

The Ward-based Cleaning Programme is based on a three-month rotational system. The table below provides details of the rotational system as well as the beneficiaries.

WASTE MANAGEMENT DEPOT	FREQUENCY OF ROTATION	BENEFICIARIES							
		JULY – SEPT 2008			OCTOBER – DECEMBER 2008	JANUARY – MARCH 2009	APRIL – JUNE 2009		
		TOTAL	GENDER SPLIT		TOTAL	TOTAL	TOTAL	GENDER SPLIT	
			MALE	FEMALE				MALE	FEMALE
Struanway Road Depot	Quarterly	95	10	85	185	290	301	43	258
Addo Road Depot	Quarterly	239	5	234	478	717	708	54	654
Cuyler Street Depot	Quarterly	125	11	114	260	380	292	33	259
Gail Road Depot	Quarterly	95	18	77	147	242	276	9	267
TOTAL		554	44	510	1070	1629	1577	139	1438

**(b) Levels and standards in waste management services**

- Domestic waste collection.
  - Weekly kerbside black bag collection service in medium to high income areas (formal areas).
  - Weekly black bag communal collection service in informal areas.
  - Ten bags issued to households every two months.
- Trade waste collection.
  - Contractual service to business.
    - Cubic metre bins.
    - Frequency dependent on client.
- Cleansing services.
  - Removal of illegal dumping on municipal owned land.
  - Removal of dead carcasses (dogs, cats) within this residential area.
  - Manual and mechanical road / street sweeping.
  - Beach cleaning services.
  - Cleaning of ablution facilities.
- Transfer stations.
  - Formal and Informal Transfer Stations.
    - 16 formal transfer/garden waste sites and 53 informal sites.
    - Used for excess and bulky waste.
    - Proper signage: types of waste acceptable.
    - To be converted into drop-off/recycling centres, e.g. Blue Horizon Bay Centre.
    - Low-income areas: One centre for every 3 000 households in a proximity of 500 m.
- Waste disposal.
  - Two general waste disposal sites (GLB).
  - +-500 000 tons of waste disposed.
    - Koedoeskloof = 197 000 tons.
    - Arlington = 250 000 tons.

**(c) Annual performance as per key performance indicators in waste management services**

Refer to KPE 2.11 in the table on page 46.

Other performance highlights include:

- The Cleanest Town Award in the Metropolitan Category.
- The development of the Mobile Waste Exhibition Unit to educate communities about environmental awareness.
- Pilot project: Blue Horizon Bay pilot source separation. This project requires the residents of Blue Horizon Bay to separate their waste into two fractions (two bag system), namely a recyclable and a rest fraction. Paper, tins, plastics and cardboards are recycled via this system. Glass is disposed of separately at recycling stations placed at strategic points.
- The Umnulu transfer site in Motherwell has been completed (DEAT funded project) and will be handed over to the Municipality during November 2009. This site will integrate services to the public by dealing with waste streams that cannot be handled through the normal refuse collection service, such as bulky waste, garden waste and builders' rubble. The site will in future also be used as a recycling drop-off point.

**(d) Waste management challenge:**

- Illegal dumping of builders' rubble and domestic refuse.

In the year ahead (2009/10), Ward-based programmes will be developed and implemented to eliminate the dumping of domestic refuse. Furthermore, the Municipality will expand its public awareness programmes around environmental issues. The problem of illegal dumping will be resolved only through community participation and involvement, while the problem of the dumping of builders' rubble will be resolved only through public sector involvement.

## **INTEGRATED SUSTAINABLE HUMAN SETTLEMENTS**

The Municipality has a backlog of 84 266 housing units, based on 35 257 informal households and 49 009 backyard shacks.

The Nelson Mandela Bay Municipality adopted a Housing Turnaround Strategy towards the end of 2007. This strategy originally allowed for the implementation of five specific programmes to speed up housing delivery, i.e.–

- Blocked projects
- SCCCA projects
- Running projects
- Future projects
- Upgrading of informal settlements

Two further programmes were subsequently added, i.e. –

- Rectification of old houses
- A Social Housing Programme

The following are the main components of the Housing delivery cycle:

- Project identification.
- Project funding applications and agreements with the Province.
- Processing and signing of letters of awards.
- On-site progress certification.
- Beneficiary management and transfer of properties.
- The procurement of contractors.
- Final submissions of claims to Province.
- Applications for enrolment with NHBRC.

An area that the Municipality is currently strengthening, is project supervision and management. As some emerging contractors failed it in the past, the Municipality is now making use of experienced contractors, especially for

major contracts. In the 2008/09 financial year, 8 990 housing opportunities were provided, as opposed to 1 055 in the 2007/08 financial year.

