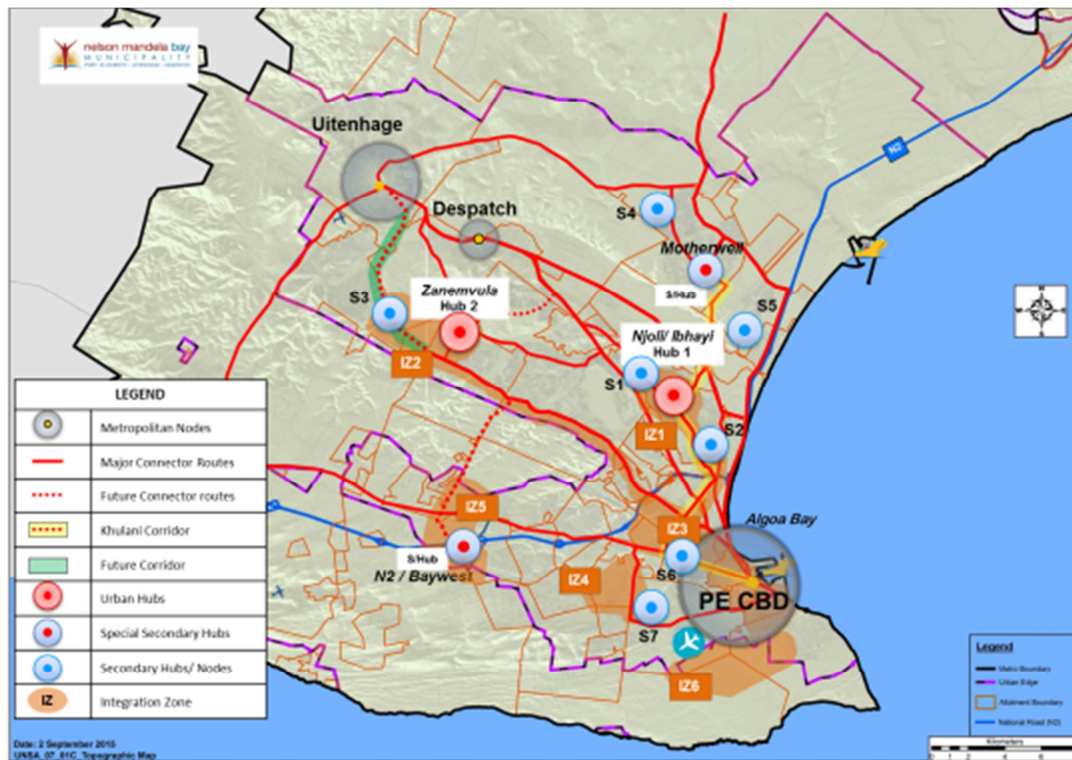


FIGURE 17: Urban Network Framework with Secondary Hubs

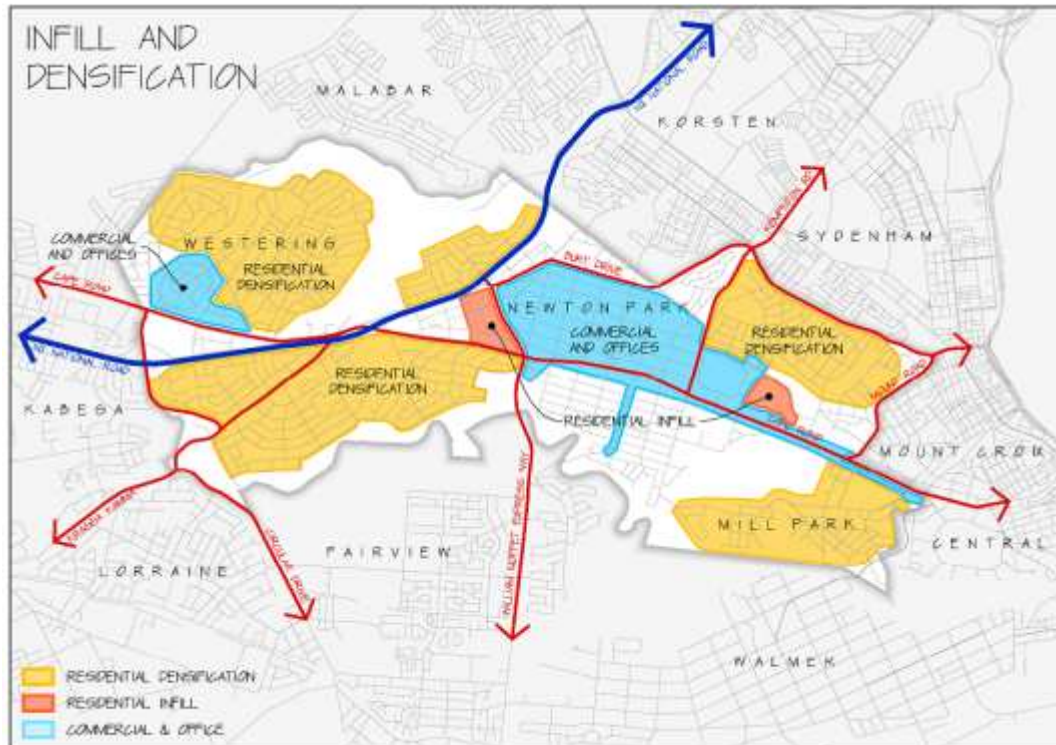
Source: NMBM 2015

2.1.1.3.1.5 Other Nodal Areas

Other nodal areas which are recognised as part of the Urban Network Framework and urban hubs, include:

Greenacres/ Newton Park Node:

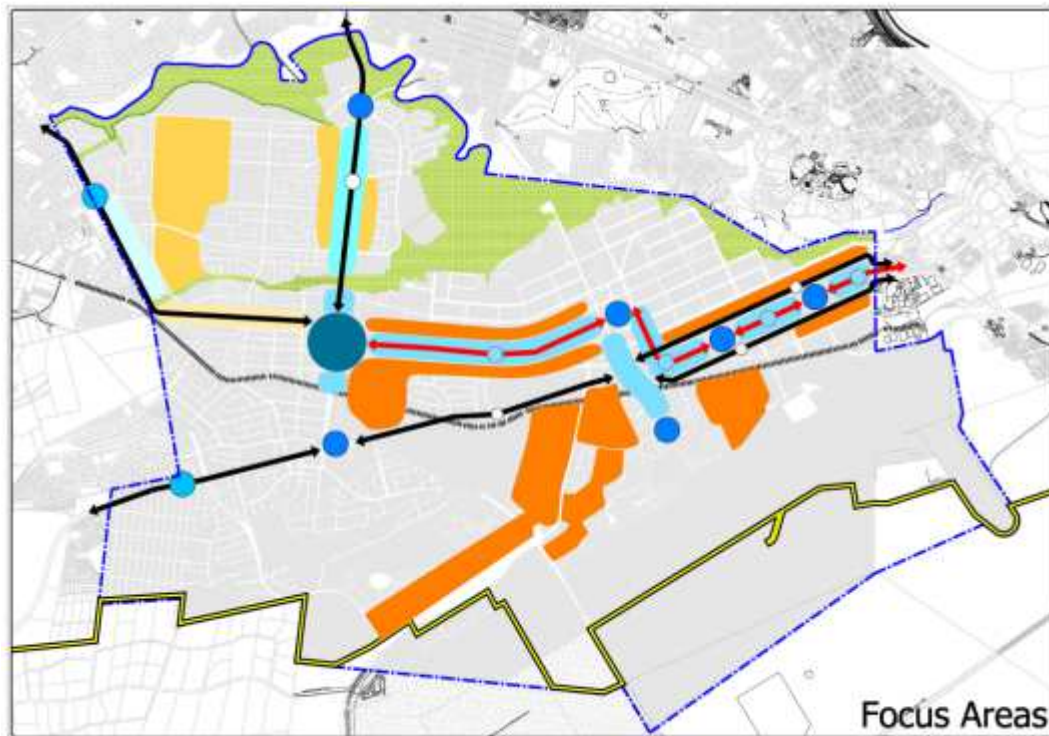
This is an existing retail and mixed use node at the convergence of the Cape Road and Langenhoven Drive/ Kempston Road transport and activity corridors. An “informal modal interchange” is contained in the parking areas of the Greenacres Retail Park and holds the potential of formalization. An LSDF for this area was approved by Council in 2014. The potential for high density infill residential development in this node should be considered and promoted.

FIGURE 18: Greenacres/Newton Park Node

Source: NMBM Cape Road (Mill Park to Westering) LSDF, April 2014

Walmer Node:

The Walmer Node is situated at the convergence of Main Road, Walmer and William Moffat Expressway and is comprised of major retail centres. It is included in the Greater Walmer LSDF, approved by Council in 2013. The figure below is extracted from the LSDF and shows the importance of this node in its spatial context and targets it specifically for development.

FIGURE 19: Walmer Node

Focus Areas for Priority Actions Required

Source: Greater Walmer LSDF, October 2013

An “informal modal interchange”, which is developing organically at taxi drop-off and pick-up points, is noted in this nodal area and should be formalized as part of nodal development interventions.

Great Westway (Makro/ Framesby/ Westering) Node

This node is located at the intersection of Samantha Way/ Bramlin and Cape Road. It is largely a retail node around the Makro, Metlife Plaza and Linton Grange shopping centres. A day care medical centre is also located in this node.

FIGURE 20: Great Westway Node



Source: NMBM Cape Road (Mill Park to Westering) LSDF, April 2014

2.1.1.3.1.6 Integration Zones

The following figure illustrates the location of the six selected integration zones in the city.

