



SOL PLAATJE MUNICIPALITY

VOLUME 2
DEVELOPMENT RATIONALE

TABLE OF CONTENTS

1	INTRODUCTION.....	82
1.1	PHILOSOPHICAL PERSPECTIVE	82
1.2	COMPILATION PROCESS	83
2	SYNOPSIS.....	83
2.1	MUNICIPAL VISION AND MISSION STATEMENTS	83
2.2	DEPARTURE POINTS.....	86
2.3	POLICY FRAMEWORK	86
3	SPATIAL DEVELOPMENT IMPLICATIONS OF VISION AND MISSION STATEMENTS	87
3.1	FORMULATION OF AN APPROPRIATE SPATIAL VISION	87
3.2	SPATIAL DEVELOPMENT IMPLICATIONS OF VISION	88
3.2.1	Having Strong Communities	88
3.2.2	Obtaining Shared and Inclusive Economic Growth.....	88
3.2.3	Quality Living for All.....	89
3.2.4	Urban Efficiency and Social Integration	89
3.2.5	Being Sustainable	90
3.2.6	Having Governance Excellence	90
4	DEPARTURE POINTS	91
4.1	SOCIO AND ECONOMIC GROWTH PROJECTION	91
4.1.1	Population Growth.....	91
4.1.2	Economic Growth.....	91
4.2	FUNDAMENTAL ASSUMPTIONS	92
5	DESIRED URBAN FORM.....	93
6	POLICY FRAMEWORK.....	95
6.1	ECONOMIC POLICY	95
6.1.1	Fostering of Smart Growth	95
6.1.2	Unleashing of Economic Multiplier Effect.....	95
6.1.2.1	Defining the Economic Multiplier Effect.....	95
6.1.2.2	Fostering Economic growth through strong predefined nodes	98
6.1.2.3	Develop and encourage the growth of new economic markets	98
6.1.2.4	Small Business Development.....	98
6.2	NODAL POLICY.....	98
6.2.1	Characteristics of a Node.....	98
6.2.2	Generic Principles	99
6.2.3	Nodal Classification and Hierarchy	99
6.3	MOVEMENT POLICY	101
6.3.1	Strategic Policy Principles.....	101
6.3.2	The Road System.....	101
6.3.3	The Railway System	103
6.3.4	The Kimberley Airport	103
6.4	STRATEGIC RESIDENTIAL DENSIFICATION POLICY	103
6.4.1	Necessity for residential densification.....	103
6.4.2	Densification Parameters	104
6.4.3	Assessment of Densification Applications	104
6.5	LAND USE POLICY	105
6.5.1	Assessment Criteria	105
6.5.2	Settlement policy for specified land uses.....	105
6.5.2.1	Tuck Shops.....	105
6.5.2.2	Guesthouses	106
6.5.2.3	Hotels	106
6.5.2.4	Crèches and Childcare Centres.....	106
6.5.2.5	Housing	107
6.5.2.6	Mixed Income Residential Development	108

6.6	OPEN SPACE POLICY	108
6.6.1	General Policy	108
6.6.2	Hierarchy of Open Spaces	108
6.7	ENVIRONMENTAL SENSITIVITY AND HERITAGE POLICY	109
6.8	INFRASTRUCTURE POLICY	109
6.8.1	General Policy	109
6.8.2	Road Reserve Widths	109
6.8.3	Stormwater Management	110
6.8.4	Arrangements pertaining to the provision of Engineering Services	110
6.9	SUSTAINABILITY POLICY	112
6.9.1	General Aspects	112
6.9.2	Green Buildings	113
6.9.3	Energy Efficiency	113
6.9.4	Water Efficiency	114

TABLE OF FIGURES

Figure 1: City Structure	82
Figure 2: Spokes and Hub	93
Figure 3: Cross cutting and connectivity	93

1 INTRODUCTION

1.1 PHILOSOPHICAL PERSPECTIVE

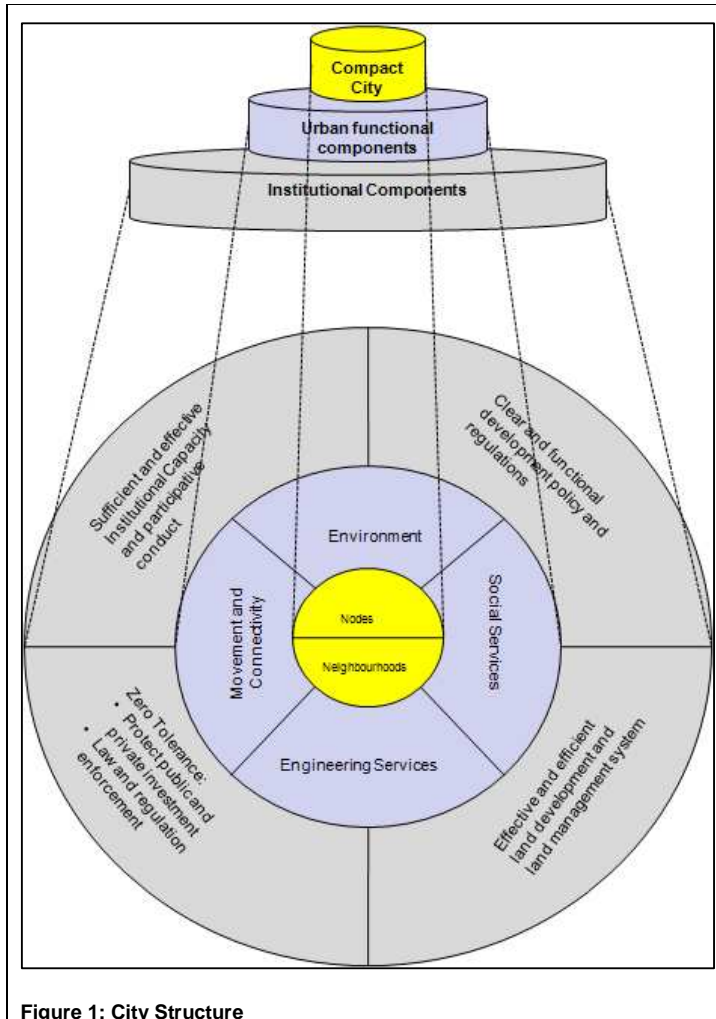


Figure 1: City Structure

The spatial manifestation of a city or urban form (spatial development) that is visible to all visiting and or living in a city is directly related to the effective and efficient manner by which the city is “governed” or “managed”. The adjacent figure reflects a simplification of the “wheels” that drives or constitutes the city (municipality). These “wheels” have as its focus the creation of and sustaining of viable areas in which people can play, work and stay.

The vibrancy of the city or municipality is directly related and dependant on how successful the municipality is able to provide and sustain the required urban functional components which are in its own right complex and comprehensive.

The urban functional components are those physical elements that create the environments that enable the citizens of the city to play, work and stay, i.e.:

- **Movement and connectivity**
In short, this purely refers to the convenience embedded in the choice of transport which again relates to the state of roads, availability of different transport modes, cleanliness safety and security.
- **Municipal Infrastructure**
This refers to the ability of the municipality to supply and maintain a desirable and affordable level of service related to the supply and storage of potable water, waste water treatment, electrification.
- **Environment**

This refers to the level of service pertaining to stormwater management, waste removal, and clean, safe and functional open spaces.

- Social services

This refers to the availability of functional social support in the form of clinics, hospitals, welfare, libraries, gathering and meeting places, the practise of sport and recreation, etc.

The “level of service” attached to the urban functional components are directly related and dependant on how successful the municipality is in its ability to provide and sustain the required institutional components. Each and every urban functional component requires an institutional component that in its own right gives direction and enables the urban functional component to function in the manner destined. The institutional components are elements such as:

- Possessing and executing clear and functional development policy and regulations;
- Embracing a “zero tolerance” attitude towards lawlessness;
- Concrete endeavours to protect and enhance public and private investment;
- Possession of the necessary capacity and skills to effectively and efficiently perform civil duties.

The Spatial Development Framework (SDF) of a municipality is the futuristic view (vision) of how the citizens and the governors see the city in the forthcoming years. The SDF must not only be based on physical or spatial elements but be closely related to the a-spatial entities (i.e.: management and conduct) that give strength and reality to the spatial vision.

1.2 COMPILATION PROCESS

The Development Rationale (DR) component of the 2008-2012 SDF revision was compiled by:

- the assessment of all existing documentation made available by the local authority;
- interviews with the Head of Departments and or their authorised representatives;
- workshops with the Technical Workgroup on 13 November 2007, 4 March 2008, 22 April 2008 and 18 June 2008, as well as
- workshops with the IDP Representative Forum on 15 November 2007 and 5 March 2008, where the DR was debated, enhanced and endorsed.

