy is aimed at achieving the tourism vision (Sarah Baartman, a world of wonders waiting to be discovered) of the tourism sector and driving development through the elements of the Tourism Mission Statement. Tourism relies heavily on the establishment of infrastructure and a lack of such infrastructure can often lead to the decline of tourism within a region. Support infrastructure specifically relates to district road access, water and communication infrastructure. Based on calculations from the SBDM Tourism Master Plan, Blue Crane Route has numerous tourism related accommodation facilities. This is largely in support of the business and trade functions, and ecotourism, game farming and conservation industries.

4.0 Built Environment

The built environment, for the purposes of the BCR SDF situation analysis, relates to human settlements, including settlement hierarchy, land use, housing demand, land ownership, heritage and infrastructure.

4.1 Settlement Pattern & Hierarchy

Settlement pattern, hierarchy, land use, demand for future housing needs and existing land ownership are key elements to understand the human settlement dynamics within the study are. The human settlement, including the urban structure and patterns, indicate the status quo and provide insight into future development needs, areas of growth and land requirements.

The settlement pattern and hierarchy can be clearly defined by the major structuring elements, i.e. nodes and corridors. The identified nodes and corridors, as per the SBDM SDF, are used as a base (for status quo analysis purposes).

Urban and rural nodes are generally defined as areas of population concentration and economic activity, and the general impact of a specific area on its immediate surroundings or hinterland. These urban and rural nodes fulfil a strong local and district function, and provide connectivity and growth points for corridor development and interaction on a district level.

▣ Settlement Nodes & Functions

Settlement Type	Settlement Name	Settlement Function	General Description
Sub_ District Centre	• *Somerset East.*	• Municipal-scale administrative centre • Municipal-scale service centre for commercial and social goods and services. • Residential development covering limited range of economic bands (Middle-income –Low-income). • Potential for value-adding agro-industrial • processes. • Potential for event-related tourism events	• Land Management & Administration -CBD Revitalization • and associated planning. • Sustainable Human Settlement Programme and • infrastructure investment - Public-funded settlement • development only in relation to defined need (Backlog • and growth associated with current population trends • and economic development potential) • Urban development at higher densities in integrated • human settlements.
Local Centre	• *Cookhouse* • *Pearston*	• Local-scale administrative centre. • Local-scale service centre for commercial and social goods and services. • Residential development covering limited range of economic bands (Middle-income – Low-income). • Potential for value-adding agro-industrial processes. • Potential for event-related tourism events.	• Limit urbanization (sustainability) – Focus on infrastructure and settlement backlogs and natural growth patterns. • Urban aesthetics and land use management (to support local tourism) – CBD regeneration. • Maintenance and upgrade of urban level of service infrastructure • Environmental management (to support local tourism). • Identify adequate commonage land to enable food security and economic activity associated with stock.

Table 23 : Settlement Nodes and Functions

▣ District Corridors & Access

Corridors represent linkages between nodes and activity areas based on mobility advantages. Corridors are identified to play either a mobility or an activity function. On a regional scale the National Routes and Regional Distributors Roads act as mobility corridors linking National Provincial and District Nodes.

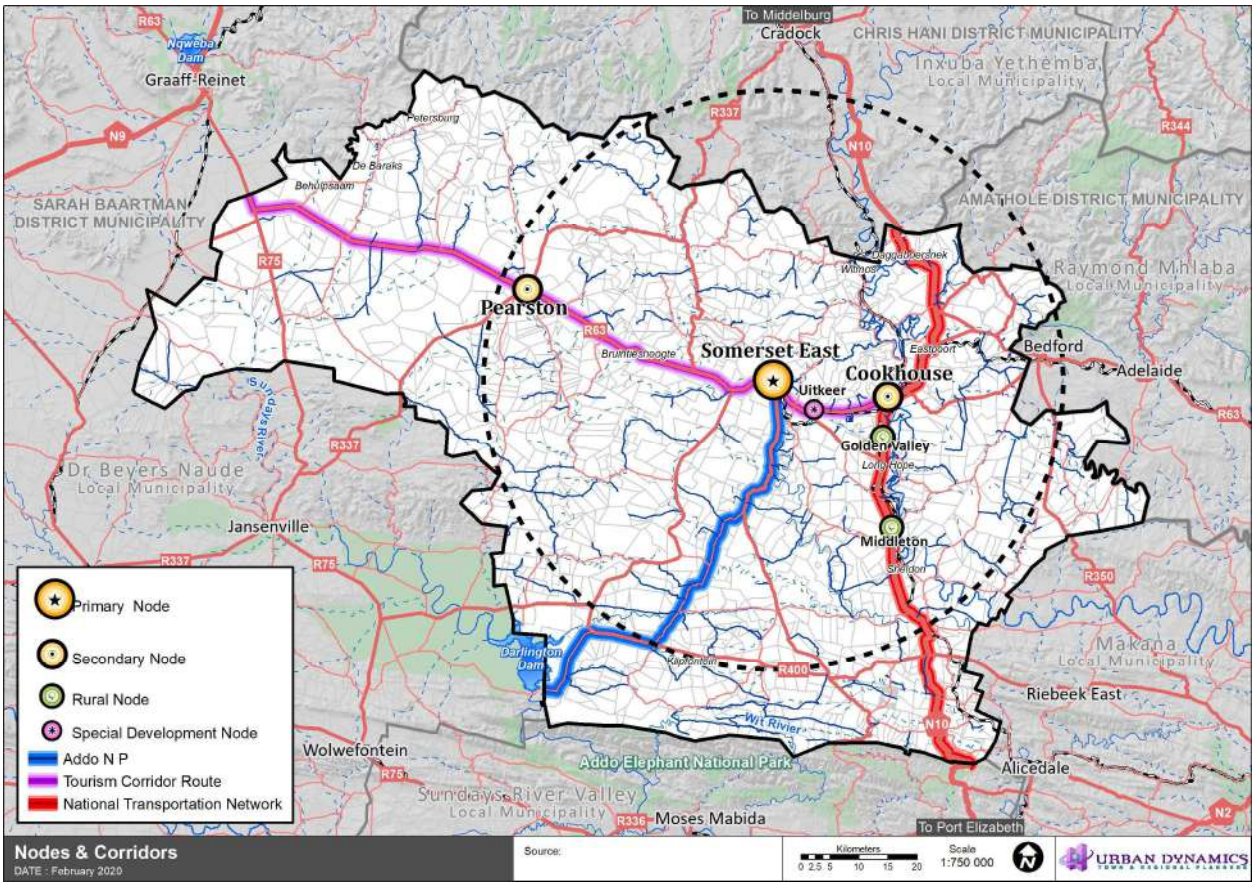
On a Municipal level, corridors serve as :

- Improved accessibility, mobility and support of intensified and/or mixed uses.
- Various types of corridors based on functionality and objectives, i.e. mobility corridors, activity corridors
- Tourist Routes are also identified and planned according to the corridors planned in Districts na Municipalities

The Blue Crane Route Municipal area is served by the N10 National Road linking Port Elizabeth to the N1 National Route in the Northern Cape Province. The N10 runs south to north and bypasses the Cookhouse Local Centre.

The R63, which has recently been classified as National route, has been transferred to SANRAL for management and maintenance purposes. The R63 serves as the hinterland route between Mthatha and the Western Cape Province. This route passes through all three (3) of the urban centres in the BCRM.

Other minor but important accessibility rural routes are R337, linking Jansenville to Pearston and Cradock, and the R335, linking Somerset East to the Kirkwood and Addo Elephant National Park.



Map 21 : Nodes and Corridors

4.2 Social Amenities & Sustainability Criteria

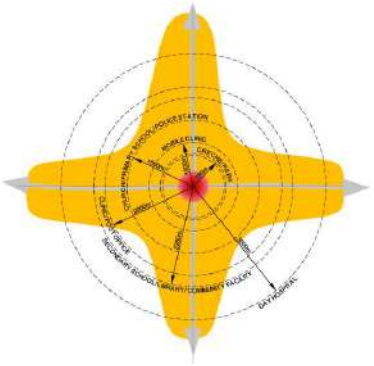
The Spatial Development Framework Planning process should aim to establish sustainable settlements and ensure the sustainable utilisation of services and social facilities. Sustainability refers to the ongoing economic viability and desirable utilisation of space, by the communities within specific nodes, towns, villages or areas. Land use assessment of the various nodes and settlements within Blue Crane Route are based on these principles and future development should be assessed and planned according to basic sustainability principles.

▣ Sustainability and Integration

Land use assessment for the study area is based on the various principles of sustainability which involves defining planning areas in terms of reasonable walking distance, i.e. 2 – 5 km from a specific area or central business district. Fundamental to the concept is the notion that the majority of local daily needs for any inhabitant should be within a reasonable walking distance of the home. This concept should apply to new / greenfield developments and existing upgrading and restructure programmes. The basic principles of sustainable communities is found in National and Provincial guiding principles and should be supported through planning implementation.

▣ Land Use Requirements and Accessibility

Various specialist studies have been conducted to determine levels of sustainable accessibility and integrated land development and land use. These specifically relate to the Guidelines for Human Settlement Planning & Design and recent Guidelines by the CSIR relating to the provision of social facilities in South African Settlements (August 2012). For the purposes of the Blue Crane Route SDF, latest guidelines by the CSIR are used. The following table provides a concise background of social facilities provided within the Blue Crane Route municipal area



▣ CSIR Social Services Threshold

⇨ Regional Service Centres (60 000 – 100 000 people)

	Threshold	Distance
Community Halls	10 000 – 15 000	15 km
Libraries	20 000 – 70 000	8 – 10 km
Sports Facilities (Grassed Surface)	15 000	3 km
Sports Facilities (Multi-purpose Indoor)	100 000	10 km
Sports Facilities (Stadium)	60 000	10 km
Sports Facilities (Cricket Oval)	60 000	10 km
Cemeteries (Medium)	8.8 ha / 50 000	15 – 30 km
Community Health Centre (Hospital)	60 000 – 100 000	5 km
Primary Health Care (Clinic)	24 000 – 70 000	5 km
Education (Primary)	7 000	5 km
Education (Secondary)	12 500	5 km
Police	60 000 – 100 000	8 km

Table 10 : Regional Service Centres (60 000 – 100 000 people)

⇨ Rural Villages (5 000 – 25 000 people)

	Threshold	Distance
Community Halls	10 000 – 15 000	25 km
Libraries	5 000 – 20 000	25 km
Sports Facilities (Grassed Surface)	15 000	3 km
Sports Facilities (Stadium)	30 000	5 km
Cemeteries (Medium)	4.4 ha / 25 000	25 km
Primary Health Care (Clinic)	5 000 – 7 000	5 km
Education (Primary)	7 000	5 km
Education (Secondary)	12 500	5 km
Police	SAPS	24 km

Table 25 : Rural Villages (5 000 – 25 000 people)

⇨ **Rural Areas**

Although the CSIR Guidelines are not clear on the provision of key social services within the rural area, the following provides an indication of best practice and Departmental Guidelines.

	Distance
Education Facilities	10 km
Health Facilities (Clinics)	20 km
Primary Health Care (Hospital)	50 km
SAPS	27 km

Table 26 : Rural Areas

The following plans illustrate accessibility to these public amenities within the rural area. Note that this provides a guideline only and individual facilities to be established based on specific demand and population requirements within the rural area.

It is clear that the provision of social amenities (education, health care and security) are generally well-provided for and serves the study area well. A central place function of Makhanda further contributes to a well-serviced hinterland.

▣ **Social Facilities in the Blue Crane Route Municipal Area**

The BCRM LM is well served with social facilities. The following table indicates the key social facilities within the urban and rural areas. The information is based on actual facility provision and excludes vacant sites allocated for some of these facilities. This section should be read in conjunction with the spatial structure and form for each of the urban areas.

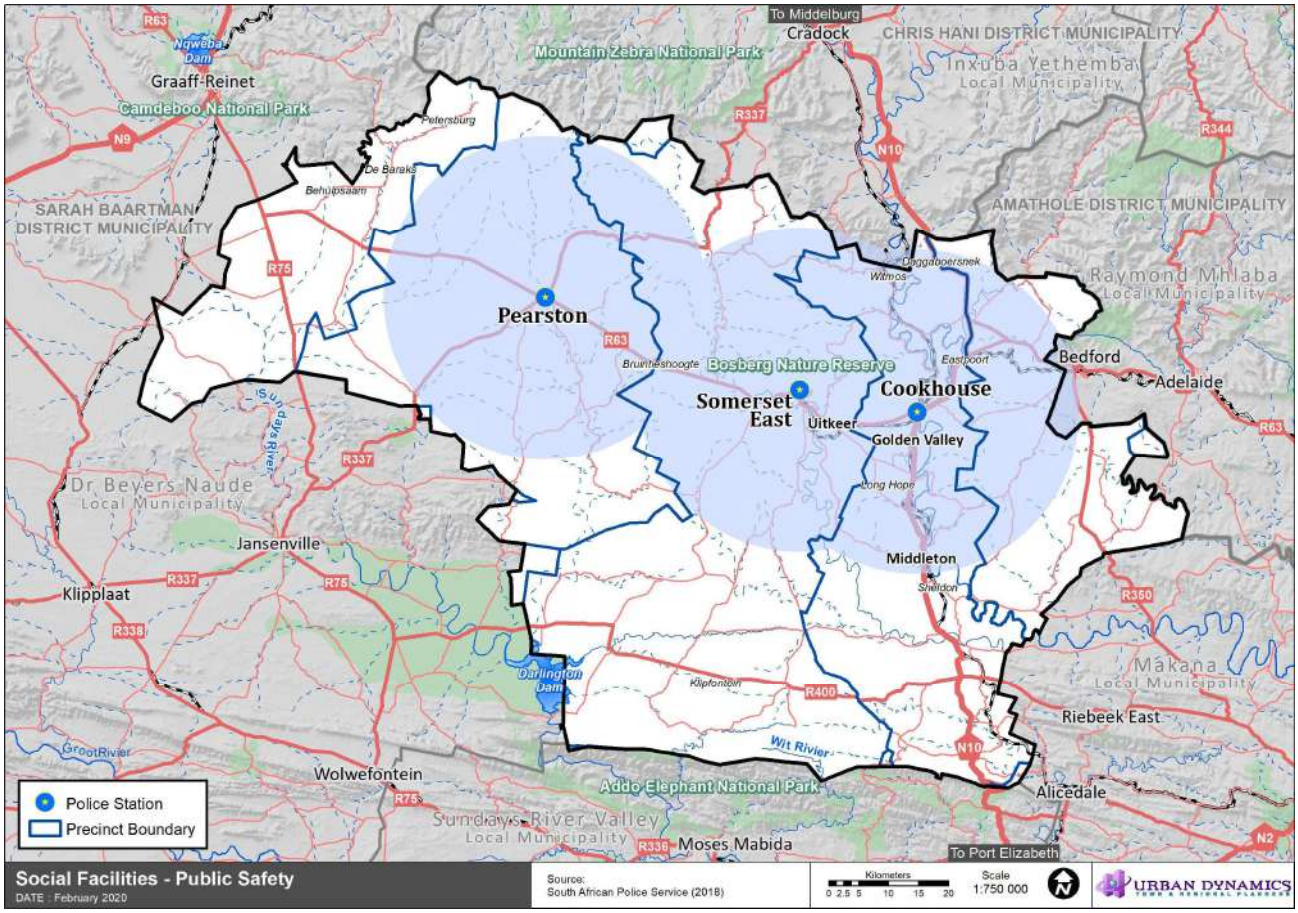
	Somerset East	Cookhouse	Pearston	Rural Areas
Community Halls	5	4		
Libraries	1	1	1	
Sports Facilities (Grassed Surface)	4	2	2	
Sports Facilities (Multi-purpose Indoor)				
Sports Facilities (Stadium)				
Sports Facilities (Cricket Oval)				
Cemeteries (Medium)	5	3	2	
Community Health Centre (Hospital)	1			
Primary Health Care (Clinic)	5			
Education	9	4	3	36
Police	1	1	1	

Table 27 : Blue Crane Route Municipality Social Facilities

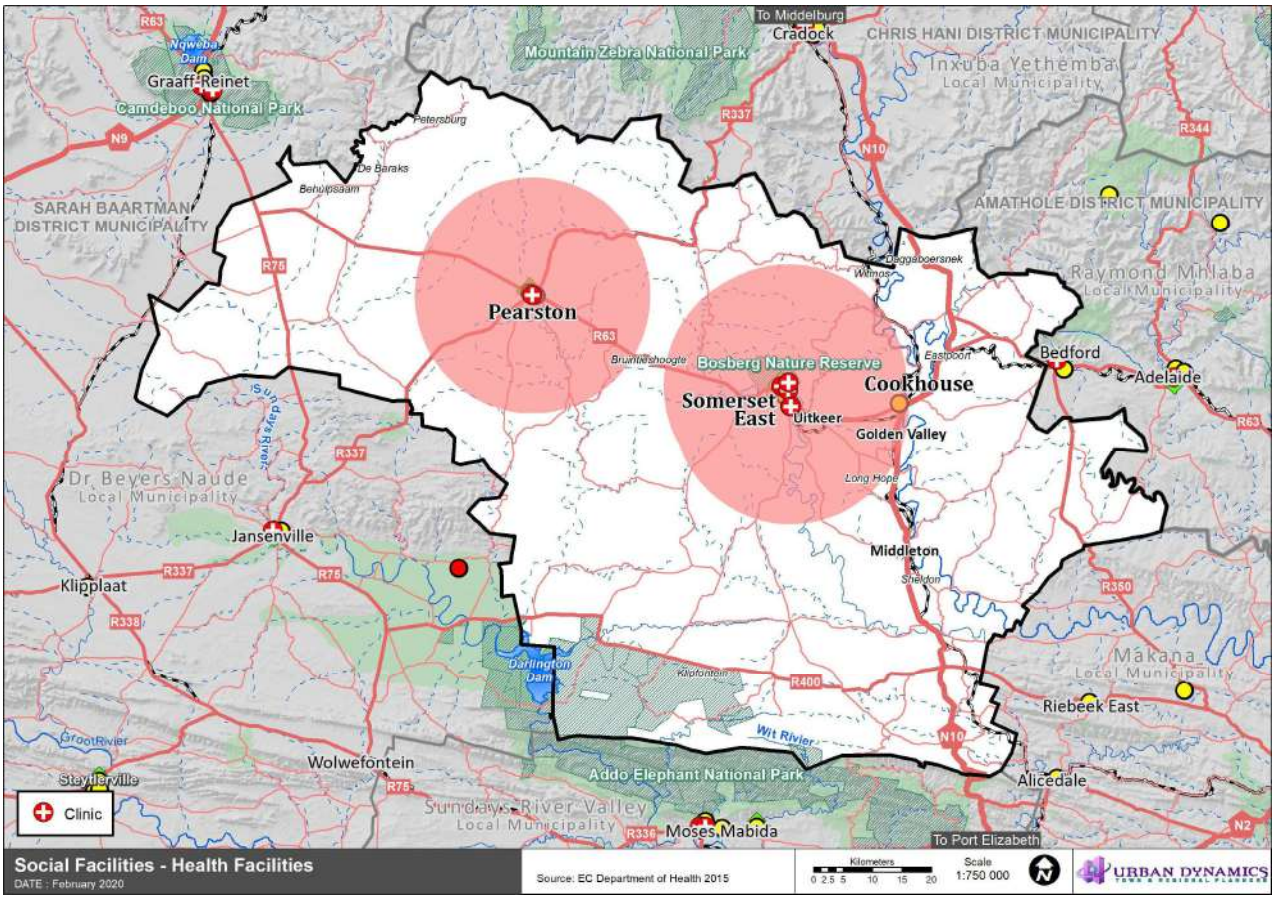
When comparing the CSIR guidelines for the provision of community facilities against estimated population of 41 000 in the BCRM in 2018, the following shortages or over supply are illustrated in the following table:

	ACTUAL NO OF FACILITIES				CSIR GUIDELINES	SUPPLY/DEMAND
	Somerset East	Cookhouse	Pearston	Rural Areas		
Community Halls	5	4	1		3	+7
Libraries	1	1	1		2	+1
Sports Facilities (Grassed Surface)	4	2	2		3	+5
Cemeteries (Medium)	5	3	2		2	+8
Community Health Centre (Hospital)	1				1	0
Primary Health Care (Clinic)	5				6	-1
Education	9	4	3	17	9	`
Police	1	1	1		1	+2

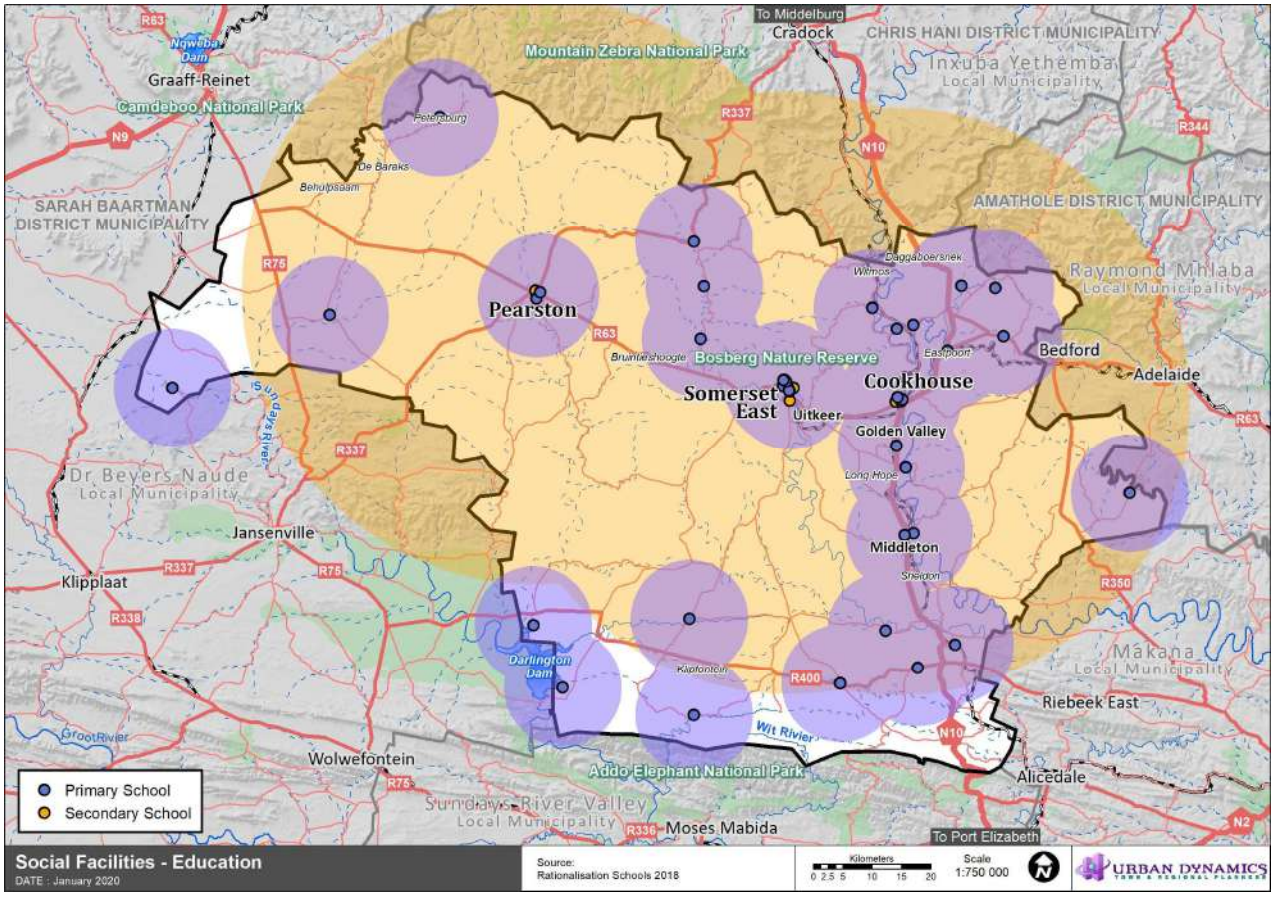
Table 28 : Supply and Demand



Map 22 : Social Facilities: Public Safety



Map 23 : Social Facilities: Health



Map 24 : Social Facilities: Education

4.3 Spatial Structure & Form

The following sections summarise the spatial structure and urban form of Somerset East, Cookhouse and Pearston. The objective is to provide an outline of dominant land uses and land use patterns within the urban area. Further prioritisation during the visioning process will identify precincts for more detailed assessment and analysis.

The following sections relate to the land use profile, land ownership, residential land uses, residential densities and housing demand:

4.3.1 Somerset East

▣ **Key Indicators**

	Central (a)	*Eastern (b)*	*Southern Aeroville*
Population	4626	18825	4554
Households	1413	2685	1155
Household Size	3,3	7,0	3,9
Area (km²)	6526,03	600,59	150,28
Population Density (people / km²)	0,71	31,34	30,30

Table 29 : Somerset East : Settlement Dynamics - Key Indicators

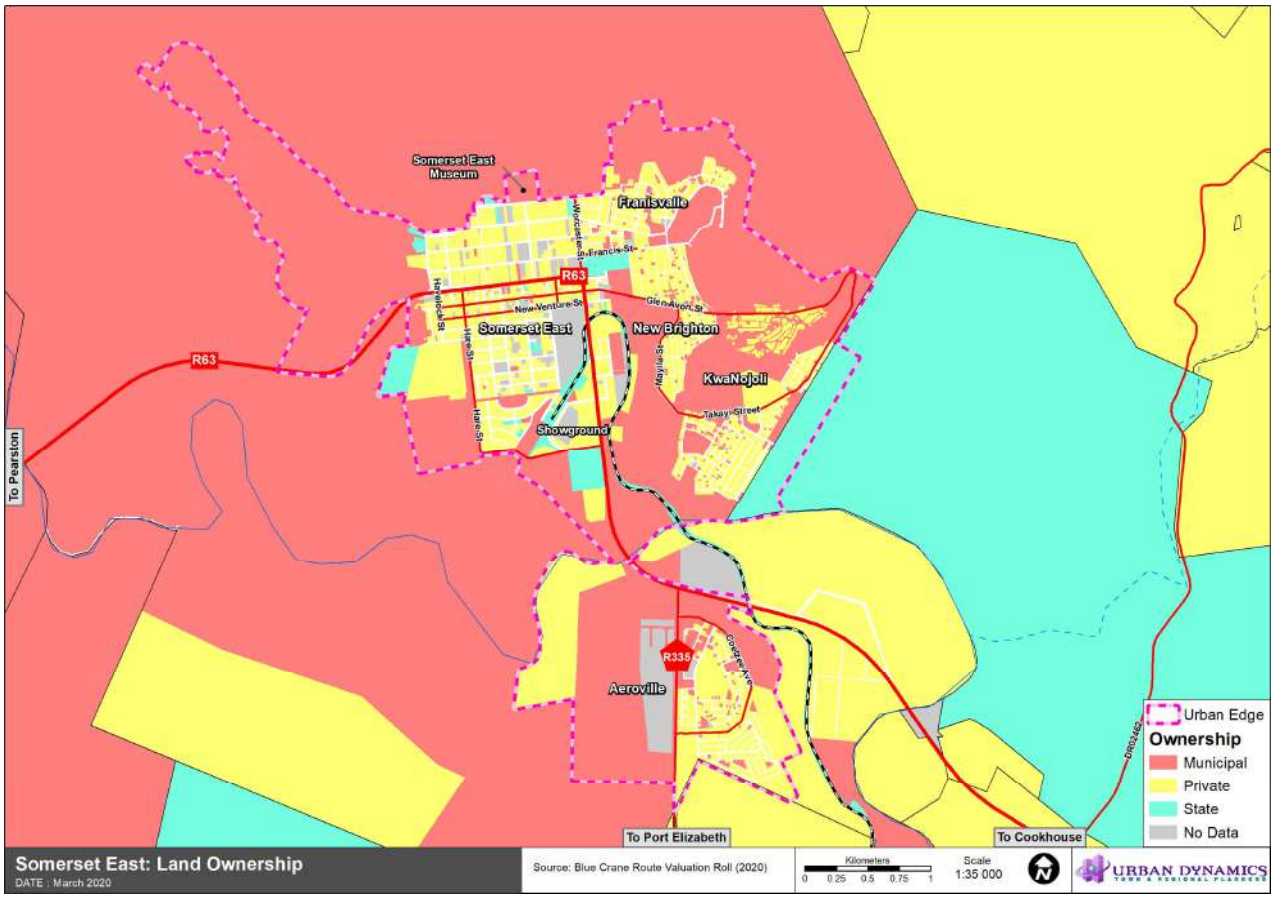
- Majority of the population within the Blue Crane Route Municipality reside in the eastern urban area comprising of KwaNojoli/Mnandi, New Brighton and Francesvale.
- Population density in the Somerset East and Aeroville area are significantly lower than the population density in the eastern urban area.

▣ **Land Ownership**

- Large sections of the municipal commonage are municipal owned, including the Boschberg Nature Reserve and mountain range.
- Large tracts of agriculture land to the west of the urban area is government owned and opportunities for future expansion of the urban area in this direct may be possible. .
- The CBD and residential areas are generally dominated by private land ownership.

Land Owner	Cadastral Units	Area (ha)	%
Local Municipality	1494	9055.320849	0.88%
Private	8934	957738.8859	92.71%
State	373	66211.44615	6.41%

Table 30 : Somerset East : Ownership



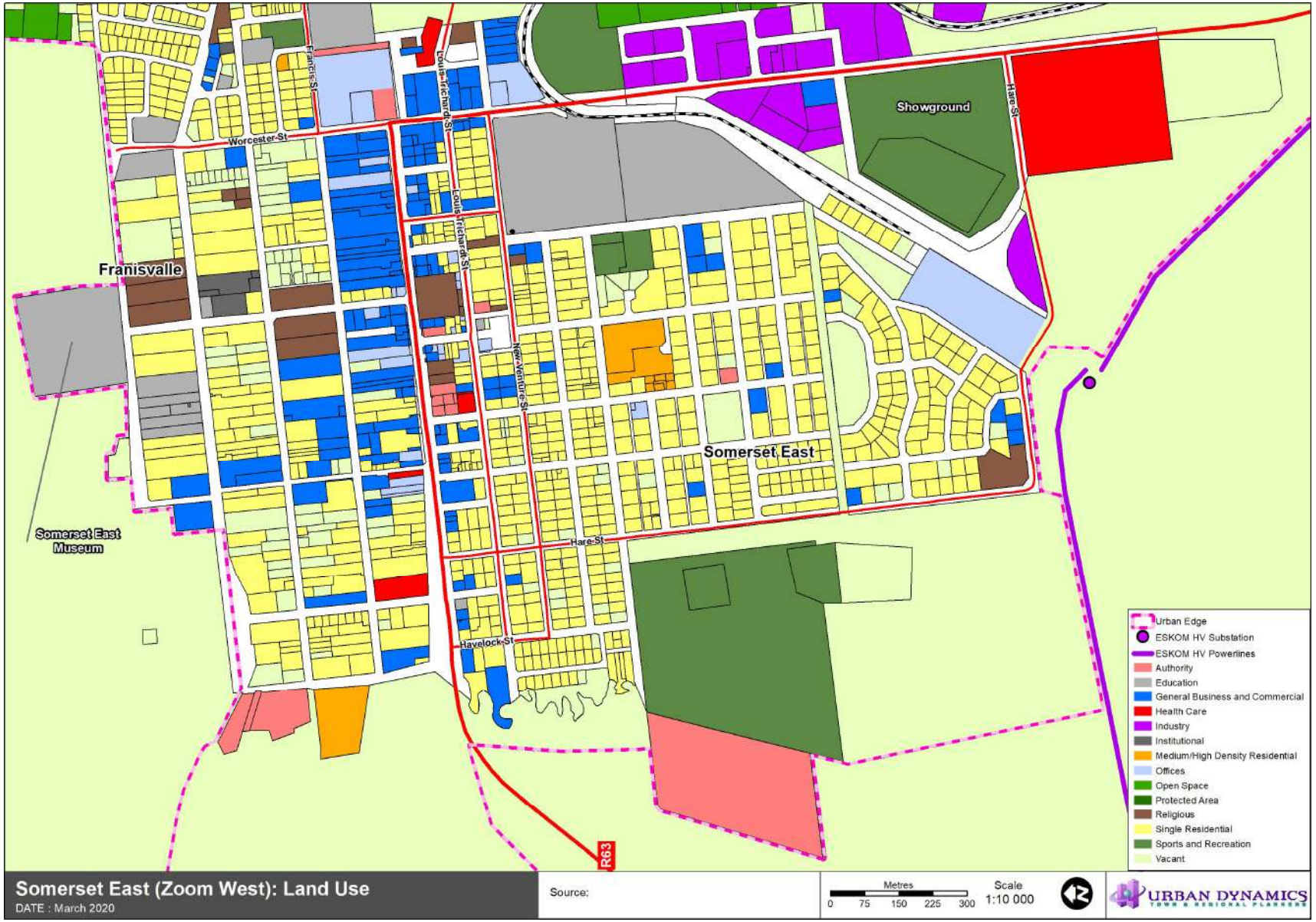
Map 25 : Somerset East : Town Plan

▣ Land Use Profile

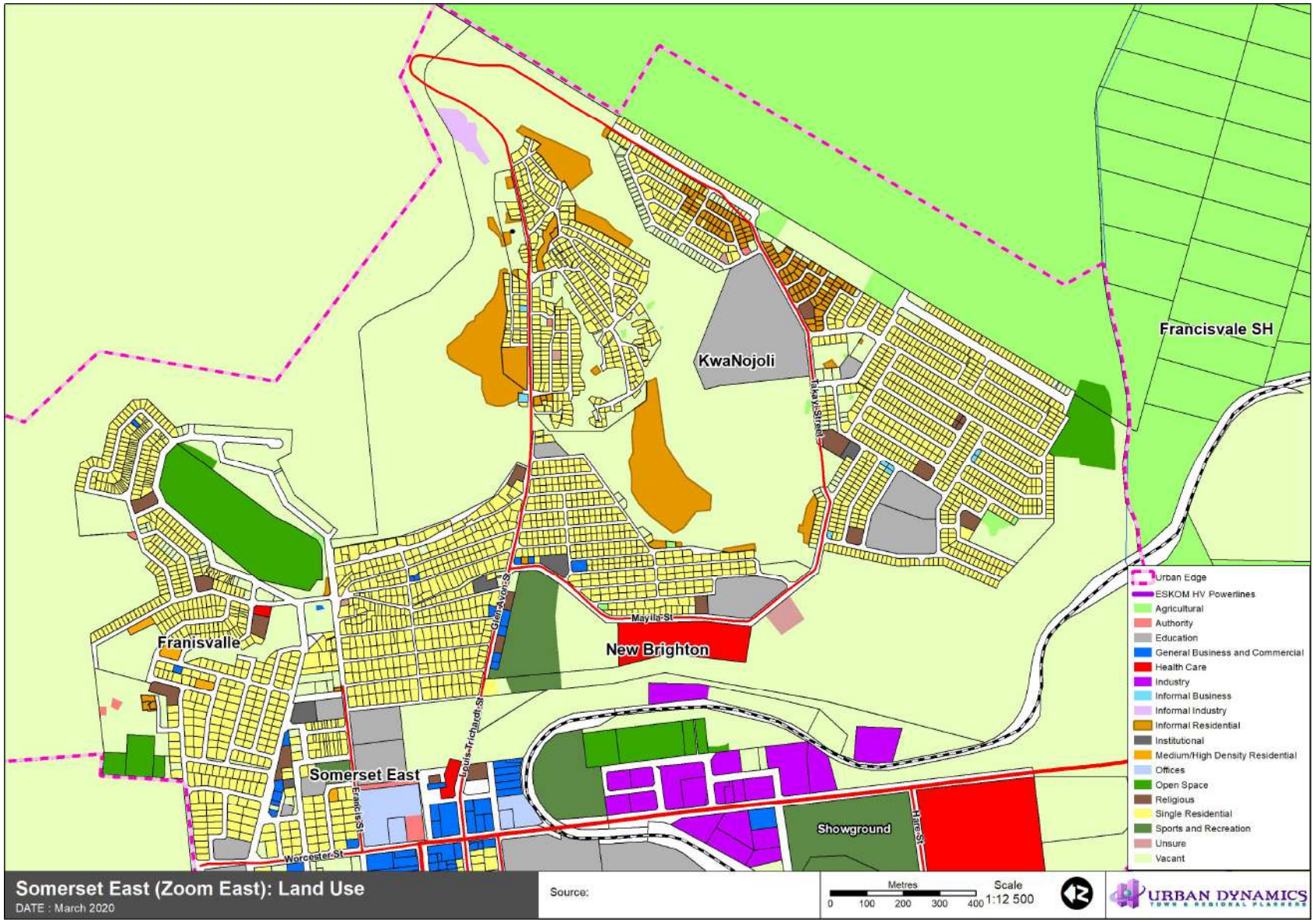
- The land use profile identified broad land use categories based on current zoning rights and land use for specific areas.
- The information relates to the existing land use within the existing urban edge as assessed in February 2020.
- The Somerset East area is well-structured and clearly defined with the traditional town centre running parallel to Noli Road (R63) bisecting the town.
- The Central Business District is fairly well-defined with a wide range of land uses clustered and located adjacent to the R63. Fragmentation of business use is creeping into stable residential areas to the north and south of the R63 prevalent. This should be contained and business should only be permitted in the areas earmarked for this purpose.
- The residential areas to the south and north of the R63 are characterised by low density residential areas with pockets of medium density residential development.
- The residential areas in KwaNojoli and New Brighton has a significantly higher residential density and represents a typical "township planning" with limited or poorly defined commercial and job creation activity and facilities
- The Aeroville residential area is planned and developed as a dormant residential area, and land uses which are less dependent on the Somerset East CBD should be provided in order to minimise walking and travelling distance.

Land Use	Cadastral Units	Area (ha)	%
Agricultural	38	136.7	11.2%
Authority	23	11.7	1.0%
Education	29	45.5	3.7%
General Business and Commercial	181	22.4	1.8%
Health Care	11	14.1	1.2%
Industry	22	11.9	1.0%
Informal Business	28	1.0	0.1%
Informal Industry	1	0.9	0.1%
Informal Residential	130	14.9	1.2%
Institutional	11	3.0	0.2%
Medium/High Density Residential	17	4.4	0.4%
Offices	30	8.9	0.7%
Open Space	15	23.7	1.9%
Protected Area	1	9.1	0.7%
Religious	38	9.7	0.8%
Single Residential	4304	197.7	16.2%
Sports and Recreation	15	86.9	7.1%
Transport	47	100.0	8.2%
Transport Purposes	5	12.6	1.0%
Unsure	4	0.7	0.1%
Vacant	388	502.3	41.2%
Total	**5347**	**1218.3**	**100.0%**

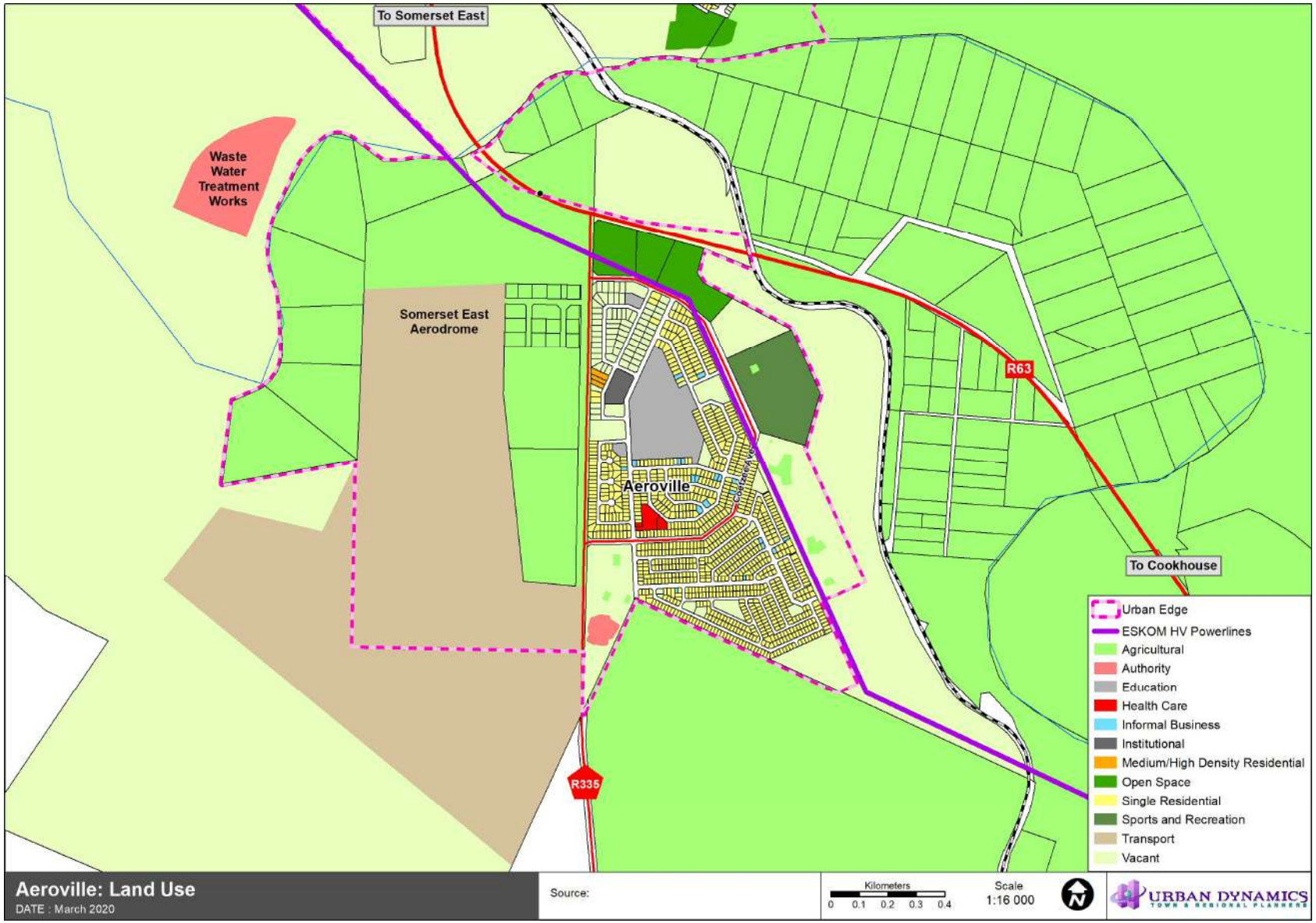
Table 31 : Somerset East : Land Use Profile



Map 26 : Somerset East (Town Central) : Land Use



Map 27 : Somerset East (Town East) : Land Use



Map 28 : Somerset East (Town South) : Land Use

▣ Residential

⇨ Housing Typology

The following indicates the dwelling types per household as per geographical area. Of specific importance is the categories that relate to informal dwellings and shack areas.