FIGURE 21: Urban Network Framework with Urban Hubs and Integration Zones



Source: NMBM, 2015

These Integration Zones are very similar to those identified in the 2015/16 BEPP however the prioritisation of the Integration Zones has been considered and a strategy for each Integration Zone has been identified.

Revised / Prioritisation of Integration Zones

Consideration has been given to the prioritisation of the Integration Zones with the following result:

TABLE 3: Integration Zone Prioritisation

Integration Zone	Priority
Khulani / Njoli / Motherwell	IZ1
Standford Road	IZ2
Inner City	IZ3
Fairview West	IZ4
Walmer Summerstrand	IZ5
Baywest/ N2 Node	IZ6

These Integration Zones are described below:

Integration Zone 1 (IZ1) (Khulani/ Njoli / Motherwell):

This Integration Zone has been amended to include the full Khulani Corridor as well as the Motherwell Special Secondary Hub/ Node. It links the Inner City area (Integration Zone 3) and the Njoli Hub and incorporates a portion of the Khulani Corridor between the Standford Road, Njoli Square and Motherwell. It includes Secondary Hubs S1 (Kenako/ Vista) and S2 (Red Location) and holds potential for urban regeneration and intensified mixed use development along the Khulani corridor and around the Njoli Hub and Motherwell Hub. Intensified mixed use around the S1 (Kenako/ Vista) Secondary Hub would be possible, but may require intense community participation particularly around the Vistarum area.

The key strategy for this Integration Zone is focused on Transport Orientated Development; in-situ informal settlement upgrading; cultural / tourism development and the development of a waste beneficiation park. Details of the strategy will be further articulated unpacked in the final BEPP. A full list of projects that will fit these objectives is incorporated in the Integration Zone

Matrix, attached as Annexure “E “. The project list below will be reviewed as work progresses with regard to the Integration Zones.

IZ 1.1	Ibhayi/ Njoli Precinct Development
IZ 1.2	Njoli Modal Interchange
IZ 1.3	Waste Beneficiation Park
IZ 1.4	Red Location Precinct Projects (Library et al)
IZ 1.5	Soweto-on-Sea/ Veeplaas Urban Regeneration (Zanemvula)
IZ 1.6	Zanemvula: Vistarus
IZ 1.7	New Brighton Tip Site Rehabilitation (Chris Hani)
IZ 1.8	Various Infill Residential Projects
IZ 1.9	Motherwell Rail Corridor
IZ 1.10	Motherwell Modal interchange
IZ 1.11	Motherwell Urban Hub / Precinct Development
IZ 1.12	Motherwell Traffic and Licensing Centre (Thusong)
IZ 1.13	Various Infill Residential Projects
IZ 1.14	Motherwell High Density Housing Project (Sakhuluntu)

Integration Zone 2 (IZ2) (Standford Road):

This Integration Zone 2 along Stanford Road serves as a spatial link between Integration Zone 1 and the Chatty Jachtlakte Hub. Environmental and spatial constraints make it a very narrow corridor with limited scope for catalytic and development intervention. These would be limited to modal interchanges along Stanford Road such as the Cleary Park Modal interchange. The extent of the Integration Zone around the Zanemvula Chatty Hub (Hub 2) has been amended to incorporate the Chatty/Jachtlakte, Zanemvula and Kwanobuhle Estate Mega Housing Projects.

The key strategy for this Integration Zone is focused on catalytic spatial transformation and integrated residential development. Details of the strategy will be articulated better in the final BEPP. A full list of projects that will develop these objectives is incorporated in the Integration Zone Matrix

(Annexure “E”), and is listed below. The project list below will be reviewed as work progresses with regard to the Integration Zones.

IZ 2.1	Zanemvula Precinct Development
IZ 2.2	Chatty Link Road
IZ 2.3	Bloemendal Arterial
IZ 2.4	Jachtlakte IRD Development - Phase 1
IZ 2.5	Jachtlakte IRD Development - Phase 2
IZ 2.6	Kwanobuhle IRD Development - Phase 1
IZ 2.7	Kwanobuhle IRD Development - Phase 2
IZ 2.8	Korsten Modal Interchange
IZ 2.9	Standford Road Corridor
IZ 2.10	Cleary Park Modal Interchange
IZ 2.11	Standford Road Extension
IZ 2.12	Jagtlakte (Chatty 11-14) - Human Settlement (Services)
IZ 2.13	Replace Switchgear in Mini subs - KwaNobuhle
IZ 2.14	Jagtlakte Bulk Sewerage
IZ 2.15	Kwanobuhle WWTW : Upgrading
IZ 2.16	Kelvin Jones WWTW: Upgrade

Integration Zone 3 (IZ3)(Inner City):

Integration Zone 3, previously denoted as Integration Zone 1, is comprised of the Inner City area and includes the Port Elizabeth CBD as well as Newton Park; 2010 Stadium and Inner City LSDF areas. The mandate area of the Mandela Bay Development Agency falls within this Integration Zone. This integration zone holds significant potential for inner city revitalization with projects such as the Mermaids Precinct and Lower Baakens Catalytic Projects.