2 SYNOPSIS

2.1 MUNICIPAL VISION AND MISSION STATEMENTS

The message that the municipal vision and mission statements relay to the compilation of a SDF for Sol Plaatje Municipality (SPM) can be summarized as follows:

VISION	MISSION					
	Strong Communities	Shared and inclusive economic growth	Quality Living For All	Urban Efficiency And Social Integration	Sustainability	Governance Excellence
<p>SP a dynamic Municipality that provides a comprehensive range of affordable services to all its residents Vision Adapted: SP - A Municipality that Sparkles</p>	<ul style="list-style-type: none"> ❖Recognise Diversity ❖Build common national identity 	<ul style="list-style-type: none"> ❖Foster economic growth of 4% to reduce unemployment and poverty ❖All communities to share in benefits of growth ❖Focus on long term sustainable job opportunities 	<ul style="list-style-type: none"> ❖The provision of durable social and economic infrastructure 	<ul style="list-style-type: none"> ❖Countering apartheid geography ❖Optimise infrastructure ❖Minimise City Social and Economic Costs 	<ul style="list-style-type: none"> ❖Maintain ecological balance (Clean air, water and land) ❖Supply affordable services that can be maintained ❖Minimise City Social and Economic Costs 	<ul style="list-style-type: none"> ❖Be efficient, co-operative and participative ❖Sound policy ❖Conducting affairs in a transparent and constant fashion

The spatial development principles emanating from the vision statement is summarised as follows:

SP - A Municipality that Sparkles	Strong Communities	Shared And Inclusive Economic Growth	Quality Living For All	Urban Efficiency And Social Integration	Sustainability	Governance Excellence
Spatial Development Principles	<ul style="list-style-type: none"> ❖ Social Integration ❖ Equal Opportunities = recognise diverse range of social and economic affordability 	<ul style="list-style-type: none"> ❖ Activate economic multipliers by: <ul style="list-style-type: none"> ➢ Concentrating social and economic opportunities ➢ Promote mix-use development ➢ Compact city ❖ Infrastructure to absorb and sustain demand: <ul style="list-style-type: none"> ➢ Sufficient capacity ➢ Suitable quality ➢ High service level ❖ Movement <ul style="list-style-type: none"> ➢ High level of accessibility ➢ High convenience ❖ Safe and secure environment <ul style="list-style-type: none"> ➢ Clean ➢ High safety level ➢ High level of security ❖ Low income settlements to be linked to economic wellbeing 	<ul style="list-style-type: none"> ❖ Activate economic multipliers by <ul style="list-style-type: none"> ➢ Concentrating social and economic opportunities ➢ Promote mix-use development ➢ Compact city ❖ Infrastructure to absorb and sustain demand: <ul style="list-style-type: none"> ➢ Sufficient capacity ➢ Suitable quality ➢ High service level ❖ Movement <ul style="list-style-type: none"> ➢ High level of accessibility ➢ High convenience ❖ Safe and secure environment <ul style="list-style-type: none"> ➢ Clean ➢ High safety level ➢ High level of security 	<ul style="list-style-type: none"> ❖ Social Integration ❖ Equal Opportunities = recognise diverse range of social and economic affordability ❖ Activate economic multipliers ❖ Compact City ❖ Influx management 	<ul style="list-style-type: none"> ❖Diverse level of services to suit affordability by users ❖Environmentally friendly development ❖Low income settlements to be linked to economic wellbeing (not being purely housing schemes) 	<ul style="list-style-type: none"> ❖ Policy and regulations that will protect and enhance quality of life and investment

2.2 DEPARTURE POINTS

The growth and development within SPM is based on the following departure points, growth projections and assumptions:

Departure points/ Assumptions/ Projections	Plan for an economic growth of 4% pa <ul style="list-style-type: none"> ➢ Incremental growth (taking informal economy to formal economy) to be pursued. ➢ Must create economies of scale and high level of city ambience for capital investment creating permanent employment. ➢ Due to the geographical magnitude SP has to foster/embrace a “movement” economy.
	Population growth will be based mainly on influx rather than natural growth; <ul style="list-style-type: none"> ➢ Influx mainly non-economic contributors <ul style="list-style-type: none"> ▪ If uncontrolled, influx will have a negative impact on affordability and sustainability within SPM; ➢ The current growth is approximately 5% per annum. ➢ Accept a growth of 3% per annum till 2013
	SP will remain western polar of central SA but will lose distinction (sparkle) in favour of Mangaung if: <ul style="list-style-type: none"> ➢ High level of convenience is absent ➢ Governance and business ethics and service levels are not of impeccable levels ➢ High levels of access and movement convenience are absent; ➢ Absence of high level of environmental and social quality (City and country ambience) ➢ Economies of scale attracting capital investment are ineffective ➢ Regional service centre qualities are not maintained and enhanced- must visit SP from preferred choice not necessity
	Bulk infrastructure backlog and future need will be catered for in the forthcoming Medium Term Revenue and Expenditure Framework (MTREF) period <ul style="list-style-type: none"> ➢ Electricity ➢ Sewerage Treatment ➢ Water Storage
	Existing Investment must be protected and enhanced
	Cultural and historical heritage should be protected where appropriate and without fossilising it into artefacts

2.3 POLICY FRAMEWORK

Emanating from the vision and development principles the SDF will subscribe to the following policy framework:

Economy	Movement	Land Use	Densities	Environment & Heritage	Infrastructure
<ul style="list-style-type: none"> ❖ Fostering Smart Growth by: <ul style="list-style-type: none"> ➢ Creating an investor friendly enabling environment ➢ Protect and enhance existing investment ❖ Unleashing economic multipliers by: <ul style="list-style-type: none"> ➢ Concentrating economic and social activities in predefined nodes ➢ CBD to be retained and enhanced as the preferred economic node for regional service and commerce ➢ Maximise exchange minimise transaction costs ❖ Develop and encourage the growth of new economic markets particularly: <ul style="list-style-type: none"> ➢ Tourism ➢ Agriculture ➢ Local and sub regional orientated industry 	<ul style="list-style-type: none"> ❖ Support and enhance the economy as a movement economy by: <ul style="list-style-type: none"> ➢ Ensure and maintain a high standard of regional accessibility (road, rail and air) ➢ The regional access to be orientated to accommodate in order of priority: <ul style="list-style-type: none"> ▪ Freight (national and international) ▪ The private vehicle ▪ Mini-bus Taxi ▪ Bus ❖ Local access to foster in order of priority: <ul style="list-style-type: none"> ➢ Public Transport ➢ Non motorised (Pedestrian / cyclist) ➢ Private Transport ❖ Fostering of eco-friendly transportation modes for tourism and local economic support: <ul style="list-style-type: none"> ➢ Trams ➢ Rickshaw ➢ Coaches ❖ Provide a high level of regional and local convenience ❖ Modal transfer points to be: <ul style="list-style-type: none"> ➢ Safe ➢ Secure ➢ Clean ➢ Appealing 	<ul style="list-style-type: none"> ❖ Mix use in dedicated nodes minimising the dependency on travel ❖ Support the notion of “inclusionary” housing developments in new developments ❖ Land management and administration processes similar for all areas within SP 	<ul style="list-style-type: none"> ❖ Suitable residential densities optimising existing infrastructure capacities ❖ Optimising densities in dedicated nodes ❖ Residential densities to reflect, maintain and enhance the ambience and quality of life of a particular suburb 	<ul style="list-style-type: none"> ❖ Cultural heritage to be protected and enhanced in such a manner that the heritage remains a living example. ❖ Creation of non sustainable museums and artefacts to be avoided ❖ Environmental rehabilitation plans for mining areas to be compiled in conjunction with and approved by SP ❖ Open space system as identified by KIMOSS be adhered to 	<ul style="list-style-type: none"> ❖ Wet services and Energy: <ul style="list-style-type: none"> ➢ Supply of efficient, effective and affordable service levels ❖ Developers to contribute to bulk infrastructure capacity ❖ Roads <ul style="list-style-type: none"> ➢ Mobility Spines <ul style="list-style-type: none"> ▪ regional access roads ▪ foster movement - limited to no direct access ➢ Collector Roads <ul style="list-style-type: none"> ▪ Nodal linkage ▪ Foster movement and connectivity ▪ Public transport orientated ▪ Limited direct access ➢ Activity Street <ul style="list-style-type: none"> ▪ Commercialised road ▪ Foster site accessibility ▪ Foster non motorised movement ▪ Direct access ➢ Residential street <ul style="list-style-type: none"> ▪ Local direct access to individual dwelling units or apartments ❖ Stormwater <ul style="list-style-type: none"> ➢ Stormwater attenuation on site for sites of 1ha and above

3 SPATIAL DEVELOPMENT IMPLICATIONS OF VISION AND MISSION STATEMENTS

3.1 FORMULATION OF AN APPROPRIATE SPATIAL VISION

The official development vision of SPM as per the 2007 Integrated Development Plan (IDP) is:

Sol Plaatje -
A dynamic municipality that provides a
comprehensive range of affordable services
to all its residents

From a spatial perspective the stated vision does not “place” SPM in its local, regional, national or international context. The current vision relates more to a “to do” list than establishing the character and domain of a city and environment by which visitor and resident can identify themselves.