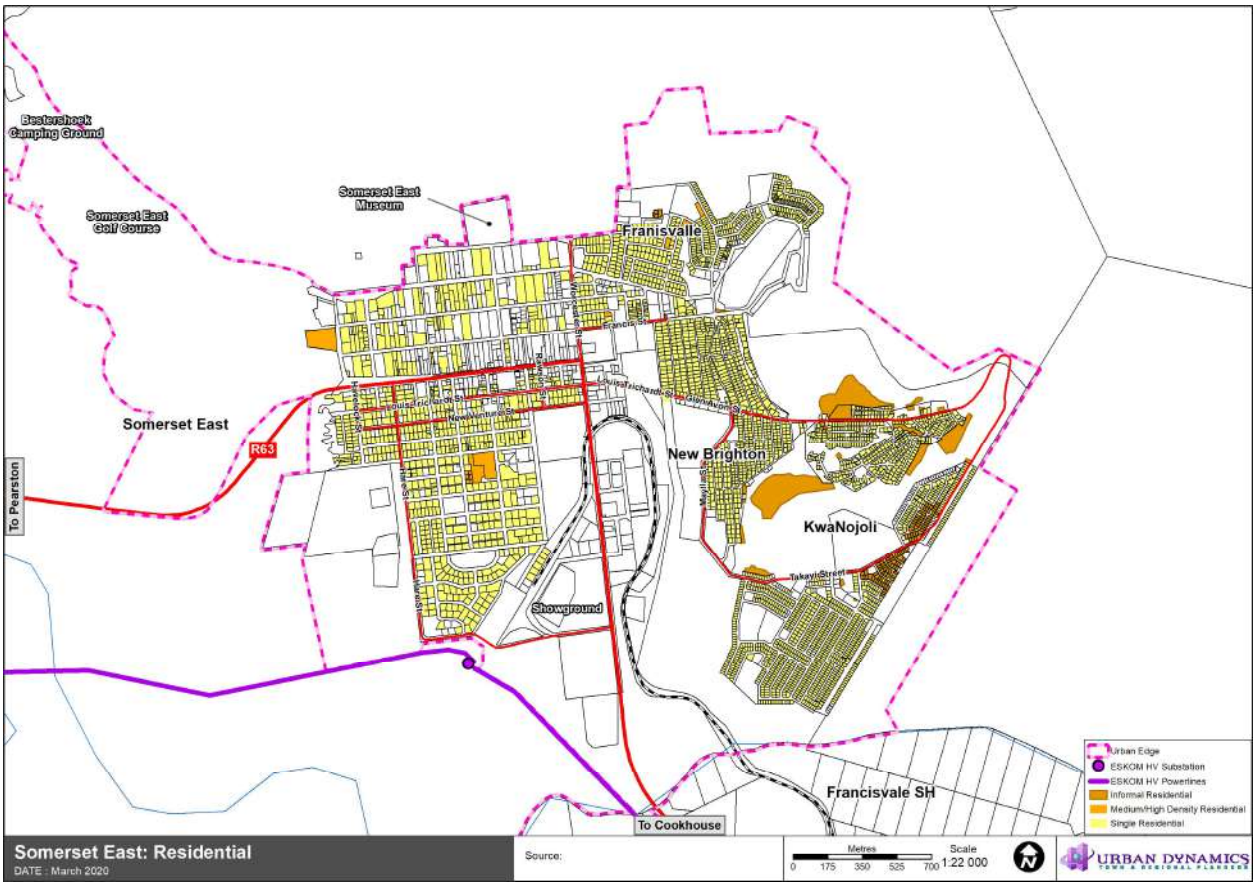
	Somerset East		Aeroville	
	Households	**%**	**Households**	**%**
House or brick/concrete block structure on a separate stand or yard or on a farm	2 181	83.9	1 119	96.6
Traditional dwelling/hut/structure made of traditional materials	12	0.5	21	1.8
Flat or apartment in a block of flats	90	3.5	3	0.3
Cluster house in complex	6	0.2	0	
Townhouse (semi-detached house in a complex)	6	0.2	0	
Semi-detached house	99	3.8	0	
House/flat/room in backyard	78	3.0	0	
Informal dwelling (shack; in backyard)	57	2.2	9	0.8
Informal dwelling (shack; not in backyard; e.g. in an informal/squatter settlement or on a farm)	57	2.2	6	0.5
Room/flatlet on a property or larger dwelling/servants quarters/granny flat	3	0.1	0	
Other	12	0.5	0	
Total	**2 601**	**100**	**1 158**	**100**

Table 11 : Somerset East : Housing Typology (Source : Census 2011)

- There are 162 households residing in traditional dwellings, informal dwellings or in backyard shacks in the Somerset East/Njoli, Mnandi, New Brighton and Aeroville.
- Approximately 84 % of households in the Somerset East/Njoli, Mnandi, New Brighton whilst 97 % of those reside in a formal brick/concrete block in Aeroville.

⇨ Residential Density

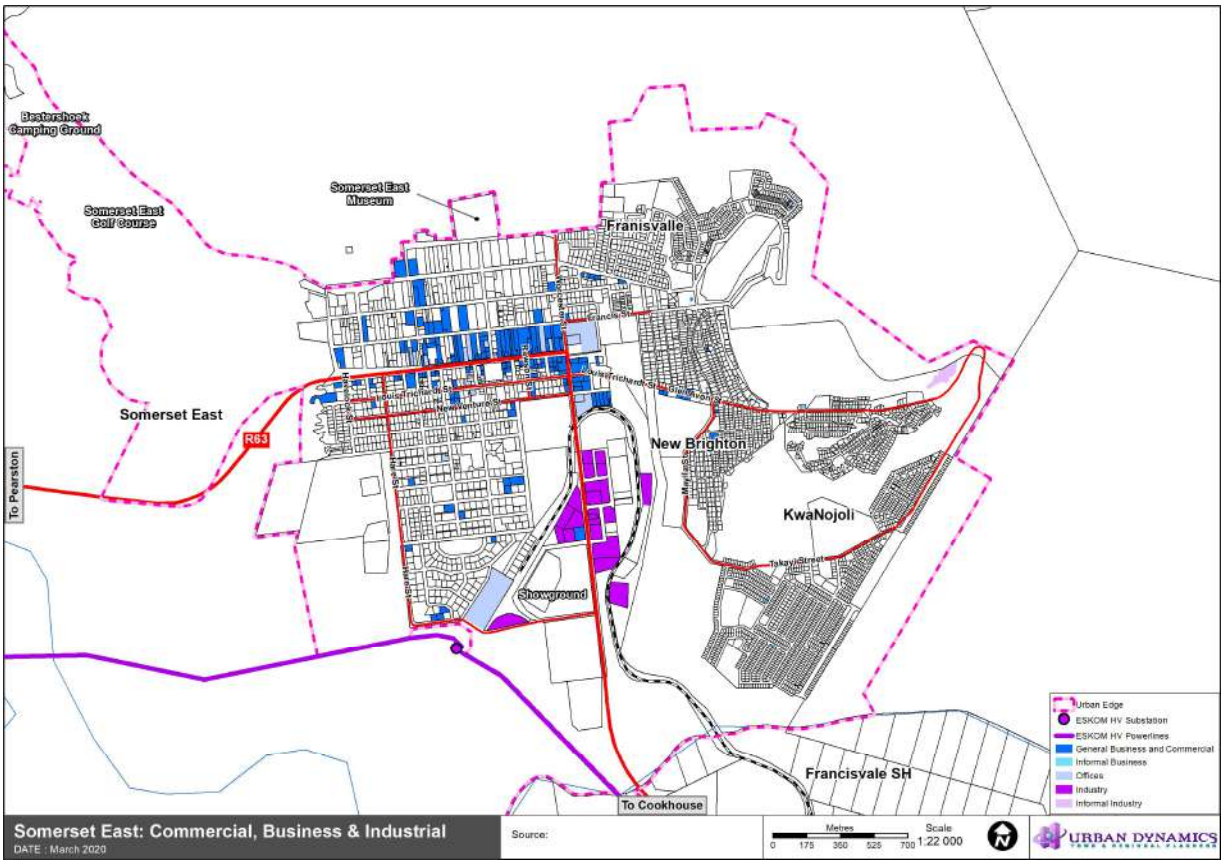
- The residential densities vary from urban area to urban area with the older area of Somerset East north of Njoli Street/R63 having the large properties.
- The informal settlements located in KwaNojoli have high densities.
- The formally developed cluster housing units and flats in Somerset East and Francesvale have similar densities to the informal settlements.



Map 29: Somerset East: Residential Densities

▣ Commercial, Business & Industrial

- Commercial activities are generally concentrated within the CBD area and corridor abutting Njoli Street.
- A number of businesses such as guest houses, offices, home occupation business, taverns and spaza shops are emerging in the formal and stable residential areas of Somerset East, Njoli and Aeroville.



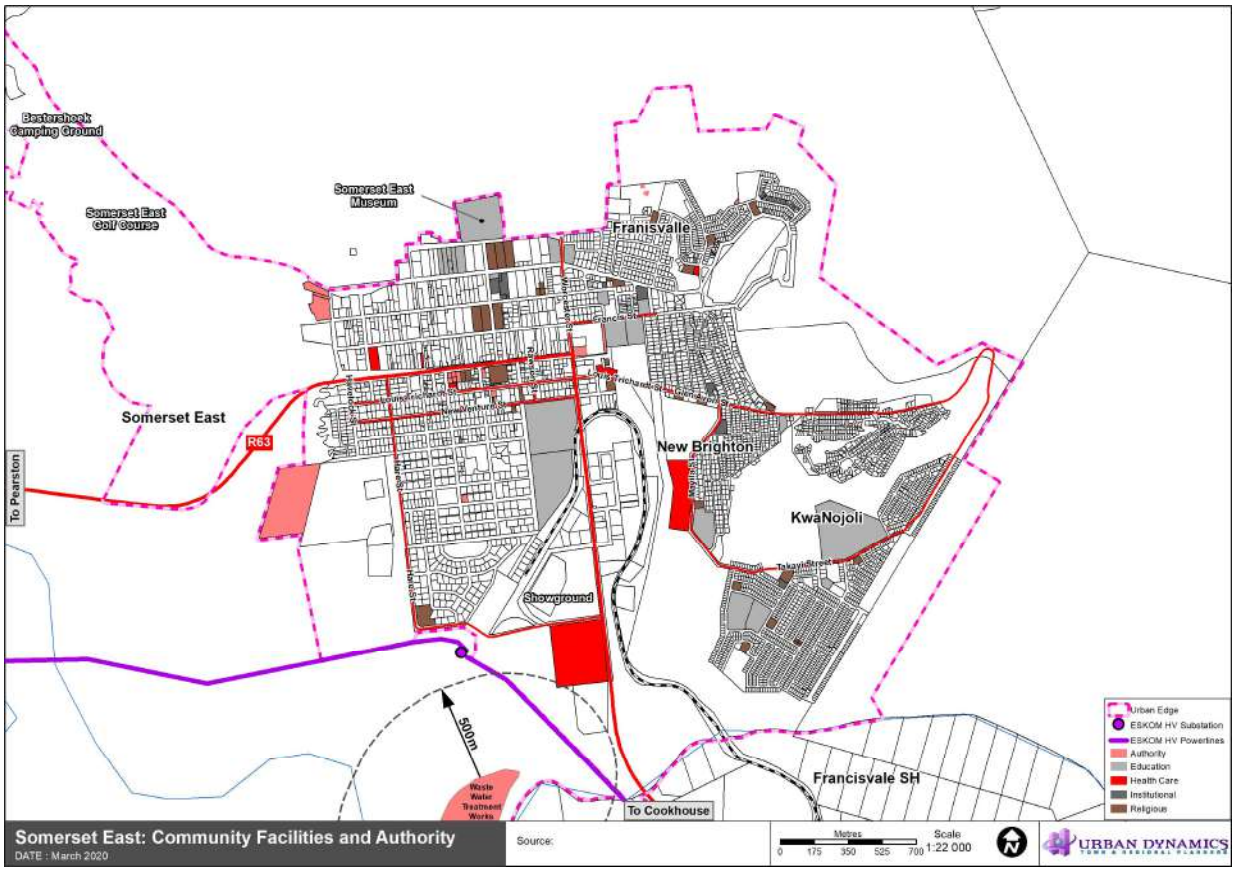
Map 30 : Somerset East : Commercial, Business and Industry

▣ Community Facilities & Authority

	Existing	Threshold Population	Distance
Community Halls	5	10 000 – 15 000	15 km
Libraries	1	20 000 – 70 000	8 – 10 km
Sports Facilities (Grassed Surface)	4	15 000	3 km
Sports Facilities (Multi-purpose Indoor)		100 000	10 km
Sports Facilities (Stadium)		60 000	10 km
Sports Facilities (Cricket Oval)		60 000	10 km
Cemeteries (Medium)	5	8.8 ha / 50 000	15 – 30 km
Community Health Centre	1	60 000 – 100 000	5 km
Primary Health Care	5	24 000 – 70 000	5 km
Education	9	7 000	5 km
Police	1	60 000 – 100 000	8 km

Table 33 : Somerset East : Community Facilities

- There are nine (9) primary and secondary schools in Somerset East.
- Libraries and community halls are well-provided for in Somerset East.
- The five (5) cemeteries have capacity for expansion with certain area earmarked for this purpose.
- Primary health care comprises of the one (1) Provincial Hospital with a maximum capacity of ± TBD beds.
- Further community health centres include the one (1) Community Health Centre and five (5) clinics and supporting ambulance services.
- Police services are provided in the Somerset East CBD.



Map 31 : Somerset East : Community Facilities and Authority

▣ Open Space, Recreation & Vacant Land

Land Use	Cadastral Units	Area (ha)	%
Open Space	15	23.7	1.9%
Sports and Recreation	15	86.9	7.1%
Vacant	388	502.3	41.2%

Table 12 : Somerset East : Open Space, Recreation & Vacant Land

- Approximately 1, 9% of the total urban area of Somerset East deemed to be undeveloped open space. This excludes the sport fields, cemeteries and the commonage surrounding the built up area.
- Sport fields make up approximately 7, 1% of the urban area.

Map 32: Somerset East : Open Space, Recreation and Vacant Land

▣ Precincts

The urban form of Somerset East presents specific characteristics and opportunities for redevelopment and integration. These areas generally have the potential to improve local economic development and require urban revitalisation and upgrading. Based on the status quo assessment and previous urban renewal initiatives, the following precincts are of significance and provide opportunities for redevelopment. Note that these precincts, the extent and prioritisation to be refined as part of the SDF development process. The detail precinct planning exercise for particular Somerset East will be undertaken in the next phase of the LSDF.

4.4 Cookhouse and Pearston

▣ Key Indicators

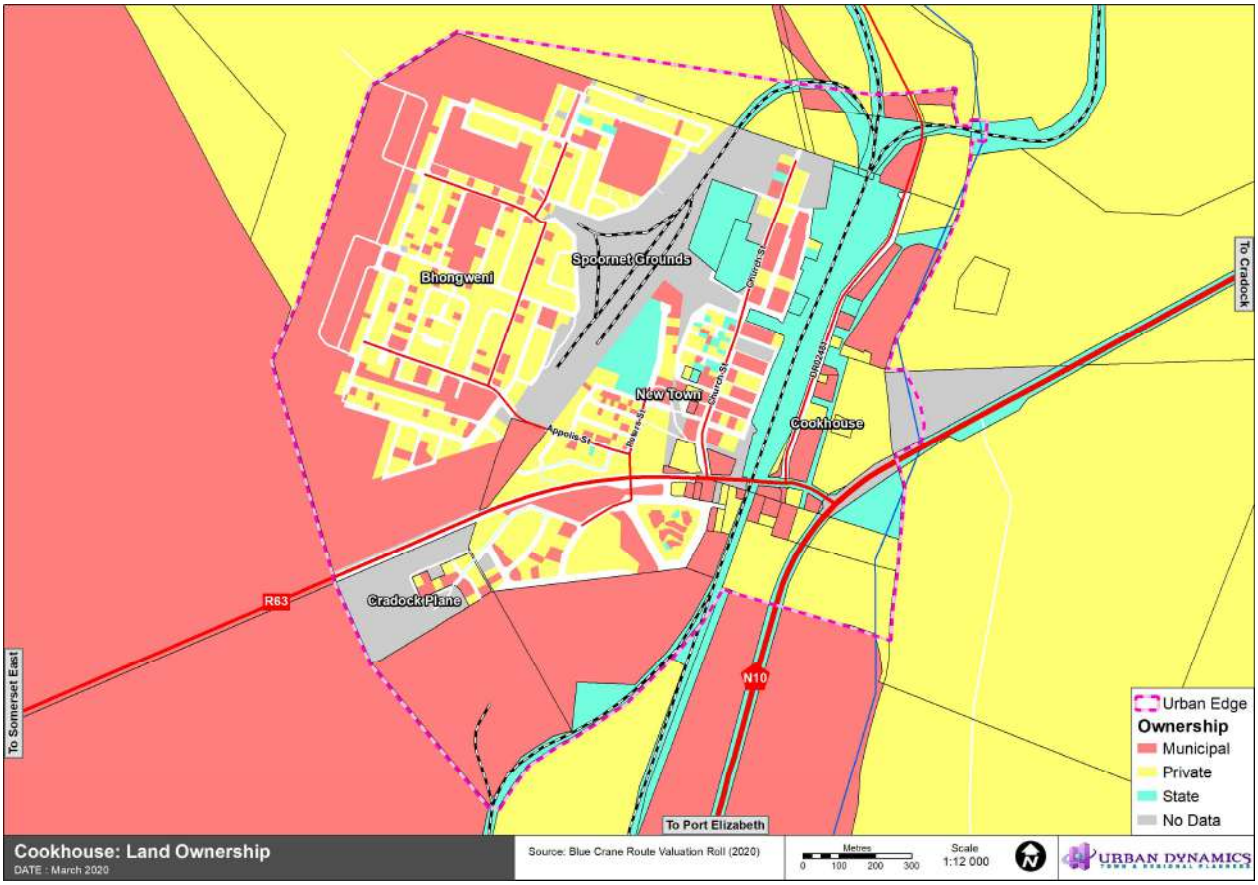
▣	Cookhouse	Bhongweni	Pearston	Khanyiso
Population	1899	3807	3435	1083
Households	390	1128	864	339
Household Size	4,9	3,4	4,0	3,2
Area (km²)	50,01	0,98	31,99	0,79
Population Density (people / km²)	37,97	3891,18	107,39	1364,47

Table 13 : Cookhouse, Bhongweni & Pearston Key Indicators

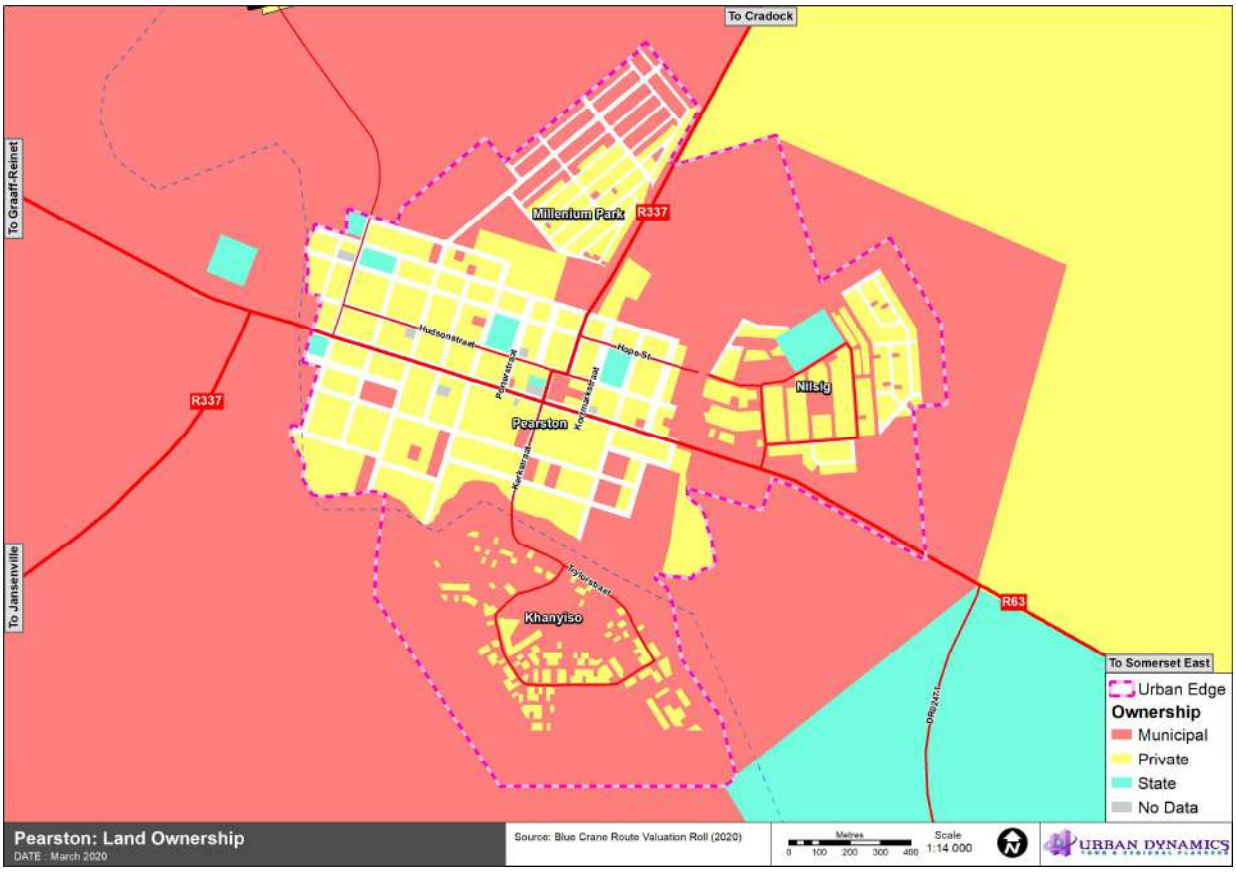
▣ Land Ownership

Town	Cookhouse			Pearston		
Land Owner	**Cadastral units**	**Area (ha)**	**%**	**Cadastral units**	**Area (ha)**	**%**
Local Municipality	273	104.1011592	44.18%	681	467.255204	82.40%
Private	1082	70.86397512	30.07%	1251	93.10609139	16.42%
State	48	28.94759031	12.28%	10	5.873540719	1.04%
Total	**1483**	**235.6338648**	**100.00%**	**1952**	**567.0810819**	**100.00%**

Table 14 : Cookhouse & Pearston Ownership



Map 33 : Cookhouse : Ownership



Map 34 : Pearston : Ownership

▣ Land Use Profile

The land use profile identified broad land use categories based on current zoning and the land use for the specific areas. The information relates to the land use within the existing urban edge.

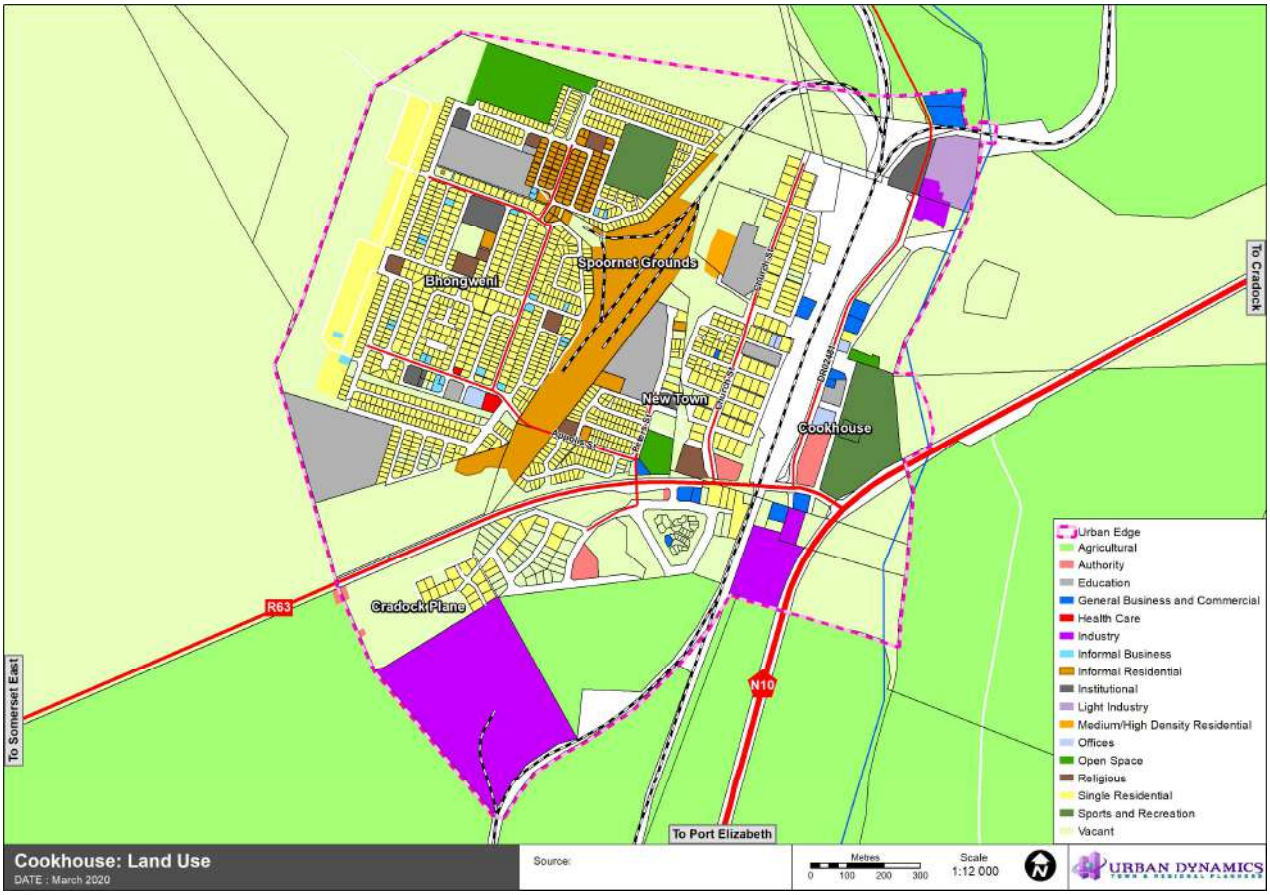
Land Use	Cookhouse			Pearston		
	Cadastral Units	Area (ha)	%	Cadastral Units	Area (ha)	%
Agricultural	8	13.9	5.6%	3	123.0	41.5%
Authority	6	2.0	0.8%	9	1.6	0.6%
Education	8	13.2	5.3%	11	10.6	3.6%
General Business and Commercial	14	2.5	1.0%	26	2.7	0.9%
Health Care	2	0.2	0.1%			
Industry	5	19.5	7.9%			
Informal Business	23	0.9	0.4%			
Informal Residential	94	16.1	6.5%	721	27.8	9.4%
Institutional	7	2.5	1.0%	4	1.1	0.4%
Light Industry	1	2.2	0.9%	0	0	0
Medium/High Density Residential	2	0.7	0.3%			
Offices	5	0.8	0.3%			
Open Space	3	5.2	2.1%	3	3.8	1.3%
Religious	8	2.0	0.8%	16	3.4	1.2%
Single Residential	1166	51.8	20.9%	615	47.1	15.9%
Sports and Recreation	2	7.7	3.1%	3	8.2	2.8%

Land Use	Cookhouse			Pearston		
	Cadastral Units	Area (ha)	%	Cadastral Units	Area (ha)	%
Transport	10	2.5	1.0%			
Transport Purposes	18	23.5	9.5%			
Vacant	142	79.8	32.3%	549	66.3	22.4%
TOTAL	**1526**	**247.4**	**100.0%**	**1961**	**296.0**	**100.0%**

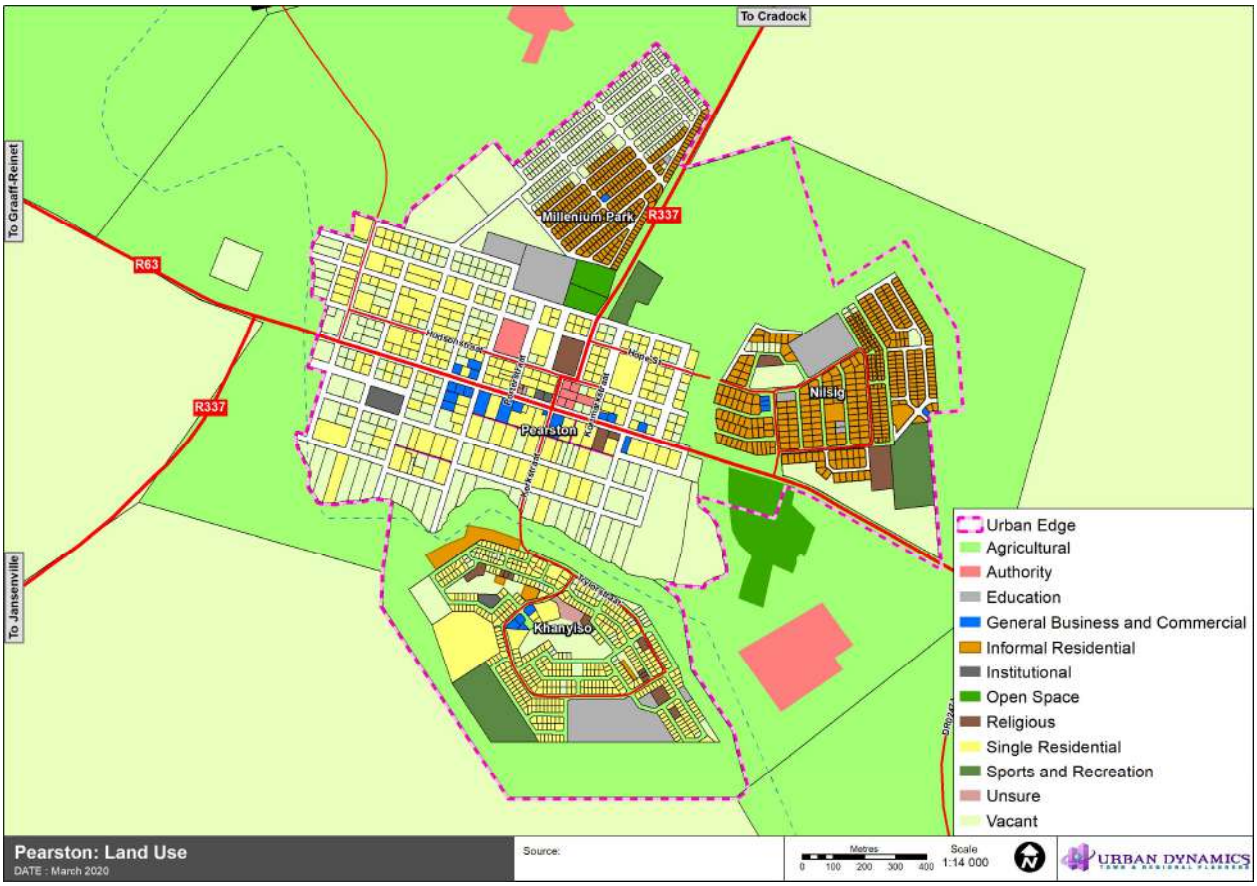
Table 15 : Cookhouse & Pearston : Land Use Profile

The following urban fabric is present:

- Both the urban areas of Cookhouse and Pearston are adequately provided with communal facilities
- There are no office areas, formal industrial area developed in Pearston



Map 35: Cookhouse : Land Use



Map 36 : Pearston : Land Use

▣ Residential

⇨ Housing Typology

The following indicates the dwelling types per household as per geographical area. Of specific importance is the categories that relate to informal dwellings and shack areas.

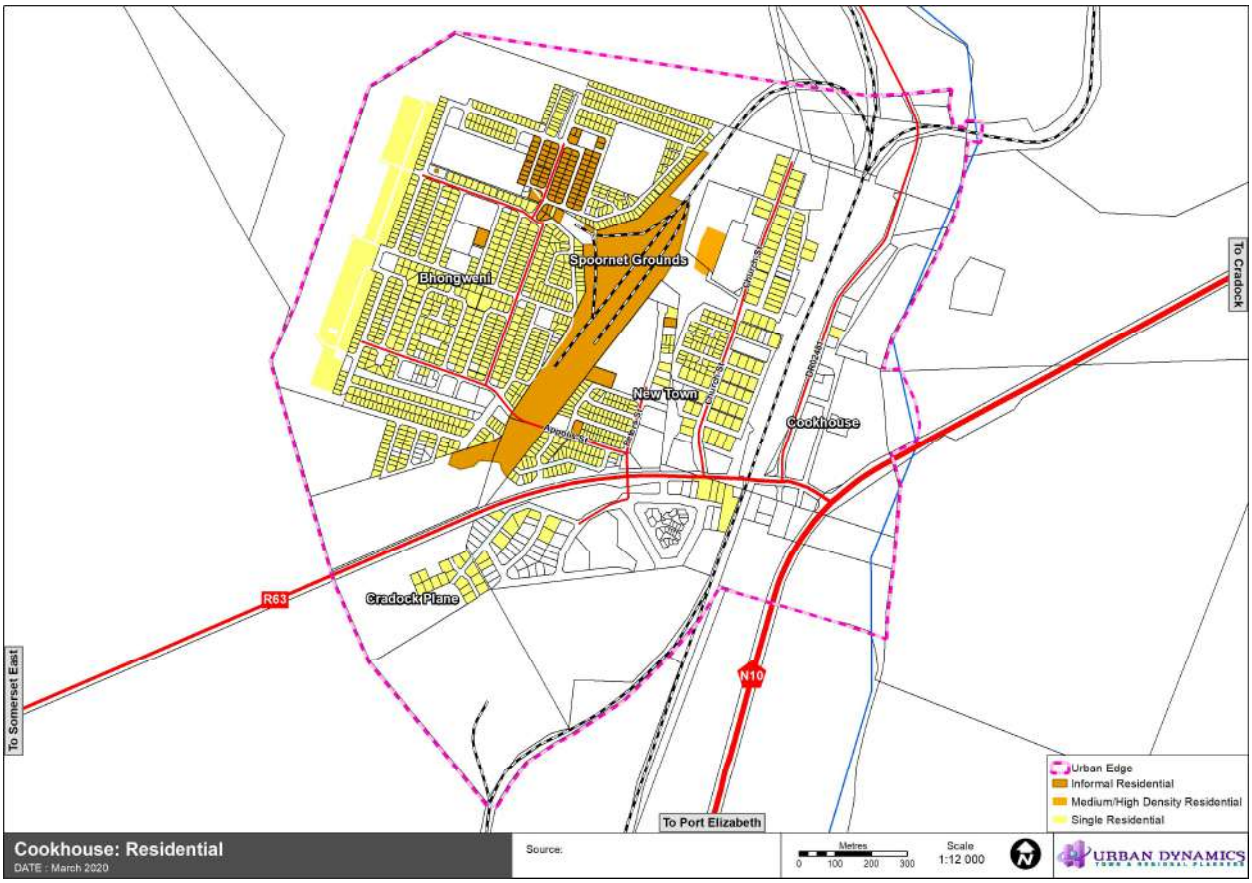
The Census data estimated that approximately 180 households in Cookhouse and 12 households in Pearston reside in traditional dwellings, informal structures or backyard dwelling structures. These numbers are expected to be higher given the population growth and influx.

	Pearston		Cookhouse	
	Households	%	Households	%
House or brick/concrete block structure on a separate stand or yard or on a farm	1 119	93.3	2 439	81.0
Traditional dwelling/hut/structure made of traditional materials	3	0.3	18	0.6
Flat or apartment in a block of flats	12	1.0	9	0.3
Townhouse (semi-detached house in a complex)	0	0.0	18	0.6
Semi-detached house	21	1.8	360	12.0
House/flat/room in backyard	36	3.0	6	0.2
Informal dwelling (shack; in backyard)	3	0.3	21	0.7
Informal dwelling (shack; not in backyard; e.g. in an informal/squatter settlement or on a farm)	0		108	3.6
Other	6	0.5	33	1.1
Total	**1 200**	**100.0**	**3 012**	**100.0**

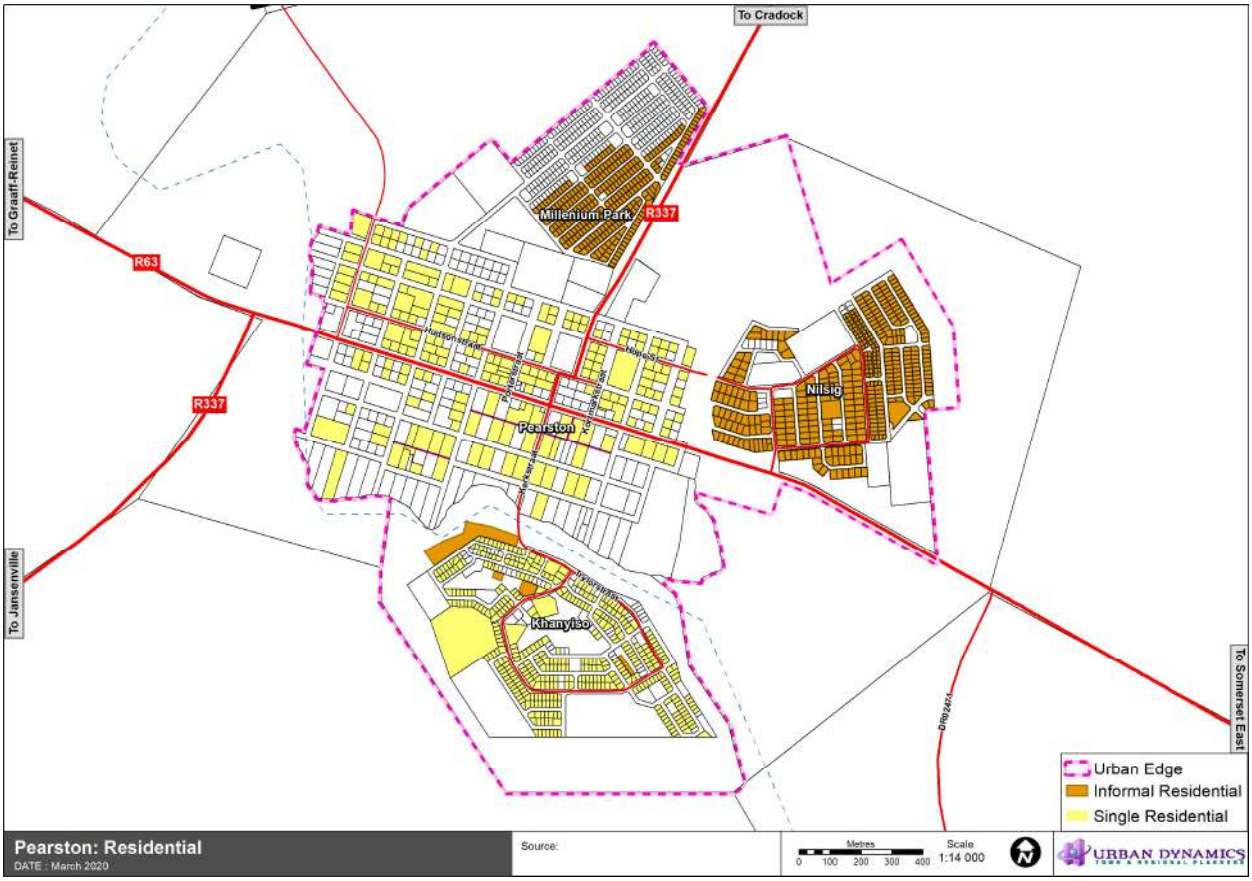
Table 16 : Cookhouse & Pearston : Housing Typology (Source : Census 2011)

⇨ **Residential Density**

- The residential densities in units per hectare are indicated on the plan.
- Note that residential densities are calculated at number of cadastral units or sectional title units per hectare.
- Provides a general indication of densities throughout the urban area.