The key strategy for this Integration Zone is focused on inner city rejuvenation and densification. Details of the strategy will be articulated in the finalisation of the BEPP. A full list of projects that will develop these objectives is

incorporated in the Integration Zone Matrix (Annexure “E”). A list of projects that will fit these objectives appears below.

IZ 3.1	Govan Mbeki Government Precinct
IZ 3.2	Lower Baakens Precinct Development
IZ 3.3	Lower Baakens Precinct Development
IZ 3.4	Lower Baakens Precinct Development
IZ 3.5	Govan Mbeki Public Transport Route
IZ 3.6	Mermaid's Precinct (its implementation possibly incorporated in Lower Baakens Project)
IZ 3.7	Korsten Modal Interchange
IZ 3.8	Manganese Terminal Relocation
IZ 3.9	Tank Farm Relocation
IZ 3.10	Commercial Marina Development
IZ 3.11	Road Access Network (Baakens)
IZ 3.12	Apple Express
IZ 3.13	PE Station Upgrade
IZ 3.14	Freedom Precinct
IZ 3.15	North End Coastal Development
IZ 3.16	Telkom Park Re-development

Integration Zone 4 (IZ4) (Fairview West):

Fairview West area is located within a 6 to 8 km radius from the CBD and is adjacent to the William Moffat Expressway and Circular Drive activity corridors. It forms part of a land restitution area from where large numbers of people were relocated. A number of housing projects, comprising of mixed residential typologies aimed at the lower income groups, contribute to the area being identified as an area of substantial spatial development and enormous potential to illustrate spatial transformation. The area is also identified as a Mega Project in the Human Settlements Programme.

The key strategy for this Integration Zone is focussed on densification and spatial transformation with the development of this node as high density

integrated and mixed housing area. Details of the strategy will be better articulated in the final BEPP.. A full list of projects that will develop these objectives is incorporated in the Integration Zone Matrix (Annexure “E”) and appears below. This list will be reviewed during the finalisation of the BEPP.

IZ 4.1	William Moffat Expressway
IZ 4.2	Circular Drive
IZ 4.3	Willow Road Upgrade
IZ 4.4	Fairview Links
IZ 4.5	Willowdene
IZ 4.6	Fairview West

Integration Zone 5 (IZ5) (Baywest / N2 Node)

The potential, capacity and significance of the Baywest/ N2 Node as catalyst for intensified integrated and mixed use development at scale, has contributed to the inclusion of the larger development area of this node as a sixth Integration Zone (IZ5), previously denoted as Integration Zone 6. This integration zone holds the potential to attract private sector investment in the development of the node/ zone which should be harnessed because of its potential to be a significant generator of rates income.

The key strategy for this Integration Zone is the development of a growth node comprising integrated residential and economic development. Detail of the strategy will be better articulated in the final BEPP. A full list of projects that will develop these objectives is incorporated in the Integration Zone Matrix (Annexure E). The list is included below and will be reviewed during the finalisation of the BEPP.

IZ 5.1	H45 Redhouse - Chelsea Arterial (Baywest Boulevard) : Walker Drive to N2
IZ 5.2	Western Arterial - N2 Cape Road Link
IZ 5.3	Western Arterial - Stanford Road Link
IZ 5.4	N2 North

IZ 5.5	Utopia Development
IZ 5.6	Erf 432 Development
IZ 5.7	Kuyga Extension

Integration Zone 6 (IZ6) (Walmer/ Summerstrand)

This integration zone is highlighted as a new development zone for one of the large scale integrated residential development Mega Projects of the Human Settlements Programme.

The key strategy for this Integration Zone is spatial transformation and integrated residential development for lower income communities. Details of the strategy will be better articulated in the final BEPP. A full list of projects that will develop these objectives is incorporated in the Integration Zone Matrix (Annexure “E”), and is contained below. This list will be reviewed during the finalisation of the BEPP.