The Encarta Dictionary: English (North America) presents five definitions for the word “vision”:

- 1 eyesight**
the ability to see
- 2 mental picture**
an image or concept in the imagination
- 3 something seen in dream or trance**
PARAPSYCHOLOGY an image or series of images seen in a dream or trance, often interpreted as having religious, revelatory, or prophetic significance
- 4 far-sightedness**
the ability to anticipate possible future events and developments
- 5 somebody or something beautiful**
a beautiful or pleasing site

The website of the National Defence University defines “vision” as

DEFINING VISION

One definition of vision comes from Burt Nanus, a well-known expert on the subject. Nanus defines a vision as a **realistic, credible, attractive future for [an] organization**. Let's dissect this definition:

- **Realistic:** A vision must be based in reality to be meaningful for an organization. For example, if you're developing a vision for a computer software company that has carved out a small niche in the market developing instructional software and has a 1.5 percent share of the computer software market, a vision to overtake Microsoft and dominate the software market is not realistic!
- **Credible:** A vision must be believable to be relevant. To whom must a vision be credible? Most importantly, to the employees or members of the organization. If the members of the organization do not find the vision credible, it will not be meaningful or serve a useful purpose. One of the purposes of a vision is to inspire those in the organization to achieve a level of excellence, and to provide purpose and direction for the work of those employees. A vision which is not credible will accomplish neither of these ends.
- **Attractive:** If a vision is going to inspire and motivate those in the organization, it

must be attractive. People must want to be part of this future that's envisioned for the organization.

- **Future:** A vision is not in the present, it is in the future. In this respect, the image of the leader gazing off into the distance to formulate a vision may not be a bad one. A vision is not where you are now, it's where you want to be in the future. (If you reach or attain a vision, and it's no longer in the future, but in the present, is it still a vision?)

(<http://www.au.af.mil/au/awc/awcgate/ndu/strat-ldr-dm/pt4ch18.html>)

Taking the lead from the above definitions it is clear that the current SPM vision is not attractive and or future orientated.

The cover page of the Sol Plaatje Municipal IDP contains the following slogan:



This slogan contains all the elements of a vision (i.e.: realistic, credible, attractive and future orientated). It is certainly projecting a dream and far-sightedness. It further can be seen to include the current vision as a development objective.

For the purposes of the SDF this slogan will be embraced as the Spatial Development Vision of the Sol Plaatje Municipality.

3.2 SPATIAL DEVELOPMENT IMPLICATIONS OF VISION

In striving towards **the city that sparkles** the 2007 IDP of SPM embraced overarching development objectives adopted as mission statements. It is these mission statements that bear the spatial foundation of the municipality:

3.2.1 Having Strong Communities

The IDP advocates the contribution to building a strong community forged by a common national identity that recognises diversity.

The spatial implications are:

- Planning and development to facilitate social integration;
- Creating equal opportunities;
- Recognising and catering for a diverse range of social and economic affordability.

3.2.2 Obtaining Shared and Inclusive Economic Growth

The IDP adopted the provincial economic growth target of 4-6% per annum; ensuring broad-based black economic empowerment; ensuring that the benefits of growth are shared; supporting SMME's; building and enhancing skills; creating large numbers of long-term sustainable jobs, reducing unemployment and halving poverty.

The spatial implications are:

- The activation of the economic multipliers by:
 - concentrating social and economic opportunities;
 - promoting mix-use development;
 - embracing a compact city.
- The provision of infrastructure to absorb and sustain demand by having:
 - sufficient capacity;
 - suitable quality;
 - high service levels.
- The economy is directly related and dependant on the movement of goods and people, thus requiring a:
 - high level of accessibility;
 - high convenience level.
- A safe and secure environment which ensures:
 - Cleanliness;
 - high safety levels;
 - high levels of security.
- Low income settlements must be linked to economic wellbeing.

3.2.3 Quality Living for All

The concept of “quality living for all” encompass the improvement of living conditions for all that live and work in the municipal area and building sustainable communities through the provision and maintenance of durable social and economic infrastructure.

The spatial implications for this objective are same as for the creation of shared and inclusive economic growth:

- The activation of the economic multipliers by:
 - concentrating social and economic opportunities;
 - promoting mix-use development;
 - embracing a compact city.
- The provision of infrastructure to absorb and sustain demand by having:
 - sufficient capacity;
 - suitable quality;
 - high service levels.
- The economy is directly related and dependant on the movement of goods and people, thus requiring a:
 - high level of accessibility;
 - high convenience level.
- A safe and secure environment which ensures:
 - Cleanliness;
 - high safety levels;
 - high levels of security.
- Low income settlements must be linked to economic wellbeing.

3.2.4 Urban Efficiency and Social Integration

The current attempts to counter the apartheid geography of separate development have resulted in inefficient service provision and social exclusion. This necessitates the curbing of low-density unplanned urban expansion and the provision of low-income housing on the periphery. It also means finding better solutions to building the urban fabric.

The spatial implications driving efficiency relates mainly to the ability to govern the municipality. This relates closely to the ability of the municipality to:

- achieve social integration
- create equal opportunities (but still recognise diverse range of social and economic affordability);
- activate economic multipliers;
- achieve a compact city, and
- manage influx.

3.2.5 Being Sustainable

The municipality is compelled to continuously enhance the living and working environment for its people. Extensive measures are required to ensure clean air, water and land.

From a spatial perspective, the implications of the aforementioned would thus require:

- a diverse level of services to suit affordability by users;
- environmentally friendly developments;
- low income settlements to be linked to economic wellbeing and not purely be housing schemes.

3.2.6 Having Governance Excellence

The notion of governance excellence encompasses:

- high levels of service delivery;
- the pursuit of efficient and cooperative governance;
- the deepening of participatory democracy which entails intergovernmental partnerships and citizenship;
- countering the fragmentation in planning and investment; and
- ensuring greater synergy in both kinds of action.

The spatial implications emanating from the above are:

- Formulate and apply policy and regulations that will protect and enhance the quality of life and investment;
- Being consistent in the application of policy, particularly the IDP and SDF;
- Adherence to the fixed development priorities in accordance with approved budgets.

4 DEPARTURE POINTS

4.1 SOCIO AND ECONOMIC GROWTH PROJECTION

4.1.1 Population Growth

At the technical work group session held on 16 November 2007 general consensus was reached to adopt a population growth rate of 3% per annum for the period 2008 until 2012. This consensus was based on:

- The joint perception that the depopulation of the country side has now reached it upper echelon and will now rapidly subside.
- The inflow of people will still be limited due to restricted number of job opportunities
- The outflow of young work seekers will be greater than those retained due to the limited economic opportunities.
- The growth due to natural birth is cancelled by deaths and the HIV/AIDS pandemic.
- Influx (mainly from other urban and settlement environments) will still be the highest contributor to the population growth.

It was also accepted that the greater proportion of the population growth will be non-contributors to the general economy. This will increase the demand for social upliftment and innovative programmes to absorb new entrants as contributors to the social wellbeing of the municipality. If influx is uncontrolled it will have a negative impact on affordability and sustainability within SPM.

4.1.2 Economic Growth

The past economic growth rate of the municipality was 4.05% of which the trade and services sector plays the most significant part.

Currently there are two government interventions being developed in SPM namely the new prison and mental hospital. These investments will have a substantial impact in direct and indirect job opportunities. It is expected that these investments will contribute to the strength of SPM as an administrative polar for services and trade.

The announcement that Kimberley will be the “African Trade Centre” for diamonds will create further economic opportunities in the short term. The required value adding to diamonds will certainly lead to the establishment of enterprises in diamond cutting, polishing and jewellery making which also will further contribute to economic growth of the area.