Map 37 : Cookhouse : Residential Densities



Map 38 : Pearston : Residential Densities

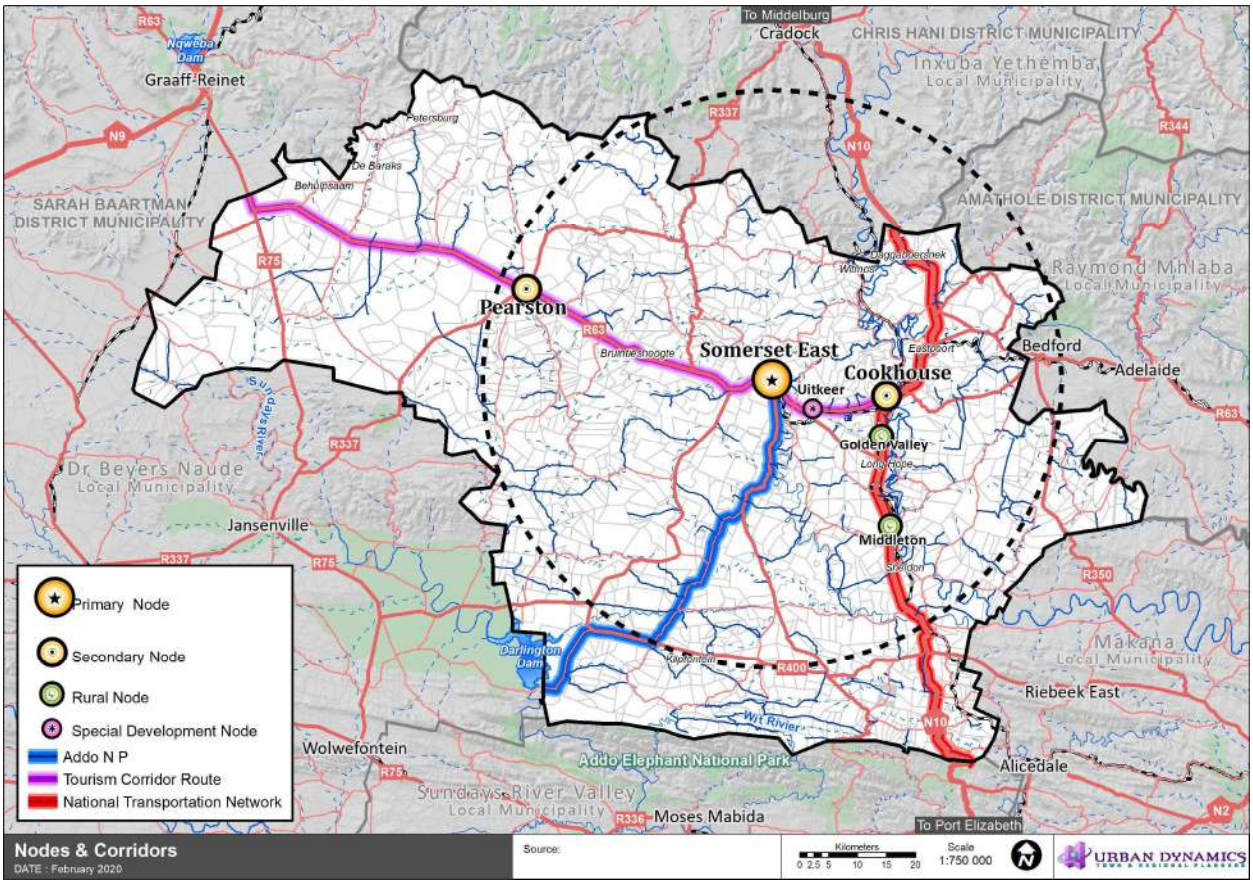
▣ Community Facilities & Authority

	Cookhouse	Pearston	Threshold Population	Distance	Supply/Demand
Community Halls	4	1	10 000 – 15 000	15 km	+3
Libraries	1	1	20 000 – 70 000	8 – 10 km	0
Sports Facilities (Grassed Surface)	2	2	15 000	3 km	+2
Cemeteries (Medium)	3	2	8.8 ha / 50 000	15 – 30 km	+4
Primary Health Care (Clinic)	1	1	24 000 – 70 000	5 km	0
Education	4	3	7 000	5 km	+5
Police	1	1	60 000 – 100 000	8 km	0

Table 17 : Cookhouse & Pearston Community Facilities

4.5 Rural Settlements

The rural character of the Blue Crane Route Municipality is similar to other rural municipal areas of the Sarah Baartman and neighbouring districts. The settlement pattern comprises of small towns serving a wider agriculture farming community with smaller villages with no growth, minimal infrastructure and development. A number of factors, such as the improvement of mobility and transportation networks, the development of the modern motor vehicle, changing agriculture and farming practises, climate change and depopulation of the rural areas, have increased the changes of the rural environment. The closure and downscaling of a number of railway routes and activity further led to the depopulation and pressure on the existence of the smaller railway siding settlements.



Map 39 : Nodes and Corridors

Notwithstanding this, the two rural nodes of Middleton and Golden Valley still remain prominent and functional.

4.6 Subsidised Housing

Housing is an important aspect of any community. It provides shelter and protection from the elements but it also provides a sense of ownership, dignity and pride for communities. Proper housing that is not informal and has services is an important part of the National Governments vision as well as the Provincial vision

The municipalities with the highest proportion of formal dwellings in the SBDM include Blue Crane Route (96.3%), Dr Beyers Naudé (95.8%), and Kou-Kamma (92%).

The housing challenges for the greater Blue Crane Route can be summarised as follows:

- It is noted that these figures should be verified through detailed housing beneficiary verification.
- The estimated housing shortfall for Somerset East, Cookhouse, Pearston and the rural villages is based on the 2018 IDP and information provided by the DoHS.
- The estimated housing demand is based on a population growth of 1.12 % per annum.
- Current projects are in various stages of completion, noting the importance for SDF purposes are that land portions for these portions have been identified and agreed upon.
- The current projects therefore include land identified for future development to address a portion of the current backlog.

- The current shortfall (2018) and the estimated growth towards 2021 indicate an anticipated shortfall of an additional numerous units.
- Based on a density of ± 40 units per hectare, an estimated amount of ha will be required in addition to current housing project implementation.
- The SDF will assess land suitability for future housing implementation. However, housing implementation and institutional structure should be dealt with through an updated Human Settlements Development Plan.

4.7 Heritage

The heritage resource of the municipality is significant. It contributes to the economy of the municipality and needs to be conserved in terms of the provisions of the National Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA).

The NHRA introduced an integrated system for the identification, protection and management of heritage resources nationally, provincially and at municipal level. The NHRA prescribes that land use planning and management to give attention to, and respond to, heritage considerations both at site and landscape levels.

Of particular significance is the obligation placed on the municipality to undertake the preparation of a comprehensive heritage inventory in terms of Section 30(5) of the NHRA. The Blue Crane Route Municipality has not prepared such an inventory.

It is also important to note that the heritage resource of the municipality does not only comprise of conservation worthy buildings and urban precincts, but also includes physical and cultural landscapes

In the absence of a detailed heritage register, the following heritage resources are of significance in the Blue Crane Route Municipality :

- The Dutch reformed Church Somerset East
- Die Ou Pastorie, Somerset East
- 154 Nojoli Street, Somerset East
- Old Hope Congregational Church and Parsonage, Paulet Street, Somerset East
- Old Hope Congregational Church, Paulet Street, Somerset East
- Old Congregational Church Parsonage, 64 Paulet Street, Somerset East
- 62 Paulet Street, Somerset East
- 49 Paulet Street, Somerset East
- 60 Paulet Street, Somerset East
- Walter Battiss Art Museum, 45 Paulet Street, Somerset East
- College House, Gill College, Somerset East
- 107 Paulet Street, Somerset East
- Old Bellevue Seminary, 72 Paulet Street, Somerset East
- Ann's Villa, Somerset East District

The following sections from the NHRA are of specific importance for heritage management :

- **Section 30 (5)**

- Applies to the compilation of an inventory of heritage resources, including heritage objects and the submission of such an inventory to the relevant heritage authority.

- **Section 32 (7)**

- Authorises SAHRA to the maintenance and management of a register of heritage objects, which have been declared heritage objects under the relevant sections of the MHRA.

- **Section 34 (1)**

- "*No person may alter or demolish any structure or part thereof which is older than 60 years without a permit issued by the relevant Provincial Heritage Resource Authority*".

- **Section 38**

- Spatial planning actions which will result in development listed in Section 38 need to be considered by the Heritage Resource Authority.

- **Section 47**

- Requires that the Heritage Resource Authority adopts a plan for the management of heritage resources and that all actions of authorities must be consistent with general policies.

4.8 Infrastructure

4.8.1 Water

Water provision and water related infrastructure is a vitally important aspect that needs to be developed and maintained in order to unlock the economic potential of a municipality. It is also a vital necessity in a society to provide water to the inhabitants and plays an important role in sanitation services

In terms of the Water Services Act (Act no. 108 of 1997), BCR is acting as both Water Services Authority and Water Services provider. The authority function means that the Municipality is responsible for regulation, water quality, ensuring access and monitoring and evaluation. The provider function means that the Municipality is responsible for access, provision, operations and maintenance of all water needs.

▣ Piped Water per Household

	Piped (tap) water inside dwelling/institution	Piped (tap) water inside yard	Piped (tap) water on community stand	No access to piped (tap) water	Total
Somerset East	2 127	1 539	84	6	**3 756**
%	56.6	41.0	2.2	0.2	**100.0**
Cookhouse	891	591	33	9	**1 524**
%	58.5	38.8	2.2	0.6	**100.0**
KwaNojoli	846	534	102	12	**1 494**
%	56.6	35.7	6.8	0.8	**100.0**
Pearston	516	345	3	0	**864**
%	59.7	39.9	0.3	0.0	**100.0**
Khanyiso	27	309	3	0	**339**
%	8.0	91.2	0.9	0.0	**100.0**
Rural	615	594	273	309	**1 791**
%	34.3	33.2	15.2	17.3	**100.0**
Total	**5 022**	**3 912**	**498**	**336**	**9 768**

Table 41 : Piped Water (Source: Census 2011)

Table 41 indicates that :

- 98% of all people residing in Somerset East, Cookhouse and Pearston town have access to piped water.
- 68% of the population residing in the Town of Pearston have water inside the dwellings whilst 91% of residents in Khanyiso have piped water to their individual sites
- The majority of rurally inhabitants (83%0 have direct access to piped water with 17% needing to source water from other sources.

▣ Source of Water per Household

- Most inhabitants in all three urban settlements receive water from local water schemes, whilst approximately 60 % are reliant on boreholes or rainwater tanks for water provision.
- Very few residents in Somerset East and Cookhouse rely on rainwater harvesting and boreholes for water provision, whilst 15% of the residents is Pearston and Khanyiso harvest rainwater.

	Borehole/Rain water tank	River/Dam	Water vendor/tanker	Other	Regional/local water scheme	Total
Somerset East	57	0	18	27	3 660	**3 762**
%	1.5	0.0	0.5	0.7	97.3	**100.0**
Cookhouse	15	3	9	36	1 455	**1 518**
%	1.0	0.2	0.6	2.4	95.8	**100.0**
KwaNojoli	0	3	6	9	1 473	**1 491**
%	0.0	0.2	0.4	0.6	98.8	**100.0**
Pearston	63	69	6	3	720	**861**
%	7.3	8.0	0.7	0.3	83.6	**100.0**
Khanyiso	27	3	0	0	306	**336**
%	8.0	0.9	0.0	0.0	91.1	**100.0**
Rural	1 065	291	129	60	216	**1761**
%	60.5	16.5	7.3	3.4	12.3	**100.0**
Total	**1 227**	**369**	**168**	**135**	**7830**	**9 729**
%	**12.6**	**3.8**	**1.7**	**1.4**	**80.5**	**100.0**

Table 42 : Source of Water (Source : Census 2011)

4.8.2 Sanitation

Sanitation services are closely linked to water provision. Flush toilets operate on water and need a functioning water supply to be effective. A functioning sanitation service has a direct impact on hygiene and health in households and reduces the spread of communicable diseases. It also impacts on the dignity of a community. Sanitation infrastructure also has a direct impact on the economy of an area. If sanitation services are not provided there is generally a higher barrier to entry for investors and a barrier to the tourism industry. Sanitation and water infrastructure are vitally important for the successful future of a region.

- The urban areas in the BCRM are well served with waterborne sanitation. A portion of the KwaNojoli has a bucket system of sanitation.
- The rural farming area beyond the Urban edge of the various towns have various forms of sanitation.
- Notwithstanding this nearly 81% of the BCRM is served by waterborne flush toilets.

▣ **Sanitation per Household**

	Flush toilet (connected to sewerage system)	Flush toilet (with septic tank)	Chemical toilet	Pit/Bucket toilet	Other	Total
Somerset East	3 612	24	0	93	27	**3 756**
%	96.2	0.6	0.0	2.5	0.7	**100.0**
Cookhouse	1 446	21	0	39	12	**1 518**
%	95.3	1.4	0.0	2.6	0.8	**100.0**
KwaNojoli	1 353	6	0	120	12	**1 491**
%	90.7	0.4	0.0	8.0	0.8	**100.0**
Pearston	750	99	3	6	6	**864**
%	86.8	11.5	0.3	0.7	0.7	**100.0**
Khanyiso	213	120	3	0	3	**339**
%	62.8	35.4	0.9	0.0	0.9	**100.0**
Rural	480	123	21	429	738	**1 791**
%	26.8	6.9	1.2	24.0	41.2	**100.0**
Total	**7 854**	**393**	**27**	**687**	**798**	**9 759**
%	**80.5**	**4.0**	**0.3**	**7.0**	**8.2**	**100.0**

Table 18 : Toilet Facilities (Source : Census 2011)

4.8.3 Electricity

The Municipality is the provider of electricity within the Blue Crane Route. The formal supply of electricity ranges from full connection and prepaid systems to a ready board system.

Street lighting is provided to all urban neighbourhoods except for high mast lighting in Aeroville, Old Location, New Brighton and Francesvale (Somerset East Urban area). A major capital outlay is envisaged to upgrade both urban and rural networks. A small proportion of reticulation upgrades have been completed since 2008. The upgrading of 20 km of overhead electricity cables in Pearston was initiated in February 2010.

The overhead line from Somerset East to Pearston and other areas is currently running at full capacity. A new transformer is to be installed as an emergency measure. A possible solution would be to incorporate the supply of Aeroville into Somerset East thus removing this demand from Cookhouse.

The lack of available electricity is a limiting factor in expanding existing settlements in the BCRM. This statement holds particular reference to Cookhouse. This is a factor that should be taken into consideration when spatially planning for future development, especially housing. Placement of new developments should be considered in relation to ready access to services and economic opportunities.

- The Electricity and Energy Department is not compliant due to it not having accredited personnel to approve the work done by electricians.
- Ageing electricity network cables between distribution substations to secure firm electricity supply and lack of an upgrade plan for the transformers.
- Distribution substations require new isolators to the breakers. In addition, security is required at the substations.
- Inadequate resources being vehicles, ladders, materials, testing equipment, safety clothing, designing software, etc.
- Insufficient staff training in particular trade tests for electricians and authorisation of electricity staff.

▣ **Energy Source per Household**

	Cooking	%	Heating	%	Lighting	%
Electricity	8025	82.2	5781	59.2	8484	87.0
Gas	237	2.4	126	1.3	15	0.2
Paraffin	672	6.9	888	9.1	306	3.1
Wood	741	7.6	1926	19.7		0.0
Other	60	0.6	105	1.1	912	9.3
None	30	0.3	936	9.6	39	0.4
Total	**9765**	**100**	**9762**	**100**	**9756**	**100**

4.8.4 Refuse & Waste Disposal

The management of solid waste is the responsibility of the Local Municipality (LM). Basic level services for refuse removal are defined as free weekly refuse removal. All households in urban areas including Mnandi have access to weekly refuse removal services that also include business and other waste is removed by order

Dumping rate is higher in the Blue Crane Route and the cost of transporting the waste has also increasing significantly due to illegal dumping, littering and old fleet infrastructure.

▣ **Refuse Disposal per Household**

	Removed at least once a week	Removed less often	Communal refuse dump	Own refuse dump	No rubbish disposal	Other	Total
Somerset East	3669	9	9	33	3	30	**3753**
%	97.8	0.2	0.2	0.9	0.1	0.8	**100.0**
Cookhouse	1497	0	0	15	0	3	**1515**
%	98.8	0.0	0.0	1.0	0.0	0.2	**100.0**
KwaNojoli	1404	3	0	75	6	0	**1488**
%	94.4	0.2	0.0	5.0	0.4	0.0	**100.0**
Pearston	831	3	12	12	3	3	**864**
%	96.2	0.3	1.4	1.4	0.3	0.3	**100.0**
Khanyiso	336	0	3	0	0	0	**339**
%	99.1	0.0	0.9	0.0	0.0	0.0	**100.0**
Rural	105	33	48	1308	186	111	**1791**
%	5.9	1.8	2.7	73.0	10.4	6.2	**100.0**
Total	**7842**	**48**	**72**	**1443**	**198**	**147**	**9750**
%	**80.4**	**0.5**	**0.7**	**14.8**	**2.0**	**1.5**	**100.0**

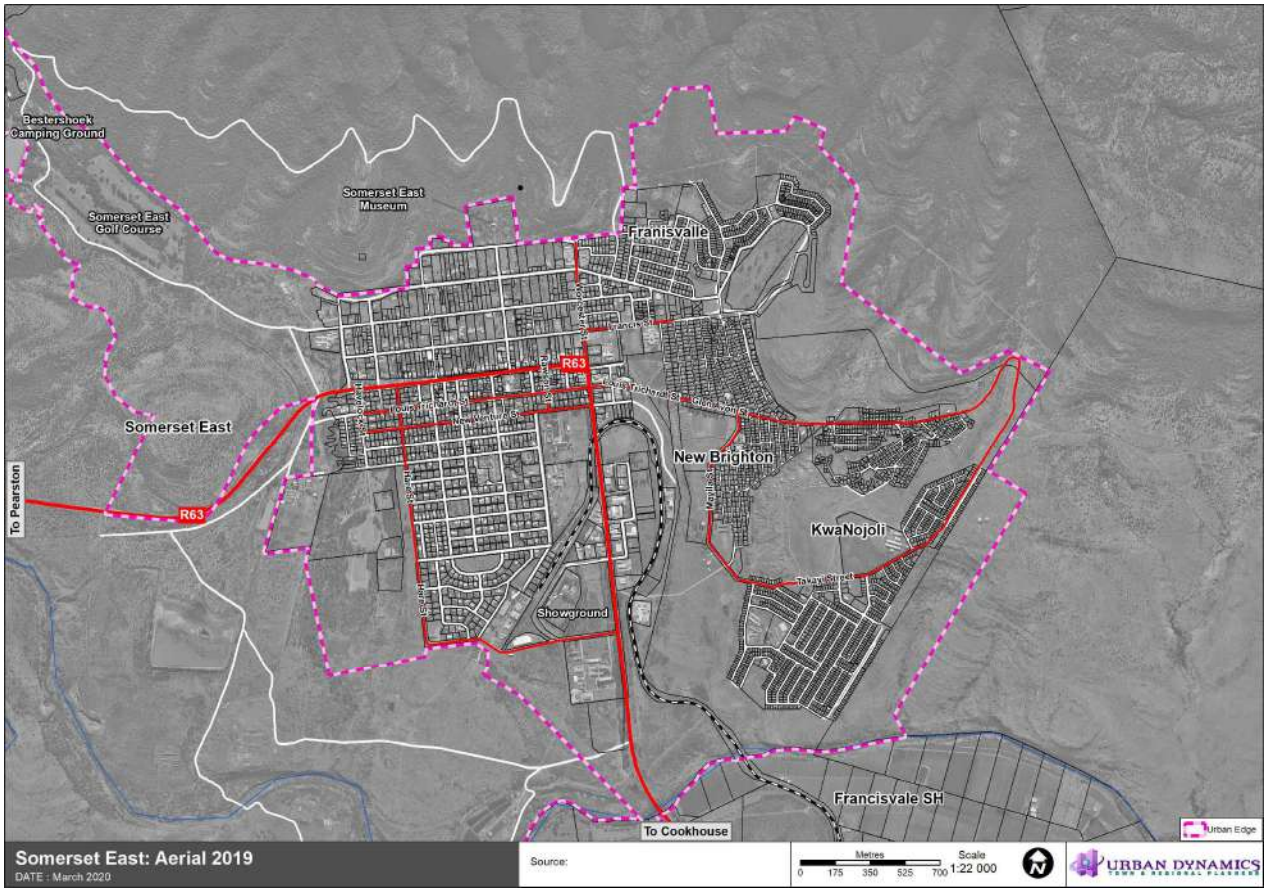
Table 19 : Refuse Disposal (Source : Census 2011)

4.8.5 Roads & Transport

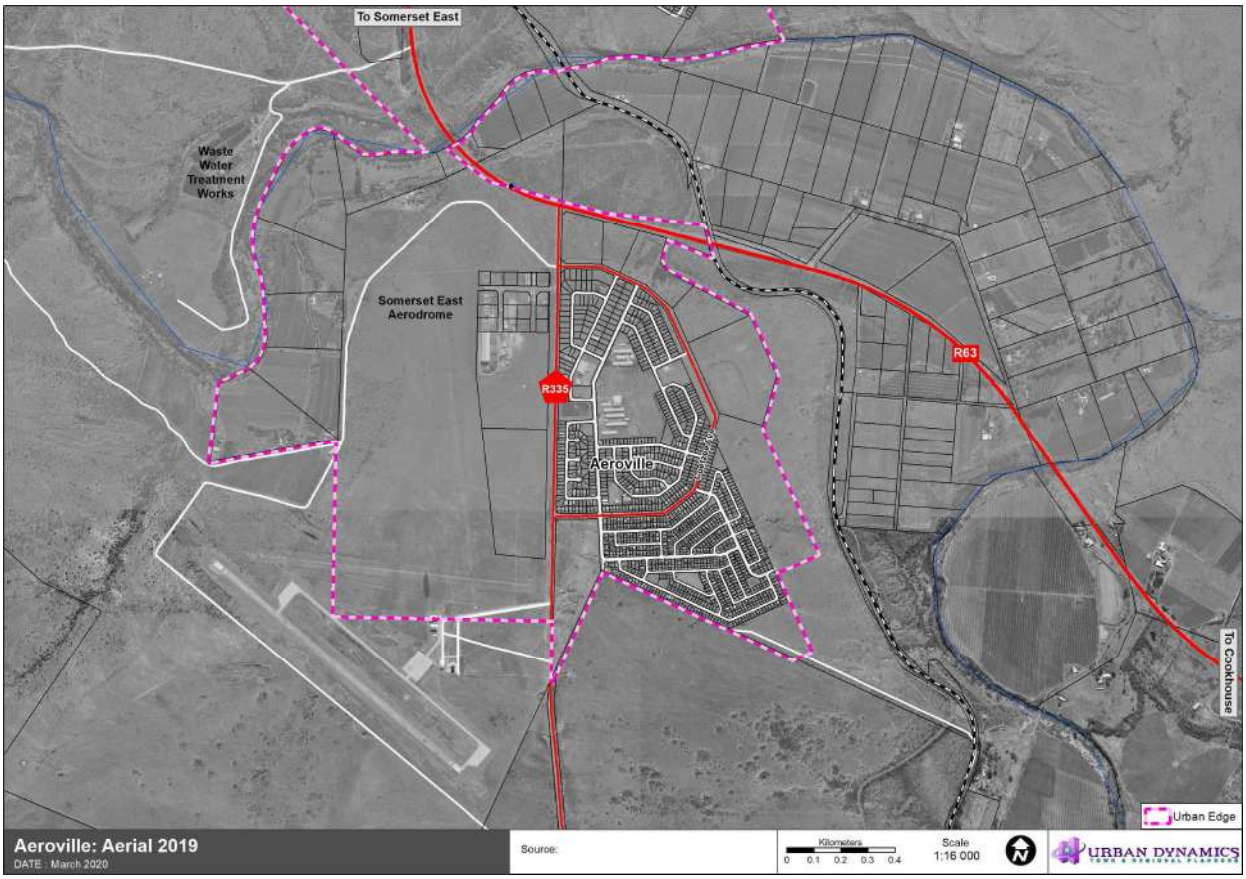
As part of the Blue Crane Route SDF Review process, a Traffic Management Plan and Transportation Rates and Levy Mechanism will be developed. The Traffic Management Plan will function as a separate Sector Plan and an Addendum to the SDF. The status quo Traffic Management Plan Report should be consulted for road and transport infrastructure within the Municipality.

▣ **Urban Roads**

- The Somerset East urban area has approximately 38,17km of surfaced road lengths, i.e. 50%
- Approximately 9% of all roads in the Pearston urban area are unsurfaced.
- Of all the roads in Cookhouse, approximately 24% are surfaced.
- The total length of road in the three urban areas of BCRM is 127,23km.
- Approximately 37% of urban roads in the BCRM area are unsurfaced roads.

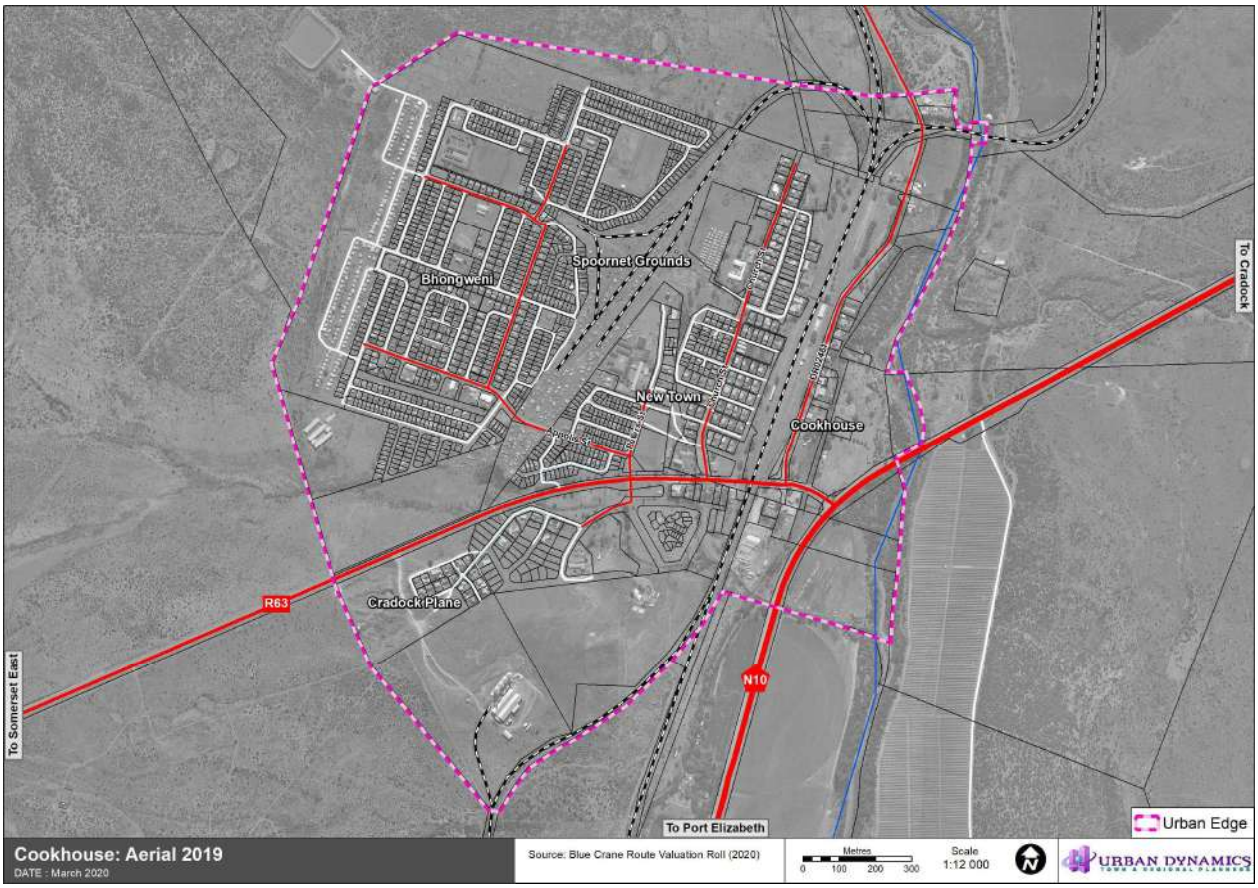


Map 40 : Somerset East



Map 41 : Aeroville

Map 42: Pearston



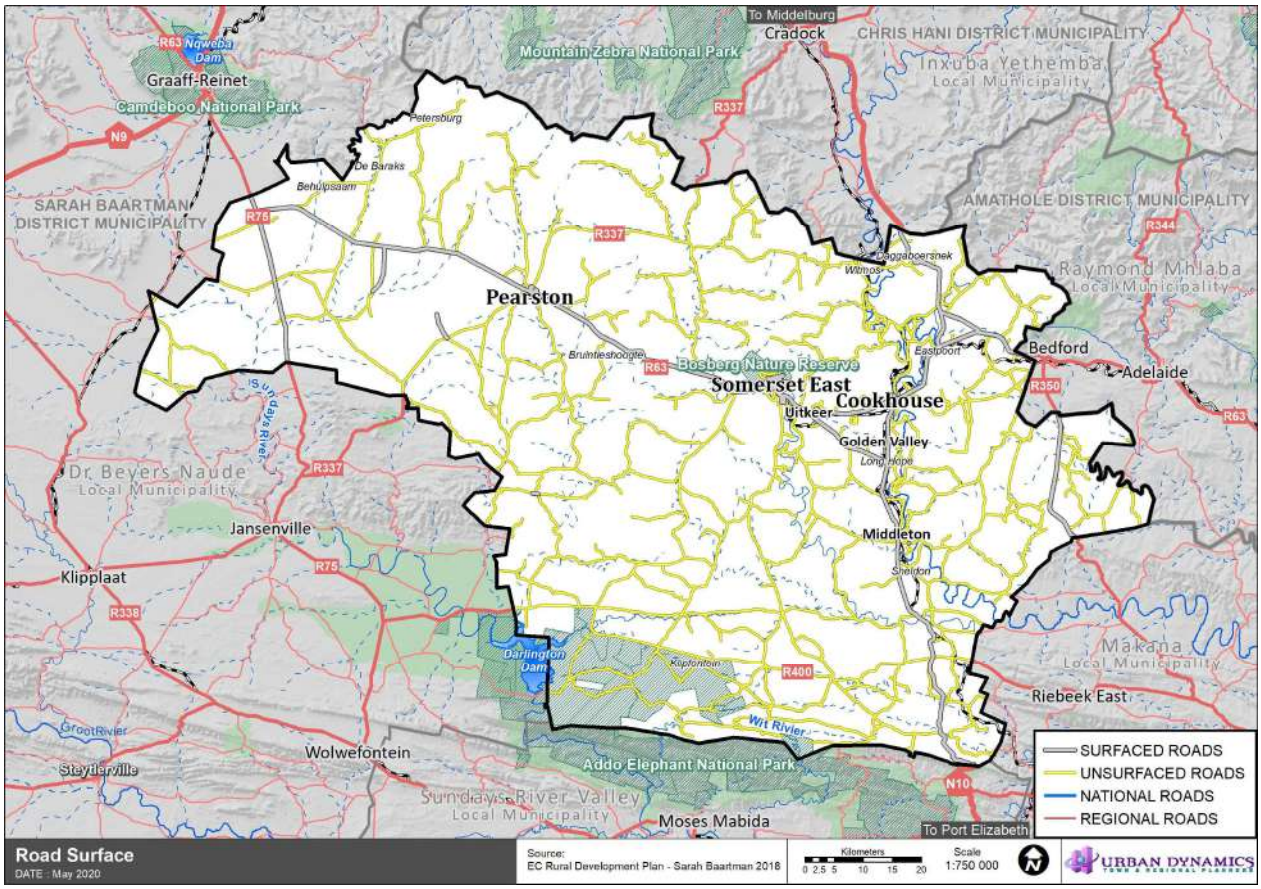
Map 43: Pearston

▣ Regional and Rural Roads and Networks

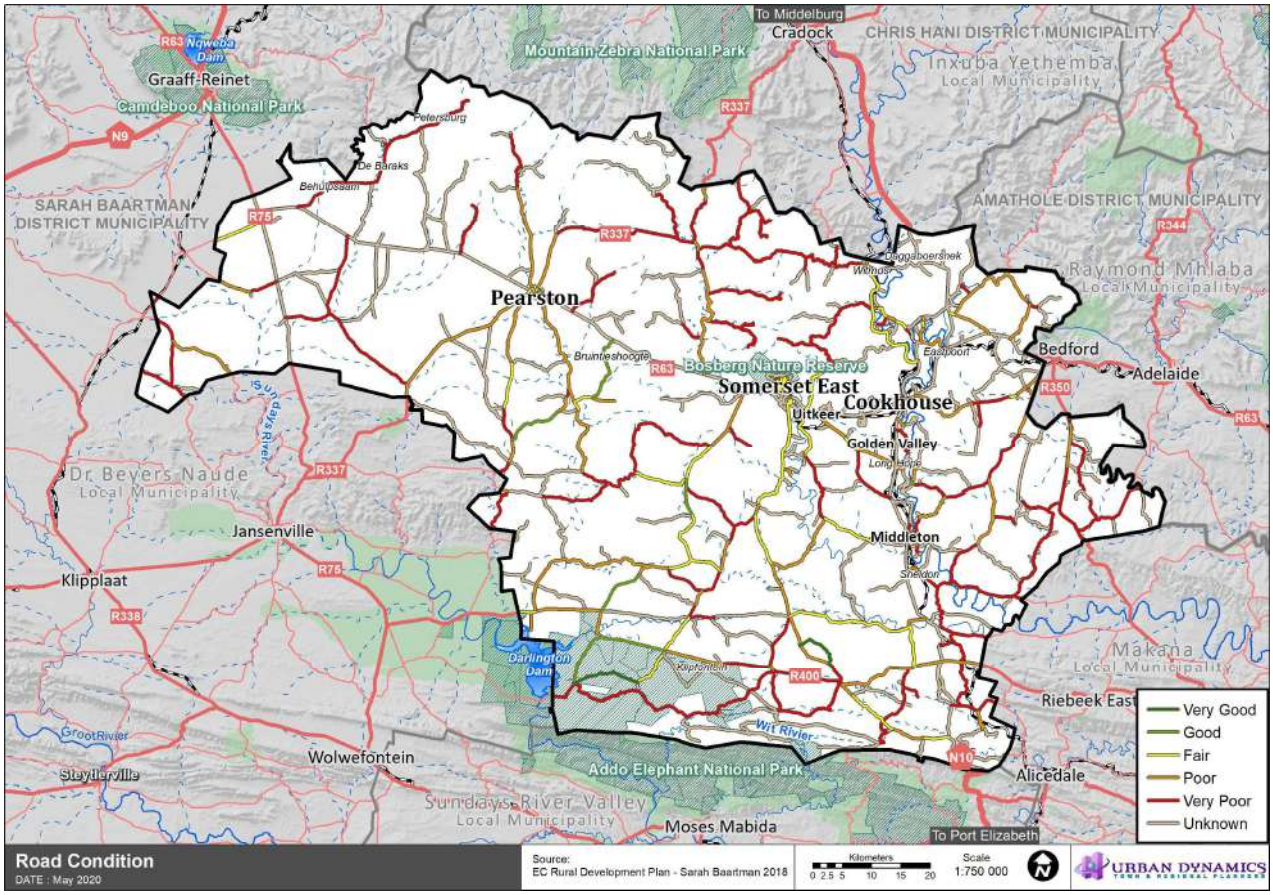
Blue Crane Route is served by 2 prominent regional roads, namely the N10 bypassing Cookhouse and the R63 linking Cookhouse to Somerset East and Pearston. The latter route is the main feeder route for the KZN to Western Cape inland route.

Other prominent roads are the following:

- The R335 linking the Sundays River Valley Municipality to Somerset East. This partly surfaced route is an important route providing access to the norther parts of the Addo Elephant National Park.
- The R337 links Jansenville in the Dr Beyers Naude Local Municipal area to the Pearston and thereafter Cradock located in the Inxuba Yethemba Local Municipality.



Map 44 : Road Surface



Map 45 : Road Condition

▣ Storm Water Management

Blue Crane Route does not have a storm water master plan/pavement management system, and it has insufficient road infrastructure with maintenance carried out as and when required, which is also evident during community-based planning where concerns are always raised about potholes and corrugated gravel roads.

The high level challenges in the main are as follows :

- Roads and storm water (deteriorating state, unfinished projects, poor workmanship);
- Municipal funds are unable to finance the maintenance of the roads and storm water infrastructure which is urgently required;
- Budgetary constraints resulting in poor or no maintenance;
- Unavailability of resources, e.g. machinery and human resources resulting in incomplete work;

5.0 Land Use Management & Institutional Structure

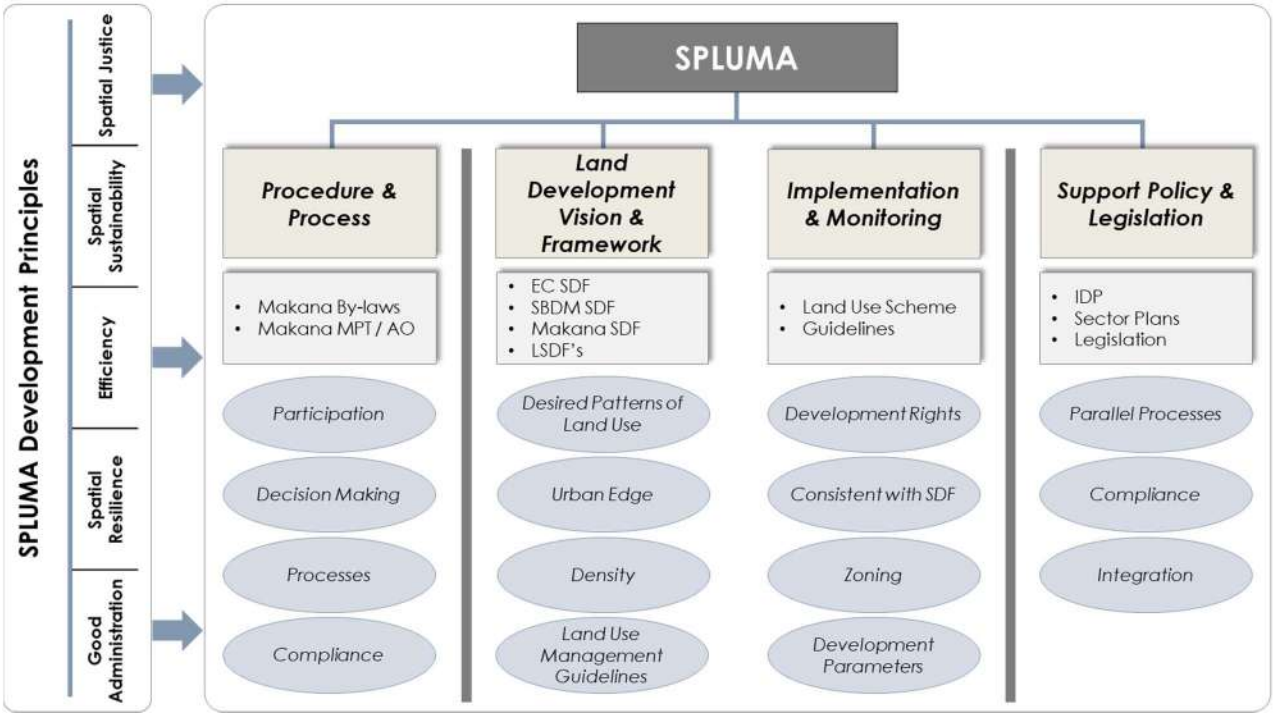
The Land Use Management System applicable to the Blue Crane Route Municipality is based on the requirements of the Spatial Planning & Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA). SPLUMA provides for a decision making framework for land use management and the implementation of a comprehensive land use management system or package of plans.

The key components of the Blue Crane Route Land Use Management System are :

- SPLUMA principles
- Spatial Development Frameworks
- Land Use Management Scheme
- Application types and application procedure for land use change
- Municipal Planning Tribunal and Authorised Official powers and functions and procedures and processes
- Appeals mechanism
- General conditions for land use management

The Blue Crane Route SDF is prepared in terms of the relevant sections of SPLUMA and the Blue Crane Route Spatial Planning & Land Use Management By-laws. The following provides a graphic illustration of the Land Use Management System and the inter-relationship between the various mechanisms, the SDF, the IDP and the Land Use Management Scheme.

Land Use Management System & Alignment



▣ LUMS Status

The following represents the Blue Crane Route Municipality institutional mechanisms and tools for land use management and implementation:

- Overarching land use management legislation: SPLUMA
- Approved Spatial Planning & Land Use Management By-laws (No. 3636 dated 24 March 2016)
- Draft Spatial Development Framework (2013) in process of revision
- Wall-to-Wall Land Use Scheme as contemplated in terms of Chapter 5 of SPLUMA, approved 2017
- Digital (GIS) Zoning Maps in place for municipal area including urban areas
- Zoning register up to date

- Municipal Planning Tribunal not established, therefore not compliant
- Authorised Official appointed and most land use change matters delegated to Authorised Official
- Establishment of MPT critical for compliance and decision making of Category A applications.