IZ 6.1	Erf 1948 Walmer Phase 1
IZ 6.2	Erf 1948 Walmer Phase 2
IZ 6.3	Erf 11305 Walmer
IZ 6.4	Walmer Development - Human Settlement (Services)
IZ 6.5	Reinforcement of Electricity Network - Walmer Lorraine
IZ 6.6	Industrial Site (Airport Valley) - Bulk Sewer
IZ 6.7	Upgrading of Fountain Road - Walmer Township
IZ 6.8	H103: Heugh Road (MR427) Widening (3rd Avenue to Wentworth)
IZ 6.9	Theescombe / Gqeberha Bulk Stormwater
IZ 6.10	Storm-water retention
IZ 6.12	Walmer Cosmo
IZ 6.13	Driftsands Collector Sewer
IZ 6.14	Driftsands WWWT Augmentation
IZ 6.15	Walmer Gqeberha - Urban Rejuvenation
IZ 6.16	Possible Railway Station - Apple Express
IZ 6.17	Allister Miller Drive
IZ 6.18	Precinct Plan/ Walmer Gqeberha

2.1.1.3.1.7 Other Activity Corridors

The Nelson Mandela Bay Urban Network further identifies other existing mixed use activity corridors that are important. These are:

1. *Walmer*: This corridor starts at Marine Drive as Walmer Boulevard, increases in activity at 1st Avenue intersection, from where the road becomes Heugh Road, and continues to the intersection of Buffelsfontein Road and 17th Avenue.
2. *Walmer Main Road*: This corridor commences in Heugh Road, it runs to Walmer Main Road, to the intersection with the William Moffat Expressway.
3. *William Moffat Expressway*: This corridor starts from the intersection of Buffelsfontein and 17th Avenue and runs along William Moffat Expressway to Cape Road.
4. *Cape Road*: This corridor starts at the intersection of William Moffat Drive and Cape Road, and runs to Greenacres, terminating in the CBD.

2.1.1.4 Marginalised Areas /Informal Settlements

2.1.1.4.1 Status of Housing Developments

The map attached as Annexure “B” shows private sector, municipal and public private partnership proposals for the development of different types of housing in Nelson Mandela Bay. This includes the affordable housing sector.

In terms of the Capacity Support Implementation Plan, a land and housing market trend analysis will be done with a view to develop proposals to revise the NMBM housing policy in a manner that is more sustainable and meets spatial restructuring objectives. This work will verify and supplement the work described above. An appointment of an expert consultant is underway.

2.1.1.4.2 Management and upgrading of Informal Settlements

The Municipality has a dedicated programme for the elimination of informal settlements, as contained in the Informal Settlements Upgrading Plan (NMBM: Human Settlement Directorate, 2008). The Plan was developed in 2008 and included 81 informal settlements. 51 informal settlements remain and are contained in a matrix of *in situ* upgrading/destination areas, programmed over time, prioritized and implemented according to the availability of funding.

In terms of municipal policy, the relocation of informal settlements happens as a last resort. Where an informal settlement can be formalized *in situ*, this is done. Of the 105 originally identified informal settlements, 34 *in situ* upgradings of informal settlements were completed. In some instances, due to density, not everyone in an informal settlement can be accommodated *in situ*. In these cases, the remaining residents are relocated to locations situated as close-by as possible. Informal settlements in stressed areas, such as under powerlines, on tipsites, in floodplains or other such areas, are relocated to new areas. To accommodate these communities, 9 greenfield sites have been prepared and serviced. In order to accommodate the total need for new development, 16 greenfield sites were programmed for completion in terms of the approved Human Settlements Plan.

The Informal Settlements Upgrading Plan makes provision for the following:

- Elimination of the housing delivery backlog of 72 411 units (49 000 backyard shacks and 23 411 informal settlements) through the provision of quality housing and the structured upgrading of informal settlements.
- Upgrading of informal settlements and backyard dwellings, preferably in-situ, and well located Greenfield developments. Of the 56 *in situ* informal settlements, 30 still need to be upgraded; and of the 16 Greenfield developments, 6 still need to be upgraded.

- Providing housing opportunities for an estimated 35 000 beneficiaries that are not being catered for in the current housing projects that are focused on beneficiaries earning R3 500 and below per month.
- Relocation of 3 000 communities living in stressed areas (such as flood-plain areas, tip-sites and power line areas) in terms of the Relocation Plan, which is an integral part of the Informal Settlements Upgrading Plan. The identification of well located land in priority areas and integration zones will be key.

The Informal Settlements Upgrading Plan is part of the NMBM Human Settlements Plan. The main focus of the Plan is the full technical and social investigation of all the informal settlements within the Metro, as well as the categorisation of each settlement in term of needs and vulnerability.

The prioritisation of projects is based on technical readiness, including town planning layout approvals, general plan layout approvals, environmental approvals, completed geotechnical investigations, and the availability of bulk infrastructure. Greenfield projects are also prioritised as destination projects for relocation purposes.

As part of the ongoing development of this plan the NMBM have recently engaged with the National Department of Human Settlements in terms of the National Upgrading Support Programme (NUSP) in order to assess the processes and strategies linked to the social and technical development of informal settlements throughout the Metro. It is planned to ensure best practice and alignment with other Metro's throughout the country.