The forthcoming 2010 FIFA Soccer World Cup will boost the tourism industry before, during and after the event.

The above sentiments motivated the Technical Work Group (TWG) to adopt the position that the current economic growth rate of 4% will continue for the next 5 years.

The perceived economic growth must be geared towards:

- The pursuit of incremental growth (enabling the informal economy to become part of the formal economy).
- The creation of economies of scale and high levels of city ambience for capital investment ensuring permanent employment.
- Fostering an economy which will remain dependant on a high movement level.

4.2 FUNDAMENTAL ASSUMPTIONS

The SDF will be based on the acceptance of the following assumptions and directives:

- SPM will remain the western polar of central SA but will lose distinction (sparkle) in favour of Mangaung if:
 - a high level of convenience is absent;
 - governance and business ethics and service levels are not of impeccable standard;
 - high levels of access and movement convenience are absent;
 - a high level of environmental and social quality (City and country ambience) is absent;
 - economies of scale, attracting capital investment, are ineffective;
 - regional service centre qualities are not maintained and enhanced;
 - SPM is visited based on necessity and not on preferred choice.
- The Medium Term Revenue and Expenditure Framework (MTREF) caters for the bulk infrastructure backlog and future infrastructure needs, i.e.:
 - Electricity bulk supply from Eskom;
 - Sewerage treatment plant upgrades and expansion;
 - Expansion and upgrade of water storage capacity.
- Existing Investment must be protected and enhanced.
- Cultural and historical heritage should be protected where appropriate and without fossilising it into artefacts.

5 DESIRED URBAN FORM

In the context of the choice of a 'smart growth' scenario as well as the need to achieve the objectives outlined above, the question arises how best to achieve these desired outcomes. The first step towards achieving these desired outcomes is the establishment of the desired urban form. The second step towards achieving these outcomes require the application or moulding of this desired urban form to the context of SPM and must be linked to actions aimed at its realisation.

The following are the key spatial elements forming part of the desired urban form:

- **Radial System of Transport Routes and Primary Activity Node (Spokes and the Hub)**

Figure 2 reflects a strong centralised CBD (hub of activity) and a set of differentiated routes (spokes), which ensure high levels of accessibility to the centre. Reinforcing these routes enhance the CBD's attractiveness as the most desirable place for locating higher order activities.

The emphasis is on providing ease of access to the CBD and its opportunities. This is accomplished through ensuring that the routes, whilst varied in their nature serve a variety of modes of transport.

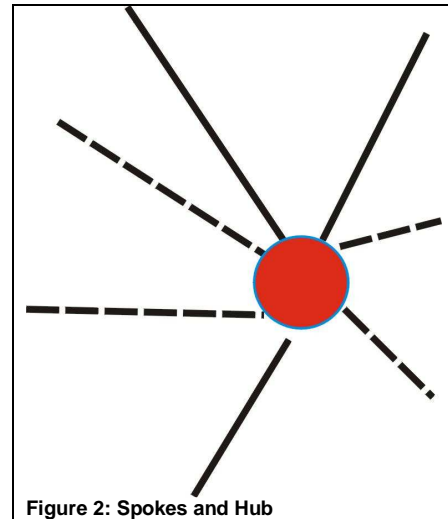


Figure 2: Spokes and Hub

- **Cross Cutting Transport Routes and a Hierarchy of Activity Nodes**

Figure 3 reflects the need to decentralise opportunities to ensure that more equitable patterns of development occur. There is a need to ensure that along with the growth of Kimberley, opportunities do not centre only in the CBD or historically advantaged areas, but redress inequities of the city. To this end, the concept of a decentralised hierarchy of complimentary activity nodes (and associated cross-cutting transport routes) is introduced.

The system of decentralised nodes improves levels of convenience in terms of access to social services, employment and an interconnected transport system, which links these nodes. In this sense, ease of access is promoted, not only to the CBD but between nodes as the (public) transport system is not purely radial in its orientation but forms a web

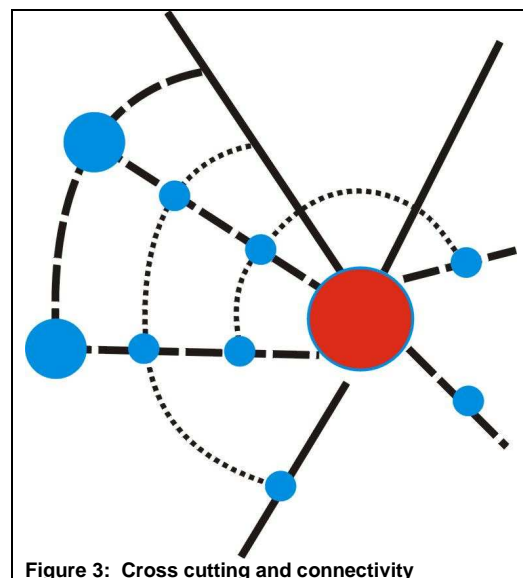


Figure 3: Cross cutting and connectivity

of interconnectivity.

Accessibility is the key defining condition to the development of this hierarchical system of nodes. Higher levels of accessibility result in increased forces of agglomeration. Higher order nodes are reflected at points of high accessibility and distributed in a manner to strengthen public transport routes.

The primary activity node (CBD) reflects the highest level of accessibility. The secondary order nodes anchor radial routes linking to the CBD as well as establishing an interaction between each other.

- **Intensification of Land Use in and Around Nodes**

In support of the system of activity nodes and routes, the desired urban form reflects higher intensity of land use in and around identified nodes. This includes a mix of uses such as business, public facilities and higher density housing, which in particular can be used to reinforce activity nodes and support efficient public transport.

6 POLICY FRAMEWORK

6.1 ECONOMIC POLICY

6.1.1 Fostering of Smart Growth

The principle in the IDP of “Bigger is not necessarily Better” is embraced under the notion of fostering smart economic growth. Development will therefore be geared and adjudicated to ensure that:

- An investor friendly enabling environment is created;
- Existing public and private investment is enhanced and protected.

6.1.2 Unleashing of Economic Multiplier Effect

6.1.2.1 Defining the Economic Multiplier Effect

The economic multiplier effect is defined as:

An effect in economics in which an increase in spending produces an increase in national income and consumption greater than the initial amount spent. For example if a corporation builds a factory it will employ construction workers and their suppliers as well as those who work in the factory. Indirectly the new factory will stimulate employment in laundries restaurants and service industries in the factory's vicinity.

Due to the absence of detailed local economic statistics, it is proposed that the intensity ratios (multipliers) developed by the Bureau of Statistics of the Government of the Northwest Territories (Canada) , as reflected in Table 1, be applied as indicators to assess the economic impact a development within SPM will have.

Table 1: Direct and Indirect Economic Impacts

Total Direct and Indirect Economic Impacts			
	GDP at Basic Prices per Rand of Output	Labour Income per Rand of Output	Jobs per R million of Output
	(1)	(2)	(3)
Crop and Animal Production	0.66	0.15	3.6
Forestry and Logging	0.80	0.66	12.3
Fishing, Hunting and Trapping	0.61	0.54	13.8
Support Activities for Agriculture and Forestry	0.84	0.72	11.8
Mining and Oil and Gas Extraction	0.79	0.08	1.0
Oil and Gas Extraction	0.86	0.05	0.7
Diamond Mining	0.79	0.08	0.9
Support Activities for Mining and Oil and Gas Extraction	0.66	0.56	5.9
Utilities	0.65	0.20	1.8
Electric Power Generation, Transmission and Distribution	0.65	0.19	1.8
Natural Gas Distribution, Water, Sewerage and other Systems	0.69	0.33	3.6
Construction	0.41	0.31	3.5
Manufacturing	0.69	0.15	2.6

Total Direct and Indirect Economic Impacts			
	GDP at Basic Prices per Rand of Output	Labour Income per Rand of Output	Jobs per R million of Output
Wholesale Trade	0.71	0.47	7.5
Retail Trade	0.76	0.59	15.9
Transportation and Warehousing	0.45	0.32	4.5
Truck Transportation	0.65	0.39	5.5
Transit and Ground Passenger Transportation	0.68	0.51	11.0
Pipeline Transportation	0.92	0.08	0.6
Other Transportation	0.39	0.30	4.1
Warehousing and Storage	0.80	0.26	3.6
Information and Cultural Industries	0.77	0.19	3.9
Motion Picture and Sound Recording Industries	0.57	0.14	8.2
Broadcasting and Telecommunications	0.80	0.19	3.4
Publishing Industries, Information Services and Data Processing Services	0.44	0.024	7.0
Finance, Insurance, Real Estate, rental and Leasing	0.81	0.41	1.5
Professional Scientific and Technical Services	0.64	0.53	7.7
Administrative and Support, Waste Management and Remediation Services	0.75	0.63	11.1
Administrative and Support Services	0.75	0.64	11.3
Waste Management and Remediation Services	0.85	0.46	8.4
Educational Services	0.83	0.59	20.3
Health Care and Social Assistance,	0.74	0.61	8.3
Arts, Entertainment and Recreation	0.58	0.40	16.0
Accommodation and Food Services	0.65	0.43	11.8
Other Services (Except Public Administration)	0.67	0.47	12.7
Repair and Maintenance	0.59	0.39	11.0
Grant-Making, Civic and Professional and Similar Organizations	0.71	0.60	18.1
Personal and Laundry Services and Private Households	0.71	.50	13.4
Government Sector	0.73	0.58	8.0
Other Municipal Governance Services	0.61	0.44	13.2
Other Provincial and Territorial Services	0.74	0.57	8.6
Other Federal Government Services	0.74	0.53	5.8

Source: (<http://www.stats.gov.nt.ca/Statinfo/Economic/Multiplier/multiplier.html>).