6.0 Synthesis

The assessment of the natural, social and built environment of the BCRM as provided in the Spatial Challenges and Opportunities Report (i.e. the Status quo assessment of the study Area) unpacks the following strengths weakness opportunities and threats.

a. Strengths

- The BCRM has a young population with a very low growth rate. This allows for accurate planning of infrastructure development.
- Population is mostly urbanised making service delivery centralised and less expensive.
- The population has various levels of education with only 11, 30 % having no schooling. This compares well with other Local Municipalities in the District.
- Blue Crane Route has the highest proportion of people over the age of 20 without an education (11.3%) in the SBDM.
- The education levels of Blue Crane Route (completed secondary and higher education) is significantly higher than the District and the Province
- Sarah Baartman has an average household income of R 9 508. This is higher than that of the Eastern Cape (R 8011) and the highest amongst other district municipalities
- Blue Crane Route is similar to Dr Beyers Naudé in that the trade sector (24.4%) is the largest contributor to the GDP_R. Finance and business services contributes approximately 16% of the GDP_R
- The BCRM has a high potential for beef, mohair and wool production. Certain areas along the Fish River and Orange -Fish River channel has ahigh potential for agriculture development.
- The BCRM is rich in culture and historical sites and game reserves. Growth in tourism is possible.
- The level of infrastructure in the urban areas is well developed.
- The growing renewable energy sector has risen to prominence. This industry is set to grow with the potential more wind farms being introduced to the area.
- The BCRM is occupied by three well established urban areas and two prominent National routes.
- Somerset East Cookhouse and Pearston has an adequate number social facilities in terms of the CSIR Guidelines for Social Facilities.

b. Weaknesses

- The % of economically active population is decreasing indicating the level of rise in household poverty,
- Lack of or no maintenance of civil infrastructure is increasing placing with vital bulk infrastructure operating at full potential.
- The Municipality does not have a Town Planning Unit which is responsible for the implementation and administration of SPLUMA.
- The municipality is under resourced in terms of technical expertise.

c. Opportunities

- The BCRM has a number of well-located land reform farms suitable for transforming the agriculture sector urban food production and small-scale farming.
- The level of infrastructure in the urban areas is well developed.
- The growing renewable energy sector has risen to prominence. This industry is set to grow with the potential more wind farms being introduced to the area.
- The rural district of the municipality has the potential for diverse agriculture development.
- The BCRM has a relatively high rainfall as opposed to surrounding arid municipal areas,

d. Threats

- The level of household poverty in the urban areas is increasing with certain Wards declared as poverty zones by the Department of Social Development.
- Infrastructure in the BCRM is over capacitated s and under threat.
- Tourism relies heavily on the establishment of infrastructure and a lack of such infrastructure can often lead to the decline of tourism within a region.
- The well planned and established urban and rural road network is deteriorating at a rapid rate.
- Emerging farmers are not supported by the state in terms of resource development, skills training and commodities.
- Land ownership or title deed transformation is happening at a very slow rate.
- The urban area of Cookhouse has a critical shortage of land suitable for urban development.
- Climate change and escalating periods of drought is prevalent in the BCRM.

4 Chapter 4 : Spatial Development Framework

1.0 Background

The Spatial Development Framework proposals for the Blue Crane Route Municipality comprises of 5 key components, i.e. :

- Spatial Directives
- Spatial Vision
- Spatial Concept
- Spatial Strategies
- Composite SDF and LSDF

The spatial vision is based on guiding principles and vision directives as derived from National Policy, SPLUMA and the outcome of the Situation Analysis. This division is further divided into a short term (5 year) and long term (up to 20 year) vision statement.

The spatial concept unpacks structuring elements that guide spatial development within the rural and urban areas. It further illustrates the spatial vision of the Municipality, with specific reference to the various structuring elements, i.e. :

- Nodes and Settlements
- Movement Routes and Interfaces
- Conservation, Open Space System and Rural Development
- Containment and the Urban Edge
- Existing Form and Development Footprint
- Economic Catalyst and Special Growth Incentives

The above structuring elements provide a spatial concept on which strategies can be formulated.

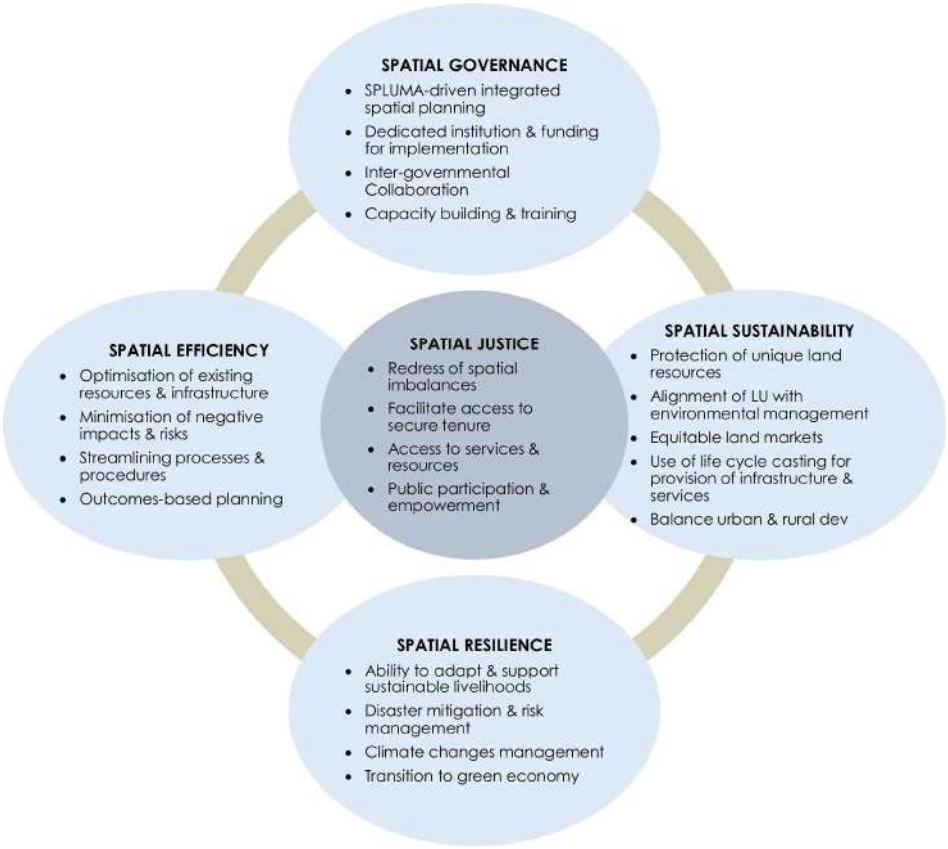
The spatial strategies relate to location of development and where it should take place with land use guidelines in the various rural and urban areas. The spatial strategies further provide strategic guidelines for the protection of the environment, the change of land use, including densification and infill development, and how new development or greenfields expansion should take place.

Based on the vision concept and strategies, a Composite Spatial Development Framework is proposed for the Summerset East, Pearston, Aeroville and Cookhouse. This relates to detailed land use proposals and land use guidelines for the various urban areas and development.

2.0 Spatial Directives

2.1 SPLUMA

The SPLUMA Founding Principles must guide preparation, adoption and implementation of the Spatial Development Framework, policy formulation concerning spatial planning and development or use of land. SPLUMA reinforces and unifies the National Development Plan's vision and policies by using spatial planning mechanisms to eliminate poverty and equality while creating conditions for inclusive growth by seeking to foster a high employment economy that delivers on social and spatial cohesion.



The Narrative Principles set out in SPLUMA and Chapter 8 of the NDP apply to the BCRLM SDF :

- **Spatial Justice :** past spatial and other development imbalances must be redressed through improved access to and use of land by disadvantaged communities and persons.

- **Spatial Sustainability :** spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability through encouraging the protection of prime and unique agricultural land, promoting land development in locations that are sustainable and limit urban sprawl, consider all current and future costs to all parties involved in the provision of infrastructure and social services so as to ensure for the creation of viable communities.

- **Efficiency :** land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment.

- **Spatial Resilience :** securing communities and livelihoods from spatial dimensions of socio-economic and environmental shocks through mitigation and adaptability that is accommodated by flexibility in spatial plans, policies and land use management systems.

- **Good Administration :** all spheres of government must ensure for an integrated approach to land use and land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFs. This principle is the basis of this framework, largely because implementation of the spatial planning vision and objectives is not only highly dependent upon a strong

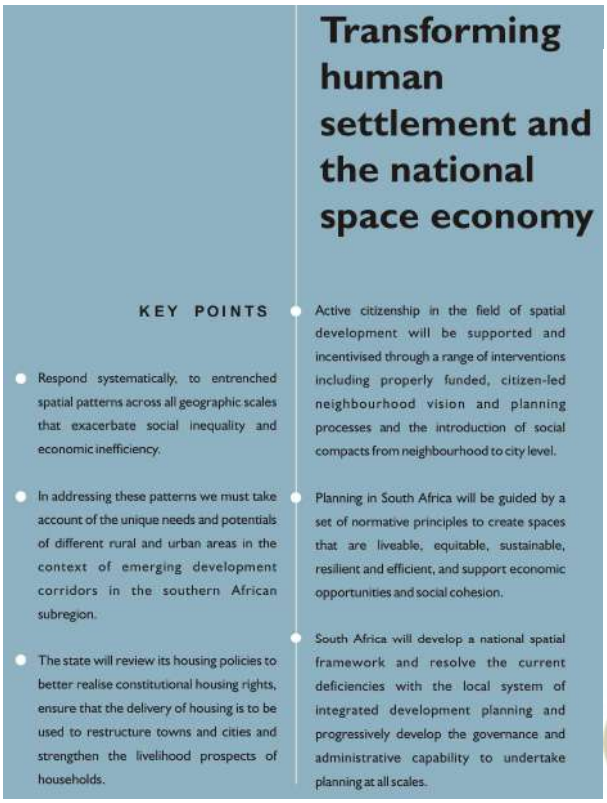
  coordinating role of central government, but is also predicated upon good governance mechanisms, incorporating meaningful consultations and coordination with a view to achieving the desired outcomes across the various planning spheres and domains.

2.2 National Development Plan

The National Development Plan 2030 (NDP) is the official document setting out the present government's long-term VISION and strategic approach towards its various activities with the stated overall aim of eliminating poverty and reducing inequality by 2030.

For the purposes of the Blue Crane Route LM, key policy direction is provided across the span of the document but, in regard to spatial development, the NDP applies most directly in chapter 8 of the NDP, which deals with transforming human settlement and the national space economy. Other goals relevant to achieving the desired spatial form and amore viable space-economy are :

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

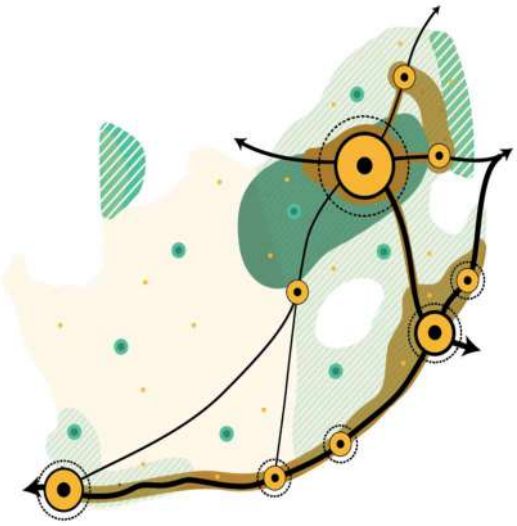


2.3 National Spatial Development Framework (NSDF) (Draft)

The National Spatial Development Framework (Draft) further provides spatial vision guidance for future planning and development in the Blue Crane Route Municipality.

The NSDF includes a vision for National spatial development.

The NSDF is further founded on 6 National spatial development concepts.



URBAN AREAS AND REGIONS AS ENGINES OF NATIONAL TRANSFORMATION, INNOVATION AND INCLUSIVE ECONOMIC GROWTH

NATIONAL SPATIAL DEVELOPMENT CORRIDORS AS INCUBATORS AND DRIVERS OF NEW ECONOMIES AND QUALITY HUMAN SETTLEMENTS

PRODUCTIVE RURAL REGIONS AS DRIVERS OF NATIONAL RURAL TRANSITIONS AND CORNERSTONES OF OUR NATIONAL RESOURCE FOUNDATION

A NATIONAL SPATIAL SOCIAL SERVICE PROVISIONING MODEL TO ENSURE EFFECTIVE, AFFORDABLE AND EQUITABLE SOCIAL SERVICE DELIVERY

A NATIONAL ECOLOGICAL INFRASTRUCTURE SYSTEM TO ENSURE A SHARED, RESILIENT AND SUSTAINABLE NATIONAL NATURAL RESOURCE FOUNDATION

A NATIONAL TRANSPORT, COMMUNICATIONS AND ENERGY INFRASTRUCTURE NETWORKS TO ENSURE A SHARED, INCLUSIVE AND SUSTAINABLE ECONOMY

3.0 Spatial Vision

Based on the Integrated Analysis and cognisance of the SPLUMA and National Development Plan Spatial Development Guidelines, a spatial vision for the Blue Crane Route Municipality with key focus areas and development objectives can be formulated. These should be aligned with the Blue Crane Route IDP objectives and KPA's.

3.1 Spatial Vision

The spatial vision is underpinned by the following principles :

- Promote and facilitate sustainable development through informed land use decisions and strategies
- Improve institutional support and capacity
- Provision of basic services, infrastructure and social services
- Support local economic development, social development and strengthen the space economy
- Create an enabling environment for investment growth and public private partnerships
- Support rural sustainability and livelihood areas
- Promote environmental conservation and eco-tourism growth and sustainability
- Implement ongoing IDP and Sector Plan alignment on Provincial, District and Local level

The Vision for the Blue Crane Route Municipality is as follows:

VISION

"A Municipality that strives to provide a better life for all its citizens."

MISSION

Through responsible local government zero tolerance for corruption and creating an environment for upliftment and sustainable economic growth."

3.2 SDF Strategic Themes & Development Objectives

The following strategic themes and development objectives have been identified for the Blue Crane Route Municipality, in support of the spatial vision and alignment with the Integrated Development Plan.

SDF Strategic Theme	Development Objectives	Blue Crane Route IDP Alignment (KPA)
Theme 1 : Institutional Development and Support	• To ensure implementation of the Blue Crane Route Spatial Planning & Land Use Management By-laws. • To update and maintain SPLUMA land use management system, i.e. Spatial Development Frameworks, Land Use Scheme, Municipal Planning Tribunal, Appeal Authority and ongoing policy formulation. • To improve and expand institutional capacity of the planning office, with specific reference to land use management control and GIS. • To actively participate in District and Provincial planning, land use management and institutional platforms. • To ensure SPLUMA implementation and SDF revision aligned with local and district IDP initiatives, on an annual basis. • To implement mechanisms and support structures to expedite land use change applications. • To ensure a well-functioning MPT, AO and Appeals Authority. • To identify and formulate policies and procedures that would support the land use management function.	***KPA 4 :*** *Institutional Development and Financial Management* ***KPA 5 :*** *Good Governance and Public Participation*
SDF Strategic Theme	Development Objectives	***Blue Crane Route IDP Alignment (KPA)***
Theme 2 : Nodal Development and Urban Form	• To implement the core principles of SPLUMA, the National Development Plan and the Provincial Spatial Development Framework. • To promote the function of Somerset East as a primary node in the district and within the Province. • To prioritise nodal and corridor development as a catalyst for investment and development. • To strengthen the Somerset East CBD through the promotion of higher densities and mixed use. • To improve linkages between Somerset East East and Somerset East West through corridor development and urban regeneration. • To acknowledge the importance of key economic role players, i.e. Rhodes University, private schools, business sector, arts, culture and heritage, eco-tourism and the game farming industries. • To identify specific precincts for urban regeneration and intervention to stimulate economic development and investment. • To proactively plan for human settlement development and investment for subsidised, medium and high income residential typologies. • To identify key structuring elements and investment partners to stimulate development and investment. • To align transportation development strategy with urban form to alleviate traffic issues and improve ease of trade. • To align urban development and urban investment with Municipal IDP infrastructure investment programmes, especially water, sanitation, electricity and roads. • To confirm the urban edge and consider interaction between urban agriculture, communal grazing and future expansion and development areas. • To assess the nodal functionality and importance of rural nodes. • To align subsidised human settlement project with SDF implementation. • To confirm and implement accurate housing demand database. • To ensure flexible SDF land use guidelines to promote development and investment, within specific parameters.	***KPA 6 :*** ***Human Settlement Management***
Theme 3 : Local Economic Development	• To promote opportunities for small business, SMME investment and informal trade. • To create a conducive environment within the land use management system, stimulating investment and economic growth. • To identify specific precincts or economic investment areas, i.e. Blue Crane Route CBD, City Hall Precinct, African Street Precinct, Industrial Area Development, etc. • To ensure land availability for industrial and mixed use investment and development. • To revise the Municipal Local Economic Development strategy and ensure alignment with IDP and SDF priorities and objectives.	***KPA 3 :*** ***Local Economic Development and Rural Development***

Theme 4 : Rural Sustainability and Support	• To confirm nodal functions of rural villages and sustainability of further investment within the rural area. • To confirm and plan for human settlement needs and demand in a sustainable manner. • To ensure infrastructure maintenance and district linkages. • To implement and align with the Provincial Rural Development Plan and the Sarah Baartman DM Rural Development Plan proposals, strategies and initiatives. • To support the sustainable land reform programmes and projects. • To support and prioritise farm worker accommodation and rural livelihood areas.	***KPA 3 : Local Economic Development and Rural Development***
Theme 5 : Conservation and Tourism	• To support and implement the principles of the Eastern Cape Biodiversity Sector Plan (under review). • To promote growth and expansion of existing eco-tourism industry and game farm / hunting industry. • To compile an environmental management plan for the Blue Crane Route Municipality. • To explore the possibilities and secondary industries to the game farming and eco-tourism industry for possible mixed use and industrial development within Somerset East. • To prepare a tourism strategy and implementation master plan.	***KPA 3 : Local Economic Development and Rural Development***

SDF Strategic Theme	Development Objectives	Blue Crane Route IDP Alignment (KPA)
Theme 6 : Infrastructure, Basic Services and Community Facilities	• To provide basic services and infrastructure to all the communities within the Blue Crane Route Municipality. • To manage the provision of bulk water supply, sewer treatment, road maintenance, electricity supply based on existing strategies and programmes. • To prepare a water and sewer master plan with strategies linked to the IDP and SDF initiatives. • To prepare a transportation management plan (part of SDF process). • To identify areas for future development, confirm the urban edge and identify areas for intensification and high densities to inform infrastructure provision and long term bulk planning. • To assess social facilities and identify areas of highest need. • To provide social facilities based on CSIR standards, within walking distances and accessible to the target communities.	***KPA 1 :*** *Basic Service Delivery and Infrastructure Development* ***KPA 2 :*** *Community and Social Development*

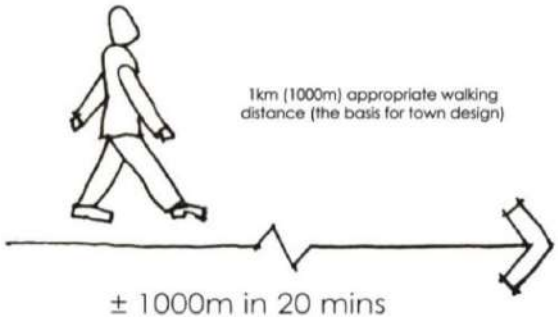
4.0 Spatial Concept

4.1 Settlement Planning Principles

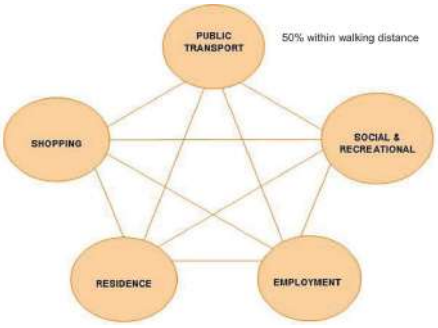
The spatial concept and strategies are driven by principles for settlement planning and rural development. Principles on good spatial practice should inform all deliberations on spatial planning as a golden thread from the start. The Settlement Planning Principles further refine the SPLUMA principles, norms and standards.

▣ **Accessibility**

The need to ensure that people have access to a variety of opportunities is implied in the SPLUMA principles. This requires an understanding of the relationships between different activities in terms of spatial proximity (close and far), access and
time. In the past accessibility has mostly been considered in terms of travel time in private vehicles



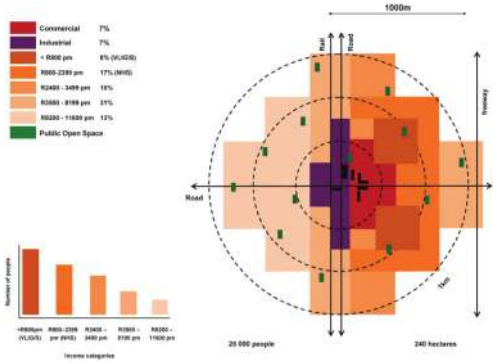
However, this measurement is not only environmentally unsustainable, as it is mostly dependent on access to private motor vehicles but also reflects a denial of the reality that the majority of our citizens do not have private vehicles, may not always be able to afford public transport and thus have to spend significant time and energy walking to fulfil their needs. Thus appropriate walking distance should always



be used as the measure for accessibility. 20 minutes or 1km is regarded as an acceptable distance to walk and should be used as a basis of settlement design.

▣ Functional Integration

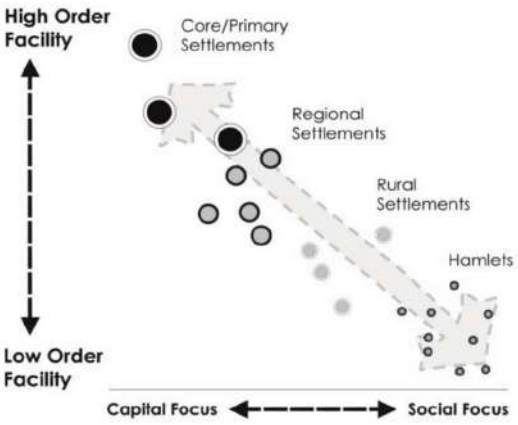
The implementation of the walking distance principle to promote greater access to opportunities for all people, will require the functional integration of urban activities. At least 50% of urban activities should be within walking distance of where people live.



▣ Socio-Economic Integration

The principle of access and integration, also requires socio-economic integration. In reality there is often community resistance to integration of poor, middle and high income communities. The use of a socio-economic gradient with relatively small differences in income and property value between adjacent communities can help mediate this problem.

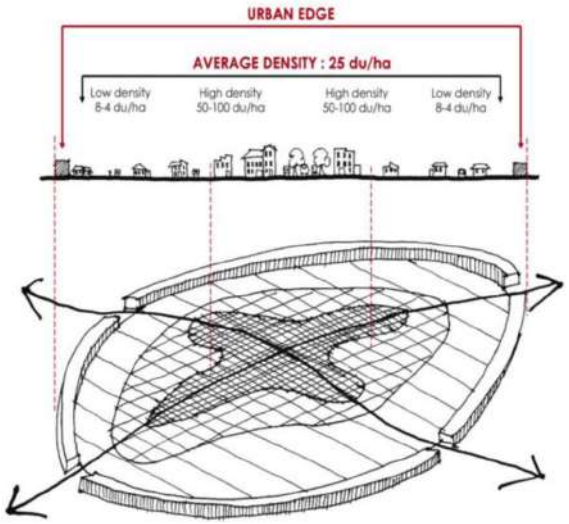
A high level of socio-economic integration can be achieved in a 1km radius by applying this principle. In particular efforts should be made to locate low income neighbourhoods nearer to the core or nodes of settlements and away from the periphery.



▣ Efficient Urban Structure

Applying the principles of walking distance access and functional integration, will contribute to creating more efficient (i.e. where urban infrastructure is used optimally) settlements. Currently settlements are characterized by segregation of land uses and low density development that cannot support public transport, or small businesses. To address these issues and achieve better access and integration, appropriate densification will have to be promoted in settlements.

Density of up to 50 dwelling units per hectare should be the target average density for settlements that require internal public transport services (for use by all).



▣ A Logical Nodal and Settlement and Nodal Hierarchy

The concept of nodal development allows for the efficient accommodation of a large population. In large urban areas decentralised nodes are connected by high speed arterials. This concept is applicable, where the various settlements should be allowed to grow optimally according to their character and function,

whilst protecting agricultural, natural and scenic resources between settlements.

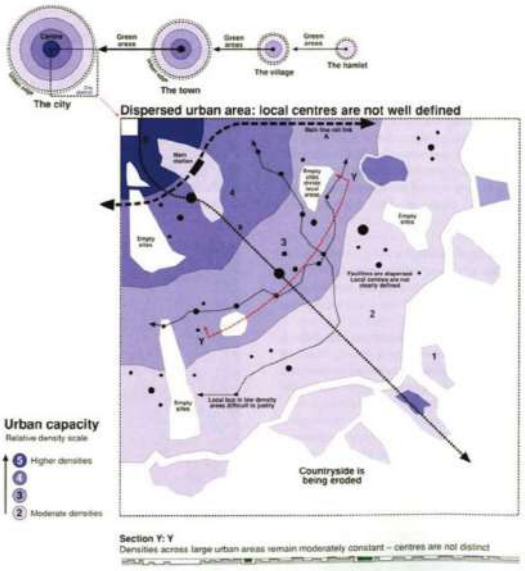
In order to increase economic activity, social facilities and employment opportunities should be grouped or clustered according to a spatial hierarchy logic, i.e. higher order facilities in the most accessible locations and vice versa, rather than randomly scattered depending on where sector departments' individual landholdings happen to be.

▣ Compaction and Densification

Understanding densities and how they may be altered depend on the kind of urban growth outcomes that are desirable and has given rise to a debate between the desirability of urban sprawl, generally associated with uncontrolled low density growth, versus compact growth.

Compact growth is seen as being clearly focused and structured with a view to efficiently providing transport and services, creating viable business thresholds and attractive public places, and reducing the impact of urban growth on scarce resources such as arable, scenic and high biodiversity potential land.

It has been found that an average city or town (average gross density) density of 100 people per hectare or 25du/ha, assuming a household size of four, is the minimum threshold at which urban settlements begin to perform successfully.



▣ Protection and Enhancement of the Environment

The Municipality, in their decision-making, should give protection and improvement of the urban and rural environment, the quality of life it allows, and the conservation of its biophysical and socio-economic resources.

The Municipality should carry out measures to enhance the urban and rural environment and must encourage developers to implement policies, which enhance the local environments adjacent to their development. Environmental Management Regulations should form part of all application for all major development as stipulated by legislation.

▣ Discourage Illegal Land Use

The Municipality should discourage the illegal use of land. Illegal land use results in a fragmented land use pattern, creates conflict and infringe on land use rights.

As people are protected from being illegally evicted, the Municipality should focus on ways to prevent illegal land use practices. Sound planning guidelines and speedy land developments are key mechanisms to prevent illegal land use practices.

▣ Efficient Public Participation and Capacity Building

The objective requires that the Municipality should introduce mechanisms to ensure that the public, and in particular communities affected by land development, have opportunities to influence planning decisions. This objective is to ensure that the full resources of the region are utilised in facilitating land development. The underlying idea is a public-private sector partnership because neither sector on its own has the skills of capacity to do the job.

▣ No One Land Use is More Importance than Any Other

Each proposed land development area should be judged on its own merits and no particular use of land, such as residential, commercial, conservational, industrial, community facility, mining, agricultural or public use, should in advance or in general be regarded as being less important or desirable than any other use of land.

▣ **Security of Tenure**

This objective requires that the tenure that is provided through the land development process must meet certain criteria. Firstly, it should be secure. This means it must be possible to register the title to the land. Secondly, there should be a range of choices about the type of tenure to include options for communal or group tenure.

Sometimes the upgrading of informal settlements might mean that people who have settled informally may have to move.

4.2 *Rural Development Principles*

▣ **Comprehensive Rural Development Programme (CRDP)**

The Comprehensive Rural Development Programme (CRDP) is a fresh approach to rural development and its ultimate goal is to effectively address rural poverty.

This program comprises of three pillars, namely :

▣ **Agrarian Transformation which includes :**

- Facilitating the establishment of business initiatives, rural and agro-industries, cooperatives, cultural initiatives and vibrant local markets;
- Empowerment of rural communities to be self-reliant and able to take charge;
- Developing strategies to reduce vulnerabilities to climate change, erosion, flooding and other natural disasters;
- Increased production and sustainable use of natural resources;
- Strengthening rural livelihoods for vibrant local economic development;
- Use of appropriate technologies, modern approaches and indigenous knowledge systems; and
- Food security, dignity and improved quality of life for each rural household.

▣ **Rural Development which includes :**

- Social mobilization to enable rural communities to take initiatives;
- Access to resourced social facilities
- Non-farm activities for strengthening of rural livelihoods.
- Democratization of rural development, participation and ownership of all processes, projects and programmes.
- Co-ordination, alignment and cooperative governance.
- Social cohesion and access to human and social capital.
- Improvement of existing and development of new infrastructure in rural areas.
- Support to commercial agriculture.
- Support development of rural villages only in areas that can support sustainability and access to infrastructure.

▣ **Land Reform** through restitution, tenure reform and the redistribution programmes, to include :

- Expediting Land Redistribution
- Increasing the pace of Land Tenure Reform
- Expediting the pace of settling outstanding Land Restitution Claims
- Provide effective support to all land reform programmes through Land Planning Information.

▣ **Sarah Baartman District Municipality Rural Development Plan (SBDM RDP)**

The Sarah Baartman District Municipality (SBDM) is in a process to finalise a Rural Development Plan (RDP) to guide and inform rural development strategies and stimulate rural growth in the District.

The main objective of the rural development plan is to guide investment and development in primarily the rural areas of the Sarah Baartman District (SBD). The RDP should be aligned with existing National Provincial and Municipal plans and programs to ensure co-ordinated and sustainable development.

The RDP will, furthermore, promote the need for intensified government and private investment, and intervention leading to change in the livelihoods of rural communities. This will ensure the inclusion of rural areas in the spatial planning and land development.

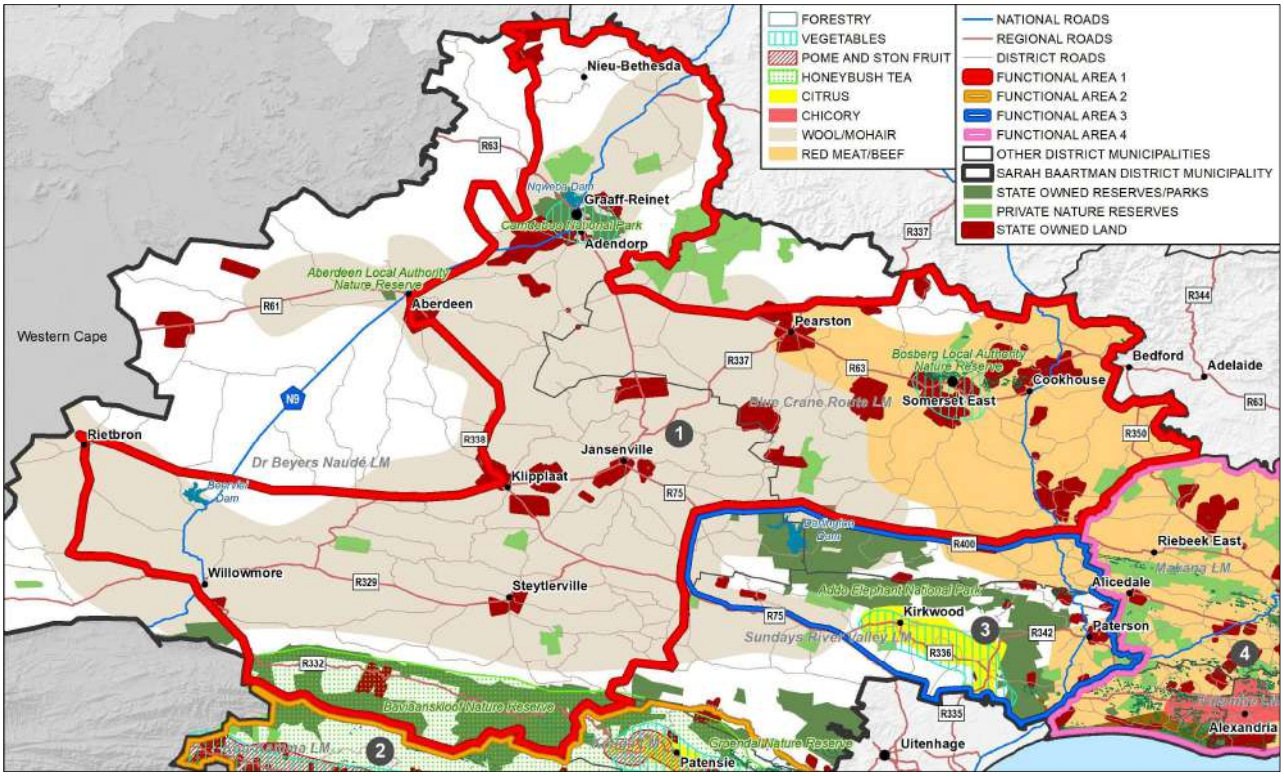
Considering the elements in the local municipal vision statements which are applicable to rural development, the vision of the SBDM RDP was formulated as follows :

> "*The creation of equitable vibrant and sustainable rural communities with emphasis on poverty alleviation, service delivery, economic development and protection of the environment*".

⇨ *Functional Areas*

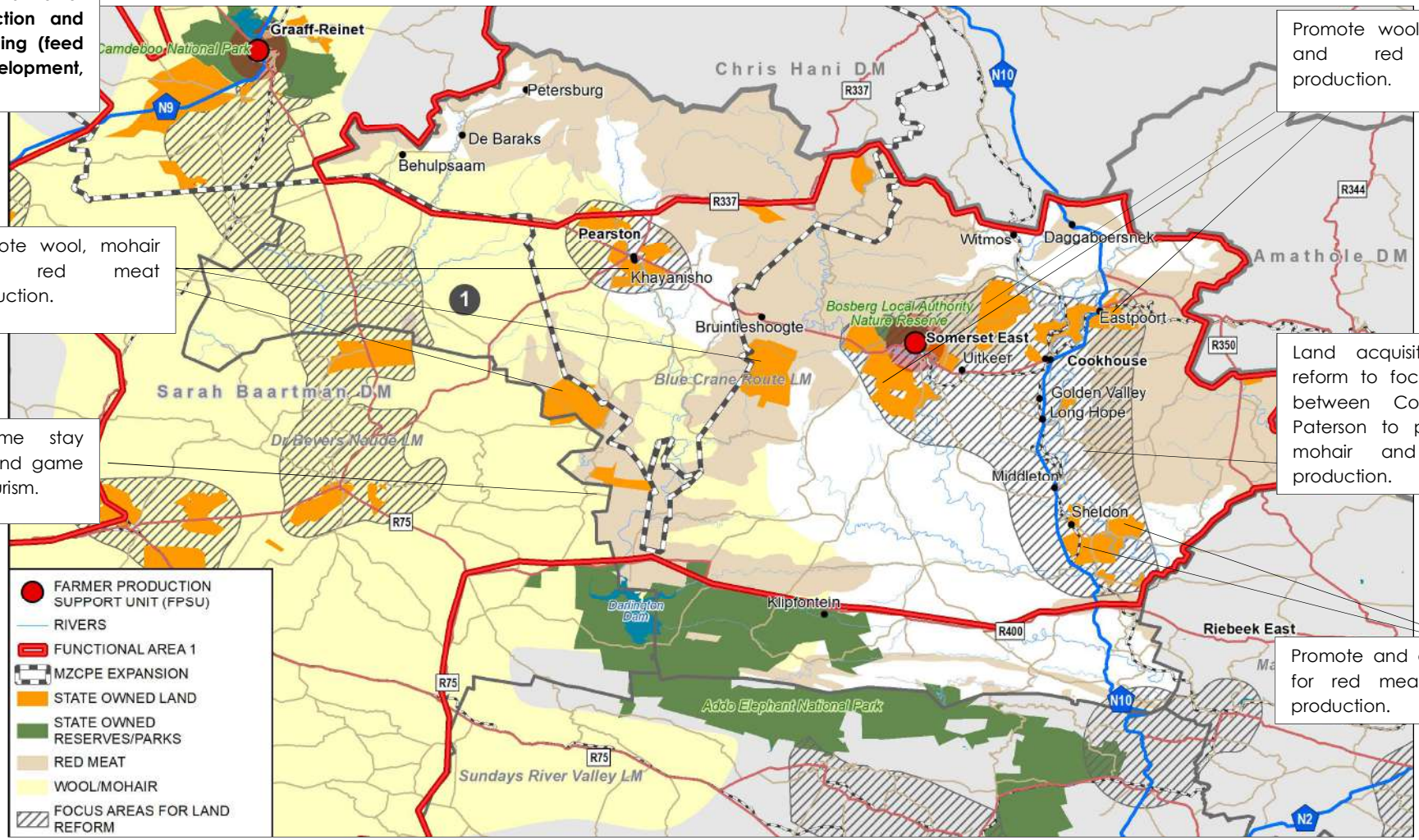
The RDP introduces 4 Functional Regions (FR) within the Sarah Baartman district.

The demarcation of the boundary of Function Regions in the District is based on the economic sectors with the highest potential for growth and expansion, their relevant linkages and influence on the total environment; being social, economic and physical.



Functional Region 1 – Northern Region

Utilise and revive farms for red meat production and related crop farming (feed lots, genetic development, etc.



Promote wool, mohair and red meat production.

Promote wool, mohair and red meat production.

Promote home stay eco-tourism and game farming for tourism.

Land acquisition for land reform to focus on corridor between Cookhouse and Paterson to promote wool, mohair and red meat production.

Promote and develop land for red meat and wool production.

Map 46 : BCR RIA : Strategic Intervention Project – Land Reform, Agrarian Reform, Food Security ***Source :*** UDEC GIS

5.0 Spatial Strategies

5.1 Development Objectives & Spatial Implications

In order to achieve the spatial vision and implement the spatial concept for the greater Blue Crane Route on an urban and rural level, the following development objectives and spatial implications will guide the spatial strategies for the individual urban areas and rural hinterland. The development priorities are aligned with KPAs of the Blue Crane Route IDP 2022 -2027

SDF Strategic Theme	Development Objectives and Spatial Implications
Development Priority : Basic Service Delivery and Infrastructure Development	• To provide basic services and infrastructure to all the communities within the Blue Crane Route Municipality. • To manage the provision of bulk water supply, sewer treatment, road maintenance, electricity supply based on existing strategies and programmes. • To implement and manage a well-functioning Project Management Office (PMO) to co-ordinate all Sector Plans and programmes, including National, Provincial and District initiatives and priorities. • To prepare a comprehensive Infrastructure Master Plan (water, sewerage, electricity and waste management). • To prepare a transportation management plan. • To identify areas for future development, confirm the urban edge and identify areas for intensification and high densities to inform infrastructure provision and long term bulk planning. • To refine Development Levy Policy and Calculator through a By-law. • To develop a Municipal Transport Master Plan.
Development Priority : Community and Social Development	• To assess social facilities and identify areas of highest need. • To provide social facilities based on CSIR standards, within walking distances and accessible to the target communities. • Ensure that all new development (greenfields) confirm to CSIR community facility thresholds.
Development Priority : Local Economic Development and Rural Development	• To promote opportunities for small business, SMME investment and informal trade. • To create a conducive environment within the land use management system, stimulating investment and economic growth. • To identify specific precincts or economic investment areas, i.e. Aeroville, New Brighton. • To develop an Investment and Incentive Strategy for developers, investors and PPP's. • To ensure land availability for industrial and mixed use investment and development. • To revise the Municipal Local Economic Development strategy and ensure alignment with IDP and SDF priorities and objectives. • To support and implement the principles of the Eastern Cape Biodiversity Sector Plan (under review). • To promote growth and expansion of existing eco-tourism industry and game farm / hunting industry. • To compile an environmental management plan for the Blue Crane Route Municipality. • To explore the possibilities and secondary industries to the game farming and eco-tourism industry for possible mixed use and industrial development within Somerset East. • To prepare a tourism strategy and implementation master plan. • To confirm nodal functions of rural villages and sustainability of further investment within the rural area. • To confirm and plan for human settlement needs and demand in a sustainable manner. • To ensure infrastructure maintenance and district linkages. • To implement and align with the Provincial Rural Development Plan and the Sarah Baartman DM Rural Development Plan proposals, strategies and initiatives. • To support the sustainable land reform programmes and projects. • To support and prioritise farm worker accommodation and rural livelihood areas. • To explore options of PPP with farming and eco-tourism industry.

SDF Strategic Theme	Development Objectives and Spatial Implications
Development Priority : Institutional Development and Financial Management **Development Priority :** Good Governance and Public Participation	• To ensure implementation of the Blue Crane Route Spatial Planning & Land Use Management By-laws. • To update and maintain SPLUMA land use management system, i.e. Spatial Development Frameworks, Land Use Scheme, Municipal Planning Tribunal, Appeal Authority and ongoing policy formulation. • To improve and expand institutional capacity of the planning office, with specific reference to land use management control and GIS. • To actively participate in District and Provincial planning, land use management and institutional platforms. • To implement and manage a well-functioning Project Management Office (PMO) to co-ordinate all Sector Plans and programmes, including National, Provincial and District initiatives and priorities. • To ensure SPLUMA implementation and SDF revision aligned with local and district IDP initiatives, on an annual basis. • To implement mechanisms and support structures to expedite land use change applications. • To ensure a well-functioning MPT, AO and Appeals Authority. • To identify and formulate policies and procedures that would support the land use management function. • To align organisational structures of planning functions with National directives. • To ensure compliance of IDP vision and Sector Plan alignment with National guidelines and requirements. • To fast track and prioritise land development applications and building plan process.
Development Priority : Human Settlement Management	• To implement the core principles of SPLUMA, the National Development Plan and the Provincial Spatial Development Framework. • To promote the function of Somerset East as a primary node in the district and within the Province. • To prioritise nodal and corridor development as a catalyst for investment and development. • To strengthen the Somerset East CBD through the promotion of higher densities and mixed use. • To acknowledge the importance of key economic role players.. • To identify specific precincts for urban regeneration and intervention to stimulate economic development and investment. • To proactively plan for human settlement development and investment for subsidised, medium and high income residential typologies. • To identify key structuring elements and investment partners to stimulate development and investment. • To align transportation development strategy with urban form to alleviate traffic issues and improve ease of trade. • To align urban development and urban investment with Municipal IDP infrastructure investment programmes, especially water, sanitation, electricity and roads. • To include revision of Capital Expenditure Framework as part of the IDP / SDF review cycle. • To confirm the urban edge and consider interaction between urban agriculture, communal grazing and future expansion and development areas. • To assess the nodal functionality and importance of rural nodes. • To align subsidised human settlement project with SDF implementation. • To confirm and implement accurate housing demand database. • To ensure flexible SDF land use guidelines to promote development and investment, within specific parameters. • To develop and implement an Aesthetic and Heritage Management By-law. • To implement a Land Release Strategy to stimulate economic development.