2.1.1.4.3 Emergency housing for households living in life-threatening conditions

Currently the NMBM plays a facilitation role in the establishment of emergency shelters for communities. The NMBM identifies families in need and submits a formal request to the Provincial Department of Human

Settlements for the approval and supply of emergency shelters in predetermined areas.

It must be noted that the emergency relocations to serviced sites take place with rudimentary services only. This means that the relocated families receive bucket sanitation and water from a communal collection point at a 200 m radius and basic gravel roads until the required top structures are completed.

2.1.1.4.4 Strategy for better located housing development for all and specifically the poor in relation to densification

Well located, pro-poor urban development strategies are well entrenched in the Sustainable Community Planning Methodology of the NMBM. The methodology focuses on actions and approaches to achieve higher levels of functional, social and economic integration, simultaneously promoting and improving social, economic and environmental sustainability.

The density of existing areas should be increased through infill development on vacant land not required for other purposes. Corridor development along public transport and other major transport routes will also increase densities in existing areas. Transit oriented development (TOD) is a priority of the city.

To effectively increase density and thereby reduce urban sprawl, future densities should average at least 30 to 40 units per hectare (gross) in new areas. Current densities average 20 units per hectare.

It is predicted that more than 80% of the future residential demand in the Metro will be for low-income housing. In view of the need for densification, it is this sector that will, of necessity, be most affected.

The current practice of creating erven of 200 to 300m² for low-income housing is unsustainable from an economic and land utilisation point of view.

Increased densities, on the other hand, can decrease land and servicing infrastructure costs and also enhance the viability of public transport systems.

The proposal in the context of the Nelson Mandela Bay area is as follows:

- To strengthen the existing major bus routes and commuter routes in the Metro by the addition of high-density development alongside. (TOD).
- To intensify development around existing public open spaces, where appropriate. Intensification refers to the subdivision of the existing appropriately located and designed Brownfield erven.
- The Greenfield development of certain strategic sites which, although located; on the periphery of the city, could nevertheless be easily integrated into either the rail or road transport system. Environmental considerations rather than cadastral boundaries informed the perimeters of such external Greenfield sites.

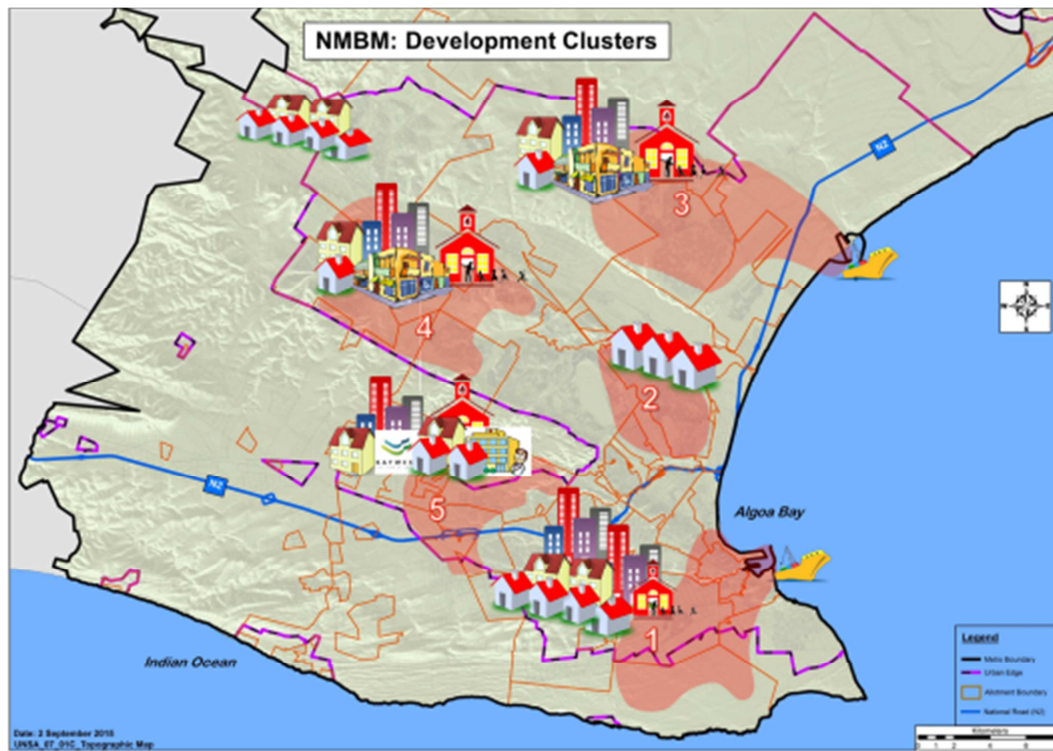
2.1.1.5 Growth Nodes (commercial and industrial) identification and prioritisation

2.1.1.5.1 Growth Nodes and Directions

A number of private sector developments are taking place in the city, in tandem with municipal developments. These include the N2 node incorporating the Bay West Mall Shopping Complex, and the Kwanobuhle Estate proposed development. The municipal capital investment in these projects is reflected in the Budget.