The Northern Territories Department of Statistics (<http://www.stats.gov.nt.ca/Stainfo/Economic/Multiplier/multiplier.html>) give the following examples how to use the intensity ratios as presented in Table 1:

Example 1: Construction Industry Expansion

Intensity ratios are often used when all that is known about a project is the gross change in economic activity. For example, if there were a R50 million increase expected in the output of the territorial construction industry, then, using the intensity ratios from the table above, the total effects (direct and indirect) would be as follows:

GDP at Basic Prices (R): [GDP intensity ratio for Const.] x [Gross output]
[0.41] x [R50 million] = 20.5 million

Labour Income (R): [Labour income intensity ratio for Const.] x [Gross output]
[0.31] x [R50 million] = 15.5 million

Employment (PYs): ((Gross output) / [1 million]) x [Employment intensity ratio for Const.]
[R50 million/1 million] x [3.5] = 175

Therefore, a R50 million expected increase in the output of the construction industry has a potential GDP impact of R20.5 million; labour income impact of R15.5 million; and the potential creation of 175 person-years of employment.

It should be noted that column three of Table 1 specifies the employment intensity ratio as "Jobs per R million of output", so it is necessary to divide gross output by R1 million as part of the calculation. The intensity ratio for employment is presented this way so that its format is meaningful and consistent to that of GDP and labour income. Otherwise, 'jobs per rand of output' would yield an intensity ratio of 0.0000035.

In the above example, the employment impact of 175 is expressed in terms of person-years of employment. This should be interpreted with caution because this could represent either 175 employees for a year, 350 half-time employees, or 700 employees for three months.

Example 2: Comparing relative economic impacts

Consider, for example, that along with the expansion in the construction industry noted above, that it is also expected that the oil and gas extraction industry will expand by R50 million, and you are interested in the relative benefits associated with each expansion. Using the intensity ratios for the oil and gas extraction industry from Table 1, the total effects (direct and indirect) would be as follows:

GDP at Basic Prices (R): [GDP intensity ratio for Const.] x [Gross output]
[0.86] x [R50 million] = 43.0 million

Labour Income (R): [Labour income intensity ratio for Const.] x [Gross output]
[0.05] x [R50 million] = 2.5 million

Employment (PYs): ((Gross output) / [1 million]) x [Employment intensity ratio for Const.]
[R50 million/1 million] x [0.7] = 35

Therefore, a R50 million expected increase in the output of the oil and gas extraction industry has a potential GDP impact of R43.0 million; labour income impact of R2.5 million; and the potential creation of 35 person-years of employment.

In comparing the relative economic impacts of the two industrial expansions, we see that the oil and gas extraction industry has a GDP impact that is R22.5 million larger than the construction industry expansion. Since the output expansion is the same (R50 million) for both industries, this implies that the oil and gas GDP impact has a larger 'surplus' component, and therefore a smaller labour income component, than does the construction GDP impact. In fact, this is supported when the labour income impacts are compared: the construction industry expansion yields R13.0 million more in labour income, and 140 more person-years of employment.

At this point, to more definitively gauge the relative economic benefits of the two expansions, one would have to consider (i) how many jobs, and associated labour income would flow to residents versus non-residents; and (ii) does the expansion impact resident businesses (which file tax returns in the NC) in the two industries, or non-resident businesses.

The concentrating of opportunities leads to the generation of multiple choices and through these choices

Note the reference to \$ has been changed to refer to South African Rand

6.1.2.2 Fostering Economic growth through strong predefined nodes

The market is always as strong as the quality and variety of the consumer opportunities it offers. In the current economy the transaction cost, which is represented by the physical and social cost the consumer must endure, to get access to need satisfaction, plays a determining role in the efficiency and effectiveness of the city and has a direct impact on the wealth of the citizens. By concentrating economic activities it reduces the transaction costs which in turn contribute to the available expenditure. The economy will thereof be steered to growth and or retain the nodes as identified in the nodal policy.

Declining and/or stagnant nodes have a detrimental impact on both public and private investments. It is therefore, important to manage the growth of nodes as a strategic element within the urban context at local and metropolitan levels.

6.1.2.3 Develop and encourage the growth of new economic markets

The establishment of ventures that promotes the tourism, agricultural as well as local and sub-regional orientated industrial sectors must be supported.

A strategy must be developed by the municipality to enable and encourage entrepreneurs to engage in these ventures.

6.1.2.4 Small Business Development

The establishment of ventures that promote the sustainable use of residential investment, without deteriorating the residential qualities of the residence and residential neighbourhood, such as allowance for tuck shops and the provision of beehive industries placed in the economically deprived areas. Small business development must place emphasis on hospitality and tourism.

6.2 NODAL POLICY

The intention of the Nodal Policy is to ensure that the urban structure is sufficiently robust to allow the urban opportunity areas to adapt to market and demographic changes.

6.2.1 Characteristics of a Node

In general terms, nodes have the following fundamental characteristics:

- The clustering of activities to achieve economic efficiency;
- Is accessible via public and private transport;
- A node may accommodate a single land use (e.g. industrial or commercial) or a mix of uses. These may include a range of public facilities (e.g. hospitals, municipal offices, libraries) depending on the role of the node and its function within the city; and
- There may be a recognisable centre or core, which supports a pedestrian environment and public spaces, but does not necessarily exclude vehicular traffic.

6.2.2 Generic Principles

The following generic principles apply to nodal development:

- The size of the node is determined by the node's function in the city, its proximity to and the role of neighbouring nodes.
- The catchment area for users is relative to the node's size and the types of services offered.
- Density and intensity of development within a node is determined by the mixture of land use activities, the supporting transport infrastructure, public facilities and services infrastructure.
- The relationship between transportation routes/facilities and land uses are major structuring elements of nodes, which in turn structure the city.

6.2.3 Nodal Classification and Hierarchy

The nodal classification is as follows:

Table 2: Nodal Classification

CLASSIFICATION	CHARACTERISTICS
Point	<ul style="list-style-type: none">• Contained within one building or development• At the intersection of 2 routes• Good access• Single land use• Single land owner• Low intensity development• Neighbourhood, district or regional significance e.g. filling stations as neighbourhood points
Activity Street	<ul style="list-style-type: none">• Linear form• Single or mixed land uses• Mostly multiple land ownership• Movement is pedestrian dominant and slow vehicle orientated• On-street parking and loading• Can be of local or district significance, e.g. Loch Street Meyerton (Midvaal Local Municipality)
Node	<ul style="list-style-type: none">• At the intersection of movement routes• Good access• Good public transport• Mixed land uses activities – public and private investment• Intense concentrations of activity• Multiple land ownership• Size depends on access• Neighbourhood, district or regional significance e.g. CBD

The nodal hierarchy is as follows:

Table 3: Nodal Hierarchy

	NODAL ORDER			
	Neighbourhood Node	District Node	Regional Node	Inner City Node
Description	This type of node is of significance for a specific neighbourhood.	These nodes serve one or more neighbourhoods (sub-areas).	These nodes are of regional significance, with reference to the regions making up the area of the municipality. They serve specific sub-regional areas or large districts.	The Inner City is the historical origin and core of the municipality. It serves national and international communities.
Dynamics and characteristics of the node	<p>Pedestrian preferred access</p> <p>Activities serve the immediate neighbourhood /suburb and are convenience based (not office dominated)</p>	<p>These nodes are predominantly located on mobility roads and/or activity streets (but not necessarily in all cases).</p> <p>Activities are of a local nature providing for convenience, daily needs and social services.</p> <p>Pedestrian activity is relatively easy.</p>	<p>These nodes are situated on mobility spines supported by mobility roads.</p> <p>Fulfil a variety of functions with sufficient mix of uses.</p> <p>Not necessarily a distinct profile, with nodes in tight competition against each other.</p>	<p>Situated at the confluence of metropolitan routes and freeways, in the area of highest accessibility.</p> <p>Diversity of activities and public facilities across the range, from industrial and manufacturing primary activities, secondary services, tertiary activities to quaternary services.</p> <p>Full range of public transport facilities. Established high-density residential component.</p> <p>Fully-fledged service infrastructure and support services.</p>
Nodal development guidelines	Integration in surrounding environment	Easy vehicular and pedestrian movement.	Oversupply of nodes cause business to easily move out of the node and not commit to the upgrading and maintenance of an area.	<p>Promote and acknowledge as the core of the city.</p> <p>Symbiotic relationship with decentralised nodes.</p>
Management parameters	The design approach should focus on the creation of attractive public spaces even on a very small scale.	The design approach should focus on integrating these nodes within their immediate environment by providing sufficient, safe and pleasant pedestrian linkages.	<p>The focus should be on the monitoring and management of nodes to prevent oversupply.</p> <p>The design approach should focus on integrating various parts of the node in one cohesive whole, as well as integrating the node within its surrounding environment through pedestrian linkages.</p>	The focus should fall on revitalisation and marketing

6.3 MOVEMENT POLICY

The SDF has a range of policy guidelines developed to support the city's current and future transportation needs. An Integrated Transport Plan (ITP) has been adopted by SPM that considers transportation issues in more detail.

The movement system as promoted by the SDF is seen as one of the key structuring elements within the urban area. Cities are to a large extent "movement economies", and the efficiency of the urban system is, therefore, directly related to the efficiency of the movement system.

6.3.1 Strategic Policy Principles

Within the context of SPM movement refers to all modes of transport. The strategic policy principles are to:

- Ensure and maintain a high standard of regional accessibility (road, rail and air)
- Orientate regional access to accommodate (in order of priority):
 - Freight (national and international);
 - The private vehicle;
 - Mini-bus taxi;
 - Bus.
- Orientate local access to foster (in order of priority):
 - Public transport;
 - Non motorised transport (pedestrian/cyclist);
 - Private transport.
- Foster eco-friendly transportation modes for tourism and local economic support:
 - Trams;
 - Rickshaw;
 - Coaches.
- Provide a high level of regional and local convenience
- Ensure that modal transfer points are:
 - Safe;
 - Secure;
 - Clean; and
 - Appealing.
- Ensure that the movement system links directly with, and is supported by, strong high-intensity mixed-use nodes and higher residential densities.

In a number of strategic areas, the SPM road system has been compromised over a period of time owing to unmanaged location of activities (both legal and illegal) and the accesses pertaining to these activities. Uncoordinated management of the levels of access on the movement system will have an increasingly negative impact on the traffic flow and ultimately on the sustainable development of an area.

6.3.2 The Road System

Table 4 defines various road types and indicates and identifies the interrelationship between movement and activity. This comprises the Road Mobility Policy.

Table 4: Road Classification

ROAD CLASSIFICATION	DESCRIPTION	FUNCTION AND DESIGN	LAND USE
ARTERIAL ROADS	An Arterial Road is a road for vehicles only along which through traffic flows with minimum interruption (optimal mobility).	<ul style="list-style-type: none"> • Mainly for inter regional mobility and public transport • No on-street parking • Access <ul style="list-style-type: none"> ○ Preferably no direct access ○ Limited direct access in exceptional circumstances ○ Access from side roads or service roads ○ Access intersections spaced 500m apart 	Nodal development City to City connectivity
COLLECTOR ROADS	<p>A Collector Road carries mainly intra regional traffic i.e. traffic of a local nature.</p> <p>The focus is on mobility and movement along the route.</p>	<ul style="list-style-type: none"> • Mainly for internal mobility and public transport • Shorter distance distribution • Link between the urban main road system and neighbourhoods • Pedestrian and bicycle movement on provided pavements • Limited on-street parking in exceptional circumstances • Access <ul style="list-style-type: none"> ○ Limited direct access 	Nodal development High density residential
ACTIVITY STREET	An Activity Street is a local street where access to the activity along the street is of paramount importance. Mobility is compromised in favour of the activity.	<ul style="list-style-type: none"> • Accommodate pedestrian intensive uses • High level of (direct) access • Speed calming • Public transport facilities • Non motorized transportation friendly 	<ul style="list-style-type: none"> • Activity preferably one block/erf deep • All uses to be of a local nature <ul style="list-style-type: none"> ○ Residential ○ Business ○ Retail ○ Industry
ACCESS STREET	An Access Street is a local road that serves primarily local traffic accessing the served area.	<ul style="list-style-type: none"> • Provides direct access to properties • Facilitates mixed traffic within neighbourhoods safely and at low speed • Provision of pavements for pedestrians • Feeds into collector road 	<ul style="list-style-type: none"> • Residential uses • Low intensity non-residential uses, as per sub-area guidelines



6.3.3 The Railway System

The investment in railway infrastructure must be protected and retained for the purposes of mass transit and inter regional connectivity.

6.3.4 The Kimberley Airport

In light of SPM being the African Diamond Centre, the status of the Kimberley Airport must be upgraded to permit **international** import and export of freight and passengers.

6.4 STRATEGIC RESIDENTIAL DENSIFICATION POLICY

6.4.1 Necessity for residential densification

As a counter to increased urban sprawl on the periphery of the SPM's established areas and with a view to accommodate demand in close proximity to existing economic opportunities and infrastructure, densification of strategic areas is seen as a key restructuring strategy.

The densification approach has a number of important outcomes:

- The viability of existing and proposed public transportation infrastructure and services increase in areas of higher densities given the increased potential number of uses.
- Higher density development optimises the use of land and provides accommodation in close proximity to urban opportunities.
- Densification promotes the efficient use of existing infrastructure and can be implemented in a phased manner with obvious cash-flow advantages.
- Appropriate densification can improve residents' quality of life as it brings them closer to urban opportunities and reduces travel time.
- Densification reduces pressure for the development of open spaces and environmentally sensitive areas due to the optimal use of available land.
- Densification together with appropriate sustainability measures can reduce air, water and land pollution.

However, there are a number of issues that must be considered when strategic densification is addressed:

- Significant public expenditure is needed for the development of an integrated movement system, including a reliable and efficient public transport system. There is a limited capital fund within the public sector in the short term to either carry the cost of actual developments, or to provide infrastructure across the SPM in support of densification.
- Residents have diverse requirements and need areas of both low and high densities.
- Higher-density living environments require an appropriate design to mitigate against social stress.
- Higher densities may result in concentrations of air and noise pollution. The market is largely demand driven and profit oriented. This means that the areas of densification and the rate of development in support of densification are dependent on market demand, capital availability and profit. The intention is to channel market supply into strategic areas.

- Infrastructure capacities will have to be assessed in terms of their ability to accommodate higher densities

The promotion of residential densification will contribute towards a more compact and concentrated urban form. Consequently the SDF promotes particular strategic residential densification:

- In and around nodes;
- Along mobility spines and collector roads in support of public transport;
- On the periphery of open spaces; and
- Within areas of focussed public-sector investments.

6.4.2 Densification Parameters

Table 5 reflects the strategic densification parameters that will apply within SPM:

Table 5: Densification Parameters

Locational Parameter	Gross minimum Density (units per ha)	Minimum stand size (if not specified in sub-area management table)
Within a demarcated Node:		
Inner City	90	2000
Regional	90	2000
District	60	2000
Neighbourhood	40	4000
Fronting on and abutting to Mobility Roads but outside demarcated Node:		
Collector	60	4000
Activity Street	80	2000
Areas adjacent to public parks (where the park measures in excess of 5000m ²) and public schools	40	4000
Base Density:		
Galeshewe and Lerato Park	40	
All other areas	10	
New subdivision \geq 1000 erven	As per application	

6.4.3 Assessment of Densification Applications

Development applications for higher density will be assessed by taking cognisance of:

- Acknowledgment of any existing and officially adopted Precinct Plan/Development Framework and/or specific guideline within the SDF;
- Sub-Area management tables which will prevail over the desired units per hectare as envisaged in the abovementioned table;
- Nature of the situational attributes leading to the densification application;
- An objective assessment of the proposal's impact on:
 - Existing and proposed public transport infrastructure
 - Vehicular access control measures (how access will be managed and the mobility function of a road be retained for instance by consolidating access points).
 - Pedestrian access
 - Heritage and the archaeological environment

- An integrated Site Assessment which includes:
 - A critical assessment of adjacent properties (height, orientation, privacy);
 - The assessment of the natural features on and around the site;
 - A Topographical assessment (i.e. slope of site and contours);
 - A physical and social infrastructure assessment (availability of and impact on existing infrastructure capacity)
 - A Draft/Conceptual Site Development Plan indicating mitigation of the constraining aspects as identified above and how pedestrian access to the existing public transport infrastructure will be effectively facilitated (where possible, inclusive of parking, pavements and landscaping).