5.2 Structuring Elements

Structuring elements are spatial tools and concepts required to achieve specific development objectives. Management and implementation intensity of these structuring elements are tools for redevelopment and development implementation. Structuring elements should operate at a variety of levels and scales on an urban and rural level.

The following structuring elements are relevant to the study area, informing the Spatial Development Framework:

- Nodes and Settlements
- Access, Corridors and Movement Routes
- Conservation , Open Space and Heritage
- Infill and Densification
- Urban Edge and Containment
- Industrial Development
- Tourism
- Infrastructure
- Economic Catalyst and Special Development Zones

5.3 Rural Development

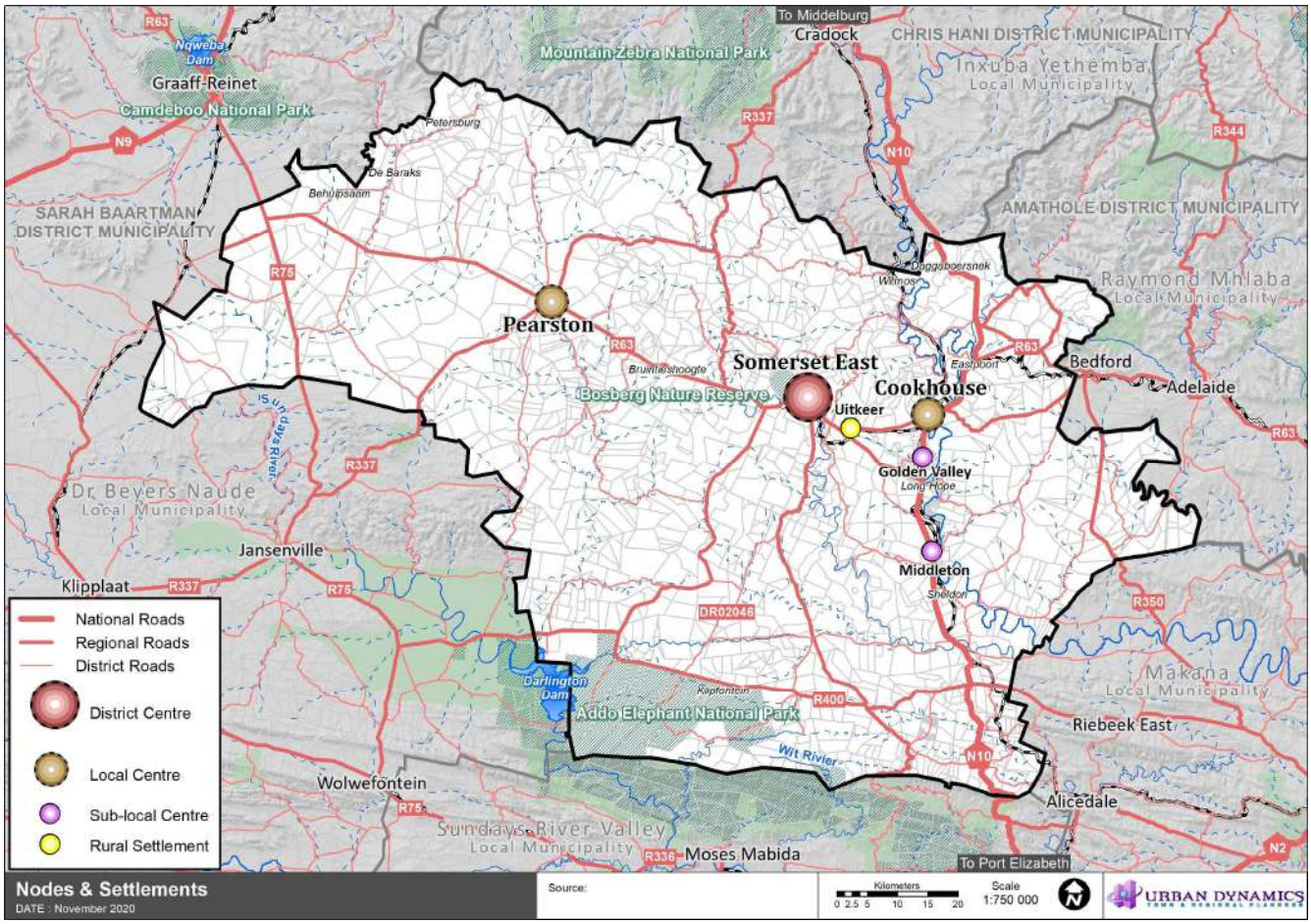
5.3.1 Nodes & Settlements

▣ **Objective**

The identification and classification of nodes and settlements within the Municipal planning context is important and a mechanism to identify areas where higher intensity land uses and activities should be supported and promoted. Nodal development and containment improves efficiency as it provides easy access to services and provides thresholds for a variety of uses and transport services. Nodal classification reflects the different levels of investment, promotion and support the strengthening of inter linking corridors and networks. Nodal development should represent service delivery to the rural areas and smaller rural settlements generally support the rural population, economy and agriculture.

▣ **Strategies**

- The Draft Eastern Cape Provincial Spatial Development Plan makes significant proposals relevant to the nodal and settlement classification with the introduction of Future Metro Regions (FMR) and a revised settlements classification.
- The implication for Blue Crane Route Municipality is that Somerset East is classified as a local centre and Cookhouse and Pearston as a sub-local centre.
- The Provincial SDF is silent on classification of smaller rural nodes within Blue Crane Route.



Map 47 : Nodes & Settlements

Nodal Classification	Node	Population (2011)	Functional Strategy
Local Centre	**Somerset East**		• Cookhouse currently fulfils a service function for the immediate surrounding hinterland with limited opportunities for expansion and stronger services. • Local Centres have smaller administrative, financial and service functions though it supports strong residential components. • Service delivery to the surrounding rural areas and agriculture industry play an important role. • Investment and development of Local Centres should be considered and aimed at provision of basic services and infrastructure to its residents. • Expansion of support function to the eco-tourism industry and game farming.

Nodal Classification	Node	Population (2011)	Functional Strategy
Sub-Local Centre	**Pearston**		• Pearston as sub local centres with strategic significance within the rural area. • Importance of formalisation and infrastructure provision for these nodes in order to promote rural access, accommodation, local economic development and job creation. • It is acknowledged that the rural nodes can fulfil an important function in rural upliftment and rural livelihood areas. • Future expansion in the rural areas should be confined to these nodes, but should be carefully assessed and investigated prior to expansion and investment. • Sustainability of bulk services should be a key considering factor, prior to further expansion and growth. • Support towards implementation of SBDM Rural Development Plan strategies.
Rural Settlements			• Acknowledge the importance of the rural villages as rural hubs in support of agriculture. • Limited rural function with restricted options for growth.

The small rural hamlets of Golden Valley Middelton are ignored in the classification criteria of the ECPDP. Notwithstanding this, these villages are identified as Rural Settlements and adopt the same criteria as those in settlements in the ECPSDP.

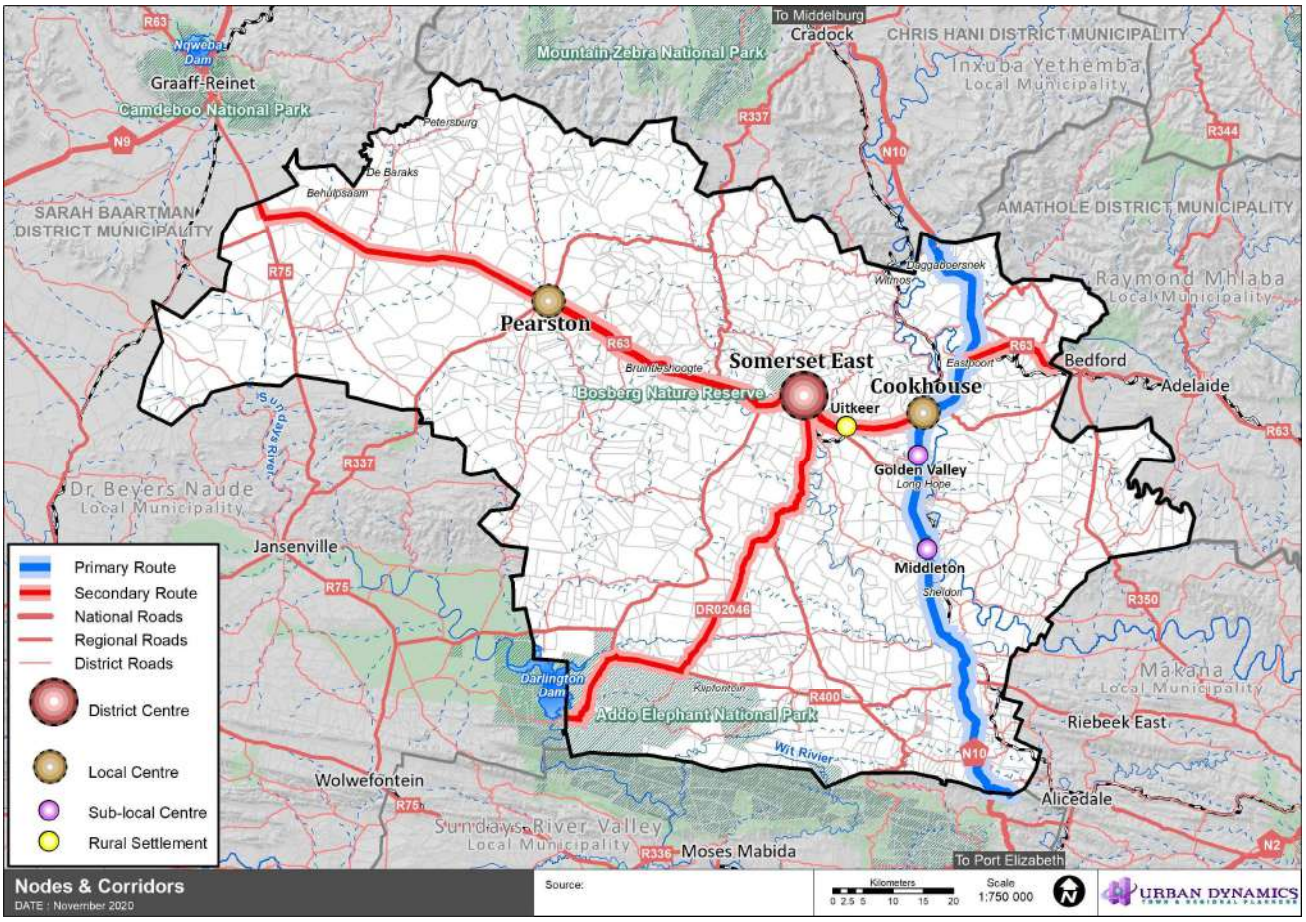
5.3.2 Movement Routes

▣ **Objective**

Movement routes and corridors represent linkages between nodes and activity areas and provide critical support for economic development, rural sustainability and growth. Accessibility to nodes and rural activity further supports the agricultural industry and eco-tourism opportunities with direct and indirect support of nodal growth.

▣ **Strategies**

- The maintenance and integrity of regional access and local distributors should be prioritised to maintain rural development and municipal accessibility.
- Regional access and road surface quality promotes eco-tourism, rural development and urban local economic growth.
- Economic growth and support of Somerset East and local centres are heavily dependent on accessibility and quality of access.



Map 48 : Corridors

5.3.3 Conservation

▣ **Objective**

The protection of agricultural land, wetlands, ecological corridors, heritage resources and scenic landscapes are key building blocks for rural sustainability and growth in the district. Conservation of critical biodiversity areas are prioritised on National and Provincial level and should inform all rural land use decision making.

▣ **Strategies**

- Promote the protection the critical biodiversity areas (biodiversity land management classes and aquatic biodiversity land management classes) as per the Eastern Cape Biodiversity Conservation Plan.
- Implement land use management guidelines as per the ECBCP, with specific reference to CBA's, natural landscapes, riverine, wetland and estuary buffers.
- Implement environmental protection based on ECBCP guidelines and land use management classes.
- Acknowledge the importance of agriculture and eco-tourism as a primary economic activity within the Blue Crane Route municipal area.
- Acknowledge the importance and implement conservation goals to ensure sustainable rural development and employment.
- Protect agriculture resources and soils to ensure ongoing agriculture productivity and future expansion.
- Support District and Provincial agriculture support programmes and rural livelihoods development initiatives, including land reform.
- Formulate and implement a comprehensive Environmental Management Plan and Strategy.

⇨ *Eastern Cape Biodiversity Conservation Plan (2007)*

The Eastern Cape Biodiversity Conservation Plan (ECBCP) addresses the urgent need to identify and map critical biodiversity areas and priorities for conservation in the Eastern Cape Province. It also provides land use planning guidelines, recommending biodiversity friendly activities in priority areas. Critical Biodiversity Areas (CBA's) are terrestrial and aquatic features in the land scape that are critical for conserving biodiversity and maintaining eco system functioning.

The ECBCP land use guidelines are based on 10 principles:

- Avoid land use that results in vegetation loss in critical biodiversity areas.
- Maintain large intact natural patches – try to minimize habitat fragmentation in critical biodiversity areas.
- Maintain landscape connections (ecological corridors) that connect critical biodiversity areas.
- Maintain ecological processes at all scales, and avoid or compensate for any effects of land uses on ecological processes.
- Plan for long-term change and unexpected events, in particular those predicted for global climate change.
- Plan for cumulative impacts and knock-on effects.
- Minimize the introduction and spread of non-native species.
- Minimize land use types that reduce ecological resilience (ability to adapt to change), particularly at the level of water catchments.
- Implement land use and land management practices that are compatible with the natural potential of the area.
- Balance opportunity for human and economic development with the requirements for biodiversity persistence.

➢ Biodiversity Land Management Classes

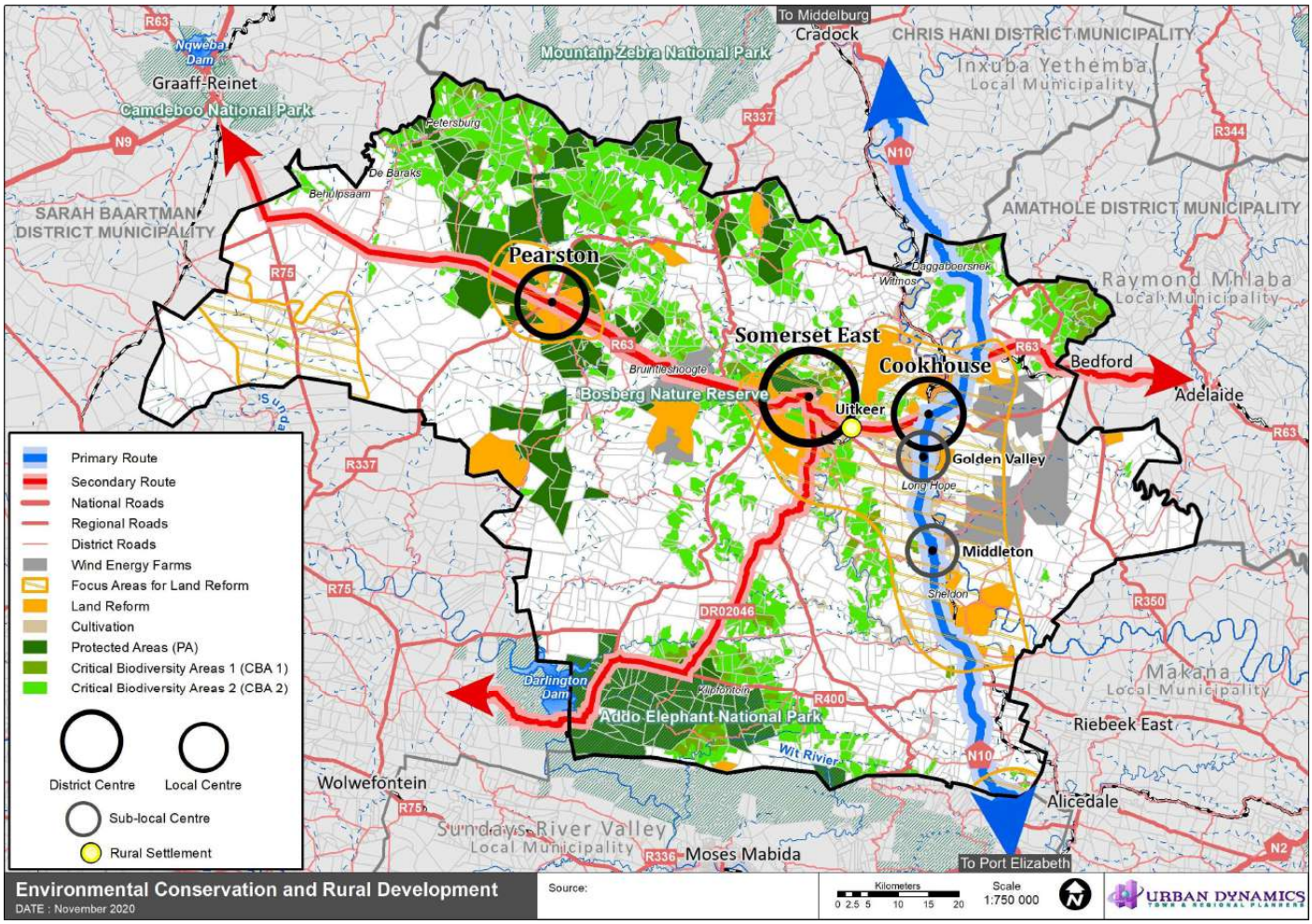
The ECBCP has developed four terrestrial Biodiversity Land Management Classes (BLMCs), which result from grouping the various terrestrial CBAs, and two aquatic BLMCs (ABLMCs), which result from grouping the various aquatic CBAs. This grouping is set out in the table.

➢ Terrestrial Critical Biodiversity Areas (TCBA)

A decision to approve a land use change should be guided by the objective of the BLMC for that land. In the same way, forward planning in an area should also be guided by the objectives of the BLMCs for that area.

Biodiversity Areas	BLMC's	Recommended Land Use Objective
Protected Areas **CBA 1 (not degraded)**	**BLMC 1 :** Natural Landscapes	*Maintain biodiversity in as natural state as possible. Manage for no biodiversity loss.*
CBA 1 (not degraded) **CBA 2**	**BLMC 2 :** Near-natural Landscapes	*Maintain biodiversity in near natural state with minimal loss of ecosystem integrity. No transformation of natural habitat should be permitted.*
Other Natural Areas	**BLMC 3 :** Functional Landscapes	*Manage for sustainable development, keeping natural habitat intact in wetlands (including wetland buffers) and riparian zones. Environmental authorisations should support ecosystem integrity.*
Transformed Areas	**BLMC 4 :** Transformed Landscapes	*Manage for sustainable development.*

Table 20 : Terrestrial BLMC's and Land Use Objectives



Map 49 : Eastern Cape Biodiversity Conservation Plan

To further guide land use decision-making, the ECBCP recommends permissible land use types for each terrestrial BLMC, based on the impact of these land uses on biodiversity. It should be noted that this list does not include every possible form of land use. Even within a land use type, there are variations in the intensity and impact on biodiversity, and these too cannot be included here. These guidelines are not able to provide this level of detail, but instead provide a broad framework to assess proposals for land use change.

Land Use	Biodiversity Land Management Class			
	BLMC 1	BLMC 2	BLMC 3	BLMC 4
Conservation	Yes	Yes	Yes	Yes
Game Farming	No	Yes	Yes	Yes
Communal Livestock	No	Yes	Yes	Yes
Commercial Livestock Ranching	No	No	Yes	Yes
Dry Land Cropping	No	No	Conditional	Yes
Irrigated Cropping	No	No	Conditional	Yes
Dairy Farming	No	No	Conditional	Yes
Timber	No	No	Conditional	Yes
Settlement	No	No	Conditional	Yes

Table 21 : Recommended Permissible Land Uses for Terrestrial BLMC's

To provide a finer level of detail, the ECBCP suggests acceptable, unacceptable and conditional forms of land use for each BLMC, and hence for each of the CBAs linked to that BLMC.

CBA Map Category	Protected Areas		Critical Biodiversity Area 1	Critical Biodiversity Area 2	Other Natural Areas	Areas with No Natural Habitat
BLMC	**1**	**1**	**1**	**2**	**3**	**4**
Conservation	Yes	Yes	Yes	Yes	Yes	Yes
Game Farming	No	Conditional	Conditional	Yes	Yes	Yes
Communal Livestock	No	No	No	Yes	Yes	Yes
Commercial Livestock	No	No	No	No	Yes	Yes
Dry Land Cropping	No	No	No	No	Conditional	Yes
Irrigated Cropping	No	No	No	No	Conditional	Yes
Dairy Farming	No	No	No	No	Conditional	Yes
Timber	No	No	No	No	Conditional	Yes
Settlement	No	No	No	No	Conditional	Yes

Table 22 : Recommended Permissible Land Uses for Terrestrial CBA's and BLMC's

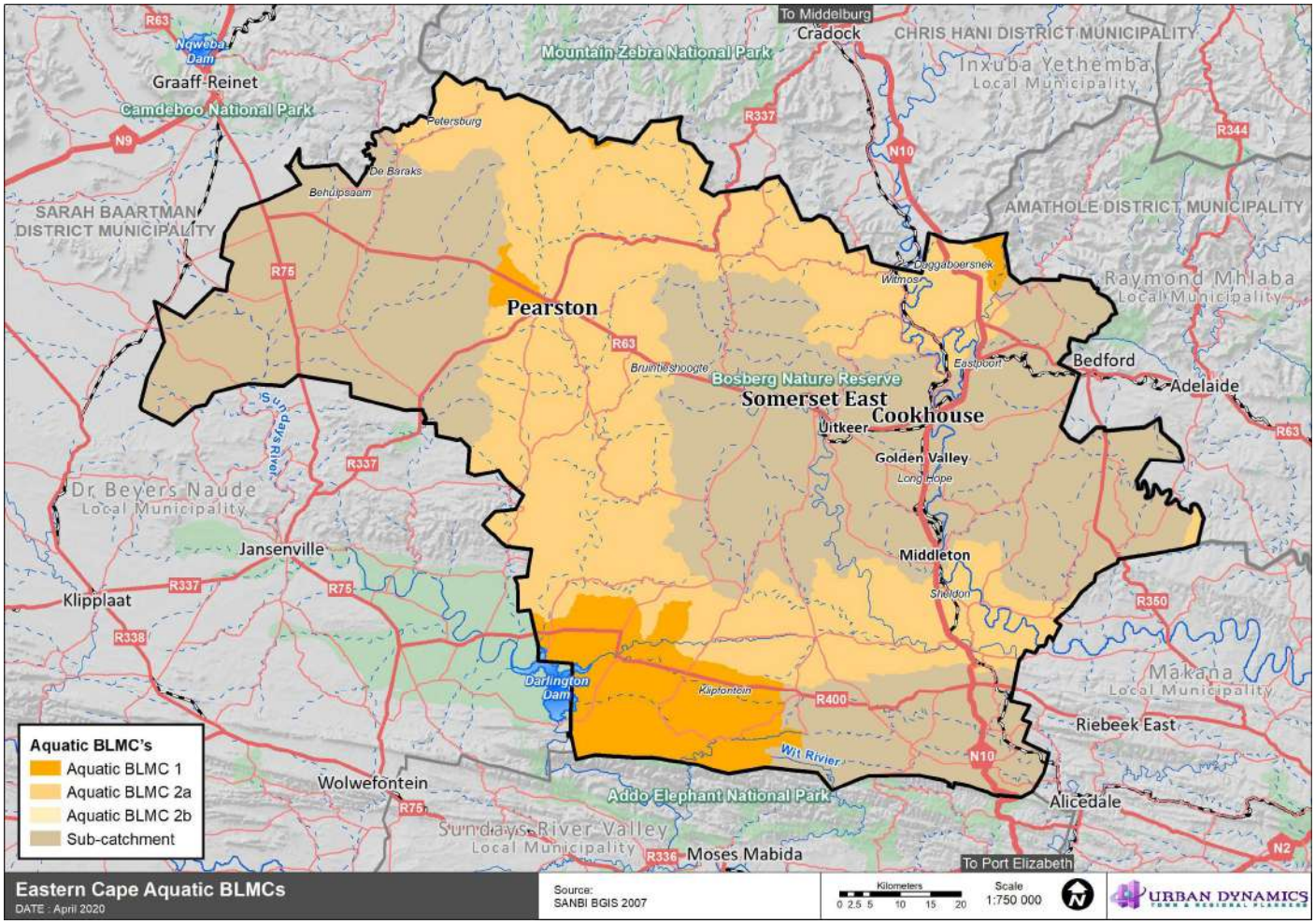
- Aquatic Ecosystems

Land-use planning needs to take into account the linkages between catchments, important rivers and sensitive estuaries.

The ECBCP recommends limits (thresholds) to the total amount of land transformation that should be allowed in an ABLMC 1 and 2, if biodiversity is to be conserved. The goal is to maintain sufficiently large intact and well-connected habitat patches in each sub-quaternary catchment, to prevent the consequences outlined above.

ABLMC	Description of CBAs	ABLMC Transformation Threshold
ABLMC 1	Critically important river sub-catchments; Priority primary catchments for E1 estuaries	*Less than 10 % of total area of sub-quaternary catchment*
ABLMC 2a	Important sub-catchments, Primary catchment management areas for E2 estuaries.	*Less than 15 % of total area of sub-quaternary catchment*
ABLMC 2b	Catchments of free flowing rivers important for fish migration	*Less than 20 % of total area of sub-quaternary catchment*

Table 23 : Suggested Transformation Thresholds



Map 50 : Eastern Cape Aquatic BLMC's

◇ Guidelines for Riverine, Wetland and Estuarine Buffers

Until national guidelines for riverine, wetland and estuarine buffers are established, the guidelines set out in this section should be applied.

River Criterion Used	Buffer Width (m)	Rationale
Mountain streams and upper foothills of all 1:500 000 rivers	50	*These longitudinal zones generally have more confined riparian zones than lower foothills and lowland rivers and are generally less threatened by agricultural practices.*
Lower foothills and lowland rivers of all 1:500 000 rivers	100	*These longitudinal zones generally have less confined riparian zones than mountain streams and upper foothills and are generally more threatened by agricultural practices. These larger buffers are particularly important to lower the amount of crop-spray reaching the river.*
All remaining 1:50 000 streams	32	*Generally smaller upland streams corresponding to mountain streams and upper foothills, smaller than those designated in the 1:500 000 rivers layer. They are assigned the riparian buffer required under South African legislation.*

Table 24 : Suggested Transformation Thresholds

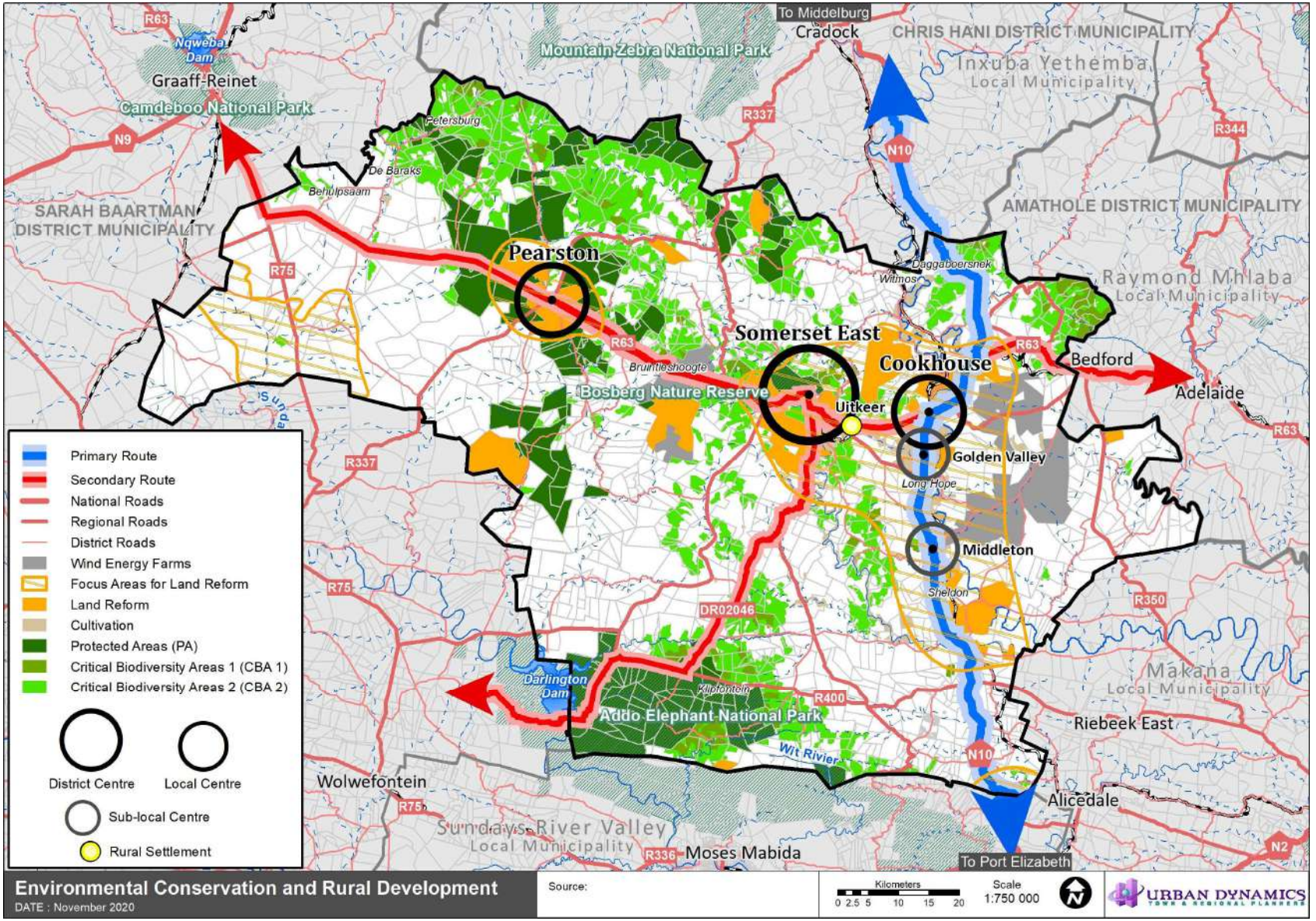
5.3.4 Economic Catalyst & Priority Growth Areas

▣ **Objective**

Areas for special growth should be based on agreed principles and direct budget allocation and future priority spending. Development of the rural hinterland should concentrate on competitive advantages, with specific reference to the provision of support infrastructure for the agriculture, tourism and rural settlement support. This should include strengthening of land reform.

▣ **Strategies**

- Support and promote government programmes and projects relating to service delivery, housing and local economic development support.
- Acknowledge the importance of District, Provincial and National funding streams for livelihood improvement and local economic development.
- Promote private sector investment and support of the extended public works programme.
- Support the eco-tourism industry and game farming initiatives.
- Development of rural nodes.
- Support land reform and local economic development opportunities in areas of higher agriculture potential, generally south of the N2.
- Implement ongoing commonage expansion programme, especially in the rural nodes.
- Implement and promote the principles of the Eastern Cape Biodiversity Conservation Plan.
- Support retention of farm labourer accommodation and implement the relevant policies in the Blue Crane Route Zoning Scheme.
- Contain urban development and uses not compatible with the rural character within identified urban edges.
- Promote and support resort and tourism accommodation initiatives in support of the eco-tourism sector.
- All development to be subject to the National Environmental Management Act and its regulations, with specific reference to listed activities.
- Maintain rural access, infrastructure, safety and security.
- Support the SBDM RDP priorities and implementation framework.



Map 51 : Economic Catalyst & Priority Growth Areas

5.3.5 Rural Land Use Management Guidelines

The following Land Use Management Guidelines apply to all areas outside the urban edges, as determined. The Land Use Management Guidelines should be read with the Blue Crane Route Land Use Scheme and supporting documentation.

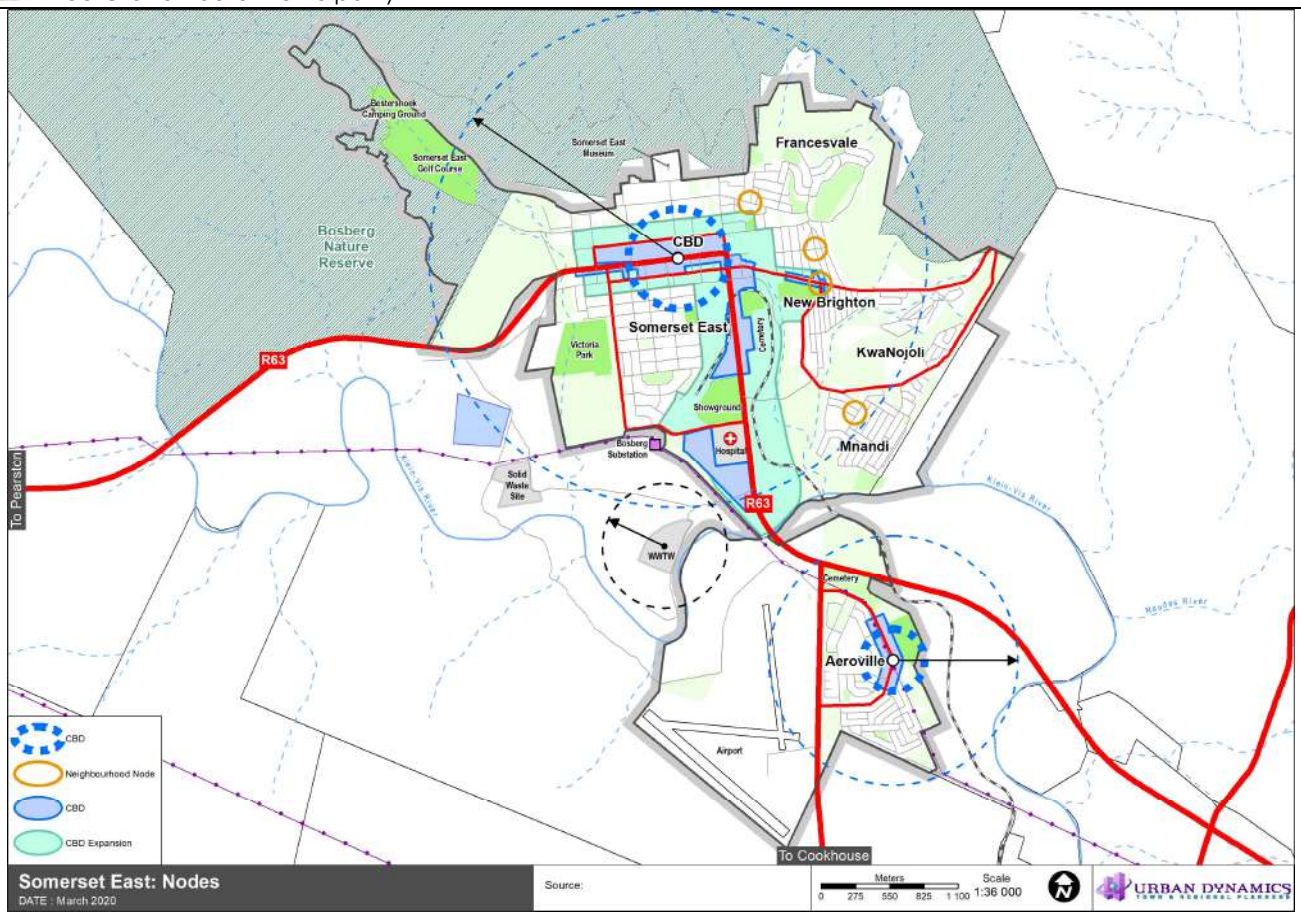
Land Use Category	Land Use Management Guidelines
Rural Land Use Change	• Development in the rural area should not : - Have a significant negative impact on biodiversity. - Lead to the loss or alienation of agricultural land or has a cumulative impact there upon. - Compromise existing or potential farming activities. - Compromise the current and future possible use of mineral resources. - Be inconsistent with the cultural and scenic landscape within which it is situated. - Involve extensions to the municipality's reticulation networks. - Impose real costs or risks to the municipality delivering on their mandate. - Infringe on the authenticity of the rural landscape.
Urban Edge & Limited Development Area (LDA)	• Urban development should be contained within the urban edge as delineated and expansion outside the urban edge should not be permitted. • Rural development outside the urban edge should be of a low density with minimal or no impact on the rural character, eco-tourism and agricultural activities. • Rural development should generally be limited to activities that are directly related to agricultural activity, service trades providing infrastructure and services to the rural communities, tourism, conservation and resort facilities in support of the rural economy. • Development outside the urban edge should be carefully considered and should be subject to the National Environmental Management Act processes and procedures, approval for land use change by the Department Of Agriculture Land Reform and Rural Development and other departmental approvals, as the case may be. • Development adjacent to and outside the delineated urban edge can be permitted to support the urban areas and provide for development of an urban / rural nature. • These Limited Development Areas (LDA's) are generally situated adjacent to or within 2km of the urban edge and should be subject to detailed assessment with no obligation on the Municipality to provide services. • Development of LDA's (maximum 2 units / ha), as indicated above, would generally relate to low to medium density residential estates, agriculture smallholdings, social and support facilities, infrastructure facilities, and mining.
Conservation	• The rural conservation should be managed and implemented based on the Land Use Management Guidelines introduced by the Eastern Cape Biodiversity Conservation Plan. • Accommodation facilities should be supported in areas where this specifically relates to conservation, nature reserve or eco-tourism areas. Scale, rooms and development footprint should be carefully considered based on the associated rural activity and environmental specialist assessment.
Agriculture & Subdivision	• The main objective of delineation of the urban edge is to differentiate between high impact urban development and rural and agriculture conservation. • The main objective of the rural land use management principles should be to minimise impact on agricultural productivity and avoid subdivision of agricultural land, in support of the Department Of Agriculture Land Reform and Rural Development subdivision policy. • Subdivisions should not be considered without prior consent from the Department of Agriculture in terms of the Subdivision of Agricultural Land Act. • Applications for subdivision of agricultural land should generally be accompanied and supported by a specialist assessment confirming agricultural sustainability, soil quality and support from the Department Of Agriculture Land Reform and Rural Development. • Small scale farming should only be established after consultation with the Department of Agriculture and on land portions with adequate carrying capacity, based on stock units.

Land Use Category	Land Use Management Guidelines
	• Small scale farming should be encouraged and developed in close proximity to urban areas through expansion of the commonage and in support of job creation and rural development economy. • Small scale farming within the urban edge and the urban periphery should be carefully considered based on scarce resources and land availability for future urban development and expansion. • Small scale farming with a residential component should not be established where such a settlement will create a new town or rural node.
Rural Accommodation	⇨ *Agricultural Worker Accommodation* • The objective is to make provision for accommodation of agricultural workers and managers on a farm unit. • The worker accommodation should be directly related to the main farming activity and operation. • Implementation of farm worker accommodation subject to the Blue Crane Route Municipality ILUS regulations. • Farm worker accommodation to be provided with required infrastructure services and subject to environmental impact assessment processes. • Supporting non-residential social facilities in support of the worker accommodation can be permitted
	⇨ *Tourist Accommodation* • Recognising the potential for rural, LED and tourism development, tourist accommodation in a rural area should be supported in principle. • Accommodation should be on a short term basis and facilities should not be alienated through subdivision, share block or sectional title. • Infrastructure to be provided in accordance with Municipal standards and to the cost of the land owners / developer. • Tourist accommodation scale and number of units to be carefully considered based on support activities and natural or conservation base. • Tourist accommodation includes guest house, tourist facilities and other consent uses as permitted in the Blue Crane Route Municipality ILUS agricultural zones. • Tourist accommodation could include ancillary services normally associated and reasonably related to resorts, eco-tourism accommodation or lodges, i.e. lecture rooms, restaurants, tourist shop, conference facilities, wellness centres and other uses.
	⇨ *Rural Estates / Resorts* • Residential or rural estate development outside the urban edge should be minimised and carefully considered on a case-by-case basis. • The Department of Agriculture approval and environmental approval should be obtained prior to Municipal assessment of relevant applications. • Estates or resorts in the rural areas should be of a small scale at a density of not more than 1 unit per 10 ha, to a maximum of 50 units. • Rural estates should have minimal or no impact on agriculture, rural character and conservation.
Renewable Energy	• Renewable energy structures (wind, solar, hydro) are generally located in the rural area outside the urban edge. • Assessment of renewable energy structures should be based on specialist studies as required by the National Environmental Management Act, Department of Agriculture, Department of Energy, Civil Aviation Authority and other licensing authorities. • Visual impact and public perception are important criteria for renewable energy implementation. • Subdivision of agricultural land should be discouraged. • Location of renewable energy facilities should be guided by specialist input, grid connection, opportunities and detailed micro siting through specialist studies. • Decisions by the Blue Crane Route Municipality on renewable energy facilities should only be considered after all parallel approvals have been obtained from various departments and consent authorities. • Renewable energy structures to be permitted as a consent use on agriculture zoned land, as per the Blue Crane Route Municipality ILUS.
Land Reform	• The specific nature of land reform projects can include communal farming, small scale farming and on-farm accommodation by beneficiaries. • Land reform projects to be carefully considered and co-ordinated through the Department of Agriculture, Land Reform & Rural Development.

Land Use Category	Land Use Management Guidelines
	• Land allocation and agricultural sustainability should be based on detailed agriculture potential assessment through the Department. • Land reform initiatives within identified focus areas and in support of the SBDM RDP should be supported by the Blue Crane Route Municipality.
Industry & Mining	• Industries that are not directly related to a source (mining operations, burrow pits) and the specific farming operation should be located within the delineated urban edge and urban areas. • Mining activities are resource based and should be accommodated subject to prospecting and mining permits. • Activities generally associated with the mining operation will be located at the mine or source of extraction. • Industry in the rural area should not adversely affect the agricultural potential of the area and should minimise impact on rural character, conservation and tourism. • Rural industry should be directly related to the main farming activity and in support of rural service functions.