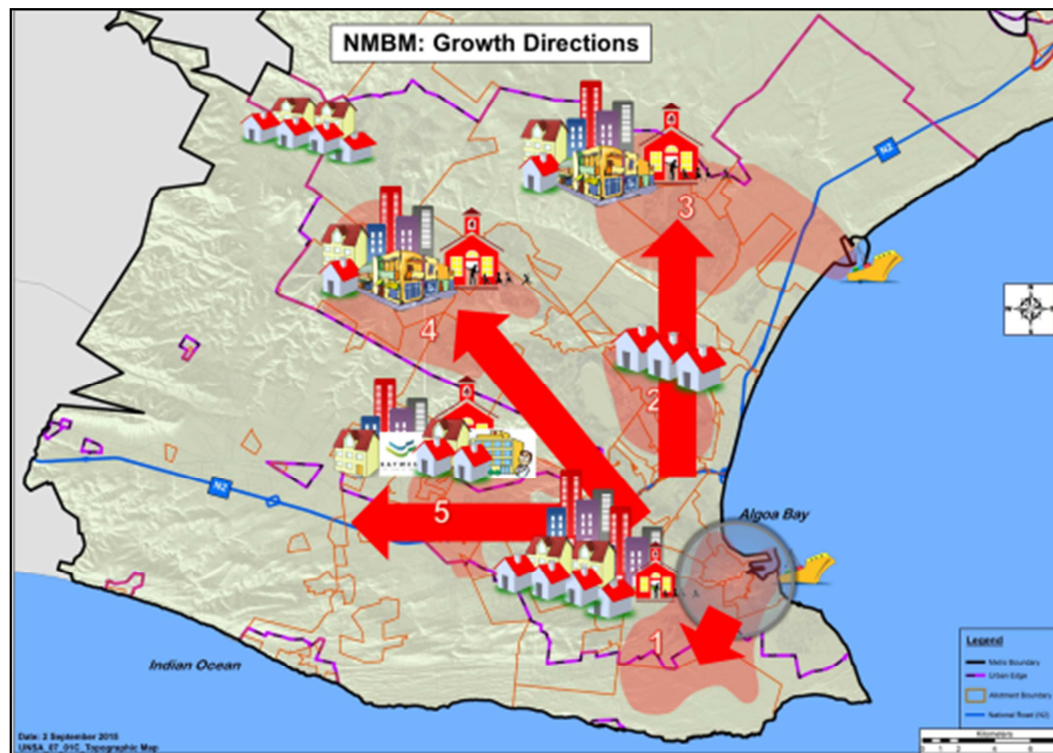
The following maps highlight the major development areas and urban growth directions. They show areas of new development, largely residential and mixed-use development, the major industrial development areas, as well as areas in which urban renewal and infill development (regeneration development) is taking place. Growth directions are mainly west, north-west and north.

FIGURE 22: Major Development Clusters in Nelson Mandela Bay



Source: NMBM, 2015

FIGURE 23: Urban Development Trends in Nelson Mandela Bay



Source: NMBM, 2015

N2 Node

Urban development in the N2 Node is driven by the private sector and comprises largely mixed-use and residential developments aimed, at the high, middle and affordable market segments. The anchor in this development node is the just completed Bay West Shopping Mall at a cost of R2 billion.

The greater N2 node is identified as a Catalytic Project Area of NMBM and the full development of the greater node will be actively pursued.

Project Mthombo

Project Mthombo oil refinery is planned to be located in the Coega Industrial Development Zone. The pre-feasibility study was undertaken by PETROSA, identifying Nelson Mandela Bay as the preferred site for the oil refinery. PETROSA is awaiting the DME's approval of the front-end engineering design (FEED). The project is expected to create 1000 direct jobs at an operational level, 23 000 jobs during construction, and 17 000 indirect jobs. The Municipality is engaged with processes to determine whether the project will be located in Nelson Mandela Bay or not.

Chatty Jachtlakte Node

The development in the Chatty Jachtlakte Node involves mixed-use and residential development by the private sector and the Municipality, with an estimated yield of 32000 new residential opportunities in the middle, affordable (rental and ownership) and subsidised housing segments.

The Chatty Jachtlakte hub is identified as a Catalytic Project.

Motherwell Node

Development in the Motherwell area will comprise municipal and private sector developments, of which the municipal component will largely entail mixed residential development opportunities in the lower income segments.

The private sector component will focus on mixed land use and residential development in the low, middle and higher end housing segments.

The Motherwell Urban Hub Precinct is identified as a Catalytic Project.