6.5 LAND USE POLICY

6.5.1 Assessment Criteria

Even though the SDF promotes a specific land development, all applications for development must include a report which clearly motivates and elaborates the following:

- Need and desirability;
- Demand;
- Viability;
- Impact on infrastructure and upgrades required;
- Entrances and exits;
- Traffic impact assessment (if required);
- Adherence to development controls by way of sketch plan;
- Architectural vision, and
- Any other information that the municipality may require.

It is imperative that from date of acceptance of this SDF the municipality will not accept or adjudicate any land development application which is subject to the outcome of other legislation such as:

- Approval in terms of the Subdivision of Agricultural Land Act, Act 70 of 1970;
- Authorisation in terms of the Provisions of the National Environmental Management Act; Act 107 of 1998;

unless the outcome of adherence to the relevant legislation is attached and forms part of the land development application to the municipality.

6.5.2 Settlement policy for specified land uses

6.5.2.1 Tuck Shops

Tuck shops will only be permitted in the Economic Zone of Support, Promotion and Stimulation or where specified in the Sub-Area Management Table. Tuck shops shall have a floor area of not more than 20m², including storage area, and shall serve a minimum of 60 households and be at least 200m from a formal business opportunity (distance as per street access).

Tuck shop trade is restricted to general household consumables. Liquor sales shall not be permitted.

6.5.2.2 Guesthouses

A guesthouse is defined as temporary accommodation, including the serving of meals to patrons. The maximum length of stay in a guest house is 3 months.

For the purpose of the SDF there are two distinct categories of guesthouses, each with their own locational requirements:

Table 6: Guesthouse Categorisation

Category	Maximum Extent	Locational Requirements	Site Specific Requirements
Residential Guesthouse	Restricted to a maximum of 7 bedrooms or suites accommodating a maximum of 14 people	Any residential zoned stand	<ul style="list-style-type: none">At least 20% of the site to be attributed to garden area for common usageNo relaxation of parking requirements
Commercial Guesthouse	Restricted to a maximum of 16 bedrooms or suites accommodating a maximum of 32 people	Restricted to nodes and / or erven fronting onto collector roads	<ul style="list-style-type: none">At least 40% of the site to be attributed to garden area for common usageNo relaxation of parking requirements

Apart from effective, paved parking, together with the necessary manoeuvring area shall be provided on the erf to the satisfaction of the municipality, in accordance to the following ratios:

- 1 parking space per bedroom or suite; plus
- 1 parking space for staff; and
- 1 parking space for visitors.

The area for parking, including manoeuvring area, is calculated at 27.5m² per parking space. A parking bay must be 2.5m by 5.0m in size with a manoeuvring space of at least 6.0m between parking bays.

6.5.2.3 Hotels

A hotel is defined as temporary accommodation with a minimum of 8 bedrooms or suites or a building registered as a hotel by virtue of the Hotels Act, 1965 as amended, and may include social halls, restaurants, place of amusement, beauty parlour, spa and curios shops.

The location of hotels is restricted to nodes and/or fronting onto collector roads.

6.5.2.4 Crèches and Childcare Centres

A crèche is defined as land or a building used for the custody and care of pre-school children.

A childcare centre is defined as land or buildings used for the care of school going children outside normal school hours.

For the purpose of the SDF, Table 7 reflects two distinct categories, each with their own locational requirements:

Table 7: Crèche and Childcare Centre Parameters

Category	Maximum Extent	Locational Requirements	Site Specifics
Residential Crèche or Childcare Centre	Restricted to a maximum of 30 Children	Any Residential 1 zoned stand	Parking for a crèche and a childcare centre shall be provided as follows :
Commercial Crèche or Childcare Centre	Number of children restricted by the municipality in terms of motivated application	Restricted to nodes and/or erven fronting onto collector roads	<ul style="list-style-type: none">• 1 parking bay per class room plus 1 parking bay for every 10 children;• All parking and zones for dropping off and picking up children shall be on site. <p>In the Economic Zone for Stimulation and Promotion, the above parking requirement may be relaxed by the municipality</p>

6.5.2.5 Housing

Residential development is referred to as a “housing development” when it is either or:

- partly supported by state funding sources;
- wholly funded from state sources;
- privately funded and is a development in accordance with approved national housing policy such as the current Breaking New Ground National Housing policy.

The nature of housing can be single houses on single stands or multi unit complexes for private ownership. When the housing development focuses on rental or cooperative housing for low to medium income households it is referred to as “**social housing development**”.

Social housing developments as well as housing developments will be supported in the demarcated “**Restructuring Zones**”. A Restructuring Zone is defined as an area demarcated by the municipality or Minister as an area conducive for social housing development.

The areas within SPM that are demarcated as Restructuring Zones are:

- The Inner City;
- All other Regional and District nodes, excluding the Kimindustria industrial node as well as the Industria industrial node;
- Sub-areas 2, 6, 10, 14, 17, 18 and 33;
- All existing municipal rental stock to date of approval of this SDF.

6.5.2.6 Mixed Income Residential Development

Where residential development or densification is proposed with a density of 40 units per ha or higher or any development with more than 50 units such development shall demonstrate adherence to the national policy notion of providing mix income residential opportunities where at least 20% of the development provides residential opportunities to the lower income occupants (i.e.: a joint income of not more than R12 000.00 per month). This type of residential development is also referred to as “**Inclusionary Housing**”.

6.6 OPEN SPACE POLICY

6.6.1 General Policy

For the purposes of the SDF, the General Guidelines set out in the “Guidelines for Human Settlement and Design” compiled under patronage of the Department of Housing, by the CSIR Building and Construction Technology, published in 2000 and reprinted in 2005, Chapter 5, Section 5.3 – Hard Open Spaces and Section 5.4 – Soft Open Spaces, are accepted as **general policy** for the development and provision of hard and soft open spaces within the SPM.

6.6.2 Hierarchy of Open Spaces

Within SPM the following Open Space hierarchy has been defined:

- Conservation area: Large open areas that, due to its heritage or environmental fauna and/or flora qualities, must be conserved.
- Regional Open Space: Open areas which serve an open space function in the form of passive recreation for a number of neighbourhoods and beyond.
- Sport and recreational areas: Public areas specifically developed for the enhancement of sport and sporting events.
- Neighbourhood Parks: Public areas serving a specific neighbourhood which shall be equal or more than 5 000m² in extent. Although small scale sport activities can be housed thereon, it is mainly utilised for passive recreation.
- City Gardens: These are formally developed gardens, housing monuments or flora, and have a decorative and commemorative function.
- Flood plains and drainage areas: Land situated within the 1:50 year flood line shall be retained as part of the open space and drainage network within the SPM.

6.7 ENVIRONMENTAL SENSITIVITY AND HERITAGE POLICY

The heritage value of Kimberley is one of the key assets of the city. It is therefore important to protect areas of conservation value and buildings. The aims and objectives of the South African Heritage and Resources Act, is fundamentally adopted and henceforth the SPM will strive to retain, protect and enhance these exhibits, in a sustainable manner, as living examples.

The National Monuments Council has compiled a number of surveys of significant buildings and places for historical towns in SA (and Kimberley) in order to assist the municipality in the formulation of conservation policies.

Within SPM, the following areas are listed as heritage conservation worthy areas:

1. Beaconsfield;
2. Belgravia;
3. Inner City;
4. De Beers;
5. Open Mine;
6. West End;
7. Memorial road area;
8. Greater no 2; and
9. Herlear.