5.4 The Somerset East Local Centre

Nodal Classification	Node	Population (2011)	Functional Strategy
Local Centre	Somerset East	25 320	• Objective to provide extended administrative and district support function. • Future increased residential densification and residential migration function. • Primary support function to the secondary nodes and gateway to the hinterland and coastal area. • Future growth and investment should be prioritised in the primary nodes based on the potential to support local economic development, housing, job creation and sustainable infrastructure delivery. • Expand and grow the opportunity of Somerset East as a Tourist Town.



Map 52 : Somerset East : Nodes

5.4.1 Nodes

▣ Objective

To strengthen existing and proposed mixed use nodes and improve service delivery, stimulate economic growth within a demarcated area, providing services and job creation opportunities to surrounding urban areas.

▣ Strategies

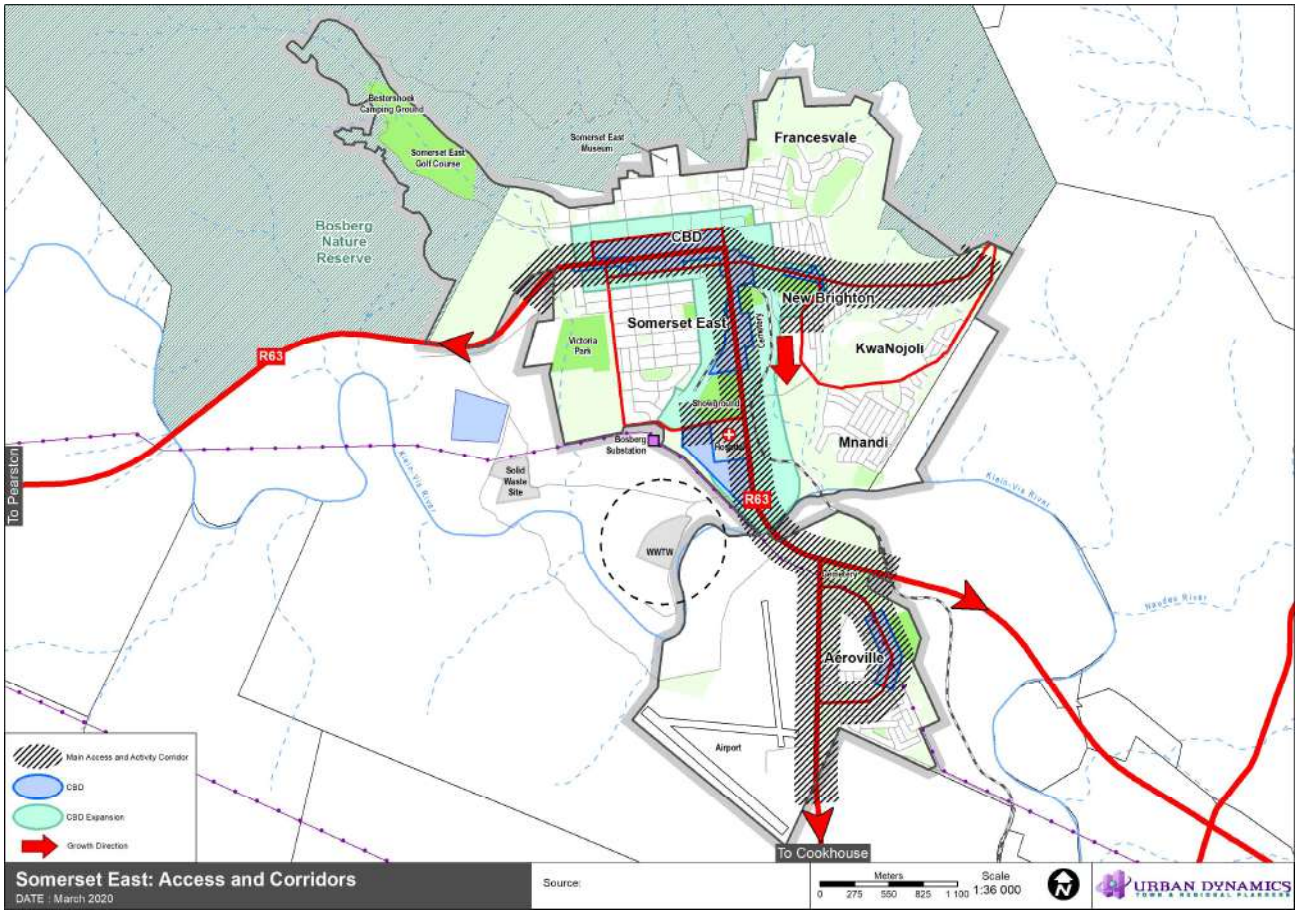
- Acknowledge the existing Blue Crane Route Central Business District, along as the key economic and services hub.
- Promote higher densities and mixed use development within the demarcated CBD area.
- Acknowledge the Somerset East CBD as a special development zone and possible further development of development incentives and a rates rebate area.
- Future development to carefully consider identified land use zones and demarcation as per the Spatial Development Framework's CBD Strategy.
- Traffic movement and traffic management to be implemented based on the Traffic Management Plan, with specific reference to movement routes, parking and traffic impact areas.
- Develop the Somerset East CBD as a multi-functional services hub, providing social services, government services and mixed use facilities within walking distance from the surrounding residential areas.
- Development of this multi-functional business district will enhance integration and provide services and facilities to undeveloped Aeroville.
- Promote integration and corridor development along Beaufort Street extension.
- The objective of these nodes should be to provide services and facilities for through traffic.

- Land use in the Gateway nodes to include, but not limited to, petrol filling stations, service centres, light industrial, commercial, manufacturing and uses associated with the transport industry.
- Careful consideration to the economic impact of development of these nodes on the Somerset East CBD should be prioritised and individual applications to be considered on an ad-hoc basis.
- Smaller neighbourhood business opportunities and neighbourhood nodes have been established throughout most of the Somerset East area and these opportunities should be supported, with emphasis on walking distance and the provision of basic services to the immediate surrounding communities.
- Re-development of open and under-utilised space in Somerset East to be used to strengthen township economy and SMME development.
- Further expansion of small nodes to be carefully considered and impact on the surrounding residential areas evaluated on an ad-hoc basis.
- Larger commercial development should be contained within the nodes.

5.4.2 Access & Corridors

▣ **Objective**

To strengthen main movement corridors and access to ensure integration between Somerset East. Cookhouse and Pearston and improve accessibility through mixed use development along main access routes and mobility corridors, specifically relating to internal access roads and pedestrian linkages within the Somerset East CBD and the east / west corridor between the identified CBD's and gateway nodes.



Map 53 : Somerset East : Access & Corridors

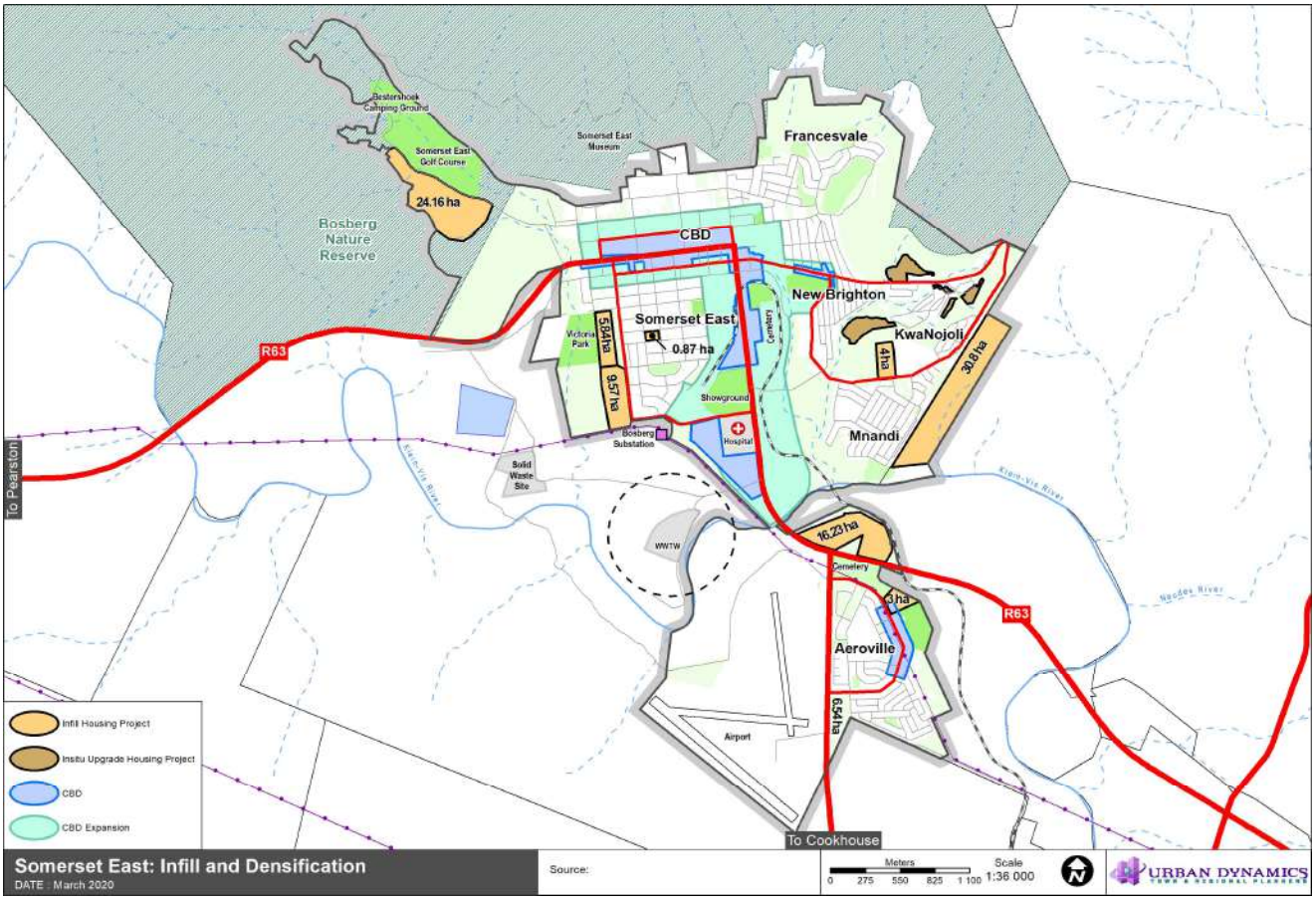
▣ Strategies

- Provide opportunities for Somerset East integration through intensified corridor development between the identified CBD's, along the R63 Charles and Kwa Nojoli access corridors with possible future extension towards the gateway east node, south of R67.
- Preserve integrity of existing main access corridors through minimisation of new access points and adequate traffic management, maintenance and upgrading.
- Integrate CBD Transport Strategy in future IDP prioritisation and CBD development.
- Develop an overall Transport Strategy for Blue Crane Route Municipality, with emphasis on Somerset East.
- Link existing CBD transport / taxi hubs with Somerset East CBD proposals.
- Support development which emphasises and promotes walkability and pedestrian access.
- Implement revised parking standards and development parameters as per the Transportation Strategy.
- Retain integrity of internal neighbourhood and residential access through implementation of building lines and preservation of residential character as identified.
- Traffic Impact Statements should guide access to new development, internal circulation and impact on greater transportation system.

5.4.3 Infill & Densification

▣ Objective

To promote residential and commercial densification as a mechanism to integrate the various urban typologies within the greater Somerset East.



Map 54 : Somerset East : Infill & Densification

▣ Strategies

- Densification in the identified and selected areas should be prioritised to make more effective use of existing infrastructure, social facilities, transportation network and walkability within the urban fabric.
- Densification nodes specifically relate to the Somerset East CBD plan, the Aeroville CBD proposals and Mnandi areas.
- Residential densification in the single residential areas should be considered with subdivisions and town house / group house development through land assembly and consolidations.
- Future residential expansion within the urban edge should be strictly based on densification parameters with residential densities of up to 50 units per hectare for future greenfields planning.
- Formalisation of infill areas are subject to land ownership resolution, floodline determination and accessibility.
- Identify Municipal owned land portions that can be released to support SMME and development and increase revenue and economic growth.

5.4.4 Human Settlement Development

▣ **Objective**

Delineation of the urban edge is a mechanism to contain urban sprawl and ensure a more compact and efficient urban structure. The urban edge further ensures more efficient service delivery and sustainable community development with accessible social services, job opportunities and service centres. Urban growth and urban expansion should be based on the principles of densification within the urban edge and future urban development should not be permitted outside the urban edge as demarcated.

▣ **Strategies**

- Residential densities in identified future greenfields areas should ultimately be developed 50 units per hectare, to further improve services efficiency and reduce service delivery costs.
- The urban edge is based on key structuring elements with specific reference to existing urban development, industrial development in the west, N2 bypass corridor in the south, biodiversity and mining operations in the north and the aerodrome and military base in the north-west.
- The key objective for future growth is to promote the integration of previously segregated urban areas and promote pedestrian accessibility.
- This can only be achieved by limiting further development expansion to the north and east.
- Terrain characteristics, environmental impact and drainage patterns further guide urban edge delineation and further greenfields expansion.
- Detailed planning of greenfields areas to be based on sustainability principles and availability of infrastructure.
- Areas to provide accommodation for large sections of the population with economic opportunities and spin offs.
- Detailed planning should include various housing typologies, social infrastructure, pedestrian accessibility and clear linkages and interaction with existing developed urban areas.
- An updated Blue Crane Route Municipality Human Settlements Plan should include detailed implementation, phasing, costing and infrastructure demand for various greenfields development opportunities.
- Land availability agreements relevant to government owned land to be initiated as a matter of urgency.
- The Strategy is based on the existing shortfall and predicted population growth estimates in the urban areas, indicated in the table below.
- The Human Settlement Development Strategy comprises of :
  - Department of Human Settlements greenfields projects
  - Department of Human Settlements in-situ upgrading projects
  - Major catalytic projects or PPP initiatives

- The following projects have been prioritised to address current and future (2028) shortfalls, through greenfields and in-situ upgrading.

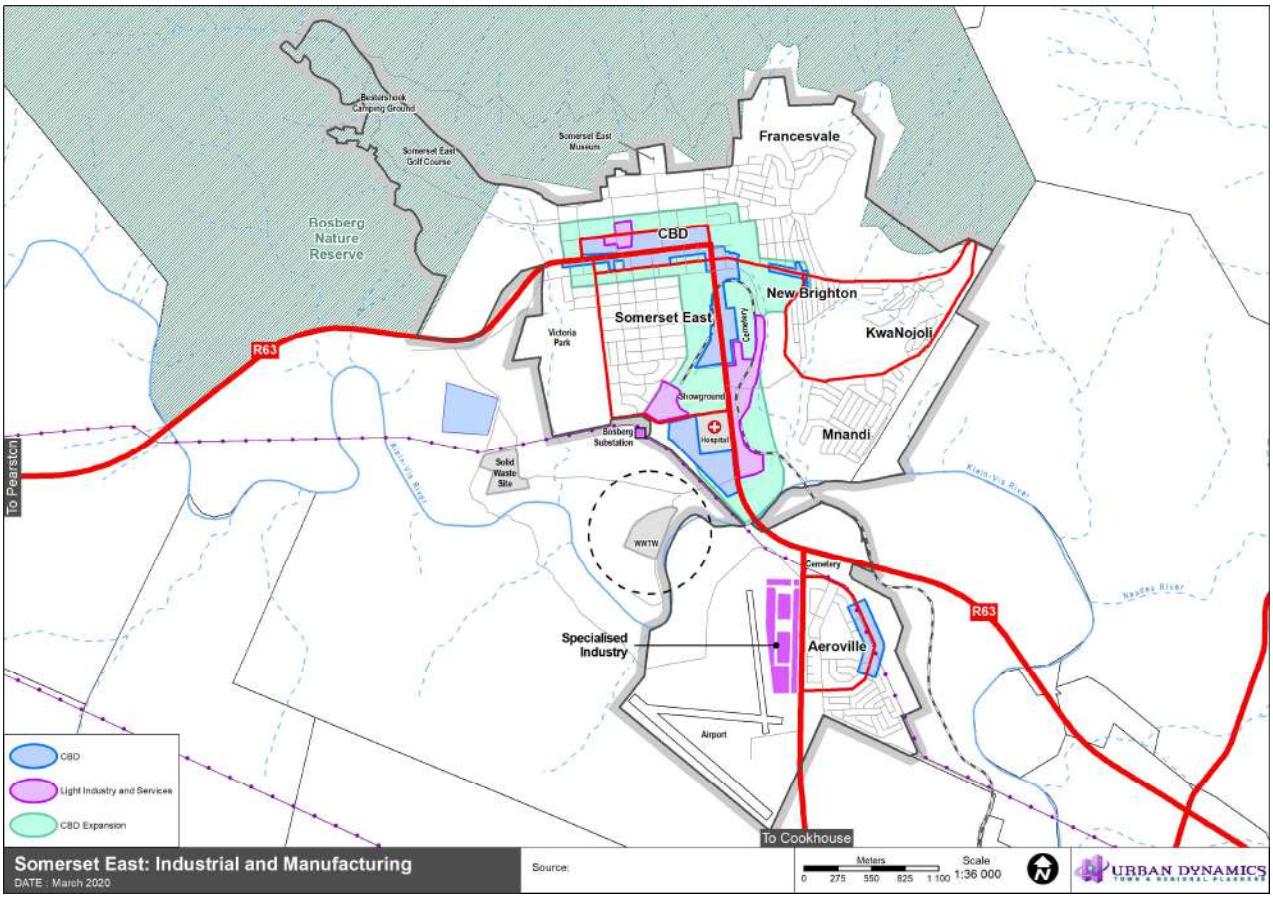
- The following are catalytic projects that should be implemented through PPP and land release mechanisms.

Area	Housing Typology	Yield
1. Somerset East West Area 9,57 ha, Area 5,84 ha	Medium density, Social Housing Flats (Bonded)	97 dwelling units. 100 high density units.
2. Golf Course Housing and Estate 24,2 ha	Single Residential and High density Estate Housing	400 single residential, 150 medium density dwelling units
3. Somerset East Infill Housing	Single Residential Group Housing	8 Group Housing Units
4. Informal Settlement Upgrading Kwa Nojoli	Low Cost subsidised housing	8 Group Housing Units
5. Kwa Nojoli Infill Housing	Low Cost subsidised housing	8 Group Housing Units
6. Kwa Nojoli East (Prinsloo Farm)	Low Cost subsidised housing	8 Group Housing Units
7. Aeroville North 16,25 ha	Medium Density Housing (Bonded)	700 units
8. Aeroville Infill Housing 9 ha	Medium Density Housing (Bonded)	330 units

5.4.5 Industrial & Manufacturing

▣ **Objective**

To strengthen the opportunities for industrial development and expansion of the manufacturing sector in the greater Makhanda area. It is acknowledged that expansion of the manufacturing sector is critical for sustainable employment creation and economic growth. Expansion of the industrial area and opportunities for light manufacturing in the Aeroville SDZ should provide opportunities for investment.



Map 55 : Somerset East : Industrial & Manufacturing

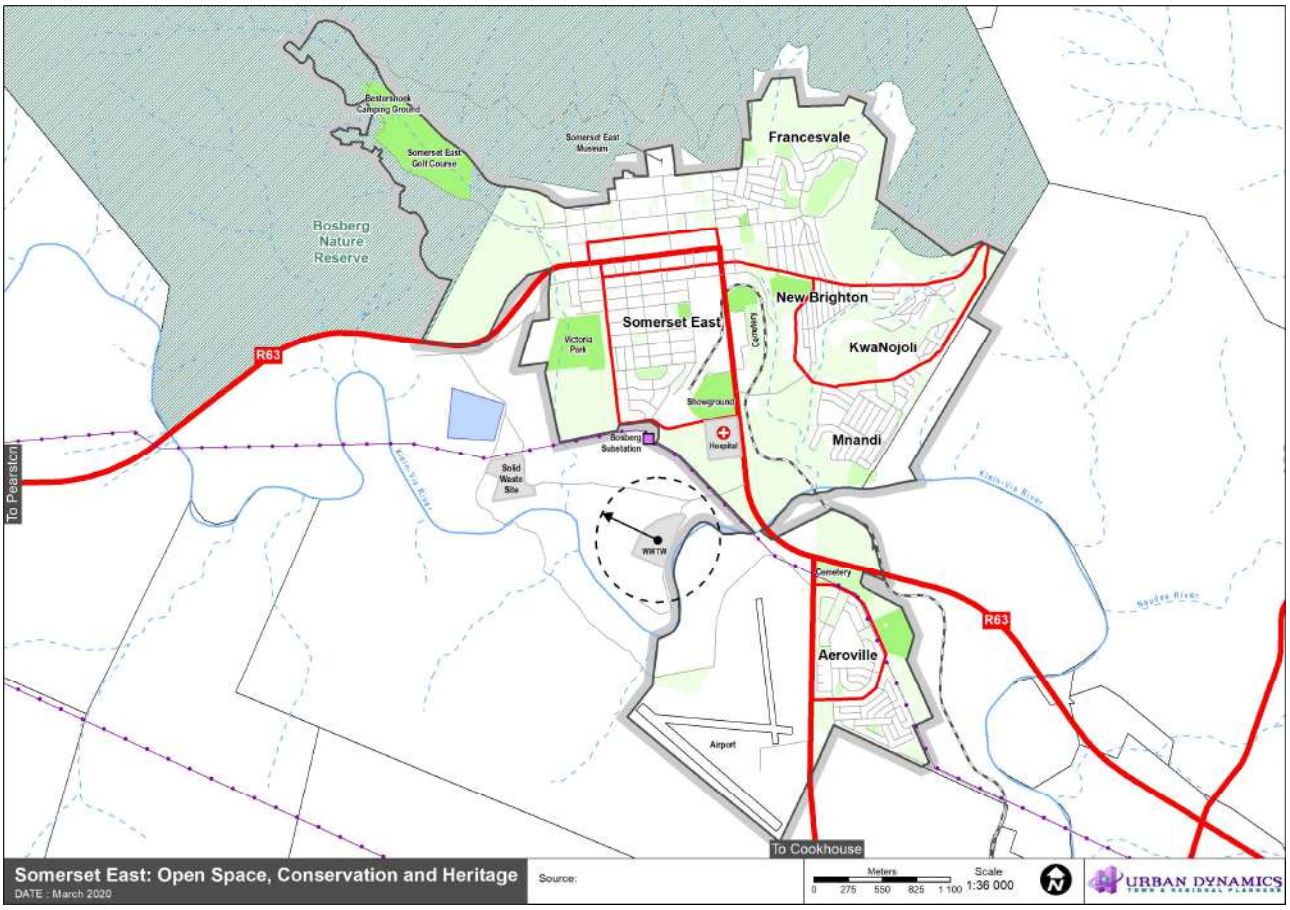
▣ **Strategies**

- Existing manufacturing and industrial activities are relatively under developed and this sector should be expanded to promote local economic development, job creation and expansion of the economic base of Somerset East and the greater Blue Crane Route Municipality.
- Expansion of the existing industrial area to the Charles Street Corridor and Aero Industrial Park at Aeroville.
- A mix of land uses should be permitted in the existing industrial area based on existing market forces, i.e. creative industries, promotion of arts and culture and service trades with support of retail activity.

5.4.6 Open Space, Conservation & Heritage

▣ **Objective**

To ensure the conservation of the natural and built environment through protection of heritage resources, maintenance of the existing open space system and compliance with environmental legislation and guidelines.



Map 56 : Somerset East : Open Space, Conservation & Heritage

▣ **Strategies**

- All development applications and development implementation initiatives should be subject to the requirements of the National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA) and its relevant Regulations.
- Given the extensive heritage resources within the greater Makhanda and in addition to the NEMA requirements, the National Heritage Resources Act (NHRA) should be implemented in all cases.
- Somerset East has significant heritage resources dating back more than 100 years and although these resources have been mapped and identified in various documents and studies, no formal holistic heritage resource management strategy has been prepared or implemented for the Blue Crane Route.

- This specifically relates to Section 30 (5), Section 32, Section 34 and Section 37 of the NHRA, which requires municipalities to compile an inventory of heritage resources and requires municipalities, through implementation of Land Use Schemes and Spatial Development Frameworks, to follow the necessary steps to protect heritage resources.

Significant to future development in the Blue Crane Route Urban area is Section 34 (1) of the NHRA, stating :
"No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority."

- The Blue Crane Route Municipality does not have an Environmental Conservation Strategy or a Bioregional Plan as provided for in Sections 40 (1) and 40 (2) of National Environmental Management: Biodiversity Act.
- In the absence of specific detailed environmental management guidelines for the Blue Crane Route Municipality, the Eastern Cape Biodiversity Conservation Plan (ECBCP) of 2007 should form the basis for decision making on a District and Local level (discussed in more detail under the Rural Development Strategy of the SDF).
- The ECBCP provides for specific biodiversity land management classes (terrestrial critical biodiversity areas and aquatic eco systems).
- The Somerset East open space system is well-defined based on the broader topography and natural drainage systems towards the south-east and north.
- An open space management plan and strategy should be implemented as part of the SDF and IDP strategies, with clear guidelines and budgets on management, maintenance and support.
- Future greenfields planning should include adequate open space networks to link with existing systems, through active and passive open space allocations.
- CSIR Guidelines for Provision of Social Facilities recommend the following provision of open space :

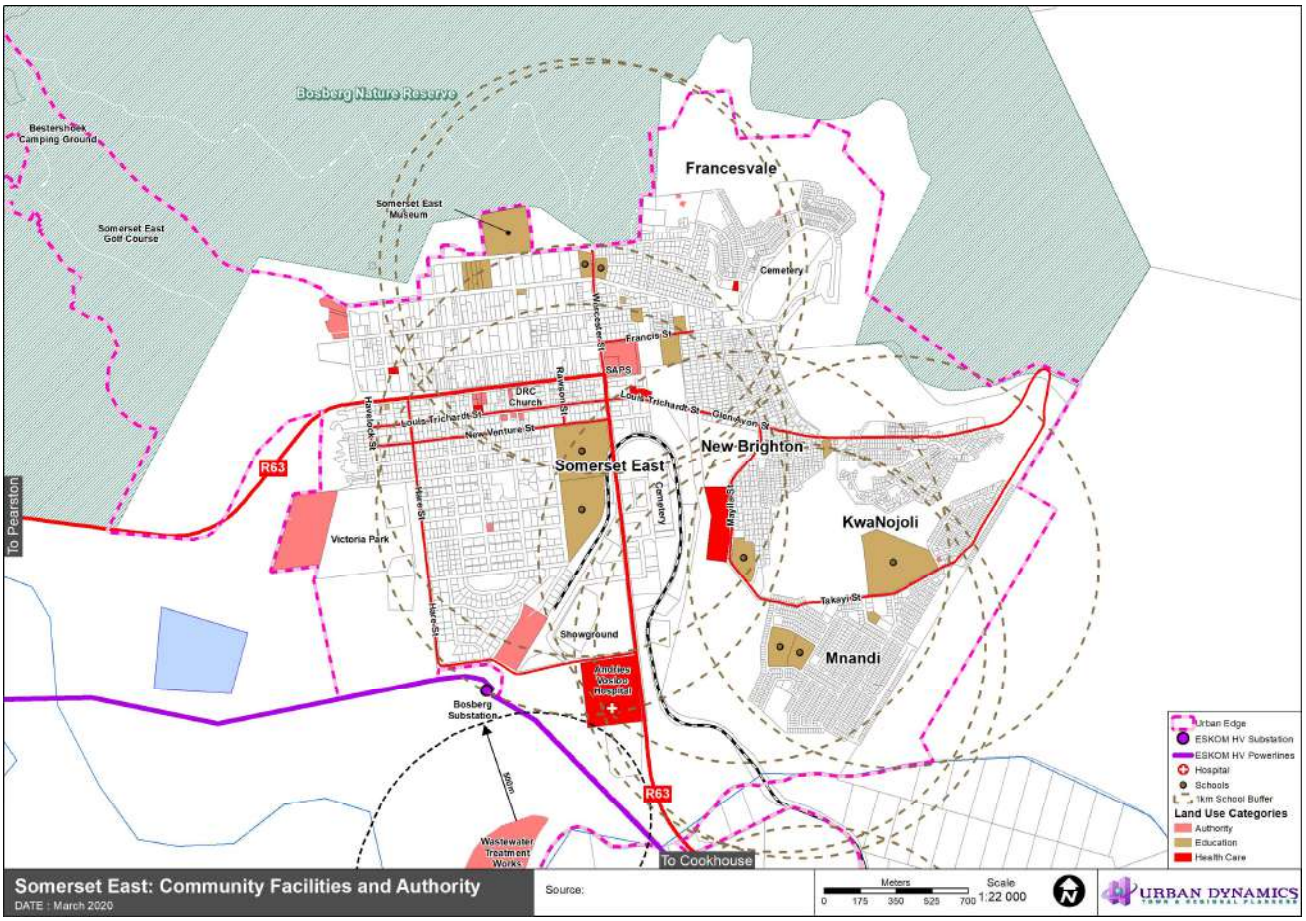
Facilities	Average Threshold (Population)	Acceptable Travel Distance (km)
District Park	60 000 – 100 000	10 km
Community Park with play equipment	60 000	5 km
Urban Park	Variable	1 km
Local / Neighbourhood Park (includes play equipment)	3 000 – 15 000	1 km

- Based on the CSIR Guidelines, adequate land allocation should be made for active open space areas to serve the surrounding community within the relevant thresholds and walking distances.

5.4.7 Social Services

▣ **Objective**

To provide social and public facilities that is adequately maintained and provided within walking distance of the general population within the town.



Map 57 : Somerset : Community Facilities and Authority

▣ **Strategies**

- Based on the status quo analysis of the greater Blue Crane Route, the provision of social services were measured against the CSIR Guidelines for Provision of Support Facilities and Services.
- The assessment indicated that land allocation for social services are adequately provided for in the greater Blue Crane Route.
- However, levels of maintenance, operation and improvement are generally not adequate, especially in the Cookhouse area.
- The provision of education facilities, i.e. missionary and Public Schools are key role players in economic development and provincial function of the Somerset East and Cookhouse node.
- Future greenfields planning and development should provide and/or contribute towards social services provision as per the CSIR Standards.

Facilities	Average Threshold (Population)	Acceptable Travel Distance (km)
Health and Emergency Services		
Community Health Centre	60 000 – 100000	5 km
Primary Health Clinic	24 000 – 70 000	5 km
Fire Station	60 000 – 100 000	8 – 23 minutes (response time)
Police Station	60 000 – 100 000	8 km urban
Social and Cultural (Public Service Facilities)		
Local Library	20 000 – 70 000	8 – 10 km
Civic		
Thusong Centre	1 per Local Municipality	15 km urban
Social Services		
Community Hall – Large	60 000	10 km
Community Hall – Medium / Small	10 000 – 15 000	15 km
SASSA Office (Social Service Office)	Variable	15 km urban
Cemetery (Medium)	8.8 ha / 50 000	15 – 30 km
Secondary School	12 500	5 km
Primary School	7 000	5 km
Sports Complex (grouping of fields and/or sports complexes)	60 000	10 km
Grassed Field (2 football fields equivalent) with 500 seat stand	30 000	5 km
Multi-purpose Sports Hall (2 court)	100 000	10 m

5.4.8 Special Development Zones (SDZ)

▣ **Objective**

To identify specific areas that require urgent intervention or can contribute significantly towards development investment, economic growth and possible public private partnerships. The Special Development Zones (SDZs) further include areas in need of urban regeneration, corridor development and greenfields areas. The Aero Industrial Park located in Aeroville is identified as a SDZ.

▣ **Somerset East CBD**

The CBD boundary includes all erven abutting the R63 (Njoli Road) from the intersection of Worcester Street and Charles Street. Various mixed use sites emerging south of Frances Street and north of Louis Trichardt Street between the DRC Church Hall and Jackson Street informs the boundary of the CBD corridor. Caution should be taken to not permit further encroachment of non-residential uses beyond this boundary.

⇨ *Strategies*

- To specifically demarcate mixed use zones and identify areas for investment within the CBD edge.
- Expand opportunities along Henry Street, Louis Trichardt Street and Jackson Street for mixed use commercial development such as offices (Louis Trichardt Street) and commercial and light industry along Henry Street.
- High density residential should be encouraged between the R63 (Njoli Road) and Henry Street.
- Development parameters to be based on the Blue Crane Route Zoning Scheme as outlined under the land use parameters of the SDF.

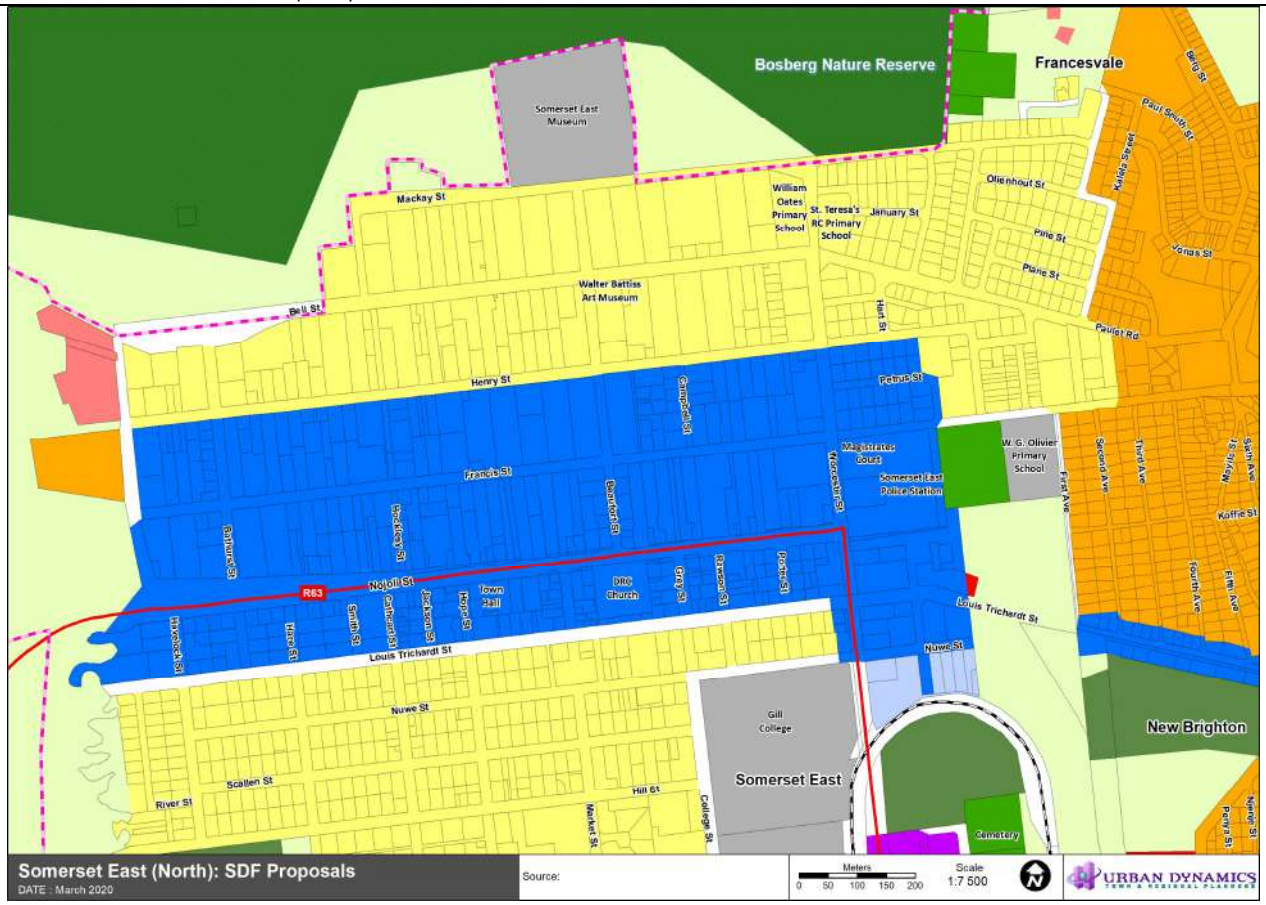
5.4.9 Infrastructure

▣ **Objective**

To ensure the provision of water, sanitation, electricity, roads, storm water, conservation, IT and refuse removal infrastructure within acceptable norms and standards to ensure sustainable community development and support for future growth, expansion and job creation and local economic development.

▣ **Strategies**

- Noting service delivery and bulk service supply backlogs and capacity issues, processes and procedures are being put in place to address these backlogs.
- An urgent need exists for the preparation of an integrated Infrastructure Master Plan for the greater Somerset East, addressing infrastructure demand, backlog and projected future growth.
- The Capital Expenditure Framework (CEF) for the municipality should incorporate extensive programmes and prioritisation for infrastructure upgrade and management.
- The CEF should include all National, Provincial, District, LM and SoE projects.
- Priority infrastructure maintenance and upgrade projects include the Mayfield Waste Water Treatment Works, Belmont Valley Waste Water Treatment Works, Waainek Water Treatment Work, internal sewer connections, road maintenance and general electricity upgrades.
- Infrastructure maintenance and upgrading should be prioritised to unlock future development, especially the provision of subsidised human settlements, private sector investment, and support for economic growth and employment.
- The Draft Development Levy Policy & Calculator should be refined and promulgated.
- Private sector contribution to the provision of bulk services should be carefully considered and weighed against the urgent need for private sector investment.
- Redevelopment of large municipal and state owned assets can generate income and contribute towards bulk and internal service upgrade.
- Establish 1 Project Management Office, inclusive of planning, management, monitoring, evaluation and co-ordination of the CEF.
- PMO to be integrated into the District Support Model



Map 58 : Somerset East (North) : SDF Proposal

5.4.10 Traffic Management Plan For The Somerset East Development Corridor (This section should be read in conjunction with the detailed Traffic Management Plan prepared by EAS)

The road network in the study area for the Traffic Management Plan in the Somerset East CBD consists of national, municipal and private roads and is indicated on **Figure 2** overleaf.
The network has been classified in terms of **TRH26: South African Road Classification and Access Management Manual (RCAM) (1)** as indicated in **Table 1** below.

Table 1: Road Classes Urban Classes

U1	Urban principal arterial
U2	Urban major arterial
U3	Urban minor arterial
U4	Urban collector street
U5	Urban local street
U6	Urban Walkway

From a strategic perspective the main routes serving Somerset East are as follows:

National Routes

R63 This route links Somerset East to Port Elizabeth in the south via the N10, East London and Bhisho in the east via the N2 and N10, and Graaff-Reinet in the west via the R75.

Provincial Routes

R335 This route links to Addo in the south over the Zuurberg.

The only main routes into, out of and through the Somerset East CBD study area that link up with strategic National and Provincial routes include Nojoli Street (R63) and Worcester Street (R63).
There are no alternative routes around Somerset East apart from a gravel road that bypasses the town to the south.

In terms of bypassing the CBD, Hare Street and Hospital Street perform this function.

Nojoli Street (National Route R063-10) is the main business street in Somerset East and classified as U2 in terms of TRH26 RCAM. The portion from Worcester Street to Beaufort Street is defined with commercial and business properties along either side and configured as a single carriageway with a single wide traffic lane (approx. 5m) per direction. Angled and parallel parking bays are provided on the north and south sides respectively. Sidewalks along each side of High Street are approximately 3m wide.
The cross-section generally reduces in width west of Beaufort Street.

Worcester Street (National Route R063-11) is the extension of the R63 from Nojoli Street to the south and is also classified as U2 in terms of TRH26 RCAM. From Worcester Street to Nuwe Street the road is urban in nature with parking along both sides (embayed in the western side).
From Nuwe Street to the south, the road cross-section changes to a single lane with 2.5m wide surfaced shoulders per direction and a sidewalk initially on both sides until just south of the railway bridge and thereafter on the western side until the Hospital.

Francis Street is a municipal Class U5B road with a single 3.4m wide traffic lane per direction. The road provides access to delivery and parking for Nojoli Street businesses as well as access to residential and commercial properties north of the CBD.

Louis Trichardt Street is a municipal Class U4 road with one traffic lane and one parking lane per direction. The abutting properties are predominantly residential in nature with some commercial use.

Smith Street, Hope Street, Jackson Street, Bathurst Street, Market Street, Cathcart Street are municipal Class U5B roads that provide links between Nojoli Street and properties to the north and south of Nojoli Street. The roads are generally configured a single traffic lane per direction and parking along one or both sides. Land use is mixed along the road ranging from commercial, institutional to residential.

Hare Street is a municipal Class U4 road with single 3.7m wide lanes and parking provided on both sides of each carriageway. Land use is predominantly residential in nature.

Hockley Street is a municipal Class U5B road configured for one-way traffic flow from south to north.

Unie Street is a municipal Class U5A road configured for one-way traffic flow from north to south.

⇨ *Traffic Management Proposal*

Mobility and Accessibility

In general, the road network in the CBD Study area operates as it should in that the main mobility routes accommodate higher traffic volumes between residential and employment areas. Priority is afforded traffic along these routes in terms of junction controls.
Access to proposed new developments along mobility road should thus be restricted as far as possible. As described above access to any new developments should be clearly motivated by developers in terms of the requirements contained in TRH26 (1) and TM16 (5).
The other roads in the study area all provide access to properties abutting these routes relatively efficiently. Roads and intersections are not unduly congested. However, where congestion is evident, the major contributors are as follows:

- Accessing on-street parking and goods delivery
- Poor junction definition

Road and Intersection Capacity And Configuration

Observations at key junctions namely Nojoli Street / Worcester Street indicates no peak hour capacity problems at these junctions.

Notwithstanding, there are some possible improvements that can be affected as follows:
Re-configuration of Nojoli Street / Worcester Street Intersection lanes
Currently the approach to this junction from the south includes a shared left and through lane and an exclusive right-turn lane.