2.1.1.5.2 Strategic initiatives

Besides the above-mentioned opportunities, the Municipality has also introduced a number of strategic initiatives and identified a number of key large-scale projects, as reflected in the Spatial Development Framework, the LED Strategy and the IDP of the Municipality, with the objectives being to:

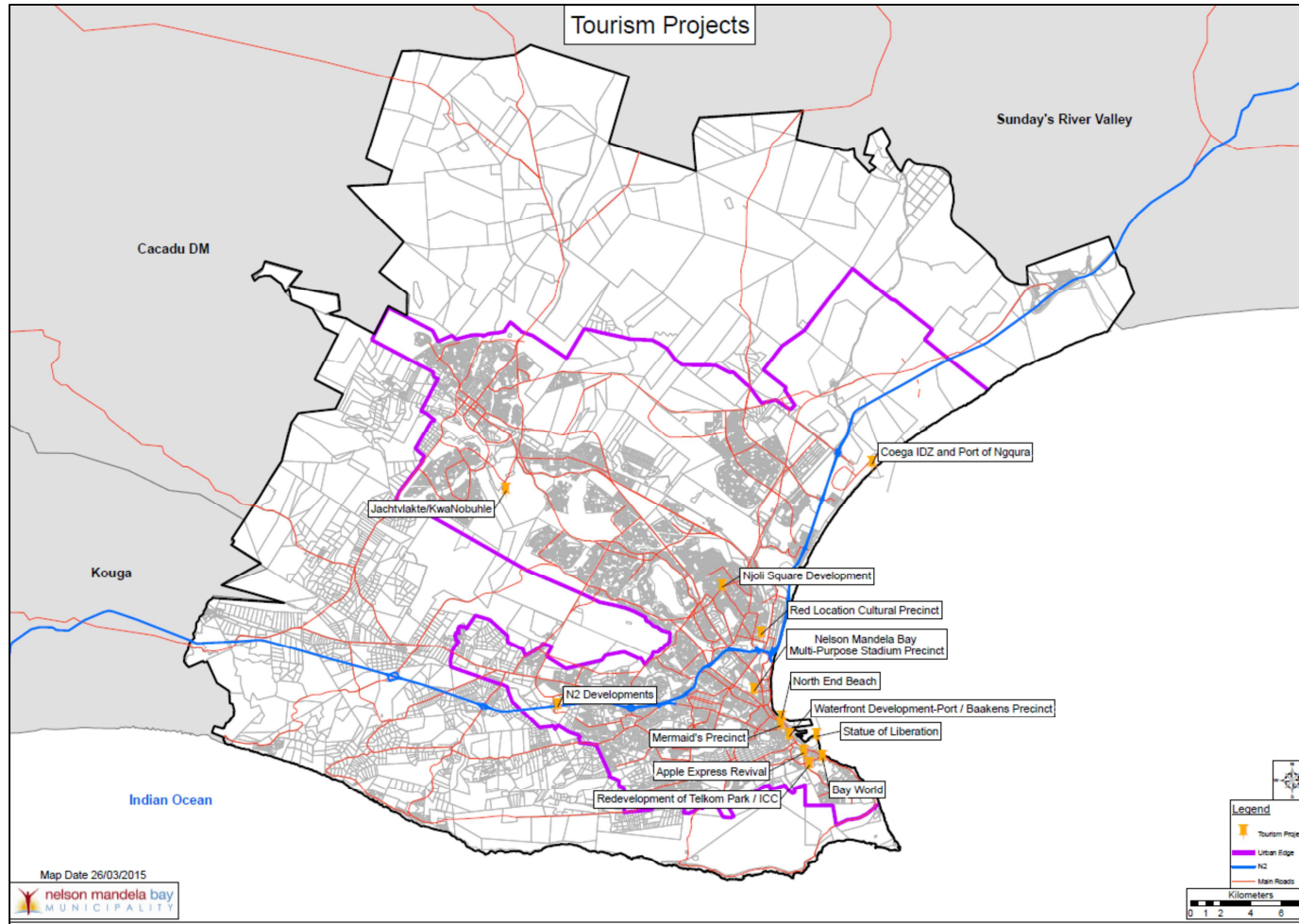
- serve as significant catalysts for economic growth;
- stimulate economic development;
- enable the Metro to become nationally and internationally competitive;
- create jobs;
- alleviate poverty;
- attract investors and/or tourists;
- change the face of the Metro.

As part of the City Support Programme, Capacity Support Implementation Plan, the NMBM is receiving technical assistance to evaluate the Economic Development Strategy. This will consider the success of current initiatives and determine a way forward for the Municipality in respect economic development and the issues identified above.

Certain of the strategic initiatives are seen to be catalytic in nature and have been prioritised in the Catalytic Projects selected for in the 2015/16 BEPP.

Annexure “D” attached is the Catalytic Urban Development Project Pipeline Matrix in which the Catalytic Projects are reflected.

FIGURE 24: Tourism/Economic Projects



Source: NMBM CorpGIS, 2015