6.8 INFRASTRUCTURE POLICY

6.8.1 General Policy

For the purposes of the SDF, the General Guidelines set out in the “Guidelines for Human Settlement and Design” compiled under patronage of the Department of Housing, by the CSIR Building and Construction Technology, published in 2000 and reprinted in 2005, the following chapters are accepted as General Policy for the development and provision of infrastructure within the SPM:

- Chapter 6 Stormwater Management;
- Chapter 7 Roads, Geometric Design and Layout Planning;
- Chapter 8 Roads Materials and Construction;
- Chapter 9 Water Supply;
- Chapter 10 Sanitation;
- Chapter 11 Solid Waste Management; and
- Chapter 12 Energy.

6.8.2 Road Reserve Widths

The following road reserve widths shall apply to all new developments and subdivisions:

Table 8: Road reserve widths

Type of Road	Minimum Road Reserve Width
Arterial Road	20m
Collector Road	16m
Access Road	10m
Cul-de-sac	8m with a maximum length of 30m
Private Roads	10m
Pan handle	4m

6.8.3 Stormwater Management

All developments on land larger than one (1) hectare in extent shall attenuate stormwater on site.

6.8.4 Arrangements pertaining to the provision of Engineering Services

Until the municipality has compiled municipal by-laws regulating the provision of infrastructure, the following arrangements will apply to guide and steer the provision of engineering services in development applications for land development and intensification of land rights:

1. Provision of Engineering Services

- 1.1. Every land development established in terms of applicable legislation shall be provided with such engineering services as the municipality may deem necessary for the proper development of the land development.
- 1.2. Any person, who is aggrieved by a decision of the municipality in terms of this arrangement, may appeal in writing to the MEC in accordance with the provisions of the Northern Cape Planning and Development Act.

2. Classification of engineering services

- 2.1. Every engineering service to be provided for a land development in terms of this arrangement shall, in the case where the land development is established by an owner of land who is not a local authority, hereinafter referred to as the applicant be classified
 - 2.1.1. by agreement between the applicant and the municipality, or
 - 2.1.2. in the absence of agreement, by the Appeal Boardas an **internal** or **external** engineering service.
- 2.2. **Internal** engineering services are all the dry and wet services required for the functioning of the land development **within** the boundaries of the land development and such services outside the boundaries of the land development which is solely required for the benefit of the land development, generally consisting of the provision of roads, water, sewerage and electricity.
- 2.3. **External** engineering services are those services which are required for the functioning of the land development situated outside the boundary of the land development which needs to be upgraded or provision for upgrade be made and is generally for the benefit of more than one user external to the land

development.

3. Responsibility for installation and provision of engineering services.

3.1. The applicant shall be responsible for the installation and provision of internal engineering services;

3.2. The municipality is responsible for the installation and provision of external engineering services.

3.3. Notwithstanding the provisions

3.3.1. of subsection 3.1 the municipality may, at the request of and at the expense of the applicant, install and provide any internal engineering service or cause such service to be installed and provided;

3.3.2. of subsection 3.2 the applicant shall, at his expense, install and provide any external engineering service of which the municipality concerned is not the supplier or cause such service to be installed or provided.

4. Engineering services to be to the satisfaction of the municipality:

4.1. The internal engineering service contemplated in section 3 shall be installed and provided to the satisfaction of the municipality, and for that purpose the applicant shall lodge with the municipality such reports, diagrams and specifications as the municipality may require.

4.2. For the purposes of subsection 4.1, the municipality shall have regard to such standards as the municipality may determine for streets and storm water drainage, water, electricity and sewage disposal services.

5. Duty of municipality to contribute towards costs of internal engineering services.

5.1. The municipality shall pay to the applicant as a contribution towards the costs incurred by the applicant to install and provide the internal engineering services or cause such services to be installed and provided

5.1.1. an amount of money determined by agreement between the applicant and the municipality;

5.1.2. in the absence of agreement, an amount of money determined by the Appeal Board on the application by either the applicant or the municipality,

5.2. The provisions of subsection 5.1 shall not apply to an internal engineering service of which the municipality is not the supplier.

6. Duty of applicant to contribute towards costs of external engineering services.

6.1. The applicant shall pay to the municipality as a contribution towards the costs incurred by the municipality to install and provide the external engineering services or cause such services to be installed and provided

6.1.1. an amount of money determined by agreement between the applicant and the municipality;

6.1.2. in the absence of agreement, an amount of money determined by the

Appeal Board on the application by either the applicant or the municipality.

6.2. The provisions of subsection 6.1 shall not apply to an external engineering service of which the municipality is not the supplier.

7. Responsibility for engineering services for a land development established by the municipality.

7.1. Where a land development is established by the municipality, the municipality shall be responsible for the installation and provision of all engineering services to be provided for the land development.

8. Appeals to Appeal Board

8.1. For the purposes of this arrangement the MEC shall be requested to constitute an Appeal Board consisting of

8.1.1. a president who shall be an advocate or attorney or a retired judge or magistrate;

8.1.2. one person being registered as a professional engineer in terms of the Professional Engineer's Act, 1968 (Act 81 of 1968); and

8.1.3. one person registered as an accountant and auditor in terms of the Public Accountants and Auditors' Act, 1951 (Act 51 of 1951).

8.2. An Appeal Board may, subject to the provisions of this arrangement, make its own rules regulating its procedure and proceedings.

8.3. Any applicant who is aggrieved by a decision of the municipality in terms of this arrangement in respect of the installation and provision of engineering services to the land development, including the standards to which such services shall comply, or the refusal or unreasonable delay of the municipality to give such a decision may within a period of 28 days from the date the applicant was notified in writing by the municipality, appeal to the Appeal Board setting out the grounds of appeal, and he shall at the same time provide the municipality with a copy of the notice.

8.4. After a hearing was held, during which period the Appeal Board ensured the facts of the matter, the Appeal Board may give any decision it may deem just, and thereupon it shall notify every party to the appeal in writing of its decision and the reasons therefore.

6.9 SUSTAINABILITY POLICY

6.9.1 General Aspects

There is currently an enormous energy crisis within South Africa. It is believed that this crisis will only be alleviated in 2014 or beyond. The crisis has caused the development industry and the governors to redefine the essence and importance of using our resources in a sustainable manner. For instance, buildings account for one-sixth of the world's fresh water withdrawals, one quarter of its wood harvest and two-fifths of its material and energy flows.

6.9.2 Green Buildings

A green or sustainable building is a commercial structure built so that it promotes energy conservation, uses environmental friendly construction products in a sensible way and creates a healthy place to live and work.

Developers within SPM shall demonstrate to the municipality how green or sustainable their development is in respect to:

- Management;
- Indoor Environmental Quality;
- Energy;
- Transport;
- Water;
- Materials;
- Land Use and Ecology;
- Emissions, and
- Innovation.

6.9.3 Energy Efficiency

In order to reduce electrical energy consumption and to lower the peak maximum demand all new developments shall demonstrate their commitment and contribution to energy efficiency by introducing measures such as:

- **Water heating:** Each residential unit provides for solar heated hot water cylinders, or the development as a whole could consider a heat-pump driven water heating system. Central or distributed heat pump plants have the ability to reduce conventional water heating with electricity by 80% if designed optimally.
- **Cooking:** Each residential unit makes provision for use of gas for cooking purposes, and should comply with the required legislation for piping and gas cylinder storage.
- **Air conditioning:** The installation of air conditioners to be limited to a maximum of two 1.5kW units per residential unit. If possible, green building designs should be done to limit the need for heating in winter and cooling in summer through electricity. A load switching relay could be installed between the two air conditioners in residential units to prevent them from operating simultaneously.
- **Under floor heating:** Under floor heating with electricity should not be allowed. Under floor heating with water heated systems are allowed, provided that the water is not heated with electricity during peak consumption periods.
- **Swimming pool pumps and other pumping requirements:** All swimming pool pumps and other pumps on the premises could be powered by photovoltaic cells (solar power), and batteries could be charged outside of peak consumption periods.
- **Washing machines, tumble dryers and dishwashers:** Washing machines, tumble dryers and dishwashers should preferably be operated in Eskom's standard and off-peak time slots and not in peak time-slots.

- **Lighting:** Lighting could contain power factor corrected energy efficient lamps. A building management system could be installed to switch off lights automatically when shops or offices are empty.
- **Street lighting:** Street lighting could be done by means of energy efficient lighting.
- **Alternative energy:** Each connection to the conventional electrical grid should be supplemented with alternative energy sources inter alia solar, gas and wind.

6.9.4 Water Efficiency

In order to reduce water consumption and to lower the demand:

- All development must provide for water harvesting and the application of the harvested water for greening and sustenance.
- Residential developments of 500 units and more to secure arrangements for the use of purified effluent (Grey Water) for greening of street reserves, public places and parks.