The reconfiguration of the lanes to an exclusive left-turn and a shared through and right-turn lane is likely to improve delay and alleviate potential congestion at this junction.

Parking Provision

A number of approaches can be adopted to ensure that sufficient parking is provided in the CBD area.
These proposals can include the following:

- Management of existing on-street parking in terms of short-term restrictions
- Provision of satellite on or off-street parking areas on the periphery of or within the CBD
- Improvement of linkages between these facilities and the CBD by upgrading sidewalks to increase pedestrian space and improving lighting to improve safety and security.

Management of existing on-street parking in terms of short-term restrictions

In the short-term, the management and control of parking in the CBD is arguably more important than the provision of additional parking bays. Such management would include ongoing enforcement of parking restrictions such that they are correctly utilized as well as provision of standard parking tariffs for the whole CBD area.

Given the lack of enforcement of compliance with parking restrictions in the CBD it can be expected that abuse of parking is likely to be more prevalent.

In order to improve traffic flow in Nojoli Street it is proposed that a median be provided between Worcester Street and Rawson / Beaufort Streets. In conjunction with this measure, it is recommended that motorists be guided to these bays via Louis Trichardt Street.

In addition, it is important that on-street loading bays where they are provided are strictly enforced by the Traffic Department as the use of such bays by motorists for parking purposes leads to considerable congestion and other measures to reduce the impact of delivery vehicles on road users include the a restriction on delivery periods to off-peak periods or at night-time.

5.4.11 Land Use Management Guidelines

The following land use management guidelines apply to the various spatial proposals indicated on the SDF maps for the Blue Crane Route nodes. The land use management guidelines are directly linked to the Blue Crane Route ILUS and its various components, zoning and primary use definitions. The land use management guidelines should guide decision making in and in cases of conflict or uncertainty, general interpretation of the SDF designation should be applied, aligned with the ILUS provisions.

Land Use Category	Land Use Management Guidelines	ILUS Alignment & Recommended Zones
Urban Edge	Objective : to delineate the extent of urban development and intensification. • Delineated urban edge indicates spatial vision boundary to limit urban development. • Urban development should be contained within the urban edge and within the guidelines as per the SDF land use proposals. • Amendment of the urban edge should be discouraged and development outside the urban edge to be based on the rural land use management guidelines of this SDF.	- *N/A*
CBD & Gateway Boundaries	Objective : to delineate Somerset East CBD, Aeroville CBD and Gateway Nodes boundaries or edges. • Specific development parameters identified for the demarcated Somerset East CBD, Aeroville CBD. • Objective of the CBD Boundaries are to make land available for mixed use development and at the same time protect residential character and the neighbourhood concept, outside these boundaries.	- *N/A*
Single Residential	Objective : to protect the single residential character in the greater Somerset East and acknowledge support activities and social services within this area. • Retain single residential character based on ILUS site sizes and development parameters. • Include, but not limited to, land uses generally associated with single residential neighbourhoods and structures, i.e. guest houses, crèches, home occupation, house shop and community facilities, as permitted by the ILUS. • Consolidation and estate or group housing up to a maximum density of 30 units per ha.	- *Residential Zones 1*
Medium Density Residential	Objective : to provide densification within the Somerset East CBD area. • Permit higher densities up to 50 units per ha through possible land assembly. • Heritage assessment and provision of parking as per the CBD traffic plan.	- *Residential Zones 1, 2*

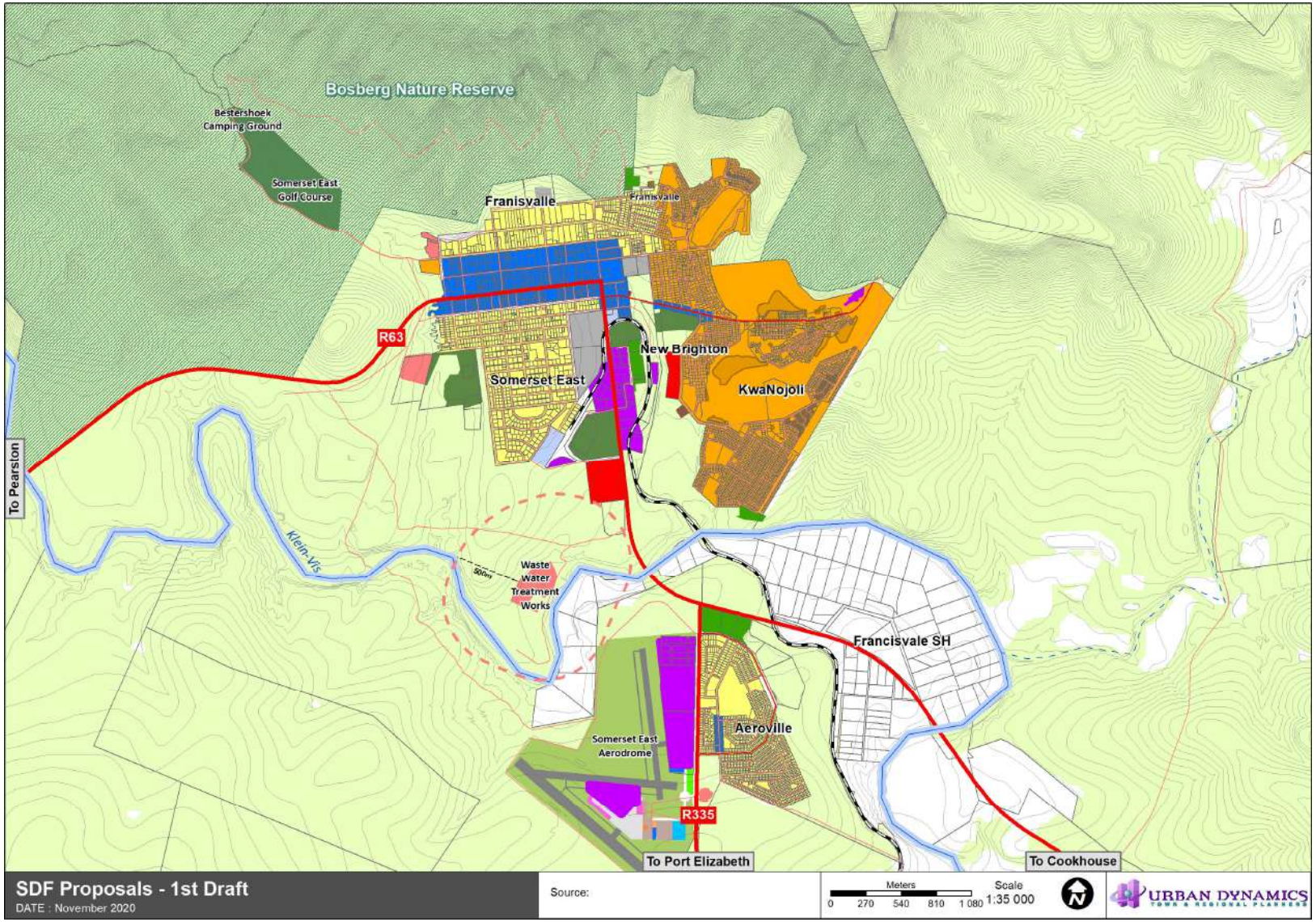
Land Use Category	Land Use Management Guidelines	ILUS Alignment & Recommended Zones
Medium / High Density Residential	Objective : to provide land and opportunities for residential densification, especially within the Somerset East CBD. • Densities up to and above 50 units per ha. • Include development typologies for town housing, flats, hotels and general residential, as defined in the ILUS.	- *Residential Zones 1, 2, 3*
Residential Densification	Objective : to provide opportunities for residential densification in the Mnandi and New Brighton • Development of a detailed urban regeneration and densification strategy. • Detailed planning to include transport corridors and further accessibility improvement. • Existing and proposed expansion of non-residential land uses in support of the residential character and densification principles.	- *Residential Zones 2, 3,*
Residential Expansion	Objective : to identify areas for future greenfields residential expansion to accommodate demand for housing and human settlement development. • Residential expansion areas as per the Human Settlement Implementation Strategy and housing implementation and demand analysis. • Detailed feasibility studies, planning and infrastructure availability assessments to be done prior to implementation. • Planning and detailed design should include various housing typologies and can include mixed use areas and social support facilities normally associated with developments of this nature. • Average densities of up to 50 units per ha to be encouraged to ensure services and social facilities sustainability. • Road linkages and infrastructure to support future expansion and integration with existing neighbourhoods. • Planning standards for engineering design as per the "*Red Book*" guidelines. • Social facilities to be provided in accordance with the CSIR social facility guidelines.	- *Residential Zones 1, 2, 3*
Residential Formalisation	Objective : to upgrade and formalise existing informal areas. • Residential densities and non-residential land uses to be guided by detailed planning and accommodation of existing structures on-site. • Detailed planning to include feasibility, no-go areas and development options. • Residential densities up to 50 units per ha and implementation and roll-out as per the Human Settlements Development Strategy in this SDF.	- *Residential Zones 1, 2, 3*
Social Services, Education & Religion	Objective : to identify existing social facilities and land set aside for education and religious purposes. • Existing development rights to be maintained, where possible. • Amendment of development rights on social facility sites and under-utilised space to be carefully considered for possible investment opportunities, residential densification, business and other uses. • Redevelopment of vacant or under-utilised social facility sites to be co-ordinated with current land owner, relevant Provincial departments and the community. • Redistribution and strategic land release options should be based on land release strategy as updated from time to time.	- *Community Zones 1* - *Other as determined*
Light Industry & Services	Objective : to allocate land within the Charles Street Corridor the CBD for future industrial and service delivery functions.	- *Business Zones 1, 2, 3, 4* - *Industrial Zone 1*

Land Use Category	Land Use Management Guidelines	ILUS Alignment & Recommended Zones
	• Permit light industry including warehousing, service trades, vehicle display areas, service stations and support facilities as defined in the ILUS. • Exclude normal industrial development and noxious trades or any specific activity that would have a negative impact on the surrounding urban fabric. • Vehicular movement, loading and offloading and parking to be based on the ILUS regulations. • Conversion of existing buildings to be based on heritage assessment.	
Industry & Mixed Use (Industrial Area Expansion)	Objective : to provide for development and expansion of the existing industrial area of Aeroville. • Permit light industry and general industry in support of expansion of the existing and activities. • Permit non-industrial commercial activities in support of creative industries, entertainment and commercial activities. • Location of noxious trade or uses to be carefully considered within this area to avoid sterilisation of setback zones and impact areas.	- *Industrial Zones 1* - *Business Zone 1*
Office	Objective : to allocate opportunities for conversion of residential space to offices Louis Trichardt Street. • Conversion of existing space for office development, and excluding retail and commercial intrusion into the precinct. • Heritage and on-site parking implementation as per the ILUS and relevant legislation.	- *Residential Zone 1* - *Business Zone 1*
Sport & Open Space System	Objective : to manage and protect existing open space and sports facilities. • Protect and manage existing open space systems. • Provide open space in accordance with the ILUS and the CSIR standards for all new development and greenfields development. • Conversion of existing open space and sports field facilities for higher intensity uses can be considered after careful consideration and impact assessment of loss of open space area. • Redevelopment of open space should be supported by a detailed feasibility study and environmental impact assessment, including drainage, floodline and gradient assessments. • Open space provision, drainage setback and conservation should be subject to NEMA regulations and specialist assessments.	- *Open Space Zones 1, 2*
Mixed Use & Business	Objective : to increase development intensity within the demarcated mixed use area in Njoli and Louis Trichardt Street • Permit multiple uses to support commercial, high density residential, office, entertainment and support facilities. • Departure from the ILUS development parameters can be considered in specific cases to improve development, density and footprint. • Implementation of parking and the parking recommendations as per the Traffic Management Plan. • Manufacturing and light industrial activities not permitted. • Residential densities in excess of 50 units per ha to be promoted. • Site development plans for all developments within the urban areas to be submitted.	- *General Residential Zones 2, 3* - *Business Zones 1, 2*
Mixed Use (Somerset East CBD)	Objective : to provide for the significant expansion of the Aeroville CBD in support of strengthening the township economy of New Brighton, Mnandi and Aeroville.	- *Residential Zones 2, 3* - *Business Zones 1, 2* - *Industrial Zone 1*

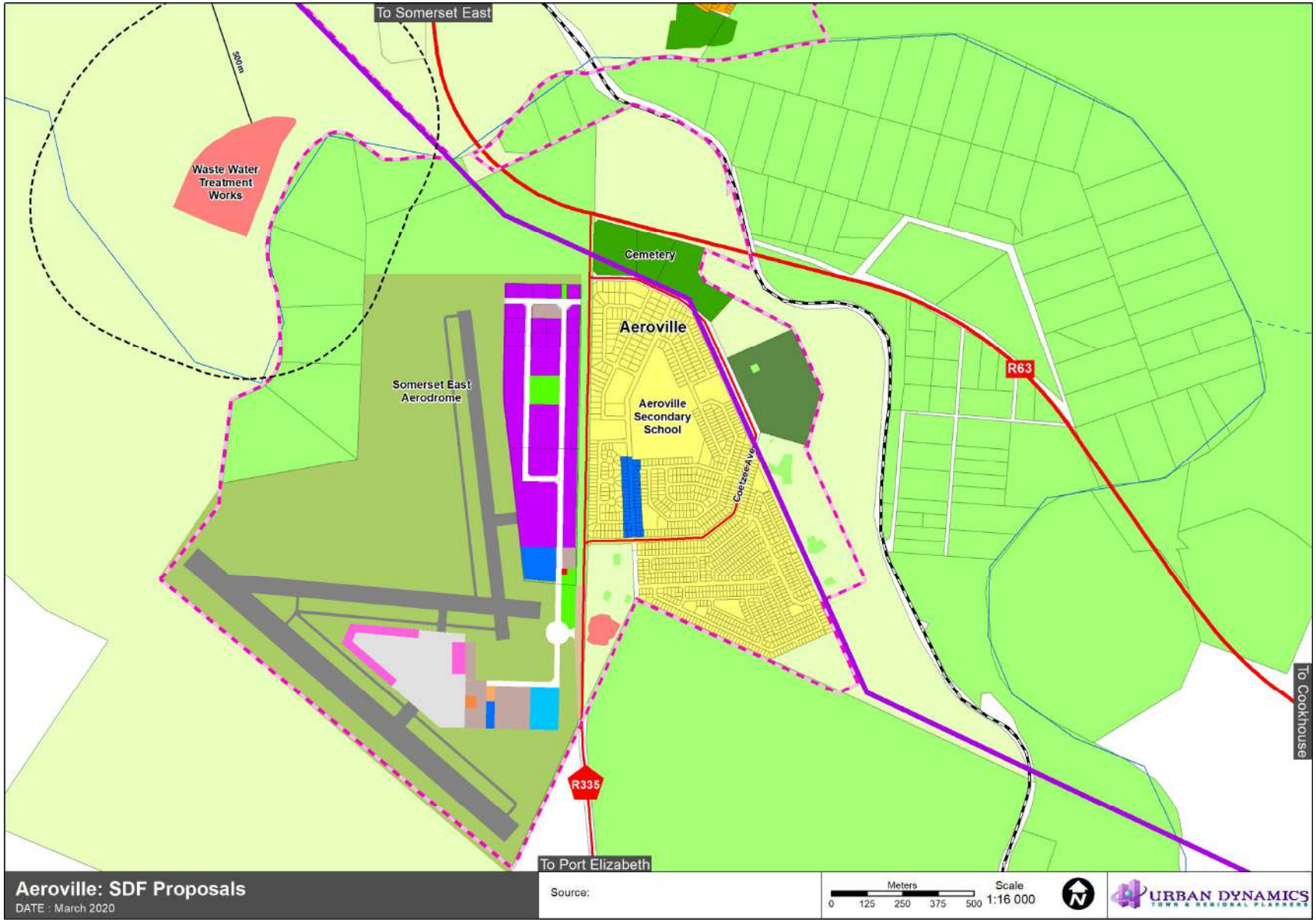
Land Use Category	Land Use Management Guidelines	ILUS Alignment & Recommended Zones
	• Permit a wide variety of mixed uses including commercial, office, services, trades, government functions, social facilities and infrastructure within an architecturally well-designed environment.	

The Blue Crane Route ILUS provides detailed development parameters (coverage, height, building lines, FSI) for the various zones and implementation areas. The proposed ILUS Zones, as indicated above, should only be used as a guideline.

5.4.12 Composite LSDF



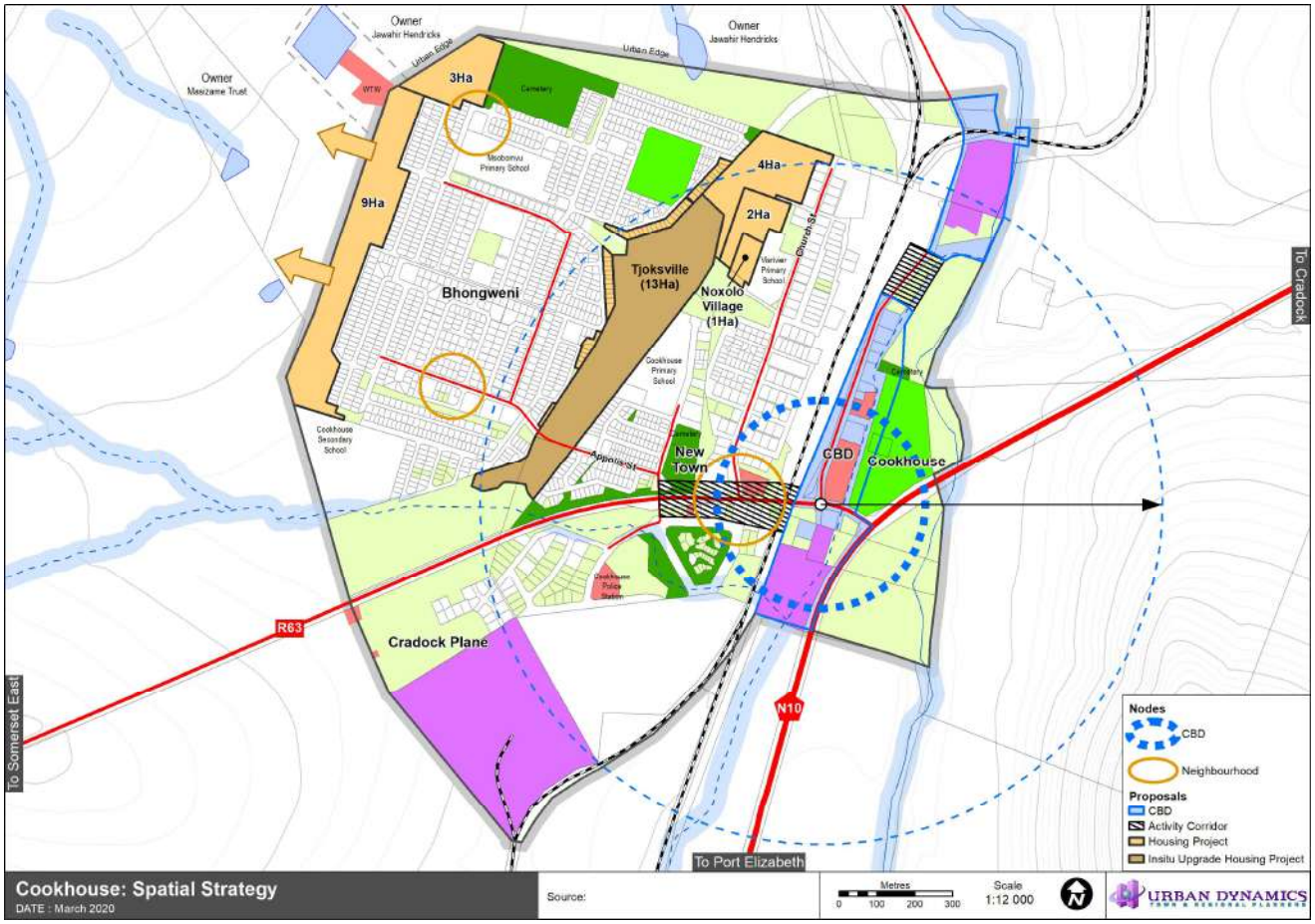
Map 59 : Somerset East : SDF Proposals :1st Draft



Map 60 : Aeroville : SDF Proposal

5.5 Cookhouse

Nodal Classification	Node	Functional Strategy
Local Centre	Cookhouse	• Cookhouse currently fulfils a service function for the immediate surrounding hinterland with limited opportunities for expansion and stronger services. • Local Centres have smaller administrative, financial and service functions though it supports strong residential components. • Service delivery to the surrounding rural areas and agriculture industry play an important role. • Investment and development of Local Centres should be considered and aimed at provision of basic services and infrastructure to its residents. • Expansion of support function to the eco-tourism industry and game farming.



Map 61 : Cookhouse : Spatial Strategy

▣ **Objective**

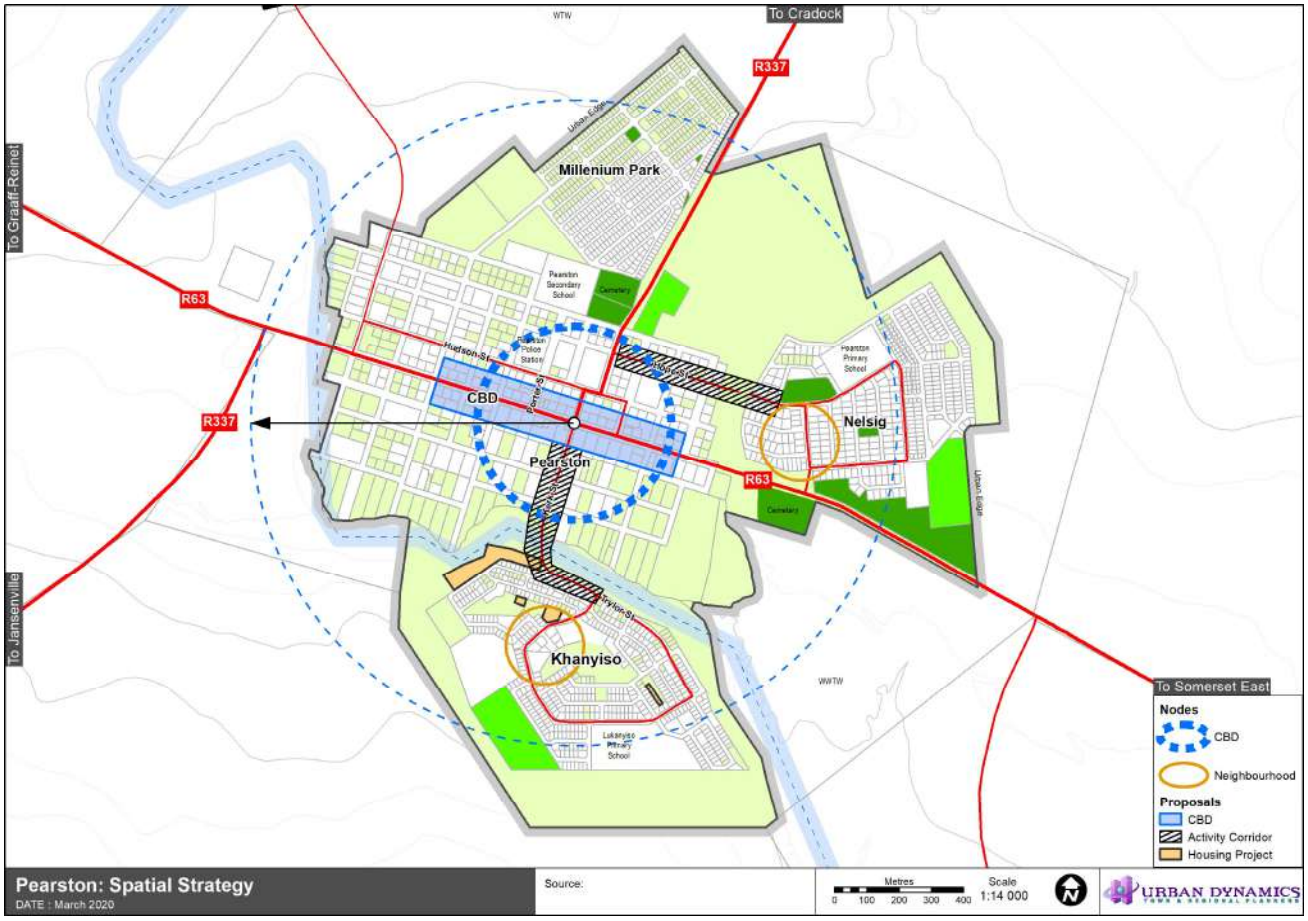
- To delineate an urban edge as a mechanism to contain urban sprawl and ensure more compact and efficient urban structure.
- To identify land to address housing demand and shortages and ensure upgrade and formalisation of informal areas.
- To provide social and public facilities that is adequately maintained and provided within walking distance of the general population within the town.

▣ **Strategies**

- Business and mixed use development should be contained on properties along the Cookhouse Main Road as indicated.
- Future development options and investment for the former railway buildings.
- Maintain and upgrade internal access roads and pedestrian accessibility between Bhonweni and Cookhouse.
- Establishment of an industrial and manufacturing area should be based on demand and located south and adjacent to the old station yard.

5.6 Pearston

Nodal Classification	Population (2011)	Functional Strategy
Local Centre		• Pearston as sub local centres with strategic significance within the rural area. • Importance of formalisation and infrastructure provision for these nodes in order to promote rural access, accommodation, local economic development and job creation. • It is acknowledged that the rural nodes can fulfil an important function in rural upliftment and rural livelihood areas. • Future expansion in the rural areas should be confined to these nodes, but should be carefully assessed and investigated prior to expansion and investment. • Sustainability of bulk services should be a key considering factor, prior to further expansion and growth. • Support towards implementation of SBDM Rural Development Plan strategies.

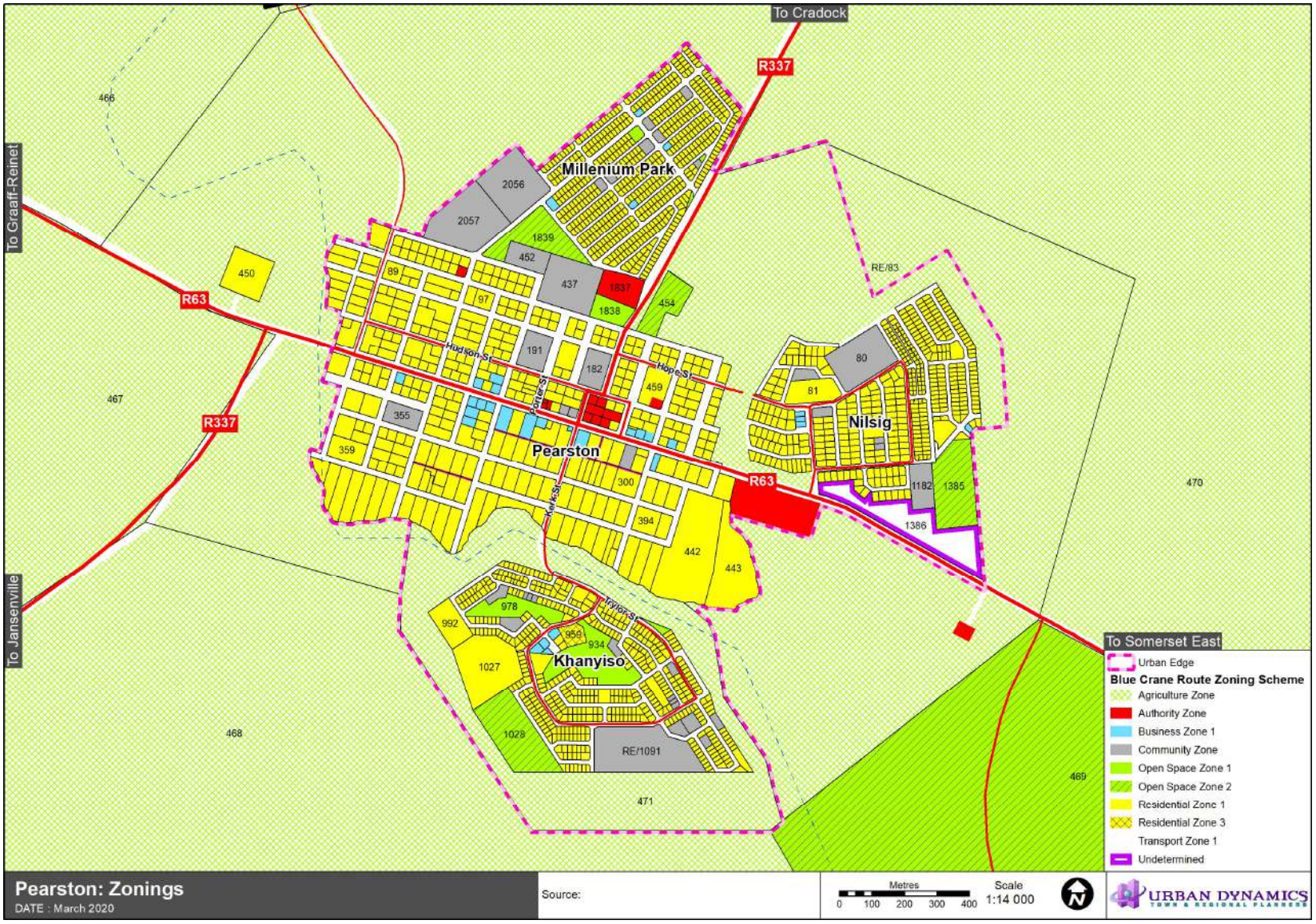


Map 62 : Pearston

- **Objective**

  To provide strategies for development of the 3 sub-local centres within the Blue Crane Route Municipality, i.e. Pearston and to ensure sustainable development of these nodes, within the principles of service delivery and rural support.

5.6.1 Composite



Map 63 : Pearston

5 Chapter 5 : Implementation Framework

The Implementation Framework for the Blue Crane Route SDF provides the vehicle for SDF implementation through projects, budgets, priorities and institutional arrangements to ensure implementation, monitoring and review.

1.0 Legal Framework & Alignment

1.1 SPLUMA Requirements

SPLUMA requires that MSDF's include an Implementation Framework that contains the following :

- Sectoral requirements, including budgets and resources for implementation
- Necessary amendments to the Municipal Zoning Scheme
- Specification of institutional arrangements necessary for implementation
- Specification of implementation targets, including dates and monitoring indicators; and
- Specification where necessary, of any arrangements for partnerships in the implementation process.

DRDLR's SDF Guidelines also identify the need for MSDF's to identify further policies and guidelines needed to implement the MSDF.

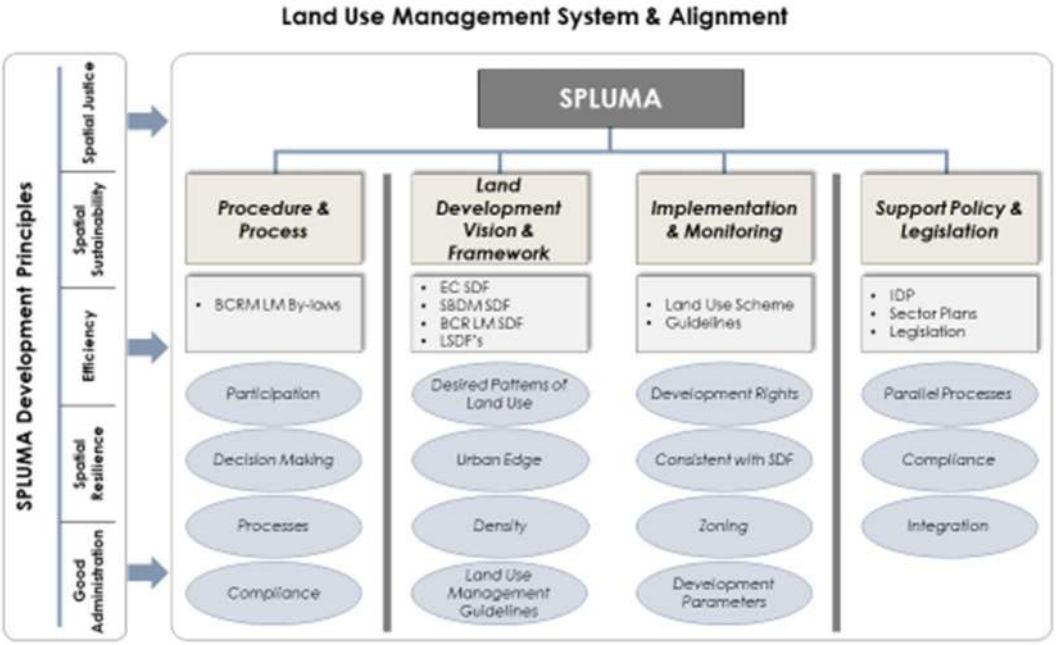
1.2 Package of Plans & Land Use Management System

Land use management as contemplated in SPLUMA comprises of various components and ideally should represent a hierarchy of plans and regulatory mechanisms within the Municipal Land Use Management System.

> The 2 main components of a Land Use Management System as contemplated in SPLUMA are :
>
> 1. **Section 20 :** *Spatial Development Frameworks* as guiding principles and short and long term vision for development and development implementation.
> 2. **Section 24 :** *Land Use Scheme* as a regulatory mechanism to manage land use parameters and development on a site by site basis.

The Spatial Development Framework and Land Use Scheme should function as a unit and form the key pillars of the Municipal Land Use Management System. The Blue Crane Route Spatial Development Framework functions within a package of plans and forms part of a broader spatial planning network of informants, policy and existing strategies within the municipal area. This well-defined hierarchy of plans adds significant strength to the Land Use Management System for the Blue Crane Route Municipality and one of the key objectives of the Blue Crane Route Spatial Development Framework is to acknowledge the existing policy and ensure continuation of implementation and alignment.

The graphic illustrates the package of plans and the land use management system for Blue Crane Route that is entrenched through the Municipal Spatial Development Framework.

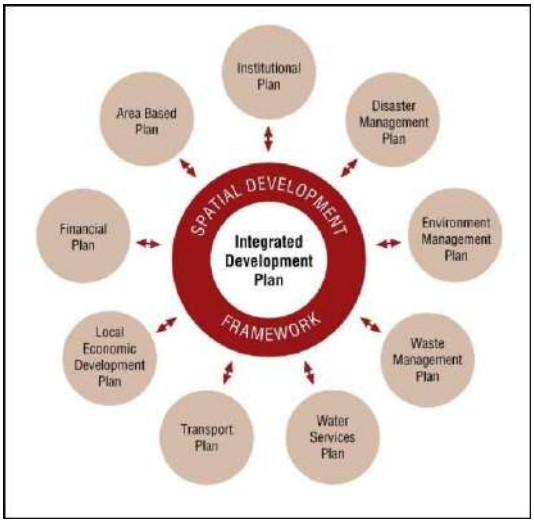


1.3 Municipal Land Use Scheme Alignment

- The Blue Crane Route Municipality recently compiled an Integrated Land Use Scheme. The Land Use Scheme was prepared in terms of SPLUMA and the relevant legislation as per the Blue Crane Route SPLUM By-laws and should be promilgated in early 2022.
- The SDF implementation and annual review process should identify posisble confilicts between the Land Use Scheme and the SDF. This specifically relates to land use management guidelines and development parameters as outlined in the Land Use Scheme.
- The SDF provides a land use management matrix, aligned with the Land Use Scheme zoning categories, densities and development parameters. These guidelines should be interpreted as releatively flexible to accommodate the overall objections and vision of the SDF.
- As part of future SDF review cycles, amendments and possible overlay zones for inclusion in the Land Use Scheme should be identified and incorporated.

1.4 Sector Plan Alignment

The SDF is a long term, transversal planning and coordination tool and a spatial expression of the Blue Crane Route Municipality's IDP. While the SDF is informed by the Sector Plans, strategically and spatially, the Sector Plans should be led by the MSDF. To this end, with the adoption of this revised SDF for the Blue Crane Route Municipality, when the Municipality's Sector Plans are reviewed, the SDF must be a key consideration or framework for such a review in order to ensure alignment and for the sector plans to realise their full potential as implementation tools of the SDF.



The indicated Status Quo Analysis of the Municipality and specifically the institutional and compliance related matters, that few, if any, of the Municipal Sector Plans are available or updated. This SDF review has therefore been prepared with limited input and feedback from Sector Plan processes.

The Blue Crane Route Municipality's Sector Plans, their status and implications for the SDF are indicated below :

Sector Plan	Status	SDF Implication
Human Settlement Plan		Human settlements in the Blue Crane Route Municipality is a key structuring element and the Human Settlement Plan should directly inform spatial infrastructure and socio economic requirements within the urban areas. The Human Settlement Plan is in urgent need for revision and update to align the various housing projects and greenfield / brownfield demand for growth.
LED Strategy		A Local Economic Development Strategy is closely related to the tourism industry and tourism growth. The revision of the LED strategy and the preparation of an updated Tourism Plan should be prioritised prior to the next SDF review cycle. Economic growth, job creation and social upliftment are key elements of the SDF process.
Tourism Plan	*Not Available*	
Environmental Management Plan	*Eastern Cape Biodiversity Conservation Plan (2007)*	The ECBCP is the only Environmental Sector Plan available to the Blue Crane Route Municipality. It is noted that this plan is currently under review. However, given the importance of eco-tourism, rural development and the game farming industry, an Environmental Management Plan for the Blue Crane Route Municipality is required to ensure rural land use management and implementation.
Area Based Plan	*Blue Crane Route Area Based Plan & Land Availability Audit (2008)*	The existing Area Based Plan for the Sarah Baartman District and the Blue Crane Route Municipality is outdated and should be refined to identify land reform focus areas and align with a more detailed rural development strategy.
Disaster Management Plan	*Sarah Baartman District (Outdated)*	Alignment and update of the Disaster Management Plan based on National legislative guidelines.
Heritage Resource Plan	*Not available*	Given the vast heritage resources, especially in the town of Somerset East, the need for heritage resource study and update the plan is critical to ensure heritage conservation. This should be aligned with future SDF revision and ensure the SDF and Land Use Scheme development parameter alignment.
Local Integrated Transport Plan	*Not Available*	A Local Integrated Transport Plan should be prepared in terms of the National Land Transport Act, 2009 (Act 5 of 2009) and aligned with the District ITP.
Water Services Plan	*Not Available*	The provision of services and sustainable service delivery to accommodate population growth and future expansion is critical for SDF and Blue Crane Route growth purposes. The infrastructure Master Plans should be informed by the SDF growth priorities and population growth estimates to ensure future minimum services availability, in especially the urban nodes. MISA is currently in the process of assisting the Municipality with infrastructure implementation strategies.
Waste Management Plan		
Electricity Master Plan		
Sanitation Master Plan		
Roads & Storm Water Master Plan		

The Capital Expenditure Framework includes various strategies and projects to ensure Sector Plan development, alignment and legislative compliance.

2.0 Policies & Guidelines for Decision Making

2.1 *Objectives of Land Use Management*

The key objective for implementation of land use management through the various land use management tools are based on 2 key underlying principles, i.e. :

- Resistance to and management of uncontrolled land development
- Promotion of development types and desired land development to realise the predetermined spatial vision

Land development decisions are therefore implemented to address a number of concerns, the precise mix of which is determined by the particular social, economic and political contexts of different times and places. These concerns, amongst others, include :

- ***Environmental concerns :*** uncontrolled development of land can have adverse effects on natural habitats, cultural landscapes and air and water quality.
- ***Health and safety concerns :*** uncontrolled development can lead to overcrowding and unsafe building construction. Certain land uses can also be detrimental to the health and safety of neighbours.
- ***Social control :*** the control of land uses and building types has long been a means of exerting social control, particularly through the exclusion of certain types of person, household or economic activity from certain areas through the application of particular development controls limiting, for instance, plot sizes, plot coverage and home industries.
- ***Efficiency of infrastructure provision and traffic management :*** increasingly it has become clear that where the granting of development permissions is not coupled with the provision of adequate infrastructure and traffic management the consequences can be severe. Similarly, where infrastructure is provided, generally at high financial cost, without taking into account likely and relevant land-use and settlement patterns the opportunity costs to society are very high.
- ***Determination of property values for purposes of rating :*** the market value of land is the basis on which property valuation is determined and the extent and nature of the development permitted on the land is a key factor in that determination.
- ***Aesthetic concerns :*** the control of land development enables government to prescribe certain design parameters for buildings.
- ***Investment promotion :*** changing the applicable land-use management instruments is often seen as a prerequisite for attracting certain types of investment to certain areas. This can take the form of both relaxing controls in those areas and increasing controls in other areas which might be more favoured by the market. These strategies are likely to be linked to local economic development initiatives.

2.2 Guiding Principles for Decision Making

Decision making within the Land Use Management System (rezoning, subdivision, departure, consent use, etc.) should be based on the following guiding principles :

- Promotion and support of the IDP and long term development vision.
- Support the key principles for development and development management as per the SDF.
- Support the SDF Conceptual Framework and Spatial Development Framework proposals, objectives and goals.
- Adhere to legislative requirements relevant to all forms of development, with specific reference to, but not limited to, environmental conservation, heritage, infrastructure, municipal powers and functions, National and Provincial Government legislation, guidelines and policy.
- Due cognisance to the principles of sustainability, equality, efficiency and integration as outlined in SPLUMA.
- Impact of development on the general welfare, safety, amenity and living environment of development on its and/or surrounding land uses and inhabitants.
- Adequate participation of the affected community and interested and affected parties.
- Economic sustainability, long term advantages and economic growth prospects.

SPLUMA and the Blue Crane Route SPLUM By-laws provide specific legislative requirements for decision making and emphasis the requirement that decisions should be consistent with the SDF. However, consistency with the SDF refers to the entire spatial vision, objectives and strategies of the SDF and its proposals. Decisions should be based on an overall assessment of the SDF and not only the SDF plans and graphic presentations. A holistic and flexible approach should be adopted. Section 22 (2) of SPLUMA makes provision for specific circumstances that justify a departure from the SDF provision.