The Municipality is currently reviewing and cleansing its housing waiting list to ensure that it is accurate and reliable.

Another key focus area in terms of integrated sustainable human settlements is the relocation of residents from flood plains, tip-sites, electricity reserves and other stressed areas. In this regard, 14 000 households need to be relocated. Areas that have been identified for relocation include Motherwell NU29 and NU30, Wells Estate and Chatty. The Municipality has identified other land for the provision of serviced sites, to which people can be relocated while waiting for the construction of their houses.

As mentioned above, the Municipality is also prioritising social housing. The National Social Housing Bill requires that local authorities identify and approve restructuring zones in which Social Housing Grants will be awarded to accredited Social Housing Institutions. In this regard, six restructuring zones were identified by the Municipality and approved by the Provincial Department of Housing. These zones are located in the inner city, Walmer, Mount Road, Despatch, Uitenhage and William Moffett Expressway. Seven more areas have been identified and are awaiting approval. The Municipality is working together with two social housing partners, namely Amalinda and Own Haven.

The following challenges regarding the development of sustainable human settlements have been identified:

- Insufficient housing delivery funding.
- Non-gazetting or late gazetting of housing funding to fit into the Municipality's three-year budget cycle.
- Building sustainable human settlements closer to economic opportunities.
- Project management capacity.
- Service delivery protests.
- Delays in EIA approvals.
- Illegal occupation of houses.
- Lack of emerging contractors' capacity.

In the year ahead (2009/10), the Municipality will review spatial planning and planning tools and processes to enhance the development of sustainable human settlements. Pilot sites will be identified, starting with Chatty, for the implementation of sustainable human settlements. Social housing will also be prioritised. Level 2 accreditation will also be pursued. The Municipality, together with the Provincial Department of Housing and the National Department of Human Settlements, will prioritise the repair of 'wet and defective' houses. A plan will also be developed and adopted to deal with service delivery protests. In addition, the issue of contractors' capacity is being addressed through the appointment of experienced contractors, especially for major contracts. The issue of delays in EIA approval will also be addressed with the Province. Law enforcement processes will be used to address the problem of illegal occupation of houses.

**(a) Levels and standards in housing delivery**

The Metro is providing a standard 40 m<sup>2</sup> Metro house and has recently introduced an improved version of this house. All projects are enrolled with the NHBRC to ensure the protection of consumers. Final unit reports are issued on the completion of each house, incorporating the 'Happy Letters' signed by beneficiaries.

**TOWN PLANNING**

The Municipality's town planning activities comprise the following:

- Strategic planning services.
- Managing special projects.
- Processing of town planning applications from the private sector.
- Rezoning/Subdivision/Land preparation for municipal service delivery projects.
- Preparation of plans/Subdivisions for development of low-income housing.

- Preparation of plans/Subdivision for developments other than low-income housing.
- Development of land.
- Investigation and disposal of municipal land.
- General advice on planning and property development matters.
- Maintenance of data bases on development and relevant statistics.
- Building plan processing in terms of the National Building Regulations.
- Facilitation of Social Housing.

**(a) Levels and standards in town planning**

The turnaround time for building plans is seven (7) working days after submission. Thereafter, the applicant is informed either that the plan has been approved, or that it has some deficiencies that need to be rectified.

Building plans go through a rigorous technical assessment process. This includes the verification of technical compliance for, *inter alia*, the following:

- Town planning regulations, such as zoning, building lines, height and floor space index (FSI).
- Electricity regulations and standards.
- Drainage regulations.
- Site stormwater.
- Transportation aspects, such as site access.
- Compliance with fire regulation.
- Health aspects such as ventilation / building materials.
- Structural engineering compliance, where necessary.

All this is to ensure that plans comply with municipal regulations. Thereafter, development on site is monitored by the Building Inspectorate to ensure compliance with the approved building plans.

Town planning applications that are of a non-complex nature and to which there have been no objections are generally approved within six months of the date of submission.

**(b) Annual performance as per key performance indicators in housing and town planning services**

The progress made in achieving key performance indicators in respect of housing and town planning services is reflected in KPE 2.1 – 2.3 in the table on page 29.

Additional town planning performance information is reflected below.

<b>Types of land planning applications and statistics</b>	
	<b>2008/09</b>
<b>Land matters:</b>	
Sub-division and land transactions (SALTs)	418
<b>Spatial planning applications:</b>	
Special consents	311
Town planning amendments	172
Site development plans	160
Town planning departures	31
Removal of restrictions	60
Unauthorised uses	600
<b>Total</b>	<b>1750</b>

**(c) Town planning challenges**

- Delays in processing of land applications
- Planning to enhance sustainable human settlements closer to work opportunities.