Departures from the SDF, as provided for in Section 22 (2) of SPLUMA and Section 13 of the Blue Crane Route SPLUM By-laws should :

- Carefully consider the specific land use proposal impact on the environment, urban form and municipal infrastructure.
- Provide a detailed motivation for departure and site specific circumstances that warrant the departure.
- Ensure compliance with the overall spatial vision for the area and alignment with the SPLUMA principles.
- Section 22 (2) implementation should only be considered in extraordinary circumstances that specifically demonstrate merit for amendment of the SDF.

Decisions that depart from the SDF should be implemented as provided for in Section 13 of the Blue Crane Route SPLUM By-laws.

2.3 Legislative Requirements

Guidelines for decision making is captured in the relevant National and Municipal spatial planning legislation, with specific reference to the SPLUMA and Blue Crane Route SPLUM By-laws. Decision making on implementation of the SDF should be guided, but not limited to the following sections.

Section 22 of Spatial Planning and Land Use Management Act

22. (1) A Municipal Planning Tribunal or any other authority required or mandated to make a land development decision in terms of this Act or any other law relating to land development, may not make a decision which is inconsistent with a municipal spatial development framework.
(2) Subject to section 42, a Municipal Planning Tribunal or any other authority required or mandated to make a land development decision, may depart from the provisions of a municipal spatial development framework only if site-specific circumstances justify a departure from the provisions of such municipal spatial development framework.

Section 42 of Spatial Planning and Land Use Management Act

42. (1) In considering and deciding an application a Municipal Planning Tribunal must—
(a) be guided by the development principles set out in Chapter 2;
(b) make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework; and
(c) take into account—
(i) the public interest;
(ii) the constitutional transformation imperatives and the related duties of the State;
(iii) the facts and circumstances relevant to the application;
(iv) the respective rights and obligations of all those affected;
(v) the state and impact of engineering services, social infrastructure and open space requirements; and
(vi) any factors that may be prescribed, including timeframes for making decisions.
(2) When considering an application affecting the environment, a Municipal Planning Tribunal must ensure compliance with environmental legislation.
(3) An application may be approved in whole or in part, or rejected.

Section 13 of Blue Crane Route Spatial Planning and Land Use Management By-laws

13. Departure from municipal spatial development framework

(1) For purposes of section 22(2) of the Act, site specific circumstances include –
  (a) a departure, deviation or amendment that does not materially change the desired outcomes and objectives of a municipal and local spatial development framework, if applicable;
  (b) a subsequent discovery that renders the site unsuitable for the proposed development as reflected in the municipal spatial development framework; or
  (c) an unique circumstance pertaining to a discovery of national or provincial importance that results in an obligation in terms of any applicable legislation to protect or conserve such discovery.

(4) The Municipal Planning Tribunal or Authorised Official may support an application that will result in a departure from the municipal spatial development framework, but such support must be made subject to the condition that the Council approves the amendment to the municipal spatial development framework and the application cannot be approved until the amendment of the municipal spatial development framework is approved by the Council.

(5) If a Municipal Planning Tribunal or Authorised Official supports an application contemplated in subsection (2), it, he or she must inform the Council of such support and request the Council to consider an amendment of the municipal spatial development framework.

(6) The Council must consider such a proposed amendment and may amend the municipal spatial development framework in terms of the provisions of this Chapter.

(7) For purposes of this section, "site" means a spatially defined area that is impacted by the decision, including neighbouring land.

Section 53 of Blue Crane Route Spatial Planning and Land Use Management By-laws

53. General criteria for consideration and determination of application by Municipal Planning Tribunal or Authorised Official

(2) When the Municipal Planning Tribunal or Authorised Official considers an application submitted in terms of this By-law it, he or she must have regard to the following :
  (d) the desirability of the proposed utilisation of land and any guidelines issued by the member of the Executive Council regarding proposed land uses;

(8) For the purpose of subsection (1)(b), desirability is the degree of acceptability of the proposed utilisation of land and matters which impact on the desirability which may be considered by the Municipal Planning Tribunal or Authorised Official are, amongst others:
  (a) the land's suitability for proposed utilisation of land in terms of location, accessibility and physical characteristics;
  (b) conformity with the municipal spatial development framework or the local spatial development framework, if applicable;
  (c) the compatibility of the proposed utilisation of land with the character and the existing spatial structure of the surrounding area;
  (d) the accessibility of the land regarding existing development and infrastructure;
  (e) the cost and availability of required services and infrastructure;
  (f) the external visual impact of the proposed utilisation of the land;
  (g) any potential disruption of or damage to the environment or public nuisance as a result of the proposed utilisation of land and proposed mitigation measures;
  (h) the potential impact on immediate neighbours and existing rights as well as the surrounding community;
  (i) the proposed layout, including street pattern, density and open space and community facility provision; and
  (j) traffic impact and access arrangements

3.0 Institutional Framework

Implementation of the Blue Crane Route Spatial Development Framework proposals and supporting Capital Expenditure Framework require dedicated institutional arrangements and institutional capacity to ensure effectiveness.

The proposed institutional framework for SDF and CEF implementation should be refined and incorporated in the Blue Crane Route institutional restructuring process.

The core institutions within the Blue Crane Route Municipality responsible for driving the SDF and CEF implementation are :

- Development Management Office (under the Directorate : Engineering and)
- Project Management Office (PMO) (under the Directorate : Engineering & Infrastructural Services)

3.1 Institutional Functions

- **Local Economic Development (LED) & Planning Directorate**

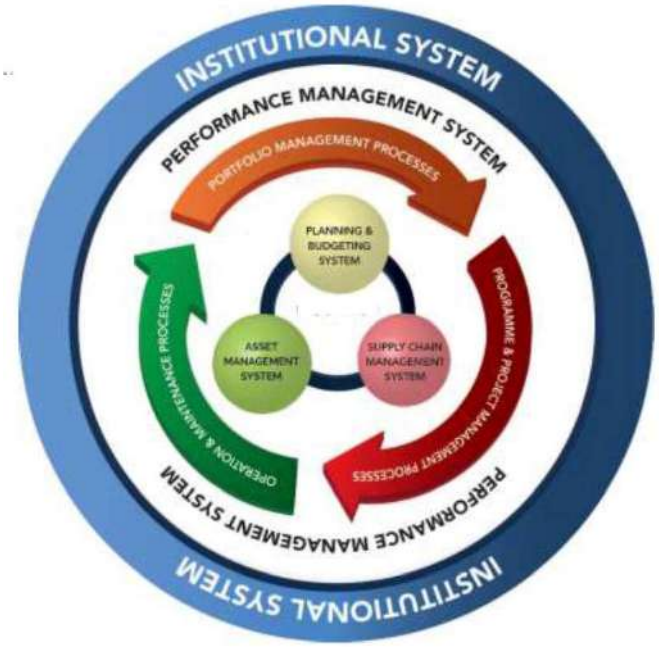
  The Blue Crane Route Municipality's will facilitate implementation of the SDF in terms of institutional alignment.

  Functions and performance areas directly related to the SDF implementation of the Directorate are as follows:

  - Annual review of the SDF as part of the BCRM IDP review process
  - Interaction and co-ordination with various Sector Plans, inter-governmental initiatives and IDP alignment
  - Ensure implementation of SDF strategies and incorporation into annual reports, annual IDP review and Sector Plan review processes
  - Ensure that the SDF informs sector planning and resource allocation throughout the Municipality
  - Implementation of the spatial vision and strategies through land use management decision making
  - Manage the administration and roles and responsibilities of the Authorised Official, The Joint District, Municipal Planning Tribunal and Appeals Authority
  - Align and co-ordinate the Municipality's Human Settlements Plan and strategies to ensure realisation of spatial vision strategies and objectives
  - Ensure mutual interaction and responsiveness of the SDF with National, Provincial and Regional plans, programmes and actions
  - Interaction and alignment with the proposed Sarah Baartman District Municipality Integrated Planning & Transversal Service Delivery Model 2020
  - Improve inter-municipal planning through co-ordination with adjacent Municipalities and district wide planning initiatives
  - Provide private sector support and guidance to improve decision making on land use change
  - Drive shortened timeframes for land use change, decisions and proactive decision making for release of catalyst projects and land through public private partnerships, as identified

▣ **Project Management Office (PMO)**

- To ensure that there is integration, coherence and consolidation of the Spatial Development Framework with the Capital Expenditure Framework which is the catalyst on improving the socio-economic growth of the Municipality and job creator.
- To ensure that delivery is taking place and value for money is achieved as well as building the Municipality for continuity, thereby ensuring the sustainability and the achievement of objectives in an efficient, effective and integrated manner.
- The alignment of the Spatial Development Framework, Capital Expenditure Framework and the Integrated Development Plan (IDP) with the Infrastructure Delivery Management System (IDMS) and standard for procurement (alignment of infrastructure in the national, provincial and local spheres) is a priority to reduce duplication of efforts and poor project implementation.
- All Strategic and Development Planning within the Municipality has been structured within on Unit, namely Strategic Planning, consisting of District One Plan, SDF, CEF and IDP. The PMO implements the infrastructure programmes prepared by the Strategic Planning Unit, inclusive of the bidding, implementation and performance of the infrastructure programme, CEF and IDP SDBIP.



INFRASTRUCTURE DELIVERY MANAGEMENT SYSTEM

- The IDMS comprises of three core systems, namely planning and budgeting, supply chain management and an asset management system, all of which have forward and backward linkages.
- These core systems are located within portfolio, programme and project management and operation and maintenance process.

⇨ *Standard for Infrastructure Procurement and Delivery Management*

- The new Standard for Infrastructure Procurement and Delivery Management (SIPDM) outlined below has been developed by National Treasury and is effective as from 1st July 2016 onwards.
- The SIPDM is embedded within the IDMS and it is a critical element to implement IDMS.
- It sets out a clear process for how projects must proceed from the planning to implementation and handover phases, with approval of stage gates as projects unfold.

3.2 Institutional Structure

The proposed organisational and institutional structure for implementation, monitoring and review of the SDF should be aligned to ensure effective co-ordination between various departments, project implementation and annual SDF review. As indicated, the responsibility and task for SDF implementation and management falls under the Engineering and Service Directorate. However, the Directorate cannot successfully implement the spatial vision and SDF proposals without ongoing co-ordination, alignment and interaction with all other departments within the Blue Crane Route Municipality. This relate directly to alignment of the SDF with the IDP and Sector Plans. All sector departments, through the Municipal Manager Office co-ordination should therefore participate to ensure effective implementation of the Capital Expenditure Framework. Mechanisms for SDF monitoring and review are outlined in Chapter 6. Effective implementation of the Project Management Office as a key driver to ensure implementation of various priorities, projects and programmes as outlined in the CEF remains a priority.

The following ideal organisational and institutional structure can form the basis for future institutional restructuring to ensure SDF implementation success.

This ideal framework is however highly dependent on the gallery and financial affordability of the Municipality.

▣ Core Functions : Development Management Unit

DEVELOPMENT MANAGEMENT UNIT
Functions Summary : **Town Planning, Land Use Management, Land Administration, MPT SPLUMA & Building Control, Human Settlement Planning & Housing Administration**

Building Control	Land Use Management	Municipal Planning Tribunal	Land Administration	Human Settlement Planning	Housing Administration
Development Enforcement	Technical guidance and advice	Secretariat Function of SPLUMA Tribunal	Entry & exit point for all applications	Settlement Planning	Entry & exit point for all applications
Architecture	Town Planning Report for MPT	Legislative compliance	Archive Custodian	Feasibility studies	Beneficiary administration HSS
Advertising	Member of MPT and MPAT	Municipal Planning Tribunal (MPT) Admin	By-law development	New neighbourhood establishment	Data capturing
Building Control	Development Facilitation/promotion	Municipal Planning Appeal Tribunal	Policy development	Urban Renewal & design	Inspections
Building Plan Processing	Release of land to be developed	Development Applications Processing	Manage Archive and admin related	Housing Sector Plan	Verification of data
Heritage	Illegal land uses & inspections	Development Amendments administration	Data capturing and retrieval	Strategy and forward planning	Register control and updating
	Policy and by-law development	Reduce Red Tape & Promote Investment	Reduce Red Tape / Adhere to legislation	Business Plans & Funding applications	Customer liaison with applicants
	Public Enquiries servicing	Create environment for business/investing	Risk aversion	Policy development	Housing rental administration
	Building Plan checking		Scanning of files / electronic system	Monitoring and Evaluation	
	Land Use Management System		Fees payable and admin process	Programming and prioritisation	
	Development rights/rezoning/sub		Issuing of zoning certificates	Informal settlement upgrading planning	
	Job creation enhancement through speedy development approvals		Policy and by-law enforcement	Rural Housing & Planning Programme	
	Development conditions and levies		Leases, disposals, encroachments		
			Manage Archive and admin related		
			Land release for development		
			PoS Closure, road closure applications		

▣ **Core Functions : Strategic Planning Unit**

STRATEGIC PLANNING UNIT
Functions Summary : **Spatial Planning (SDF), Urban Renewal and Integrated Development Plan (IDP)**

District ONE PLAN	Spatial Planning & Urban Renewal	GIS	Integrated Development Plan
District and Municipal Planning	Forward Long Term Spatial Planning	GIS system & mapping	IGR and co-ordination
Alignment and One Plan (CIF)	IDP integration and leadership	Entire Municipality	Research
PMO Planning (CIF)	SDF and LSDF (Spatial Policies)	CIF and Spatial Plans referenced	Ensure IDP process is followed
M&E functions	Capital Investment Framework	Mapping of all instructure	Public Participation
Research	Capital Expenditure Framework	PMO and implementation and M&E	Communications
	Spatial and Geo-referencing of CIF		Ensure SDF CIF inclusion
	Annual CIF and Implementation updating		Annual CIF updating included
	Annual review of the SDF		
	PSC of SDF continuing mtng monthly		
	Development Facilitation/promotion		
	CIF for IDP insertion and municipal plans		
	Assess Development Applications ito SDF		
	Municipal sector plans		
	Development Levy Policy & Calculator		
	Internal Municipal strategic projects		
	GIS		
	Urban Renewal		
	Precinct Plans		
	Business Plans		
	Sourcing of project funding / lobbying		

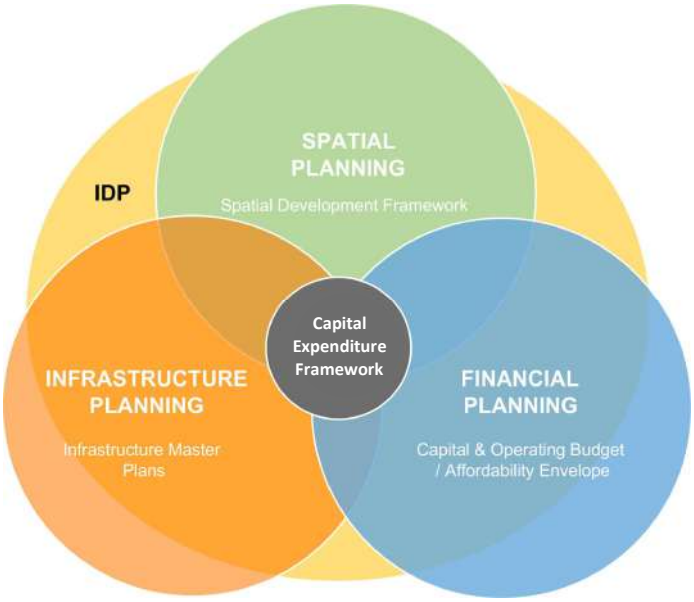
3.2.1 Legislative Requirements in Support of Institutional Structure

The institutional structure relevant to the implementation of the Spatial Development Framework should be based on the requirements of the Local Government Municipal Systems Act, 2000 (Act 32 of 2000), with specific reference to the Regulations promulgated 17 January 2014, Section 4 and Annexure A.

These regulations require the Municipality to employ a qualified development and town planning manager on senior management level as per Annexure A, Section 3 of the relevant Regulations. Future revision of the Municipal organogram and institutional structure should implement the relevant legislative requirements, but subject to affordability and financial sustainability.

4.0 Capital Expenditure Framework (CEF)

A Capital Expenditure Framework is a consolidated, high-level view of infrastructure investment needs in a municipality over the long term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward.



The CEF articulates how the spatial proposals are to be achieved sequentially, with attention to projects, timeframes, budgets and funding. Planning inputs are based on the spatial planning proposals, Municipal, Provincial and National Government financial planning and capital budgets and the Municipality's Infrastructure Master Plans and infrastructure programme rollout.

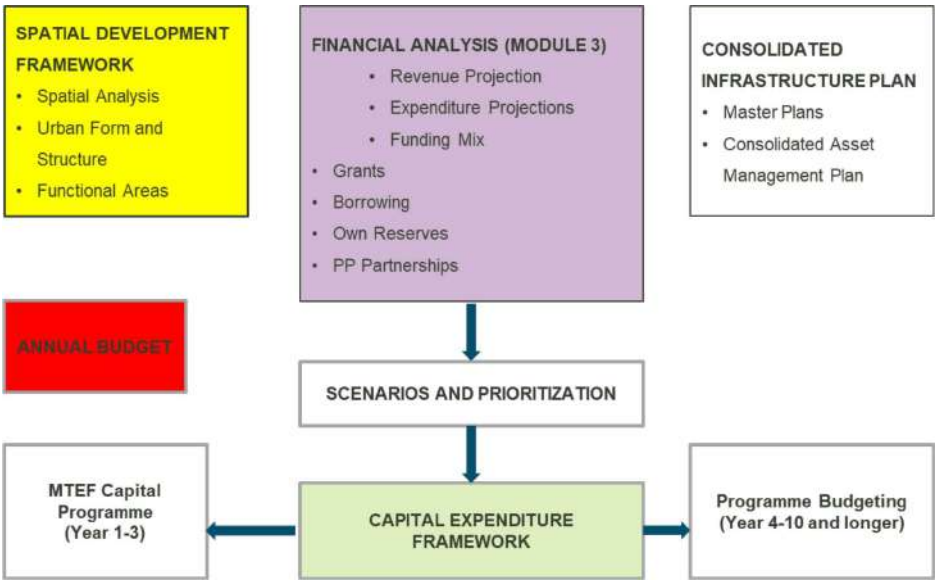
Reflecting on plan investments in the Blue Crane Route Municipality over the medium term (3 years), these are generally based on critical infrastructure backlogs and need for investment in bulk supply systems. Municipal budgets are severely constrained and most capital investment is from Provincial and National Government Department Grants.

Investment by other spheres of Government are largely limited to education, health services and human settlements development. However, the key structuring element and socio economic upliftment sector, i.e. human settlement development, is severely restricted through the lack of bulk services and infrastructure availability.

The medium term focus of the Blue Crane Route Municipality's budget implementation is to implement an infrastructure delivery turnaround strategy and it is acknowledged that future subsidised housing and public sector investment is largely dependent on this turnaround strategy and service availability. Local economic development is further driven by the ability to invest within a conducive environment.

4.1 CEF Alignment & Process

The figure below captures the integration and alignment of the key components of the CEF, namely the spatial element with the Technical Assessment element with the Financial Alignment element to produce the CEF.



The CEF included in the SDF should be developed and refined annually as part of the IDP / SDF review cycle. Each revision should seek to improve and increase detail and compliance.

The following provides guidelines for development and implementation.

Step	Task Description	Responsibility
Step 1	*Based on the current SDF, agree on functional area and priority development areas (PDA's) within such functional areas that comply with SPLUMA principles.*	Planning
Step 2	*Undertake profiling of each functional area and priority development area (PDA) to cover a ten-year period.*	Planning
Step 3	*Compile or verify a land budget for residential and commercial/industrial growth for the next ten years as per the SDF.*	Planning
Step 4	*Confirm the appropriateness of the SDF Vision and long-term spatial structure (urban form) for the municipality based on supply and demand of land and infrastructure.*	Planning
Step 5	*Ideally, Sector Master Plans should be revised based on the outcome of steps 1 to 4 with the view to determine infrastructure requirements for the various priority development areas.*	Technical Services
Step 6	*Develop a long-term financial plan for the municipality.*	Chief Financial Officer
Step 7	*Link the costing from the previous step (step 5) with the Long Term Financial Plan that provides the affordability envelope.*	Executive Management Team (HOD's)
Step 8	*Structure all requirements into programmes per functional areas that support the development strategy of the functional area while following the principles of the SDF.*	Executive Management Team (HOD's)
Step 9	*On the completion of steps 5,6,7 & 8, a Capital Expenditure Framework can be developed that :* • *Is based on a quantified spatial plan.* • *That responds to long-term land development needs.* • *Provide outcomes for the different priority development areas that are assessed and then consolidated.* • *Compiled into a single statement of infrastructure investment requirements.* • *Spread over at least a ten-year period.* • *Indicating the cost implications of such investments by determining the capital and operating implications.*	Executive Management Team (HOD's)
Step 10	*Projects that are conceptualized in terms of various programmes per functional area as reflected in the CEF and that obtains readiness status, will be considered in terms of the MTREF budgeting cycle.*	Executive Management Team (HOD's)

4.2 Revenue & Expenditure Forecasts

A concise summary of the Blue Crane Route Municipal Review and Expenditure Forecasts is tabled below. The CFO confirmed:

- No municipal internal funding is available for planning and capital projects.
- The Blue Crane Route Municipality is on a cost deficit position
- 2019-2022 prioritised arrear creditors
- After 2022 providing minimal budget of capital projects
- Infrastructure projects with mainly be funded from MIG / RBIG / INEP

Year	Estimated Revenue Projection (R mil)	Estimated Expenditure Projection (R mil)	Available Municipal Funds for Infrastructure Projects
2020 / 2021	*511.38*	*508.85*	Nil – only grants
2021 / 2022	*544.02*	*534.88*	Nil – only grants
2022 / 2023	*598.40*	*588.36*	1 million
2023 / 2024	*658.24*	*647.20*	2 million
2024 / 2025	*704.32*	*698.98*	2 million
2025 / 2026	*753.62*	*747.91*	2 million
2026 / 2027	*806.37*	*800.26*	2 million

4.3 Project Focus & Prioritisation

4.3.1 Project Focus

Objectives and vision are achieved through project and programme implementation.

Given various budgetary constraints, the need for sustainable development and other issues likely to affect the implementation of identified projects, the implementation strategy should be focused on the following principles:

- Focus on projects that promote the optimal use of existing infrastructure and services and also enable the local municipality to make better returns from existing and newly built infrastructure
- Upgrading engineering services and infrastructure capacity is critical to accommodate the needs of new property developments
- Focus on projects that will stimulate the objectives and priorities
- Acknowledge existing IDP programmes and initiatives
- Acknowledge community prioritisation through ward prioritisation
- Focus on National District and Provincial Programme Alignment
- Prioritise projects that could better unlock or trigger more investment into the area.
- Focus on projects that require low capital budget but have a high impact (quick wins)
- Focus on projects that utilize and harness local initiatives and businesses

4.3.2 Priority Investment Projects & Program

Investment planning and participation should focus on getting the basics in place to facilitate growth and investment and realigning the spatial vision. Projects for immediate implementation within a 2 year budget cycle are indicated on the diagram.

These areas must be the focus for getting the basics right as well as adding value through new investment to facilitate social inclusion, attract economic activity and private sector and household investment. There is considerable scope for the absorption of residential, commercial and industrial growth within this zone. These areas and the priority nodes within Blue Crane Route Municipality should be the focus of any municipal investment incentives.

The focus of priority investment remains infrastructure provision and Human Settlements.

Priority Investment Projects & Programs

Area	Project
Blue Crane Route Municipality	• Ground water exploration and development • Water & Sanitation Management Plan • Water conservation and demand management strategy • Upgrade electricity supply lines • Upgrade of bulk 66kV lineUpgrade district roads • Revise Tourism & LED Strategy • Implement and manage MPT and Appeal Authority • Establish Land Development Committee • Institutional restructuring and capacity (Planning Office) • Capacity and institutional support to PMO and alignment with SBDM Support Model • Revise Human Settlements Sector Plan, including Informal Settlements Policy • Urban regeneration and CBD upgrading
Somerset East	• General refurbishment and upgrading of internal sewer network and equipment • Waste transfer station • General road paving and permanent surfaces • General upgrading and reconstruction of curbs and sidewalks • Identify and implement Land Release Strategy for priority areas • Infill sites – Mnandi, Victoria Park, Somerset East • Informal Settlement Upgrading in Chris Hani • Greenfields Housing, Mnandi, Golf Course.

Pearston	• Refurbishment of WTW (Phase 1) • Sewer reticulation upgrade • Upgrading of internal roads • Greenfields (339 units)
Cookhouse	• Refurbishment of bulk water supply (Phase 1) • Installation of sewer reticulation • Upgrading of internal roads • Acquisition of Land/Swop of Land • Upgrade Informal area in the Railway Reserve and • Plan and service 500 new sites on greenfield area west and north of Bhongweni • Promote and facilitate the transfer of Title Deeds to all previously disadvantaged communities

4.3.3 Medium – Long Term Urban Growth Areas (10 – 20 years)

This area is identified as the desired location medium to long term growth.

Focus Area :

- Aero Industrial Park SDZ Aeroville
- Tjoksville and Rail Reserve Upgrade
- Somerset East CBD Corridor
- Rural REDZ - Cookhouse and Pearston

4.4 Implementation Program

The Implementation Program reflects projects, programmes and strategies for implementation over a short, medium and long term period. The implementation program is aligned to the Blue Crane Route Municipality IDP development priorities and key performance areas, i.e.:

- Basic Service Delivery and Infrastructure Development
- Community and Social Development
- Local Economic Development and Rural Development
- Institutional Development and Financial Management
- Good Governance and Public Participation
- Human Settlement Management

The following sections outline various proposed projects, linked to SDF strategic themes.

▣ **Project Budgets**

Project budgets are based on previously costed business plans or tendering processes of similar project types. However, a large number of projects are based on estimates and these costs should be finalised and costed in detail prior to implementation and further budgeting processes.

▣ **Implementation / Timeframe**

Project budgets are based on medium (1-5 years) and long (5 years+) term implementation strategies. It is anticipated that annual review will adjust timeframes and budgeting based on funding availability, reprioritisation and final costing.

▣ **Prioritisation**

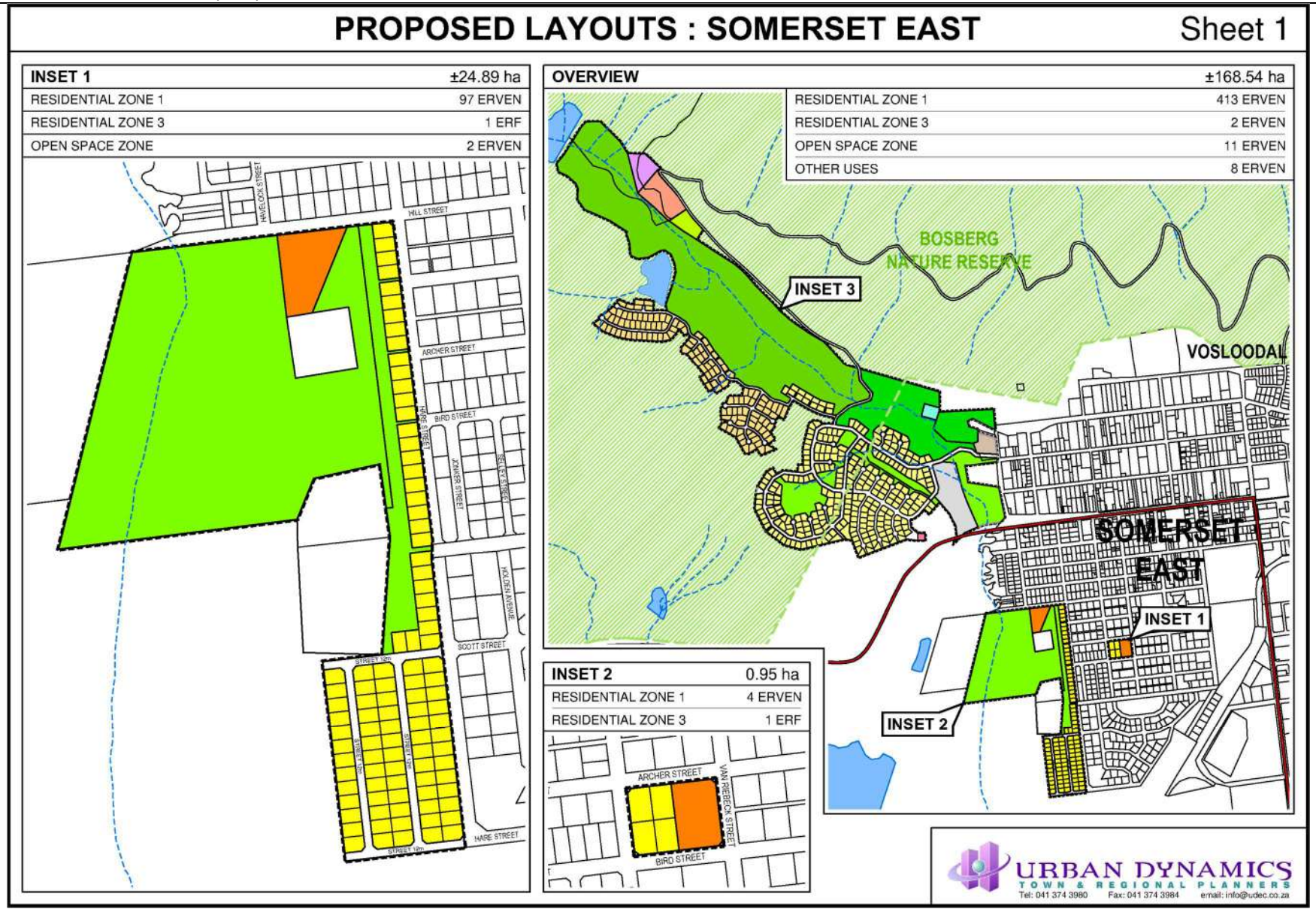
Projects are prioritised based on IDP prioritisation and budget availability. The SDF does not include a "*wish list*" of projects and does not replicate all programmes identified through IDP processes. However, projects included in the SDF reflects priorities to unlock development potential, LED and community needs.

4.4.1 Development Priority : Basic Service Delivery & Infrastructure Development

4.4.2 Development Priority : Community & Social Development

4.4.3 Development Priority : Local Economic Development & Rural Development

4.4.6 Development Priority : Human Settlement Management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RESIDENTIAL ZONE 3 1 ERF
OPEN SPACE ZONE 2 ERVEN
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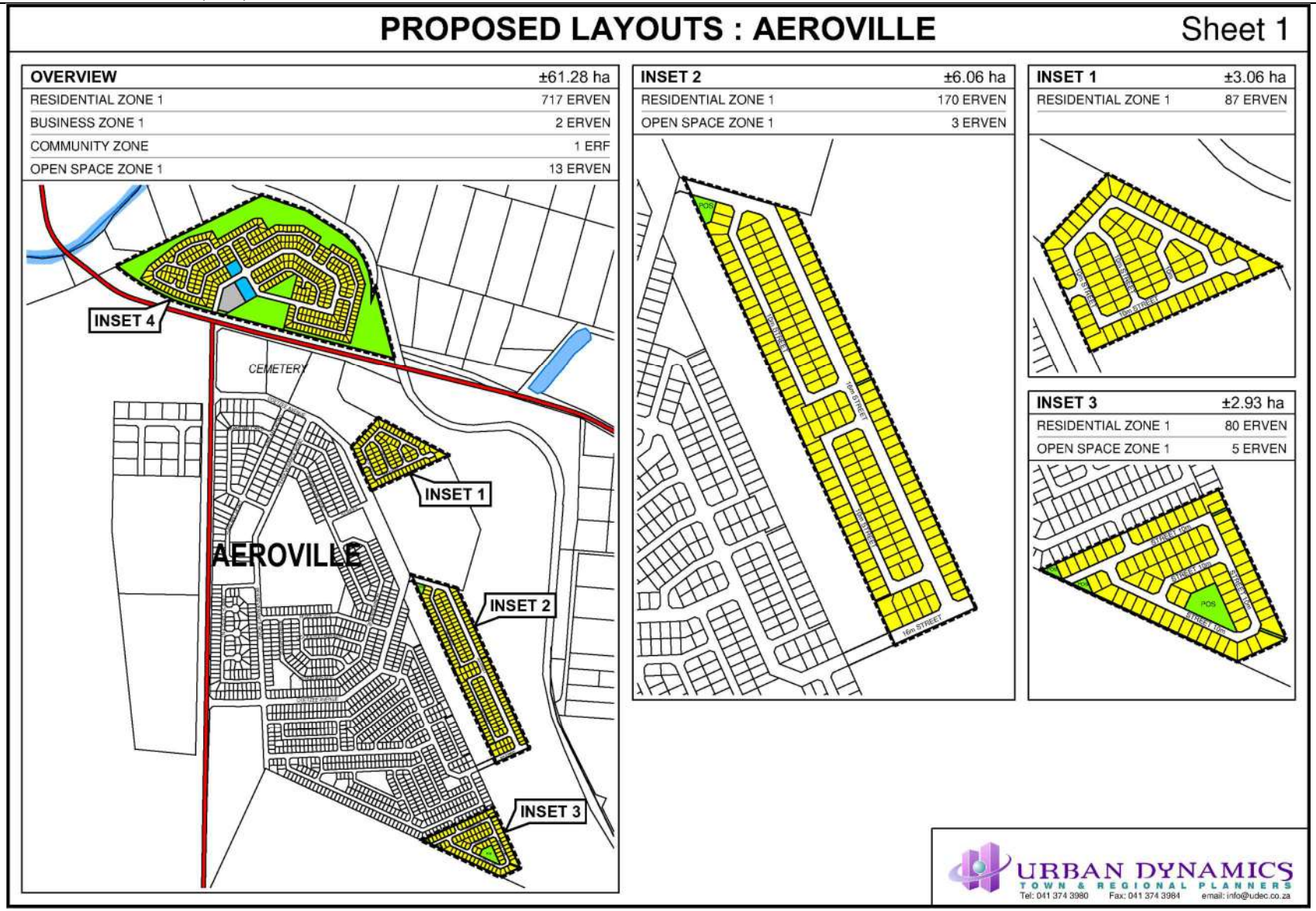
HILL STREET
ARCHER STREET
BIRD STREET
HOPE STREET
SELBY STREET
HOLDEN AVENUE
SCOTT STREET
HARE STREET
OVERVIEW ±168.54 ha
RESIDENTIAL ZONE 1 413 ERVEN
RESIDENTIAL ZONE 3 2 ERVEN
OPEN SPACE ZONE 11 ERVEN
OTHER USES 8 ERVEN
BOSBERG NATURE RESERVE
INSET 3
VOSLOODAL
SOMERSET EAST
INSET 1
INSET 2
INSET 2 0.95 ha
RESIDENTIAL ZONE 1 4 ERVEN
RESIDENTIAL ZONE 3 1 ERF
ARCHER STREET
VAN RIEBECK STREET
BIRD STREET
URBAN DYNAMICS
TOWN & REGIONAL PLANNERS
Tel: 041 374 3980 Fax: 041 374 3984 email: info@udec.co.za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BUSINESS ZONE 1 2 ERVEN
COMMUNITY ZONE 1 ERF
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INSET 4
CEMETERY
INSET 1
AEROVILLE
INSET 2
INSET 3
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RESIDENTIAL ZONE 1 170 ERVEN
OPEN SPACE ZONE 1 3 ERVEN
POS
16th STREET
INSET 1 ±3.06 ha
RESIDENTIAL ZONE 1 87 ERVEN
INSET 3 ±2.93 ha
RESIDENTIAL ZONE 1 80 ERVEN
OPEN SPACE ZONE 1 5 ERVEN
STREET 1
STREET 2
STREET 3
STREET 4
POS
URBAN DYNAMICS
TOWN & REGIONAL PLANNERS
Tel: 041 374 3980 Fax: 041 374 3984 email: info@udec.co.za

6 Chapter 6 : Monitoring & Review

1.0 Monitoring

The Blue Crane Route Municipality SDF is not a stand-alone sector plan and should be an integral part of the annual IDP review cycle, IDP implementation strategy and monitoring mechanism. It is not recommended to establish parallel or separate monitoring, review and implementation mechanisms, but rather align with the existing performance management framework implemented by the Blue Crane Route Municipality.

Performance management and implementation in Local Municipalities are guided and informed through various legislative mechanisms with specific reference to :

- Municipal Systems Act (32 of 2000)
- Municipal Planning & Performance Management Regulations (2000)
- Municipal Finance Management Act (56 of 2003)
- Spatial Planning & Land Use Management Act (16 of 2013)

The legislation contains mechanisms for implementation monitoring, evaluation and review, and as indicated, the Blue Crane Route Municipality SDF should be part of this review cycle. In addition, the Blue Crane Route Municipality Municipality's Performance Management Policy should apply and expand to include SDF monitoring and review.

Annual Blue Crane Route Municipality SDF review should be an integral part of the IDP cycle.

The purpose of the SDF is to provide a medium to long term vision and a set of strategies to attain this vision. SPLUMA requires that this is translated into an implementation framework that takes a 5 year view to inform the municipality's Integrated Development Plan and Budget. As development, whether it be the public sector or the private sector, takes multiple years to be realised, it is not appropriate that the SDF is substantially reviewed annually. The SDF must encourage consistency and predictability in planning decisions in order to achieve the desired outcomes. Transformation of the built environment in particular is a long term process that requires determination and persistence.

Processes, including public participation processes, associated with the review of an SDF are prescribed by SPLUMA, the MSA and the Blue Crane Route Municipality SPLUM By-Law.

2.0 Performance Indicators

- Towards the introduction of a planning performance, monitoring and evaluation system for the SDF, a set of performance indicators (Specific, Measurable, Achievable, Relevant, Timebound) need to be developed and applied.
- These should measure progress on delivering on the Municipal spatial agenda, including its substantive, spatial objectives.
- In this regard, the Municipal Performance Management System (linked to the IDP) is important.
- It is proposed that the Development Directorate development MSDF specific monitoring indicators during the 2021 / 22 year for inclusion in the Municipal Performance Management System at the beginning of the 2022 / 23 year.
- Ideally, initial performance indicators should be limited to what is manageable by the administration while meaningfully tracking the achievement of stated spatial development objectives. Such criteria could include :
  - Received, evaluated and approved land development applications and buildings plans.
  - Partially or fully achieved development projects as per the Capital Expenditure Framework, specifically relating to greenfields development and infill development.
  - Change of land use within identified CBD boundaries and gateway nodes.
  - Addition of business, commercial and industrial floor space, based on land development approvals.
  - Public private partnerships and initiatives, with specific emphasis on strategic land release and capital investment agreements and PPP agreements.

3.0 Review

The SDF review cycle is managed and legislated through :

- Spatial Planning & Land Use Management Act
- Municipal Systems Act
- Blue Crane Route Municipality Spatial Planning & Land Use Management By-laws

These core legislative instruments confirm the SDF review to be part of the Municipal Integrated Development Plan and therefore, the annual IDP review process should incorporate SDF alignment. It is further required that the Blue Crane Route Municipality review its SDF through a 5 year review cycle.

SDF Review can only be implemented successfully with co-operation and integration of all sectors, departments and structures within the Municipality. However, the ultimate responsibility of SDF Review and approval remains with the Council as a final decision making structure. For the purposes of the Blue Crane Route Municipality SDF Review Cycle, the following structures will be instrumental in ensuring that the development vision is realised and the Capital Expenditure Framework is implemented.

Institutional mechanisms for the Blue Crane Route Municipality SDF review are :

Council and Executive Committee	• Ultimately, the implementation, monitoring and review of the SDF remains the legislative responsibility of the Council. • Annual IDP and SDF review cycle requires Council resolutions for approval and adoption. • Monitoring and review should form part of this process and integrated into political decisions and confirmation of budgets and prioritisation.
SDF Project Steering Committee (PSC)	• A key driving force in ensuring continuity and procedural matters remain the function of the PSC. • The PSC established as part of the 2019 Blue Crane Route Municipality SDF review should remain in place and continue functioning under the existing mandate. • The PSC is therefore a critical co-ordinating body to ensure integration of the various review structures, i.e. PMO, IDP Rep Forum and Council. • Integration of annual review and performance assessment should be co-ordinated through the PSC. • Progress monitoring and ensuring integration with various departmental projects, actions and implementation monitoring. • PSC should facilitate integration and alignment of sector plans and ensure legislative compliance. • Capacity support to the PMO and refining the CEF on an ongoing basis to ensure compliance. • The PSC representation includes : - Municipal Manager - Director : Local Economic Development & Planning - Director : Public Safety & Community Services - Director : Engineering & Infrastructure - Director : Corporate & Shared Services - Manager : Town Planning - Manager : Human Settlements - Manager : Local Economic Development - Chief Financial Officer - IDP & PMS Manager - Sarah Baartman District Municipality - COGTA - MISA
Development & Land Use Management Committee (DLUMC)	• The objective of the DLUMC is to manage day-to-day land development and land use management matters. • Ensure proactive implementation of the Blue Crane Route Municipality spatial vision, the SPLUMA principles and technical support and linkage with private investment and developers.
IDP Rep Forum (RF) and Steering Committee (SC)	• IDP RF and SC are existing structures to support IDP review and implementation. • Alignment with IDP review processes, rep forum activities and SC should be ongoing and co-ordinated with the SDF PSC.
Project Management Office (PMO)	• The PMO is ultimately responsible for implementation of the management and implementation of the CEF. • Implementation and monitoring of project progress, cash flow and project key performance indicators. • Implementation of the spatial vision and CEF largely remain the responsibility of the PMO, with close co-operation with the supporting review structures. • A strategic project identified through the SDF process includes the expansion of the PMO capacity, resources and technology to adequately develop a compliant CEF and ensure implementation, monitoring and annual review.