To fast-track land applications, a political Oversight Committee was established as well as a Multi-disciplinary Task Team comprising representatives from municipal directorates, which meets every three weeks. This also enhances co-ordination and integration.



Critical technical skills shortages are being addressed, as was reflected in Chapter 1 (under Institutional Transformation and Organisational Development).

## **SPATIAL PLANNING**

### **(a) Preparation and approval process of spatial development frameworks**

#### **Metropolitan Spatial Development Framework (MSDF)**

To ensure sustainable growth and development in Nelson Mandela Bay, all strategic planning processes are aligned and fully integrated by the Metropolitan Spatial Development Framework (MSDF). The framework was approved by Council in March 2009 and is continuously evolving and reviewed annually. Key to this is the City-wide Development Strategy, which will be completed in the 2009/10 financial year. This long-term Strategy will inform all integrated development planning that caters for the short- and medium-term development of the Metro. The MSDF spatially reflects the IDP.

The MSDF outlines the desired spatial development of the metropolitan area, as contemplated in Section 25(e) of the *Municipal Systems Act* (Act 32, 2000). It also highlights priority investment and development areas and therefore serves as a guide to decision-makers and investors. The MSDF is an integral component of the IDP and translates this Plan into its spatial implications to provide broad, overall development guidelines. The Municipality's MSDF is aligned with other development strategies nationally, provincially and regionally.

The Spatial Development Framework is based on three key focal points, namely sustainable community planning methodology; corridors and accessibility; and economic development and growth in achieving restructuring, integration and sustainability.

**(i) Sustainable community planning methodology**

The existing pattern of development in Nelson Mandela Bay is the result of past segregation-based planning, which has separated different racial groupings in geographical terms and has resulted in great disparities in standards of living, access to infrastructural services, employment and cultural and recreational facilities. These imbalances, which serve as constraints for redevelopment, are being addressed in the MSDF.

Sustainable Community Units (SCUs) have been introduced to achieve a more balanced structure in Nelson Mandela Bay, in order to reduce discrepancies in terms of service provision and standards; promote integration in socio-economic and functional terms; and provide for economic activities and employment opportunities.

SCUs are defined by the distance that an average person can comfortably walk in half an hour, i.e. a 2 km radius. In other words, amenities, facilities and job opportunities must be within walking distance of all residents. All SCUs in Nelson Mandela Bay are to be linked by a public transport network that will ensure that all areas are accessible to all communities by means of public transport, as is also required in terms of the Integrated Transport Plan (ITP).

In attempting to achieve both sustainability and integration, the following six functional elements have been identified as needing attention:

- Housing
- Work
- Services
- Transport
- Community
- Character and identity

In focusing on these six elements, minimum standards have been defined for addressing an acceptable planning quality, ensuring quality of life for residents in these areas.

**(ii) Corridors and accessibility**

In the restructuring of Nelson Mandela Bay, the development of corridors along major routes, which have the potential for integrated mixed land use development, supported by improved public transport services (e.g. the Khulani Corridor), is also envisaged. An Integrated Transport Plan has been developed as a key component of the MSDF to improve accessibility for all residents of Nelson Mandela Bay.

**(iii) Economic development and growth**

This crucial component of the Spatial Development Framework seeks to generate a means to support and enhance urban development. Various interventions may be utilised to support economic growth and development, based on a number of considerations, such as the importance of linking the residents of Nelson Mandela Bay to opportunities; directing investments to places where they will have the greatest effect; protecting and enhancing natural and cultural resources for sustainability; and enriching the experience of Nelson Mandela Bay.

**(iv) Implementation and prioritisation of MSDF**

The MSDF provides strategic guidance regarding the areas on which the Municipality should focus the allocation of its resources. In order to assist in prioritising projects and allocating resources, four main elements of the MSDF were isolated as geographic entities, which provide guidance as to where the priority capital investment areas lie. These areas are:

- Core economic areas
- Infill priority areas
- Strategic development areas
- Service upgrading priority areas

The MSDF comprises a number of topic-specific planning documents, including the following:

- Strategic environmental assessment
- Urban edge/Rural management and urban densification policies
- Demographic study updates
- Land use management system

The MSDF encapsulates the following sector plans:

- Disaster Management Plan
- Integrated Waste Management Plan
- Strategic Environmental Assessment
- Metropolitan Open Space System
- Water Service Development Plan
- Integrated Transport Plan
- Housing Programme
- Economic Development Strategy

The Spatial Development Framework of the Municipality is reflected in the map below. The map specifically shows the following aspects, which are dealt with in more detail in the Spatial Development Framework Report:

- Urban growth areas phased over time
- Urban edge, beyond which development is limited
- Major development nodes
- Major transport routes, including corridors for investment and development
- Environmentally protected areas
- The Municipality's proposed low-income housing programme